Diamond Park
Master Plan



The Diamond Park Master Plan was supported by the Victorian Government

recreation open space and sport specialists

This master plan was prepared by an independent consultant in conjunction with Wodonga Council. The master plan represents a higher level vision for Diamond Park and is subject to further consultation and consideration by the council.

All illustrative plans, perspectives and imagery contained within this report are indicative impressions to illustrate conceptual ideas only and are subject to further resolution, consultation, detailed design and approvals.

This report may contain copyrighted material, the use of which has not always been specifically authorised by the copyright owner. Making such material available is for the intended purpose to facilitate the readers understanding of the concepts and initiatives being proposed.

This report has been prepared by:

ROSS Planning Pty Ltd
ABN 32 508 029 959
Upper floor, 63 Bay Terrace
Wynnum QLD 4178

PO Box 5660
MANLY QLD 4179

P: (07) 3901 0730
E: info@rossplanning.com.au
W: www.rossplanning.com.au

Document Control:

Version	Date	Document Issue	Author	Reviewer	Recipient
1	05/09/23	Preliminary Draft Report	HC	DC	SH
2	13/09/23	Draft Master Plan	HC	DC	SH
3	26/09/23	Amended Draft Master Plan	HC	CP	SH
4	01/02/24	Final Master Plan	HC		SH

Wodonga Council acknowledges Aboriginal and Torres Strait Islander people as the First Peoples of the Country. We also acknowledge them as Traditional Owners and Custodians across various lands. We pay our respect to their Ancestors, Elders, children and young people. We acknowledge the strength and resilience of all Aboriginal and Torres Strait Islander Peoples and recognise their continuous connections to lands, waters and communities across the country.

© 2023 ROSS Planning Pty Ltd

This document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commissions. Unauthorised use of this document in any form whatsoever is prohibited.



Table of contents

1.0 Table of contents **3**
Executive Summary 4
Introduction 4
Existing situation 5
Demand for upgrade 5
2.0 Background **6**
Introduction and purpose 6
What is a master plan? 6
Project methodology 6
Literature review 6
3.0 Cultural Heritage **10**
4.0 Site analysis **12**
Site context 12
Planning considerations 12
Existing site elements 13
Facility snapshot 20
Existing key facilities 21
5.0 Demand analysis **22**
Community profile 22
Trends considerations 23
Gap analysis 25
6.0 Design considerations **30**
7.0 Master plan **33**
Vision 33
Facility design 33
Stage one (short-term) 38
Stage two (medium-term) 38
Stage three (long-term) 38

Executive Summary

Introduction

Diamond Park is a community recreation and sport park that is home to organised activities while providing a pleasant natural setting along Wodonga Creek.

It is the home of three community and sport clubs providing opportunities in speedway, motocross and dirt bike motorcycling, on and off-road radio-controlled car racing and live-steam miniature railway offering public ride days.

Between them, these clubs are home to more than 250 members with activities undertaken throughout the year. It is important to note the motorcycle club facilities attract regional, state and national level events annually; the radio-controlled car club attracts participants from outside the local and regional area as well as inter-club and state level events; and, the public ride days hosted by the miniature railway can attract hundreds of community members across all ages and demographics.

The park also provides a playground for preschool and primary school-aged children, and an expanse of parkland along the banks of Wodonga Creek, at points allowing access for maintenance and emergency services (rescue boats).

The park is accessed from the Lincoln Causeway and is bounded by the Victorian regional passenger rail line, Wodonga Creek and a (yet to be formalised) section of the High Country Rail Trail. Opportunities to expand the footprint of the park are limited.

However, there are opportunities to better connect the park to the existing network of pathways, as well as enhance the sport and recreation activities offered in a sustainable way with careful planning and management of the natural and built values of the park.

Ultimately, development of community facilities is aimed at encouraging use and participation by a broad cross-section of the community. One of the goals of planning is to encourage a close working relationship between key user groups and Council, in part to ensure that events, activities, and programs are promoted through existing networks to increase participation by residents and visitors and contribute to a strong and connected community.

Existing situation

Diamond Park is located on the northern edge of Wodonga and is part of the larger Gateway Island precinct.

The park slopes gently from the entry off the Lincoln Causeway on its western side toward Wodonga Creek to the north, east and south. Most of the park is relatively flat, although the graduated entry gives the initial impression of a more undulating topography.

Existing embellishments include the following.

- ☐ Sealed entry road
- ☐ Playground
- ☐ Dirt roads accessing specific activity areas within the park
- ☐ Picnic shelter(s), table and chairs
- ☐ Amenities building
- ☐ Informal water access/boat ramps

Radio-controlled car club

- ☐ On-road (sealed) track with floodlighting (for radio-controlled cars)
- ☐ Off-road (dirt) track with floodlighting (for radio-controlled cars)
- ☐ Viewing platform, storage and staging area
- ☐ Perimeter fencing
- ☐ Underground drainage and irrigation systems

Model railway

- ☐ Station, ticket office, kiosk and passenger platform
- ☐ 1km x $7^{1/4}$-inch and 5-inch track loops with a brick tunnel
- ☐ 2 x signal boxes
- ☐ 3 x storage and utility sheds

Motorcycle club

- ☐ Dirt speedway and motocross track and dirt bike track
- ☐ Clubhouse including kiosk, meeting and office rooms, toilets and undercover concrete verandah
- ☐ Public address system (PA) and tiered seating
- ☐ Track lighting and safety light systems (for races)
- ☐ 2 x towers overlooking speedway and dirt bike tracks
- ☐ Perimeter and safety fencing
- ☐ Watering system.

Demand for upgrade

Demand for upgrades to the park has been established through consultation with the council, user groups, peak bodies and the community, and with consideration of existing opportunities. Key directions include the following.

- ☐ Essential infrastructure
  - – Opportunity to formalise internal roads and car parking
- ☐ Opportunity to construct internal pathways connecting key infrastructure such as car parks, playground, amenities, activity areas, and picnic facilities
  - – Upgrade and increase accessibility of amenities
  - – Improve drainage across the site
- ☐ Club facilities
  - – Support asset renewal, replacement and upgrades for each of the key users of the park
  - – Enhance facilities that support regular club activities and events
- ☐ Recreation facilities
  - – Opportunity for enhanced landscaping and revegetation that contributes to creek bank stability and erosion mitigation, as well as shade, amenity and habitat
  - – Opportunity to connect the park to the extensive walk and cycle pathway network
  - – Opportunity to enhance unstructured recreation use of the park with select additions to park furniture and landscaping.

Design directions

Preparation of the Master Plan reflects efforts to:

- ☐ Protect and enhance natural values of the park;
- ☐ Support ongoing sustainable use of the park by existing key user groups;
- ☐ Identify ways to support large events held at the park to minimise negative impacts on the park and the broader community; and,
- ☐ Formalise mobility movements into and through the park to avoid degradation and support and encourage safe use by vehicle drivers, bike riders, walkers, and people using the park.

Background

Introduction and purpose

Diamond Park is home to the motorcycle club, radio-controlled car club and a miniature railway. Additionally, a small infants playground is located among mature trees immediately inside the entry near the western side of the park. Wodonga Creek runs along the northern, eastern and southern sides of the park.

Due to the success of the motorcycle club and radio-controlled car club in attracting state and national competition and events, and the popularity of the miniature steam railway with residents and visitors, a comprehensive master plan is required. The master plan will guide sustainable development of the park into the future to ensure the continued provision of these activities.

What is a master plan?

A master plan provides a vision for a site, identifying what it should look like and how it should function into the future. It establishes a strong and consistent direction, providing a framework for ongoing improvement. It considers the interrelationship between:

- ☐ Current character and functionality of the landscape;
- ☐ Public expectations and needs;
- ☐ Emerging issues and trends; and,
- ☐ The realities of the economic, social, environmental and legislative context of the time.

The result is a plan that balances needs across a range of often conflicting interests.

The master plan does not suggest that all elements of the plan should proceed immediately, or that the council or the user groups should be responsible for all capital costs in respect of those items that are progressed. It is important to note the intent of the master plan is to provide a framework for future development of the park over an extended time period so that ad hoc improvements are avoided and community use and long-term viability are maximised. The master plan should be regularly monitored to ensure the outcomes continue to meet community needs in the best possible way.

Project methodology

The methodology used to develop the master plan comprised the following stages.

Stage 1 - Preliminaries

- ☐ Inception meeting
- ☐ Review of relevant reports, plans, policies and other documents
- ☐ Review of the demographic profile of the community including consideration of population growth projections

Stage 2 - Site assessment

- ☐ Detailed site assessments
- ☐ Discussions with council officers

Stage 3 - Community engagement

- ☐ Discussions with user groups, peak bodies and key stakeholders
- ☐ Analysis of identified issues, ideas, needs and opportunities
- ☐ Preparation of concept options for council review

Stage 4 - Draft concept master plan

- ☐ Preparation of draft master plan report and layout
- ☐ Review of draft master plan by council
- ☐ User group and public review

Stage 5 - Review and finalisation (yet to occur)

- ☐ Review of feedback on draft master plan report
- ☐ Agreed amendments to the master plan report
- ☐ Council endorsement

Literature review

In order to present a clear picture of the background issues impacting on the potential upgrade and development of the park, a literature review has been undertaken. A detailed summary of each document reviewed is included below, while key impacts for the development of the master plan are highlighted in the summary breakout box.

North East Waterway Strategy 2014

Diamond Park is identified within the priority waterways and wetlands area and is subject to the North East Waterway Strategy 2014. The strategy is designed to meet the North East Catchment Management Authority's (NECMA) obligations under relevant legislation

and to encourage and support participation by land managers, resource managers and other members of the community in waterway management and activities.

The strategy aims to establish a multi-disciplinary framework to assist decisions on waterway management in the North East, taking into account water quality, water regime, in-stream and riparian plants and animals, fisheries, recreation, wetland habitats, cultural heritage and the connection between the waterways and their landscapes.

The council works closely with NECMA to ensure a collaborative approach to development within sensitive environments, such as Diamond Park.

Wodonga Council Plan 2021-2025

The Council Plan is the key document leading council delivery over a four-year period. It is underpinned by council's vision:

> "To be a progressive, well-planned, growing city that is affordable, offers an abundance of opportunities and led by strong, empathetic stewardship."

And mission:

> "To strengthen the community in all that we do."

Key strategic objectives and actions are presented under five key focus areas. Those with the most direct relevance to the master plan review are found within the Sustainable and Forward-thinking, Healthy, Safe and Resilient Community and Connected and Engaged Community key focus areas and include the following.

- ☐ Planning for growth, demonstrating stewardship through protecting, enhancing and managing our unique natural and built environments
  - – Undertake planning and design for recreational precincts
- ☐ Improve the health and social outcomes for all people in Wodonga to create a healthy, safe, equitable and inclusive community
  - – Lead, plan and promote environments that support mental health and build community resilience
- ☐ Create a welcoming and inclusive city for people of all backgrounds, ages and abilities that is well-connected, which supports people to meet, participate and move safely and access services and opportunities they need
  - – Improve connectivity within neighbourhoods and across the city
  - – Advocate and role model diversity, equality and inclusion throughout the community.

These key directions have been considered throughout the development of the master plan.

Draft Wodonga Open Space Strategy 2023

The council endorsed the Draft Wodonga Open Space Strategy in May 2023 for public exhibition as part of a planning scheme amendment. The strategy aims to provide strategic direction for the future planning, provision, design and management of public open space in Wodonga over the next 15 years.

Actions are outlined in the strategy to address existing community and recreation needs, and anticipate future public open space requirements to meet the future population's needs taking into consideration changing leisure and recreation trends.

The guiding principles of the strategy provide a framework for decision-making to resolve key challenges and opportunities for open space. The guiding principles are as follows.

- ☐ Accessible and connected
- ☐ Healthy and safe
- ☐ Equitable and diverse
- ☐ Social and cultural
- ☐ Sustainable and conserved
- ☐ Quality and quantity of public open space.

The need for formalised parking at Diamond Park to support events is identified, along with improvements to enhance and support visitor use, access, environmental benefits, community events and recreation offerings.

Key findings and recommendations of the draft Wodonga Open Space Strategy have been considered when developing this master plan.

Playground Strategy 2016-2020

The Wodonga Playground Strategy aims to guide the provision, development and management of outdoor play spaces in public parks across Wodonga. The strategy includes:

- Maps identifying the distribution and classification of playgrounds across Wodonga;
- Planning principles and benchmarks for design criteria and the provision of amenities;
- Demographic summary including demand and supply relating to play spaces; and,
- Information to support site assessments and decision-making relating to play value including the importance of nature and landscape elements in play space design.

A preschool and young children (ages 2-5, 5-7) playground was installed in Diamond Park within the past seven years.

Gateway Island Master Plan 2018

Wodonga Council commissioned development of an overarching master plan over Gateway Island with reference to the planning scheme, cultural heritage, and tourism and economic opportunities.

> Gateway Island is the heart of one combined community, respecting and valuing Indigenous and non-Indigenous cultures, showcasing a native Australian environment, and providing a sustainable and vibrant community and economic activity space.
>
> In addition, Gateway Island will develop into a major drawcard, attracting travellers off the Hume Freeway to enjoy a recreational and cultural revival during long journeys.

The master plan identified precincts and recommendations under the themes listed below.

River	Tourism (Economic)
Environment	Maintenance
Social / Activity / Amenity	Governance / Co-ordination
Connectivity	Education
History / Arts / Culture	

This report is a more detailed master plan for Precinct 2 - Diamond Park, identified in the Gateway Island Master Plan.

The 2018 plan acknowledges the existing uses of Diamond Park including the "dirt bike track", "miniature railway system" and "remote control car courses". The plan identified the following opportunities for Precinct 2 - Diamond Park that are relevant to this report.

- Opportunity to utilise the former railway line as a key link between Gateway Island and Wodonga town centre via this precinct
- Potential to improve access and the experience of using Harris Rd to provide a connection to Gateway Lakes ("pedestrian nature trail")
- Potential to enhance Wodonga Creek frontage in Diamond Park
- Significance of Wodonga Creek as a water supply source for Wodonga, including the need to retain the downstream weir to ensure access to water during low flow periods

Key recommendations for Precinct 2 - Diamond Park included the following.

- Shared trail along Murray River and Wodonga Creek frontages including connections through the precinct
- Improved access to the Murray River and Wodonga Creek frontages through river access points
- Improved pedestrian connections through a network of shared trails
- Development of shared trail link utilising former railway line
- Development of Riverine Native Botanic Garden and Interpretive Centre
- Development of open green space on the former landfill site, to be known as "The Commons", for use as a public open space (exercise, dog play, kite flying, etc)
- Improved vehicle access and parking areas including Harris Rd and Diamond Park
- Provide a shared path connection along the eastern side of causeway (north-south), connecting The Village to Harris Rd / Diamond Park Precinct.



Sport and Recreation Plan 2014-2040

Wodonga's Sport and Recreation Plan aims to provide a consistent and co-ordinated approach to facility development that connects participation in sport and recreation with facility provision. The following are recommendations for Diamond Park relevant to this master plan.

- ☐ Support sealing the pit area and entrance roadway for the motorcycle facility
- ☐ Support improved security fencing around the motorcycle facility
- ☐ Enhance fencing at the radio-controlled car track
- ☐ Formalise car parking throughout Diamond Park
- ☐ Redevelop the existing toilet block at Diamond Park
- ☐ Improve connectivity to Gateway Island amenities and the pathway network to Wodonga
- ☐ Consider improved signage and site entrance works to improve access

LITERATURE REVIEW - SUMMARY

The council's comprehensive strategic planning provides context and clear direction, highlighting key considerations.

- ☐ Council acknowledges the importance of diverse sport and recreation facilities and opportunities for the community
- ☐ Council supports enhanced access to water bodies for recreation and enjoyment, while improving biodiversity and habitat
- ☐ Council highlights the need to plan for improvements to support current uses and enhance sport and recreation use at Diamond Park
- ☐ User groups are strongly encouraged to work closely with Council to raise awareness and promote events, activities, and programs through established networks.

Cultural Heritage

The information in this section was sourced from the Gateway Island Master Plan 2018, and the Victorian State Government.

Aboriginal Cultural Heritage

The Murray River holds cultural significance for the Traditional Custodians and local Aboriginal and Torres Strait Islander people living in the area. There are identified areas of cultural heritage sensitivity located along the Murray River and Wodonga Creek abutting Gateway Lakes and Diamond Park as defined by the Aboriginal Heritage Act Regulations 2018, due to landforms and soil types where Aboriginal places are more likely to be located.

The Murray River floodplain and waterways consists of multiple waterways that share water flow, and either develop or are abandoned over time due to natural processes involving bank erosion, sediment deposits, and waterway channel development. Soil types are alluvial deposits that are non-marine and relate to the river system and include gravels, sands, and silts. Available mapping pre-1750 indicates Riverine Grassy Woodland and Riverine Swampy Woodland Mosaic as the dominant vegetation communities within the area, of which only spare and isolated colonies remain.

There are three Aboriginal groups who have been identified by the Victorian Aboriginal Heritage Council (VAHC) as having a cultural heritage interest in the area. These are the Duduroa Local Traditional Custodians, Dhuduroa Waveroo Nation Aboriginal Corporation, and Yaitathang Indigenous Lands Inc. There is no Registered Aboriginal Party appointed for the area by the Victorian Aboriginal Heritage Council (VAHC).

Several Aboriginal cultural heritage values have been identified across the Gateway Lakes Island area, inclusive of the subject areas for Diamond Park and Gateway Lakes.

These values include:

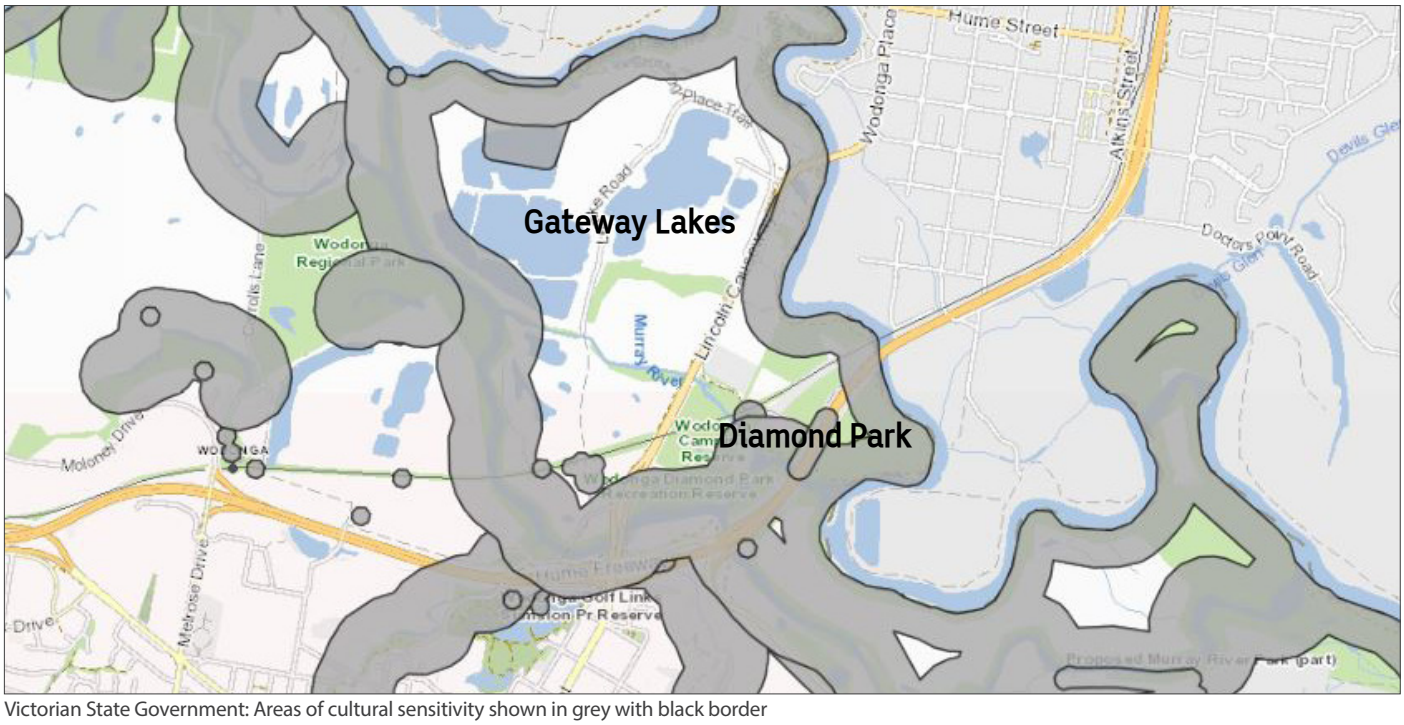
- ☐ 17 Aboriginal places
- ☐ 3 scarred trees (and a potential additional scarred tree)
- ☐ 5 artefact scatters
- ☐ 1 ancestral remains
- ☐ 1 earth feature (soil deposit)
- ☐ 8 low density artefact distributions
- ☐ 9 object collections.

Additional values may be present across the area.

Post-Colonial Heritage

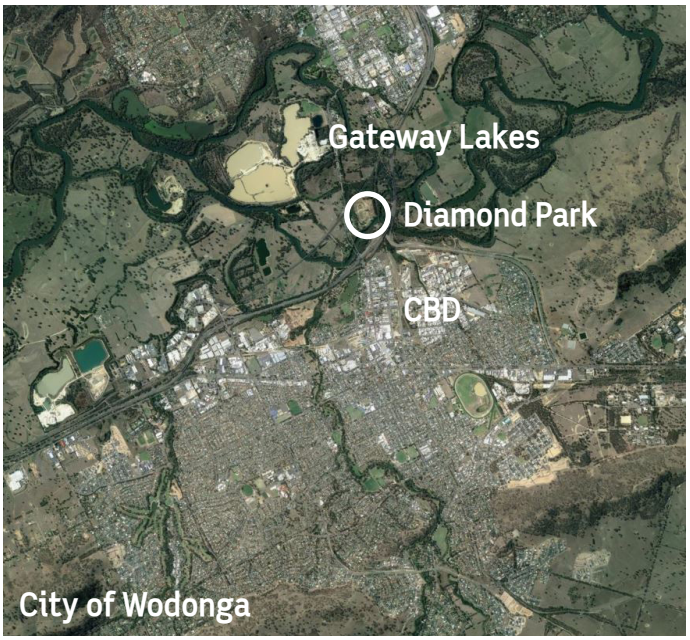
The area formed part of the Wodonga pastoral run, an area estimated at 41,000 acres (4 hectares) and was licensed to Paul Huon in 1848 before being leased to William Huon in 1849 for 32 years before being abandoned in 1881. The railway line between Wodonga and Melbourne was completed in 1873 and the line between Wodonga and Sydney was opened in 1883. When the Wodonga Rail Bypass project was completed, the original Wodonga Railway Station was closed in 2008 and the original Melbourne to Sydney line was decommissioned. Sections of the decommissioned rail lines have been identified as potential rail trails for active transport, recreation, and tourism purposes. Several sites have been identified in the National Trust Register and Council's Heritage Overlay. However, none are located within the master plan subject areas.

Additional site-specific surveys and investigations should be undertaken as part of any detailed design process and prior to operational works on site, in accordance with relevant legislation and regulations. Appropriate recognition, acknowledgement and celebration through name and information signs, interpretative signage, and artwork, for example, is recommended at both Diamond Park and Gateway Lakes.

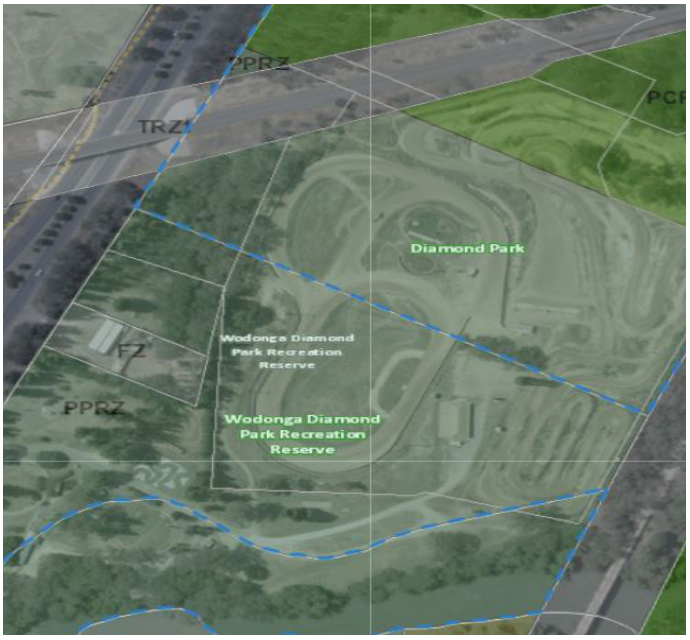


Victorian State Government: Areas of cultural sensitivity shown in grey with black border

Site analysis



Aerial image of city of Wodonga showing the location of Diamond Park



Wodonga Planning Scheme zoning for Diamond Park

Site context

Location

The park is about 16.5 hectares (ha) north-east of the Wodonga central business district. The park is part of the Gateway Island area, bordered by the Murray River and Wodonga Creek. Access to the park is from the Lincoln Causeway.

Land

The park is bordered on every side by waterways, major rail, and road infrastructure. The land slopes from a high point along the Lincoln Causeway toward Wodonga Creek. The park is predominantly low-lying land that is subject to flooding. Several property lots make up the overall park, with a single private property lot located between the entry and playground and an area of vegetated Crown land in the north-west corner of the site.

Planning considerations

In accordance with the Wodonga Council Planning Scheme (2023), the park is zoned Public Park and Recreation (PPRZ). The privately owned lot, that does not form part of the Park, is zoned Farming (FZ).

Public park and recreation zone

36.02 Shown on the planning scheme map as PPRZ.

Purpose

- ☐ To implement the Municipal Planning Strategy and the Planning Policy Framework.
- ☐ To recognise areas for public recreation and open space.
- ☐ To protect and conserve areas of significance where appropriate.
- ☐ To provide for commercial uses where appropriate.

The proposed master plan will not alter the current uses at the park. Rather, it will sustain and enhance sport and recreation uses in a manner compatible with the Public Park and Recreation zone.

Existing site elements

Site characteristics

The park has high amenity value with established trees providing a buffer between the Lincoln Causeway and the main elements of the park. This line of trees and the slope of the land down into the park creates a sense of entering a series of outdoor rooms catering for the different activities at the park. Mature trees and new tree plantings are scattered throughout the park, positioned to define activity areas, provide shade and amenity, and contribute to erosion control on creek banks. Areas occupied by sport and community clubs are heavily embellished, however, the radio car club and miniature railway fit well into the semi-natural setting of the park. An open expanse of mown grass with a loop road provides views to the flowing Wodonga Creek and the banks opposite. The motorcycle club area occupies most of the park land area and, although heavily embellished and cleared, its position and backdrop of trees along three sides prevents it from dominating the park.

Access, linkages and connectivity

Entry and egress

Diamond Park is accessed from the Lincoln Causeway. The northbound and southbound traffic lanes on Lincoln Causeway are separated and raised above the natural ground level, with a connecting lane between the two directions of travel providing access into the park. The sealed entry road into the park is narrow and extends from the Lincoln Causeway to the amenities building within the park. The internal roadways are gravel from this point on and provide access to both the motorcycle club and the miniature railway activities.

Significant events at the park require development and implementation of traffic management plans to ensure safe arrival and departure to and from the site. Expansion of the park is not possible due to land constraints and therefore, use and the number of activities at the park are not proposed to significantly change or expand. It is envisaged that the standard of the current entry and egress from the Lincoln Causeway will remain sufficient for the foreseeable future.

Linkages and connectivity

Travelling north from Wodonga to Diamond Park, people walking or riding bikes can utilise a shared path from Belvoir Park and the pedestrian bridge via Wright Rd and along the western side of the Lincoln Causeway. Walkers and cyclists then need to cross both lanes of traffic on the Lincoln Causeway to access the park on the eastern side. A footpath allows walking from the southern bank of Wodonga Creek, along the bridge to the embankment near the miniature railway, however, the footpath does not continue into the park.

Although there is currently limited opportunity to walk or cycle to Diamond Park, there are opportunities to increase walk and cycle connections in the future.



Diamond Park Entry Signage


Playground and picnic facilities


Lincoln Causeway entry to Diamond Park


View across the park's open expanse of mown grass

Parking

Current parking at the park is informal with visitors parking on the narrow verges of sealed or unsealed internal roads, or on grassed areas. In some instances parking occurs directly beneath significant trees and is likely to contribute to compaction around root zones and potential negative tree health.

Lack of formal, defined parking generally, and for significant events, is a key issue at Diamond Park and requires rectification for the safety of people using the park, as well as ongoing sustainable use.

Fencing

Various fencing styles have been used by the different sport and community clubs for a range of purposes, including safety. The different fencing styles assist to identify public areas as opposed to club areas. For example, low post and rail pine fencing typically indicates public open space areas.

Amenities

The park has a single amenities building that is locked and unlocked by the sport and community clubs when their activities occur. The amenities building currently provides separate female (two cubicles) and male facilities (single cubicle and urinal). The amenities building is connected to a septic system. There is no accessible toilet or pathway connections to the building.

Shade and shelter

One picnic shelter with a concrete slab floor and aluminium table and bench seats has been installed at the park, on the eastern side near Wodonga Creek. Another is proposed for installation in 2023.

Stands of mature, established shade trees, and significant individual trees, are located across the site and provide shade at various times of the day to the playground and activity areas across the park, particularly the radio-controlled car tracks, and the miniature railway. In addition, the covered passenger platform at the miniature railway provides a sheltered area for queuing.

There is limited shade and shelter in and around the motorcycle facility, excepting the large undercover verandah attached to the clubhouse. A stand of tall trees near the pit provide shade to this area. Portable shelters are used for spectators for events held during the day.

Aerial images reveal that erosion along the banks of Wodonga Creek has resulted in loss of established trees and vegetation. The council has commenced reinstating trees along the creek bank in consultation with relevant agencies.

Signage

Apart from an entry sign depicting the park name and user groups/ activities, there is limited signage at the park. The three sport and community clubs at the site have signs for facility naming, safety and regulatory purposes.



The male and female amenities building



Picnic shelter with table and bench seats



Regulatory and warning signs at motorcycle club



Informal access to Wodonga Creek (refer to PAW page 26)

Lighting

Lighting is not provided at the playground or public recreation areas within the park and is not considered to be necessary given the observed use by the general public. However, as the amenities building is located centrally for shared use by the members of the radio-controlled car club and the model engineers club, floodlighting to guide safe access has been identified as a required upgrade.

Water access

Two informal ramps allow access to Wodonga Creek above and below the weir, via Diamond Park. These access points are primarily for maintenance and emergency services access (rescue boats), however, also provide access for fishing and other recreation activities. The Department of Environment, Energy and Climate Action (DEECA) is in the process of appointing the council as the land manager over the Wodonga Creek setback area, on which the ramps are located. Previously, the setback areas were the responsibility of Parklands Albury Wodonga (PAW) as the appointed committee of management over the land.

Leases and licences

There are leases in place between the council and the following groups.

- ☐ Albury Wodonga Motorcycle Club Inc.
- ☐ Lake Hume Model Engineers Inc.
- ☐ Wodonga Radio Controlled Car Club Inc.

Security of tenure was raised by all user groups at the site as essential to activities and to accessing external funding for asset renewal, replacement and upgrades.


A


B


C


D


E


F


G


H

A. AWMCC clubhouse
B. AWMCC concrete verandah
C. Speedway viewing tower
D. View into and from the speedway viewing tower
E. Speedway track
F. Dirt track
G. Concrete lighting towers and lights and fencing
H. Safety and restricted area fencing
I. Aerial image of AWMCC facility

Albury Wodonga Motorcycle Club (AWMCC)

Buildings and structures

- ☐ The clubhouse is a single-storey brick building with steel roof and includes a clubroom, office, kiosk/canteen, and male and female toilets.
- ☐ An attached verandah roof extends along the western side of the clubhouse facing the speedway track, with wide tiered concrete steps that are wide enough to place chairs on.
- ☐ A steel post and Colorbond roof and wall viewing tower is located adjacent to the speedway track near the north-west corner of the clubhouse building. The single viewing room is accessed via stairs with railings.
- ☐ A second similar steel post and Colorbond roof and wall viewing tower is located adjacent to the dirt track.
- ☐ A steel post and roof shelter (6 x 12m) is located in the pit /marshalling area, located north of the clubhouse.
- ☐ Storage containers (2+) are positioned on the south-east end of the clubhouse.

Tracks

- ☐ Speedway track
- ☐ Motocross track
- ☐ Dirt track

Lighting

- ☐ Six concrete lighting towers and lights are located around the external perimeter of the speedway track and provide between 100 and 200 lux levels
- ☐ Safety lighting system (red, orange, green)

Fencing and gates

- ☐ Perimeter fencing to define the club's lease boundary consists of steel posts and wire mesh
- ☐ Debris barrier around the speedway track - steel post and top rail with solid barrier to prevent debris from vehicles leaving the track area
- ☐ Crowd fencing at the speedway and motocross track to separate spectators from the debris barrier
- ☐ Crowd fencing at the dirt track consisting of steel post and wire mesh (large gauge)
- ☐ Safety fencing to prevent access by spectators to restricted areas.

Signage

- ☐ Club, safety, warning, and restricted area signs across the facility comply with Victoria Motorcycling regulations.

Utilities and services

- ☐ Electricity connected
- ☐ Potable water connected and septic system



I

Lake Hume Model Engineers (Wodonga Creek Miniature Railway)

Buildings and structures

- ☐ A small brick station building with a concrete floor, steel roof, door and roller door window provides a single room that serves as ticket box and kiosk (dry store only)
- ☐ A passenger platform consists of a steel post and roof structure (6m x 28m) extending lengthways track side, adjacent to the station building
- ☐ Two signal boxes allow the direction of travel for the engines pulling carriages to be changed
- ☐ Single container used for storage
- ☐ Concrete block building used for storage
- ☐ Colorbond shed used for storage
- ☐ Brick tunnel

Tracks and signals

- ☐ 1km of 5-inch and $7^{1/4}$-inch dual track system with several circuits within the closed loop
- ☐ Signals and lighting
- ☐ Raised loading and unloading system with hydraulic lift that allows engines/locomotives to be placed onto or removed from the track (and on to trailers)

Fencing and gates

- ☐ Perimeter fencing varies with some sections consisting of steel posts and fence panels, and other section consisting of timber posts and wire strands or mesh
- ☐ A childproof gate at the passenger platform separates queuing passengers from the train tracks and allows controlled boarding into carriages
- ☐ Steel post gates are located at several locations to allow authorised vehicle access (club members or for maintenance) and prevent inappropriate access
- ☐ There is no fencing between Lincoln Causeway and the track running parallel with the road (although the road and track are both raised and this prevents inappropriate use/access)
- ☐ The club encourages use of the interior of the track for recreation and picnic purposes when the model trains aren't running

Signage

- ☐ Facility naming, safety, warning, and restricted area signs are placed across the facility

Utilities and services

- ☐ Electricity connected
- ☐ Potable water connected



A



B


C


D

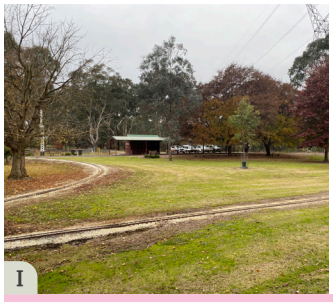

E


F


G



H


I


J

A. Station - ticket box, kiosk and clubroom
B. Passenger platform signage
C. Passenger platform
D. Passengers queuing
E. Signal box
F. Engines stored in secure container
G. Concrete block storage and workshop building
H. Tunnel with track through and over
I. View of tracks with station in background
J. Loading and unloading system with hydraulic lift

Wodonga Radio-Controlled Car Club

Buildings and structures

- ☐ A concrete viewing platform with railings allows clear site over both the on and off-road tracks. This area is reserved for drivers during club days and competitions.
- ☐ Underneath the viewing platform has been built-in to provide secure storage, and benches for race callers, scrutineers, judges, and results posting.

Tracks

- ☐ On-road asphalt track
- ☐ Off-road dirt track.

Lighting

- ☐ Lighting posts and floodlighting over tracks (summer use during evenings).

Fencing and gates

- ☐ Perimeter fencing separates the on-road asphalt track from the park's internal vehicle road and along the playground side of the facility
- ☐ Two sides of the facility are unfenced - along the boundary with the neighbouring private property, and along a swale drain on the eastern side of the facility.

Signage

- ☐ Signage is limited with a single facility naming sign and to restrict areas for use during competition.

Utilities and services

- ☐ Electricity connected
- ☐ Potable water connected
- ☐ Piped drainage system under track.


A



B


C


D


E


F


G


H

A. Viewing platform and storage underneath
B. Viewing platform
C. Ramp up to viewing platform
D. Storage and marshalling area
E. Off-road dirt track
F. On-road asphalt track
G. Club name sign is carved into the timer retaining wall
H. Lack of fencing along the swale drain results in cars entering the drain requiring retrieval (particularly those of beginner drivers)

Facility snapshot



Existing key facilities

1. Vehicle entry point from Lincoln Causeway
2. Playground
3. Sealed entry road
4. Wodonga Radio-Controlled Car Club (RCCC)
5. Lake Hume Model Engineers/Wodonga Creek Miniature Railway
6. Amenities building
7. End of sealed/start of gravel loop road
8. Albury Wodonga Motorcycle Club (AWMCC)
9. Gate entry to AWMCC
10. Informal waterway access
11. Potential extension of the High Country Rail Trail
12. Harris Road (potential Gateway Lakes Loop path connection)
13. V/Line Albury (rail passenger service)
14. Lincoln Causeway
15. Belvoir Park
16. Existing pedestrian (stock) bridge to Belvoir Park
17. Shared walk and cycle path connection
18. Hume Highway/M31



Diamond Park entry sign and view toward playground



The Wodonga. A Station and passenger platform


Walk and cycle bridging connecting Belvoir Park to Wright Rd

Demand analysis

Community profile

In order to understand the make-up for the park catchment, a snapshot of existing and future population and demographic characteristics has been undertaken.

Diamond Park is relatively unique as its key user groups represent either niche recreation activities, and in the case of the motorcycle club, a "noisy and hard to locate" sport. In addition, the park's geographic location provide a setting with high amenity values as well as access to Wodonga Creek, and potential connection with the rail trail and other walk and cycle pathways connecting it to key mobility corridors and Gateway Island and village.

In relation to regular users to Diamond Park, it is acknowledged that some participants will come from outside the local government boundary - particularly in relation to the motorcycle facility that has previously attracted state and national events and the radio-controlled car club that draws regular users from neighbouring districts. However, core participation will come from within the council boundaries.

Population considerations

Analysis of population characteristics[1] reveals the following.

- An estimated residential population of 43,635 in 2022 with significant population increases of more than 8700 by 2036
- 23.9 per cent of the population was aged between 0 and 17, and 23.4 per cent were aged 60 years and over, compared with 21.0 per cent and 29.3 per cent respectively for Regional Victoria, in 2021
- Higher proportion of children (under 18) and a lower proportion of persons aged 60 or older than Regional Victoria
- 57 per cent of households have access to two or more motor vehicles and almost 800 households (4.6 per cent) do not have access to a motor vehicle, consistent with Regional Victoria
- Rates of volunteering is lower in Wodonga (14.5 per cent) than Regional Victoria (17.3 per cent), with an overall trend of decreasing volunteers from 21 per cent in 2016 in Wodonga

Trends in sport and recreation

Participation patterns in recreation are changing at a community level. Factors such as a move toward non-organised or social sport, increased outdoor nature-based recreation and increased use of technology have all had a significant impact on how people recreate and use public open space. Understanding these trends (and their impacts) is important as the council looks to develop a master plan that ensures the sustainability of existing groups while also encouraging people to further engage in activity in public open spaces.

Participation trends

Since 2015, Sport Australia has conducted a national sport and physical activity participation survey, Ausplay. The most recent results of the survey were released in April 2023. In 2011-12 and 2013-14, a similar survey, the Participation in Sport and Physical Recreation Survey was conducted by the Australian Bureau of Statistics (ABS). Between 2001 and 2010, the Exercise, Recreation and Sport Survey (ERASS) was conducted by the Committee of Australia Sport and Recreation Officials (CASRO).

Overall, participation in physical activity has increased in the past two decades. More adults participate more frequently compared to 2001. Female participation (at least once a year) has remained on par with male participation throughout. However, more women have consistently participated more often.

Participation in sport-related activities has decreased, while non-sport physical activities have increased significantly (by more than 20 per cent since 2001). Participation in recreation activities such as walking and fitness or gym have increased the most.

More children participate in organised (out-of-school) sport, than adults. The top activities children participate in changes as children age, with a focus on the life skill of swimming for infants and toddlers and running, fitness or gym, football and walking being the dominant activities by the time children become teenagers and young adults between the ages of 15 and 24 years old.

1 id, the population experts (2023)

National participation rates in organised sport have been declining for several years as participants move toward more social (drop-in drop-out) sport and informal recreation. It will be important for the council to monitor participation trends into the future to ensure resources are allocated appropriately to support a broad range of both recreation and sport activities.

Trends considerations

Megatrends in Australian sport

The Australian Sports Commission published The Future of Australian Sport in December 2022 to provide evidence-based information on the megatrends shaping the sport sector over coming decades. Megatrends that are relevant to consider in the context of a master plan for Diamond Park are highlighted below.

Shift from formal sport to recreation

While participation in organised sports across Australia has either remained relatively steady or declined (depending on the sport), there has been increased participation in non-organised physical activity such as walking, running, cycling and gym-based fitness by comparison. Barriers to participation in formalised sports remain significant for some groups, including older populations, people from regional and remote areas, First Nations peoples, low socio-economic individuals, LGBTIQ+ people, people from culturally diverse backgrounds, and people with disability.

By providing an inclusive environment and remaining flexible to accommodate individual needs, community sport and recreation groups, including those at Diamond Park, can offer activities to people in the community that may be experiencing barriers.

Mind the Gap - bringing Australia together across generational and societal divides

Australia's population overall is ageing and increasingly diverse. In 2022, nearly a third of Australians are born overseas

The activities at Diamond Park are ideal to bridge generational and societal divides by providing recreation and sport pursuits that allow participation by multiple generations, all genders, and people from diverse cultural and linguistic backgrounds.

COMMUNITY PROFILE - KEY IMPLICATIONS

In terms of impacts for the preparation of the master plan these demographic considerations suggest:

- Demand for sport and recreation facilities to support and encourage participation is likely to increase as the population continues to grow;
- Demand will continue for facilities (and opportunities) that are attractive across all ages and demographics; and,
- The continued sustainability of sport and community clubs will require suitable facilities as well as sound governance, succession, and management practices.

Motorcycling trends

Motorcycling Australia has recognised the shift from structured sport to unstructured, social participation and is shifting its focus to ensure participation continues to increase. Technological advances and the rapid increase in ebikes are indicators of the changing needs of future motorcycling enthusiasts and the broader changing environment. Recreational motorcycling generally is growing in popularity and this could influence the types of activities offered by clubs in the future, offering easier access for all ages, genders and abilities.

Volunteer organisations

The rate of volunteering in sport and recreation clubs has been declining for many years. Often, the responsibility for running clubs falls to one or two key personnel. To address this issue, there is a move toward amalgamations with multi-sport clubs becoming more common. In other cases, organisations may become aligned to larger licensed clubs that take over some or all of the volunteers' roles as well as asset management responsibilities.

While it is unlikely that alignment with a licensed club is a viable avenue for the clubs located at Diamond Park, increased communication and collaboration relating to site use could benefit all user groups to meet the needs of their regular activities and for significant events.

Park design

Parks play multiple roles in establishing and maintaining a community's quality of life, ensuring the health of residents and visitors and contributing to the economic and environmental well-being of a community and region. The design of a park is critical in ensuring that it is successfully utilised by the community.

Public open spaces should include:

- a range of precincts as well as recreation nodes that comprise clustered activities such as picnic and play areas;
- Attractive and safe open areas with good lighting, seating, shade, shelters and areas for play;
- Well-lit, level and shaded walk/cycleways that provide links to open space, community, commercial areas, and public transport (where available);
- A range of infrastructure that supports participation by people with disabilities, including the provision of ramps, accessible amenities and safe pedestrian crossings.

Creating the "right" park setting is essential to the community's use of it for both active and passive recreation.

Numerous studies highlight the need for trails linking residential areas with parks and other types of open spaces. Walking continues to be the preferred physical activity for both men and women. Therefore, there is a need for path systems that provide good connectivity between places of activity, aesthetic appeal, safety and is easy to understand for a first-time user. There are at least two key opportunities to improve walk and cycle connections to Diamond Park and increase connectivity of the park network.

Diamond Park has the framework to continue to develop into an outstanding park.

TREND CONSIDERATIONS - KEY IMPLICATIONS

In terms of impacts for the future development of the park, these trend considerations suggest:

- ☐ Social sport and unstructured recreation activities are becoming increasingly popular;
- ☐ Demand for higher standard facilities that are accessible and safe is increasing, reflecting the demographic profile of the community; and,
- ☐ The need for pathways to support walking, public access for individual and independent physical activity, and unstructured recreation.

Gap analysis

Council

Potential opportunities and issues for consideration were discussed with council officers.

Issues

- ☐ Bank erosion along Wodonga Creek
- ☐ Limited options to walk or cycle to the park
- ☐ Car parking and traffic management for events
- ☐ Narrow entry road and limited formal car parking

Opportunities

- ☐ Identifying user group facility improvements and priorities
- ☐ Enhanced use of informal car parking areas
- ☐ Connecting pathways to Belvoir Park and the High Country Rail Trail
- ☐ Co-ordinating event programming between user groups to reduce over-subscribing the space on event days

Existing user groups

Albury Wodonga Motorcycle Club (AWMCC)

Membership

- ☐ Three disciplines are offered by the club - dirt track, motocross, and speedway
- ☐ Membership of the club is relatively stable with about 190 competitors
- ☐ About 60 per cent are juniors and 40 per cent are seniors
- ☐ All forms of racing currently attract more males with females making up about 20 per cent of club competitors. The proportion of female competitors is slowly and steadily increasing.
- ☐ The club caters for recreation and competition disciplines across a range of ages
  - Children aged 4 - 6 (recreational - riding and coaching, no racing)
  - Juniors aged 7 to under 16 (recreational and competition)
  - Seniors aged 16 and older (recreational and competition)
- ☐ Monthly club meetings attract about 110 spectators, in addition to competitors. Therefore, monthly meetings can see about 300 people using the facility.

Facility use

The tracks are considered some of the best in Victoria, second only to the State Motorcycle Sports Complex located near Broadford, about an hour from the Melbourne CBD. The club has developed the facility for several decades and is proud of the standard of facilities offered.

The facility hosts between nine and 12 large event days every year, attracting up to 300 competitors and 3000 spectators, depending on the event.

- ☐ Monthly club meetings are held on the second Sunday of the month throughout the year
- ☐ Annual club championships
  - Motocross 2 x days
  - Speedway 2 x days
- ☐ Regional championships 2 x days
- ☐ State championships 1 x day
- ☐ National speedway 3 x days.

Development aspirations

- ☐ Built structure to shelter water truck and tractor (12m x 12m height to cover machinery)
- ☐ Bunded and sealed pit bays/marshalling area
- ☐ Start gate cover/shelter from weather
- ☐ Upgraded motocross track lighting
- ☐ Upgraded motocross safety lighting system
- ☐ Relocation of the speedway tower to the opposite side of the track
- ☐ Fencing between the dirt track and the rail trail to prevent access
- ☐ Upgraded public address (pa) system (to large event standard/quality)
- ☐ Additional tiered seating for spectators.

Motorcycling Victoria insights

- ☐ Motorcycle Victoria strongly supports the club's continued operation and use, including for continued hosting of major competition events
- ☐ Motorcycle Victoria strongly supports continued asset maintenance, renewal and replacement/upgrades that contribute to providing recreation and competition opportunities

Wodonga Radio Controlled Car Club (WRCCC)

Membership

- The club reports steady membership of about 40 members aged between 12 and 50 years
- Membership is predominantly male (35 male/5 female)
- The largest cohort within members are aged between 30 and 40 years old
- The club reports a cycle within membership where younger members leave the club at young adulthood, and then return to the activity when they have primary-aged children to share the activity

Facility use

- During winter, club members meet on Sunday between 10am and 3pm-4pm
- During summer, club members meet on Saturday evenings between 3pm and 10pm-10.30pm. This is to avoid the heat of the day
- The club encourages the general public to use the tracks at any time
- The dirt track uses specific soils in a "recipe" to create an appropriate surfacing material for the dirt track, which requires renewal of 100mm of its surface every five years. The surfacing material is typically stored in part of the public open space along the boundary between the playground area and private land adjacent. Working with the surfacing material to place, shape, and compact, while maintaining the required moisture content is considered a skilled task by club members.

Competition days

- Club competition during winter, on the third Sunday of the month
- Club competition during summer, on the third Saturday of the month
- an inter-club competition between four clubs across the state, called the Victorian Driver Series, sees each of the clubs compete at each club's venue. At times, the Wodonga venue is used by other clubs in this series.
- The Victorian State Titles, which in reality draws from across Australia, is held annually and attracts up to 100 competitors and accompanying family and friends as spectators, plus the general public
- Large events are held at the facility in Wodonga once or twice per year.

Development aspirations

- Maintaining the drainage system underneath the dirt track is important to ensure continued use of the track
- A fixed roof structure to provide shade over the viewing platform
- Fencing along the open swale drain on the eastern side of the dirt track
- Renewal or replacement of retaining walls on the embankment between the on and off-road tracks, leading up to the viewing platform
- Improving the water supply pressure and supply for watering the dirt track during use (to maintain the track surface and circuit pace)
- Creation of a pit area along the western side of the lease area (within the public open space under existing trees) for use during events by installing picnic shelters with power to allow electrical charging of remote controlled cars, designed in a way that allows use by the general public at all other times
- Removal and control of woody weeds, including blackberry
- Renewal of the asphalt on-road track surface when it reaches the end of its useful life
- Improved floodlighting to the shared amenities building for safer access, particularly during summer night use

Wodonga Model Engineers Club

Membership

- The club reports steady membership of 25 members aged between 18 and 94 years
- The largest cohort of members are 60+

Facility use

- The club has a Public Run Day between 10.45am and 3pm on the third Sunday of the month.
- Public Run Days attract literally hundreds of passengers, with 900 tickets sold in one day during May 2023
- The club reports that children's birthday parties are often held in the park to coincide with Public Ride Days
- At other times, club members undertake maintenance of the track, engines and locomotives and carriages, and other built infrastructure at the facility
- The track is used by owner-operators of privately owned engines and locomotives from the broader district and region, on a casual basis.

Development aspirations

- Separation of people and vehicles particularly on Public Run Days when pedestrians are queuing beyond the passenger terminal for their train ride
- Formalising car parking to improve safety of park users
- Upgrading of the amenities to better meet the needs of park users
- Construction of a connecting pathway to the amenities building to aid accessibility
- Expanded station to allow expanded kiosk offerings
- Upgraded train loading and unloading area
- New central electronic signal box to replace two manual signal boxes
- Potential consolidation of current storage containers and sheds
- Installation of additional bollards along the interface between the Lincoln Causeway and the park entry to prevent inappropriate vehicle access and use of the area between the Lincoln Causeway and the club's lease area
- Peplacement and potential upgrade of low perimeter fencing
- Future inclusion of "traction engines" (steam-powered vehicles) in activity by constructing a new concrete path (2m wide x 400m loop) internally within the existing train tracks

DEMAND AND GAP ANALYSIS - SUMMARY

- Diamond Park has a good framework to develop into an excellent recreation and sport park with careful design and management.
- Existing user groups are constrained to current footprints (lease areas) with infrastructure that meets the current needs of participants and peak bodies (where relevant), although asset upkeep (maintenance) is likely to become increasingly expensive and therefore challenging for community non-profit clubs. Asset renewal, replacement and upgrades will be required to maintain the current levels of service provided to members and the community.
- Preservation and management of natural values of the park is important to maintain its semi-natural setting and general amenity. Detailed design of internal roads, car parks and pathways will require consideration of the setting and values of the park, but are essential to ensure continued sustainable use of the Park, particularly at peak use periods during events.
- Key pathway connections will significantly improve connectivity to/from the north and south of the park, embedding Diamond Park as a real gem in the Wodonga park network.

Other stakeholders

Department of Environment, Energy and Climate Action (DEECA)

- ☐ DEECA confirmed land management areas by the council and previously Parklands Albury Wodonga (PAW), particularly in relation to access to Wodonga Creek for recreation activities

Parklands Albury Wodonga Ltd (PAW)

- ☐ Parklands Albury Wodonga (PAW) were the appointed Committee of Management (COM) over the Wodonga Creek setback areas, on which the informal boat ramps are located, until recently when Wodonga Council was appointed the land manager
- ☐ PAW advised that two informal gravel ramps allow access to Wodonga Creek by anglers (fishing) and emergency response/ rescue boats
- ☐ PAW advise that the two informal gravel ramps have existed in these locations for decades and should be retained.



Design considerations

Directions

Key opportunities and constraints for the future development of Diamond Park are summarised below and provide the rationale and direction for facility enhancement.

Opportunities and constraints

Table 01: Opportunities, constraints and design drivers

Issue	Opportunities/Constraints	Desired Outcomes/Design Drivers
MOVEMENT		
Entry	☐ Site is easily accessed off the Lincoln Causeway	☐ Create an entry statement to the facility at the Lincoln Causeway entrance
Parking	☐ No formalised parking internally within park ☐ Major rail and road infrastructure and waterways restrict parking (overflow) on adjacent properties, effectively land-locking the site ☐ Informal parking may be impacting root zones of significant trees, particularly on the creek frontage	☐ Extend the sealed internal road into the park with a one-way loop to aid turnaround (traffic flow) ☐ Construct a car park near the existing playground ☐ Formalise (sealed) parking to serve activity areas across the park
Motorcycle club pit/ marshalling area	☐ Entry road within leased area is dirt and gravel ☐ There is increasing expectations toward responsible environmental management ☐ Pit area is dirt and gravel and during weather events can deteriorate, resulting in environmental impacts and event management resulting in environmental and event management impacts	☐ Extend the sealed internal road in the motorcycle club area past the clubhouse and to the pit / marshalling area ☐ Design and construct a sealed and bunded pit / marshalling area
Pathway network connections	☐ No formalised internal path system ☐ Lack of adequate paths for all-abilities access through the park ☐ Opportunity to connect to the pedestrian (stock) bridge to Wodonga shared path network via Belvoir Park	☐ Internal pathway network that connects pedestrians key destinations within the park ☐ Ensure internal pathways connect with the external shared path network via the High Country Rail Trail and Gateway Island loop ☐ Investigate and design a connection to the High Country Rail Trail ☐ Investigate and design a connection to Belvoir Park to link with the existing wider network
Fencing	☐ Perimeter fencing defining activity areas for the miniature railway, radio-controlled car track and the motorcycle facility are inconsistent across the site. Condition and quality is not appropriate for its intended purpose in some locations. ☐ Low chain mesh and timber rail fencing throughout the remainder of the park is appropriate	☐ Survey the extents and condition of existing perimeter fencing and undertake repairs, reinstate and construct new fencing, as required ☐ Undertake investigations into vegetation conservation and protection requirements to inform the location and design of the perimeter fencing between the AWMCC and the High Country Rail Trail ☐ Liaise with relevant authorities, particularly adjacent land managers (eg. VicTrack)

Issue	Opportunities/Constraints	Desired Outcomes/Design Drivers
BUILDINGS AND STRUCTURES		
Playground and picnic facilities	☐ A relatively new playground with elements aimed at preschool (ages 3 to 5) and primary school (aged 5 to 7) and bark softfall ☐ No shade structure over the playground, although established trees provide shade at various times of the day ☐ New picnic shelter with aluminium table and bench seats	☐ Consider relocation of the playground at end of asset life to an alternate location within the park ☐ An additional and identical picnic shelter with table and bench seats is proposed for the park ☐ Integrate accessibility into the picnic facilities
Amenities building	☐ Building and amenities in good quality, however, there is no accessible toilet ☐ Opportunities to investigate refurbishment of the interior of the building to accommodate an accessible toilet ☐ Septic system	☐ Investigate advances in septic systems, particularly that mitigate environmental risks during flooding and inundation ☐ Investigate opportunities for internal reconfiguration and upgrades to include accessibility
Motorcycle clubhouse	☐ Functional facility serving the needs of the club that has been refurbished recently following flooding ☐ Lack of amenity and appropriate facilities for girls and women ☐ Limited accessibility to, into and within clubhouse ☐ Large tiered concrete verandah is functional, although dated and unattractive ☐ Well-located internally within motorcycle facility overlooking the main speedway track ☐ Septic system connected to the amenities does not cope with large events	☐ Undertake improvements to enhance the amenity of the clubhouse and surrounds including seating, shade landscaping and connecting pathways ☐ Audit facilities and undertake upgrades to ensure facilities are female-friendly and/or gender neutral ☐ Upgrade the amenities to improve accessibility and inclusivity (including female-friendly facilities) ☐ Refurbish the tiered concrete verandah into a contemporary outdoor event area that is functional and attractive ☐ Investigate upgrading/increasing the capacity of the septic system
Miniature railway station and passenger platform	☐ Separate vehicle and pedestrian movements to minimise risks to patrons on Public Ride Days ☐ Enhance the visitor and patron experience by enhancing queuing	☐ Clearly delineate pedestrian and queuing areas separate to vehicle parking and movement areas
Consolidation of storage sheds/ additional storage	☐ Storage facilities are located: – Near the motorcycle clubhouse; – Within the miniature railway site; and, – Under the viewing platform at the radio-controlled car facility.	☐ Retain existing storage sheds and workshop(s) ☐ Investigate replacement of storage container with a purpose-built shed ☐ Consider public art murals to enhance the visual appeal of storage facilities

Issue	Opportunities/Constraints	Desired Outcomes/Design Drivers
LAND USE AND MANAGEMENT		
Wodonga Creek foreshore	☐ Erosion is evident along the Wodonga Creek banks ☐ Tree planting by the council is under way to contribute to bank stability	☐ Continue to work with the relevant land manager and authorities to reinstate vegetation along creek foreshore
Stormwater management	☐ Open swale drains across the site provide varying degrees of effective drainage	☐ Design adequate drainage across the site to protect assets and enhance use ☐ Ensure capture of debris and foreign elements prior to stormwater entering waterways
Monitor and review opportunities for park footprint expansion	☐ There is a parcel of Crown land in the north-west corner of the site ☐ There is a parcel of private land between the playground and Crown land ☐ Management of Wodonga Creek foreshore	☐ As the population continues to grow and potential participation in sport and recreation activities at the park increase, monitor demand for an expanded park footprint to accommodate growth ☐ Council to continue to work with current land manager and authorities

Master plan

The master plan has been developed by considering all consultation, appropriate strategic contexts and previous research. Further, several concept options were developed and reviewed before a preferred melded option was agreed to by the project steering committee as the basis for the master plan development. Overall, it provides an opportunity to continue to build upon existing achievements in order to ensure the facility meets the needs of the sporting community and also the recreation needs of nearby residents and park visitors.

The master plan integrates a number of the existing site features with a limited range of new elements and embellishments.

Vision

The vision for Diamond Park is to:

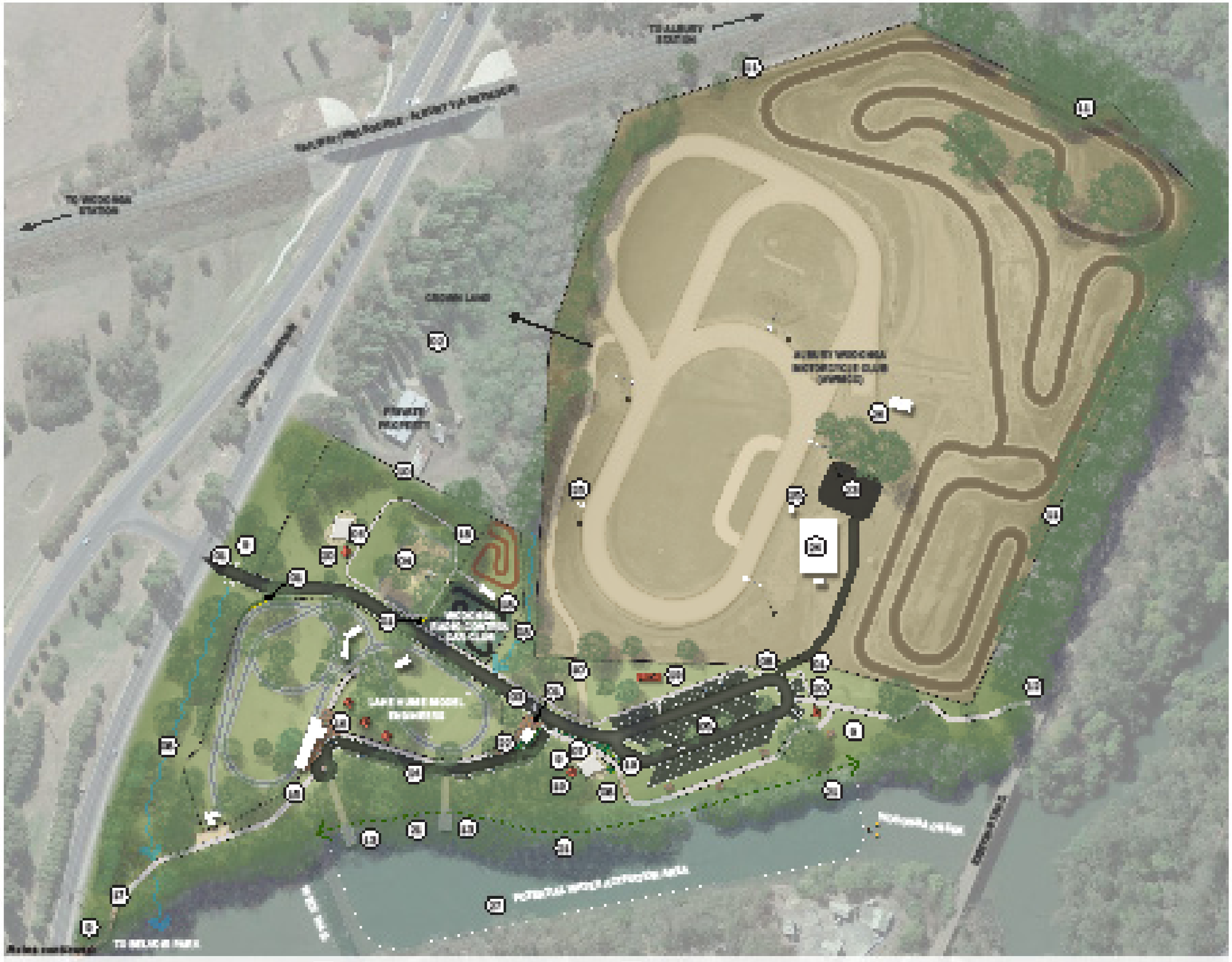
> Ensure that Diamond Park is connected to the Wodonga Open Space network by pathways, provides quality facilities that meet the needs of existing formal user groups and provides recreation activities and experiences through which residents and visitors can connect with one another.

Facility design

The master plan shows the overall layout of the proposed design. The table below depicts proposed developments and rationale.

	ELEMENT	DESCRIPTION	RATIONALE
1	Entry and wayfinding signage	☐ Install directional / interpretive signage at the various pathway entrances and across the site. Interpretive signage to include information on relevant indigenous historical and cultural significance and to be completed in consultation with local First Nation groups	☐ To provide information regarding the historical and cultural history of the site and key features ☐ Allow park visitors to confidently navigate activities and opportunities
2	Park footprint	☐ Investigate opportunities to expand the footprint of the park to accommodate future population growth as well as park use and functionality	☐ Capitalise on opportunities to secure additional parkland for future community use
3	Vehicle and pedestrian movement	☐ Integrated civil design to investigate and resolve stormwater drainage, pedestrian movements and vehicle movement and parking throughout the park	☐ Separate vehicle and pedestrian movements and enhance accessibility
4	Park and playground vehicle parking	☐ Formalise car parking near the entry to the park	☐ Provide space efficient car parking and enhance use of the park
5	Internal road and vehicle parking	☐ Formalise the internal loop road within the park and provide long and regular-vehicle parking bays	☐ Formalise vehicle movement to activities within the park and accommodate current use
6	Playground	☐ Retain the existing playground and factor its location into the design of vehicle parking and landscaping	☐ Retain play opportunities as an essential recreation experience for children
7	Longer term playground relocation	☐ Consider potential sites within the park for relocation of the playground in the longer term, when due for renewal or replacement	☐ Allow evolution of the park over time to meet the recreation needs of the community
8	Motorcycle club - entry and marshalling	☐ Formalise the vehicle entry road into the AWMCC and construct a bunded and sealed pit/marshalling area	☐ Facility improvements that reflect environment stewardship of the park
9	Motorcycle club access track	☐ Retain the maintenance and access road along the western boundary of the AWMCC	☐ Support ongoing maintenance of existing facilities

	ELEMENT	DESCRIPTION	RATIONALE
10	Perimeter fencing	☐ Ensure perimeter fencing is appropriate across the site, particularly at locations where it is required for security or safety/ separation of uses ☐ Investigate an appropriate method to protect existing native trees, vegetation, riders and spectators along the eastern border of the AWMCC site, while separating and preventing access from the High Country Rail Trail to the dirt bike track	☐ Define activity areas, identify restricted access areas, and alert visitors to changes in access across the site ☐ Conserve and protect existing native vegetation and trees
11	Rail Trail connection	☐ Construct a connection from park pathways to the Rail Trail and, via this connection, to the CBD and Gateway Lakes	☐ Connect the park to pathways and the broader open space network via walking and cycling
12	Wodonga Creek access	☐ Continue to liaise with the relevant land manager and state government agencies in relation to management of the two access points to Wodonga Creek ☐ Two informal boat ramp/water access locations	☐ Collaborate with state government agencies and support essential activities
13	Model engineers vehicle parking	☐ Formalising pathways and vehicle parking while ensuring existing significant trees are appropriately protected	☐ Separate vehicle and pedestrian movements
14	Model engineers loading area	☐ Design and construct a pathway that restricts vehicle access, while retaining appropriate access for model engineer club members to load and unload engines	☐ Provide appropriate access to existing user group members
15	Model train visitor entry	☐ Provide appropriate and safe queuing for model train passengers, separate to vehicle movement areas	☐ Enhance the safety and experience of visitors
16	Shared path connection to city network	☐ Design a connecting pathway and boardwalk to Belvoir Park	☐ Connect the park to the city pathway and open space networks
17	Viewing platform shade	☐ Construct a weather-proof shelter over the existing viewing platform at the radio control car club	☐ Provide shelter to users and visitors
18	Park embellishments	☐ Ensure park embellishments are consistent and integrated with signage and landscaping	☐ Park embellishments enhance visitors recreation experiences
19	Park aesthetics	☐ Retain and enhance open grass areas for unstructured recreation and amenity value	☐ Park landscaping provides opportunities for different activities and experiences
20	Wodonga Creek bank	☐ Liaise and co-ordinate with state government agencies to undertake necessary bank stabilisation works	☐ Collaborate and cooperate with state government agencies to support natural processes while protecting community assets
21	Site drainage and stormwater	☐ Manage stormwater drainage appropriately through civil infrastructure planning and design	☐ Apply water sensitive urban design (WSUB) to ensure the park can be used for its intended purpose



17. Investigate the potential of providing a connection to the pedestrian (shared) bridge in the Wodonga shared path network via Melrose Park. May require boardwalk (around Lincoln Causeway
18. AWMCC to install a weatherproof shade cover over the elevated viewing platform for the Radio Control Club and install new barrier fencing where required.
19. Improve beside park amenity and legibility by refreshing material fencing with robust and consistent materials, signage, furniture and landscaping. Better defining each precinct within Diamond Park.
20. Open grassy areas maintained for passive recreation. Provide minimal park furniture and shade where possible.
21. Undertake bank stabilisation and edge treatment works in accordance with North East Catchment Management Authority and DELWP. Investigate and integrate opportunities for water activation/access with bank stabilisation.
22. Investigate amenities upgrades to enhance access and wash system capacity and capability.
23. AWMCC Club to retain gated entry and investigate external funding options to extend and seal the access road (Gateway Boulevard) to a T-intersection that delivers the bunded playa/detailing area.
24. AWMCC to investigate modernisation of the clubhouse to enhance amenity, access and inclusivity, particularly female and family friendly amenities and facilities. Enhance the verandah viewing area and provide additional shelter for those surrounding the clubhouse including awning, shade, landscaping and connecting pathways.
25. Relocate speedway tower to opposite side of track and upgrade speedway lighting.
26. AWMCC to investigate construction of a built structure to cover the water track and tractor.
27. Investigate opportunities for water activation.

ross planning

LA

CHANDLER PARK
MASTER PLAN
WODONGA VIC 3690

LAND-use

OPPORTUNITIES

FINAL

N

WODONGA
CITY OF OPPORTUNITY VIC





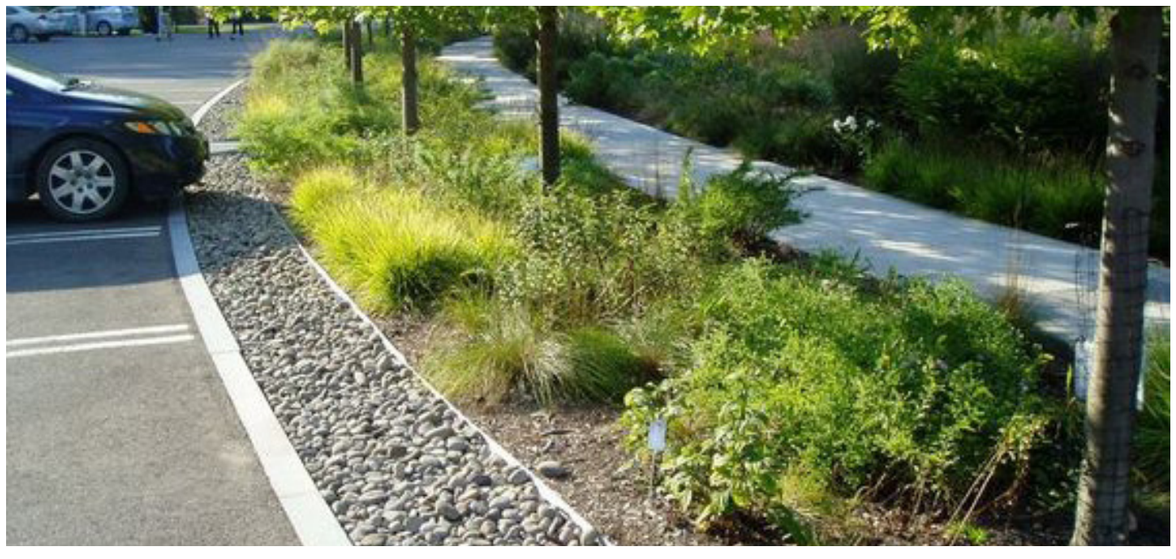












Staged implementation

Master planning presents an excellent opportunity to guide the future development of leisure, recreation and sport sites,but it must be noted that they are long-term (generally 10 to 20 years), visionary plans and in reality, few councils have the ability to implement them in the short term. Suggested staging of the proposed developments within this master plan have therefore been provided as a flexible guide to allow the council to adapt to changes in priorities, or achieve earlier opportunities for external funding, both which may alter the proposed staging. The adjoining table summarises indicative costs.

Stage one (short-term)

- ☐ Wodonga Creek bank stabilisation and edge treatment works in coordination with relevant State Government agencies. Investigate and integrate opportunities for water activation/access with bank stabilisation design options (21)
- ☐ Investigations to inform civil design including significant tree preservation, stormwater management, internal roadways, vehicle parking, and pathways (03) (08) (22) (23)
- ☐ Pathway connection and trail head to connect to Rail Trail (12)
- ☐ Pathway connection to Belvoir Park (15) (17)
- ☐ Audit existing perimeter fencing and renew or install new where required (11)
- ☐ Detailed design of vehicle movements car parking with hardstand treatments, prioritising pedestrian movements across the site (03)(05)(08)(22)(23). Review signage concurrently with civil design (01) (09)
- ☐ Review wayfinding across the site to ensure consistent messaging, inclusion of historical and cultural significance, and clear legibility. Update signage as needed (01)
- ☐ Investigate opportunities to include First Nation storytelling and art/sculpture installations on site (09)
- ☐ Construct car parking near existing playground (06) and radio controlled car club (04)
- ☐ Improve the model train visitor entry and queuing area (16)
- ☐ Weather-proof shade over viewing platform at radio controlled car club (18)
- ☐ Upgrade the safety lighting system and lighting at the motocross track (AWMCC)

Stage two (medium-term)

- ☐ Improve broader park amenity and legibility by refreshing internal fencing with robust and consistent materials, signage, furniture and landscaping (19)
- ☐ Upgrade the amenities building to include accessible toilets and identify improvements to the septic system for capacity and environmental management/ protection (22)
- ☐ Investigate and design upgrades to the AWMCC clubhouse including amenities (and septic capacity), accessibility and inclusivity, refurbishment of the viewing veranda, landscaping including pathways, shade, seating and landscaping (24)
- ☐ Relocate the speedway tower at the AWMCC to the opposite side of the track (25)
- ☐ Construct a built structure to shelter the AWMCC water truck and tractor (26)
- ☐ Construct internal road(s) and car parking to support Park use and activities at the AWMCC (5) and LHME (14)
- ☐ Maintain access to Wodonga Creek and continue to liaise with relevant land managers and State Government agencies regarding management and maintenance (13).

Stage three (long-term)

- ☐ Expansion of the park footprint (2) and investigations into the potential parking and access from Harris Road.
- ☐ Relocation of the playground (7)
- ☐ Consideration of a tractor engine track internal to the model train track

Indicative costing

STAGE	PRIORITY	DESCRIPTION	PROJECT LEAD	INDICATIVE COST ($)
1	Short	Undertake investigations to inform bank stabilisation works with relevant authorities and agencies (21)	Council	30,000
		Undertake essential interim bank stabilisation works identified to mitigate risks to further erosion, if identified and agreed with relevant authorities and agencies (21)	Council	50,000
		Develop civil designs for bank stabilisation works in collaboration with relevant authorities and agencies (21)	Council	30,000
		Undertake investigations to inform civil design including identification of significant vegetation, geotechnical investigations, survey, utility connections, stormwater patterns, and drainage options, etc. (03) (08) (22) (23)	Council	40,000
		Develop civil design for construction including significant tree and vegetation preservation, stormwater management, internal roadways, vehicle parking and pathways,etc. Review signage concurrently with civil design (03) (08) (22) (23)	Council	65,000
		Construct pathway connection and trail head to connect to High Country Rail Trail and Gateway Island Loop (12)	Council	100,000
		Construct pathway connection to external shared path network via Belvoir Park (including under-bridge path connection) (17)	Council	250,000
		Review wayfinding across the site to ensure consistent messaging, inclusion of historical and cultural significance, and clear legibility. Update signage as needed (01)	Council	15,000
		Undertake investigations into vegetation conservation and protection requirements to inform the location and design of the perimeter fencing between the AWMCC and the High Country Rail Trail. Develop a specification for fencing including the results of the investigation and obtain quotes. Investigate external sources of funding (11)	AWMCC (liaise with Council)	100,000
		Audit existing perimeter fencing and specify the design for renewal, replacement or new fencing requirements. Liaise with relevant neighbouring land managers (e.g. VicTrack). Investigate external sources of funding (11)	AWMCC, AWRCCC and LHME	100,000
		Construct car parking near existing playground and radio controlled car club (04)	Council	240,000
		Develop designs to improve the Model Train visitor entry and queuing area (16)	LHME	30,000
		Develop designs and obtain quotes to construct a weather-proof shade structure over the viewing platform at the AWRCCC (18)	AWRCCC	60,000
		Investigate specifications for upgrading the safety light system (a) and track lighting (b) at the AWMCC and identify external sources of funding and requirements (AWMCC)	AWMCC	(a) 25,000 (b) 100,000

STAGE	PRIORITY	DESCRIPTION	PROJECT LEAD	INDICATIVE COST ($)
2	Medium	Upgrade the amenities building to include accessible toilet(s) and investigate upgrades to the septic system (particularly advances in environmental management and protection in relation to flooding and inundation) (22)	Council	140,000
		Undertake investigations and develop designs for upgrades to the AWMCC clubhouse and surrounds. Investigate external funding sources and requirements (24)	AWMCC	600,000
		Relocate the speedway tower at the AWMCC to the opposite side of the track (25)	AWMCC	20,000
		Construct a built structure to shelter the water truck and tractor at the AWMCC (26)	AWMCC	65,000
		Construct internal roads and car parking to support Park use (5) (14)	Council	430,000
		Maintain access to Wodonga Creek for management and emergency response, in liaison with relevant authorities and agencies (13)	Council	Ongoing and operational
3	Long	Monitor opportunities to expand the park footprint through future ownership or management of adjoining private and Crown land (2)	Council	Subject to valuation
		Consider relocation of the playground within the park at the end of its useful life (7)	Council	200,000
		Consideration of a tractor engine track internal to the model train track	LHME	200,000

AWMCC - Albury Wodonga Motorcycle Club; AWRCCC - Albury Wodonga Radio Controlled Car Club; LHME - Lake Hume Model Engineers







CITY OF WODONGA VIC