



McLennan Street Mooroopna Master Plan 2015

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EXECUTIVE SUMMARY

Introduction

In February 2015 the Greater Shepparton City Council initiated the McLennan Street Mooroopna Master plan .

The master plan covers the central open space median strip from Echuca Road (West) through to the commencement of the Causeway (East)

Objectives

The Master Plan set out to achieve the following objectives:

1. maximise opportunities for use of the open space
2. guide contemporary design of open space areas within McLennan Street
3. ensure access to all and consider safety
4. address ageing infrastructure
5. respond to issues and opportunities for improved parking and pedestrian access through the open space areas
6. identify improved linkages to other open space areas (such as the Goulburn River, Ferrari Park and the Mooroopna Recreation Reserve), community facilities and businesses.

Master Plan Vision

As a result of the stakeholder consultations, the vision developed for the master plan is to:

Display the pride the community has for Mooroopna by telling the story of its origins, the influential events and contributions by its citizens over the years.

Process Undertaken

The process used in the design of the Master plan has been:

1. to engage with the community and the key stakeholders through three key stages - analysis, design and narration
2. analysis of the current situation including desk top reviews and stakeholder engagement
3. preliminary drawings were then created, taken to the various community groups and stakeholders for further consultation
4. it was at this stage the narration of the story began to take shape and has been articulated in blocks 3 and 8, highlighting the importance of the river to Mooroopna and the people who have shaped the town and the War Memorial

The community were active and assisted in supplying rich sources of historical information which helped to shape the design elements contained in the master plan.

The master plan development process undertaken is shown in the graphic.

Stakeholder Consultation

The extensive consultations undertaken gave an in depth understanding of the issues, needs and wants of the community. The consultations involved individual and group meetings, online surveys and a series of workshops with the following groups:

- Project Steering Committee
- Mooroopna Community Plan Committee
- Mooroopna Farmers Market Retailers
- Shepparton Chamber of Commerce
- Various Council Departments
- Community groups including service clubs
- Event managers
- VicRoads
- Goulburn, Broken Catchment Management Authority
- Goulburn Murray Water
- Local retailers and businesses
- Sunday market retailers
- General community



Elements for consideration in the master plan

An assessment and analysis was made in relation to stakeholder feedback, research into current planning documents and outcomes from various site visits, to determine future opportunities for McLennan Street.

As a result, themes identified to guide the development of the master plan include:

1. Improved accessibility
2. Addressing ageing infrastructure, such as the toilet block and Rodney Place
3. Improved passive recreation facilities such as picnic and bbq facilities, seating and sheltered areas

4. Creation of events space to support events such as pop-up-markets that could be open on Friday evenings or on weekends selling fresh produce and encouraging potential start-up businesses
5. Highlight existing features, such as the water tower with improved landscaping and lighting to be able to tell the story of Mooroopna.

An overall theme for McLennan Street arose from the consultations, identifying the town as family friendly town, i.e: ***"park easy, play easy and eat easy."***

Outcomes

The master plan breaks McLennan Street into 8 separate blocks. Each block has its own uniqueness, however, a consistent landscaping plan throughout will tie them together.

Blocks 1 - 3



Block 1 - Ferrari Park Link

Creation of a landscaped gateway to Mooroopna with a visual link from Ferrari Park through to the town centre.

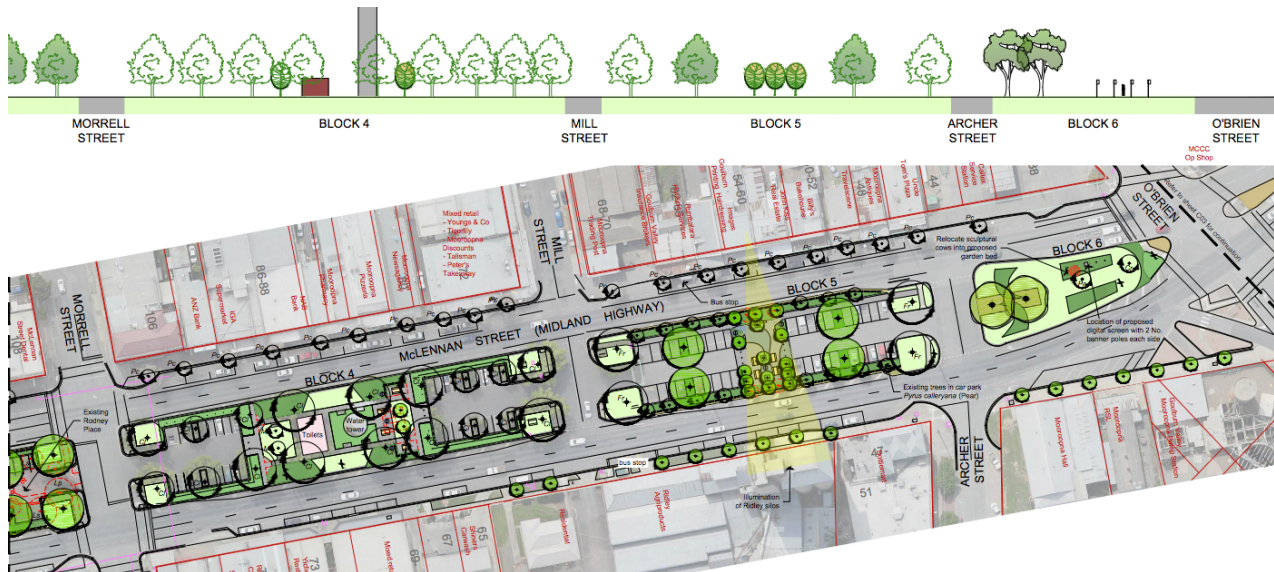
Block 2 – Toolamba Road to Doonan Street

As for Block 1, creation of a landscaped gateway to Mooroopna with a visual link from Ferrari Park through to the town centre.

Block 3 – Doonan Street to Morell and Young Streets

Creation of a gathering space and pedestrian crossing space including interpretation of the many features and stories of Mooroopna. Highlight the existing Jack Findlay memorial. Proposal for additional car parking and safety fencing.

Blocks 4 - 6



Block 4 – Morell & Young Streets to Mill Street

Redevelopment of the existing toilet block to meet accessibility standards, maintenance requirements and stakeholder expectations. Reposition street furniture to encourage use. Improve safety fencing and landscaping, inclusive of artwork depicting Moorooopna.

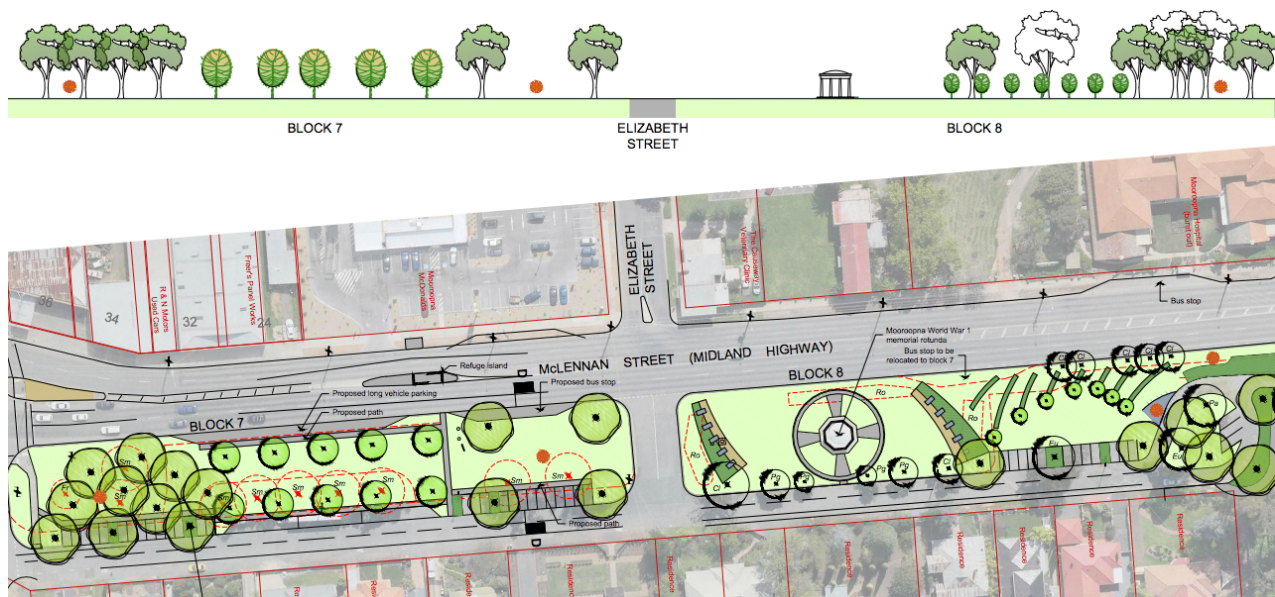
Block 5 – Mill Street to Archer Street

Redevelop car park space to be inviting with increased tree planting and landscaped seating space, overlooking the silo illumination.

Block 6 – Archer Street to O'Brien Street

Creation of a landscaped area as per Block 1 and 2, including events flag poles, time and temperature clock and Greater Shepparton cows.

Blocks 7 - 8



Block 7 – O'Brien Street to start of Elizabeth Street

Redevelop Block 7 to increase green space and better respond to long vehicle parking and public transport requirements. Car parking will be reduced in Block 7, however, additional parks to be provided in Blocks 3 and 8.

Block 8 – Elizabeth Street to Causeway Entrance (Chinamens Gardens)

Redevelop block 8 to further highlight and improve access to the War Memorial, including additional structures recognizing local history. Develop landscaping and interpretive signage reflecting the war memorial, the fruit growing industry and the Chinamen's Gardens.

Probable Costs

The following table is a schedule of probable costs for the proposed streetscape works described above in McLennan Street, Mooroopna.

A mixture of existing Council budgets, State and Federal Government funding, community fundraising and Council capital project bids are anticipated to support the implementation of recommendations.

Table 1: Summary of probable costs of streetscape works

Block	Probable Costs
1	\$28,566
2	\$34,899
3	\$698,739
4	\$320,840
5	\$174,285
6	\$55,517
7	\$176,971
8	\$308,458
	\$3,200
Total Costs	\$1,801,475

Implementation Plan

The timing of the master plan implementation is very reliant on the available funds and success of budget bids to Council.

The proposed implementation schedule could see the project completed under the following scenario, should Council budget and funding bids be successful:

High: Works completed within Council budget in Blocks 1 and 2, with the possibility of detailed design for Blocks 3 and 8.

Medium: Works to be completed will be on Blocks 3, 4 and 5, with possible financial support from Regional Development Australia (RDA) and Regional Development Victoria (RDV)

Low: Works to be completed on Blocks 6 and 7, with possible funds from RDA and RDV.

INTRODUCTION

McLennan Street is the main road through Mooroopna. With the mid-section between the east and west lanes made up of linear open space. It also links to other open space, walking tracks and recreation facilities including the Goulburn River, Ferrari Park and the Mooroopna Recreation Reserve.



Council has identified the need to develop a master plan to:

- maximise opportunities for use of the open space
- guide contemporary design of open space areas within McLennan Street
- ensure access to all and consider safety
- address ageing infrastructure
- respond to issues and opportunities for improved parking and pedestrian access through the open space areas
- identify improved linkages to other open space areas (such as the Goulburn River, Ferrari Park and the Mooroopna Recreation Reserve), community facilities and businesses.

In undertaking the McLennan Street Master plan Council has requested that:

- previous relevant planning documents be reviewed, which include the previous master plan, current relevant Council planning, and relevant State planning such as VicRoads
- an audit be undertaken to assess open space areas available for further development or non-development, improved management and preservation
- ageing infrastructure be identified with development options to address issues around these facilities, particularly in relation to future planning and development
- wherever possible maximise opportunities for multi-use across the open space areas

- value-add opportunities be identified to open space infrastructure and attractions, including opportunities for and feasibility of festivals, exhibitions and events
- vehicle and pedestrian traffic management options in relation to open space areas be assessed
- possible future management and operational considerations and develop facility plans accordingly be assessed
- issues such as risk management, occupational health and safety, relevant anti-discrimination legislation such as the Disability Discrimination Act be considered
- feasible recommendations and an achievable implementation plan that will provide information to guide future development and management of the open space areas, relevant infrastructure and linkages over the next 10 years be provided.

The engagement of the Mooroopna community has been a high priority of the Greater Shepparton Council. The aim of involvement was to ensure the community had ownership over the future of the public space. They were asked what was important to them, to identify what could stay, what could go and what would enhance the precinct in the future.

The depth and quality of the consultations with the community have been very rewarding for the community and the design process.

Key community stakeholder contributors were:

- Project Steering Committee
- Mooroopna Community Plan Committee
- Mooroopna Farmers Market Retailers
- Shepparton Chamber of Commerce
- Various Council Departments
- Community groups
- Event managers
- VicRoads
- Goulburn Broken Catchment Management Authority
- Goulburn Murray Water
- Local retailers and businesses
- General community

APPROACH AND METHODOLOGY

The methodology undertaken in the project involved the following stages:

Stages	Activities
1	<p>Project Inception/Data Collection/Literature Review/Site Assessment/Analysis of Open Space/Infrastructure Audit/Existing Conditions Plan:</p> <ul style="list-style-type: none"> Initial on site and round table meeting with the Project Sponsor and Project Committee for briefing purposes. This initial site meeting established the direction for the project in relation to the community and Council needs/requirements. Collate and review previous relevant planning documents/master plans and all other relevant data, confirming with the Council officers what part(s) of the existing plans are still relevant. Confirm any capital works and maintenance budgets for the project to ensure design proposals can be effectively maintained by Council after construction. Discussion in relation to identifying appropriate budget values for the project. On site assessments and analysis of the streetscape including furniture, pavements, infrastructure, services, vegetation, car parking and traffic, open space location, values and qualities, linkages to adjoining open space and other relevant precincts. Use of Council survey/infrastructure/civil plans and site measurements/assessment to prepare accurately scale plans for the project area.
2	<p>Consultations</p> <ul style="list-style-type: none"> Undertake consultation with relevant stakeholders including: Project Board, Mooroopna Planning Group, Mooroopna Traders Association, Council Departments, community groups and event managers. Also VicRoads, Catchment Management Authority, Goulburn Murray Water, retail and businesses in the area with any further stakeholders identified as well as the Greater Shepparton general community being included in the process. Consultation methods may include: facilitation of a workshop where all key stakeholders are invited to attend / listening post to provide an informal consultation environment – particularly good for 'the general public'. consultation and research to determine what facilities and services are required to meet identified community needs within McLennan Street Mooroopna on a short, medium and long term basis.

3 Preliminary Concept Plan

Development contemporary design ideas for the streetscape, presented in a preliminary streetscape concept plan, which included:

- Development of design options that maximise integration opportunities, multi-use spaces, site access and the open space potential within the McLennan Street median.
- Improved linkages through the space and beyond to the Goulburn River, Ferrari Park and Mooroopna Recreation Reserve.
- Consideration of and recommendations for existing elements including car parking, open space infrastructure and vegetation.
- Consideration of and recommendations for vehicle and pedestrian traffic management options.
- Assessed the risk management, OH & S and relevant anti discrimination issues / legislation associated with the existing function of the space and proposed design proposals.
- Identified ageing infrastructure within the site.
- Assessed the environmental aspects of the proposed design response including consideration of the current situation and future recommendations.
- Developed the concept design within the constraints of Council's identified capital works and maintenance budgets.
- Investigated durability, anticipated lifespan and sustainability of existing and proposed furniture, paving and infrastructure.
- Prepared preliminary cost estimate (based on commercial contract rates) for the preliminary concept plan to assist / guide Council in their decision making regarding the design proposals.
- Presented preliminary plan to the Project Committee for approval and comment and incorporate feedback into preliminary concept plan before it is placed on public display.

4 Presentation to Stakeholder Groups

- Presentation of draft concept plan to key stakeholders.
 - Reviewed the community feedback from "Have our Say" and included their feedback in association with the Project Committee into the Master plan .
 - Confirmed that the direction of the streetscape design is in accordance with Council expectations, budgets and guidelines.
-

5	<p>Master plan</p> <ul style="list-style-type: none">• Developed the master plan addressing all issues outlined within the Preliminary Concept Plan stage which included the following presentation methods:<ul style="list-style-type: none">• Detailed Master plan of the site including enlarged plans of key areas, where additional detail is required.• Sections/elevations at key locations showing the proposed landscape treatments and relationships between the proposed streetscape and adjoining land uses• Vehicle and pedestrian traffic management recommendations.• Planting, furniture, materials and finishes palette.• Sketch-up images / Photoshop images of proposed design options.• Prepared final cost estimate (based on commercial contract rates).• Prepared an accompanying report detailing project research/design recommendations/ an actionable set of recommendations for implementation over a 10 year timeframe including timelines, staging, priorities, and project responsibilities.• Met with Project Committee for final feedback.
6	<p>Final Presentation to Project Committee</p> <ul style="list-style-type: none">• Finalised streetscape master plan , project costings and comprehensive report.• Presentation of the streetscape master plan , project costings and comprehensive report to the Project Committee/Council.• Submitted digital and hard copy plans and documents to Council.

MCLENNAN STREET AUDIT

Summary status of McLennan Street

North Side

Many of the projects from the previous master plan appear to have been completed, particularly throughout the commercial sector including:

- uniform tree planting
- seating
- lighting
- pavement upgrades (which appear to be working well).

South Side

The previous master plan proposed:

- additional street tree planting
- a bus stop near Archer
- grassed median with concrete pedestrian pathway

The Median Strip Blocks

McLennan Street contains a total of 8 blocks in the study area - Ferrari Park in the west to the commencement of the causeway in the east.

Block 1 - Ferrari Park Link

Open grassed area with randomly planted mixed trees and pathway for crossing and there is a garden bed with bladed native plants along eastern edge.

Formal linear planting design with exotic deciduous trees – incomplete

Block 2 – Toolamba Road to Doonan Street

Open grassed area with randomly planted mixed trees & pathway for crossing with a garden bed along eastern edge & beneath the Lemon Scented Gums. This block is dominated by two large Lemon Scented Gums which are well established and quite striking in their presence as part of the entry to Mooroopna. The western end is managed by traffic signals for safer pedestrian crossing.

Formal linear planting design with mixed species – incomplete.

Block 3 – Doonan Street to Morell and Young Streets

Open grassed area with scattered random mixed species planting. There are connected paths at each end of the block with a central path and the Jack Findlay monument. The Rodney Place memorial has bluestone walls, mixed seating, brick paving & various elements including a clock and flagpoles. The eastern end is managed by traffic signals for safer pedestrian crossing.

Random planting design & formal section with mixed species. Redesign of Rodney place proposed with pavement, seating, lighting etc - incomplete.

Block 4 – Morell & Young Streets to Mill Street

This block is dominated by the large concrete water tank which has been featured with uplighting and downlighting. There is an existing toilet block, visitor information signage, two well used carparks and a good amount of seating and picnic tables & lighting. There are several crossing point and the western end is managed by traffic signals for safer crossing. The landscape is well established with the large shady Camphor Laurel trees, screens with climbers & extensive garden beds throughout the site.

All proposed design elements undertaken & appear well used and established. Planting design linear, exotic and evergreen. Provides welcome shade and softness to the streetscape.

Block 5 – Mill Street to Archer Street

There is a large asphalt carpark with gravel garden beds on the north & south sides. Ornamental Pears have been planted within these spaces, they do not provide much shade to vehicles and is unlikely to change into the future given their columnar shape. The environment still feels hot and exposed.

Formal linear planting design with Camphor Laurels proposed to be planted within the carpark zone to provide shade for users.

Block 6 – Archer Street to O'Brien Street

Open grassed area with two cows and a small garden bed. The western end is managed by traffic signals for safer pedestrian crossing.

The master plan proposes three bands of small trees planted in a formal linear arrangement. It also proposes to move the square clock to Block 6.

Block 7 – O'Brien Street to start of Elizabeth Street

This block is dominated by an asphalt carpark and a large concrete paved area which is currently utilised by the school buses as an interchange point. The concrete pavement area is shaded by established Peppercorn trees. The carpark is used by adjoining businesses. The rest of the area is open and grassed with large Peppercorns shading the space. They do not appear to be in the best of health. There is entry signage on the northern side welcoming people to Mooroopna & providing information on the various community groups.

The master plan proposes to remove the asphalt carpark & the concrete pavement and replaced with open grassed areas with formal exotic tree planting including blocks of Crepe Myrtle. Parallel car parking to be provided in the service road in McLennan Street and a service lane on the northern side with street trees is proposed.

Block 8 – Elizabeth Street to Chinaman's Gardens

The War Memorial rotunda is striking and simple in its location and it creates a strong part of the entry experience into Mooroopna. The rose gardens are well maintained and provide beautiful colour and interest. There is a large expanse of asphalt near the entry to the Chinaman's Gardens. This area appears to be well used by cyclists and joggers exercising along the river. There are a number of large gum and plane trees sitting within the asphalt. The view for motorists to the towers at Ridley Agri products form part of this strong entry experience with a unique quality to the town.

The reduction in the area of asphalt and formalisation with line marking is proposed near the Chinaman's Garden with a block of small exotic trees (Crepe Myrtles) planted as a backdrop to the memorial. A service lane on the northern side of McLennan Street and street trees are proposed.

Literature Review - Summary of Findings

There were approximately 40 documents reviewed as part of the master planning process with the main themes being related to:

- **vehicle movement** - parking, accidents and flows
- **planning** - last master plan, Greater Shepparton 2030 Strategy, streetscapes, Way-finding strategy, Ferrari park toilet block development and a number of civil drawings
- **monuments** - War Memorial, Jack Findlay and Victoria's 150 anniversary plaque

The main issues arising from this review being:

- the population and the local traffic use in McLennan Street will grow significantly over the next five years, especially with a new housing estate near the western entrance
- an ad hoc approach to planning along the median strip
- the war memorial planning is underway
- many of the actions from the previous master plan being completed
- the difficulty for visitors to orient and be able to stop and explore the retailer and historical features along McLennan Street
- VicRoads have completed preliminary planning for a bypass of Mooroopna for heavy vehicles in particular, however there are no firm dates for the diversion within the next 3 - 5 years
- the Ferrari Park toilet block planning has been completed and work is underway

- previous planning of traffic movement suggests a small increase in the number of car parks would be beneficial.

The design opportunities:

- revisit this master plan in approximately five years or when funding for the bypass is known, with the main aim being to design better cycling connections from Ferrari Park along the McLennan Street connecting to Kidstown and Shepparton
- the tree master plans and database be updated
- Mooroopna has a very rich and interesting history which should be captured in the design process.
- continue the Ferrari Park toilet block theme into block 4
- consolidate the various monuments (except the War memorial), plaques, and recognition of the community's history into one themed block
- improve signage throughout McLennan Street making it easy for tourists and the community to easily identify parking and areas of interest. To also include well designed sculptures at the east and west entrances to Mooroopna.

The details of documents reviewed can be found in the Appendix C.

McLennan Street Traffic Accidents

On average there are approximately 18 traffic accidents along McLennan Street each year, with 15 fatal accidents recored in the last 25 years. Appendix B.

In 2013 the average daily traffic flow was higher on weekends, for example on Saturday approximately 17,492 vehicles per day travelling east and west along McLennan Street. Private cars made up the majority of traffic (94.7%) with 6.1% being commercial class vehicles (trucks).

On Monday approximately 13,394 vehicles travelled along McLennan Street, again peak times were between 11.00 - 14.00, and private vehicles making up 92.45 and commercial trucks 6.6%.

Peak traffic morning times occur between 11.00-12.00, and afternoon peaks occurring between 12.00-13.00.

There remains a constant stream of traffic throughout the day between in McLennan Street which is a 50 kilometre an hour zone. The mean average speeds on weekends from the west are 47.2kph and the east 46.3kph with a mean of 46.3kph both ways. Average speeds are slightly higher 47% during the week.

Pedestrian crossings are located at intersections controlled by traffic lights, however according to community surveys many pedestrians cross at random locations depending on where they would like to go. This does increase the risk of traffic accidents.

Details of the above can be found in Appendix B.

COMMUNITY FOCUS

Stakeholder Consultations

The extensive consultations undertaken gave an in depth understanding of the issues, needs and wants of the community. The consultations involved individual and group meetings, online surveys and a series of workshops with the following groups:

- Project steering committee
- Mooroopna Community Planning Committee
- Shepparton Chamber of Commerce
- Various Council Departments
- Community groups including service clubs
- Event managers
- VicRoads
- Goulburn Broken Catchment Management Authority
- Goulburn Murray Water
- Local retailers and businesses
- Mooroopna Farmers Market retailers
- General community

Consultation methods included:

- individual and group meetings
- workshops with key stakeholders
- surveys "Have your Say"
- 1 on 1 meetings in conjunction with Council officers
- on-site visits

Elements for consideration in the Master Plan

An assessment and analysis was made in relation to stakeholder feedback, research into current planning documents and outcomes from various site visits, to determine future opportunities for McLennan Street.

As a result, themes identified to guide the development of the master plan include:

- Improved accessibility
- Addressing ageing infrastructure, such as the toilet block and Rodney Place
- Improved passive recreation facilities such as picnic and bbq facilities, seating and sheltered areas

- Creation of events space to support events such as pop-up-markets that could be open on Friday evenings or on weekends selling fresh produce and encouraging potential start-up businesses
- Highlight existing features, such as the water tower with improved landscaping and lighting to be able to tell the story of Mooroopna.

An overall theme for McLennan Street arose from the consultations, identifying the town as family friendly town, i.e: ***“park easy, play easy and eat easy.”***

Outcomes

The master plan breaks McLennan Street into 8 separate blocks. Each block has its own uniqueness, however, a consistent landscaping plan throughout will tie them together:

Block 1 - Ferrari Park Link

Creation of a landscaped gateway to Mooroopna with a visual link from Ferrari Park through to the town centre.

Block 2 – Toolamba Road to Doonan Street

As for Block 1, creation of a landscaped gateway to Mooroopna with a visual link from Ferrari Park through to the town centre.

Block 3 – Doonan Street to Morell and Young Streets

Creation of a gathering space and pedestrian crossing space including interpretation of the many features and stories of Mooroopna. Highlight the existing Jack Findlay memorial. Proposal for additional car parking and safety fencing.

Block 4 – Morell & Young Streets to Mill Street

Redevelopment of the existing toilet block to meet accessibility standards, maintenance requirements and stakeholder expectations. Reposition street furniture to encourage use. Improve safety fencing and landscaping, inclusive of artwork depicting Mooroopna.

Block 5 – Mill Street to Archer Street

Redevelop car park space to be inviting with increased tree planting and landscaped seating space, overlooking the silo illumination.

Block 6 – Archer Street to O'Brien Street

Creation of a landscaped area as per Block 1 and 2, including events flag poles, time and temperature clock and Greater Shepparton cows.

Block 7 – O'Brien Street to start of Elizabeth Street

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Block 8 – Elizabeth Street to Causeway Entrance (Chinamens Gardens)

Redevelop block 8 to further highlight and improve access to the War Memorial, including additional structures recognizing local history. Develop landscaping and interpretive signage reflecting the war memorial, the fruit growing industry and the Chinamen's Gardens.

Buildings/facilities needing improvement

- the toilet block
- Rodney Place
- the War Memorial
- irrigation
- traffic lights
- the old Mooroopna hospital and residential development does need to improve its appearance to make it more welcoming for the area
- Clean up some of the vacant shops
- Maybe one could be a council drop in shop 1 day a week to keep our community connected to the council.

Detailed responses to surveys can be found in the Appendix A.

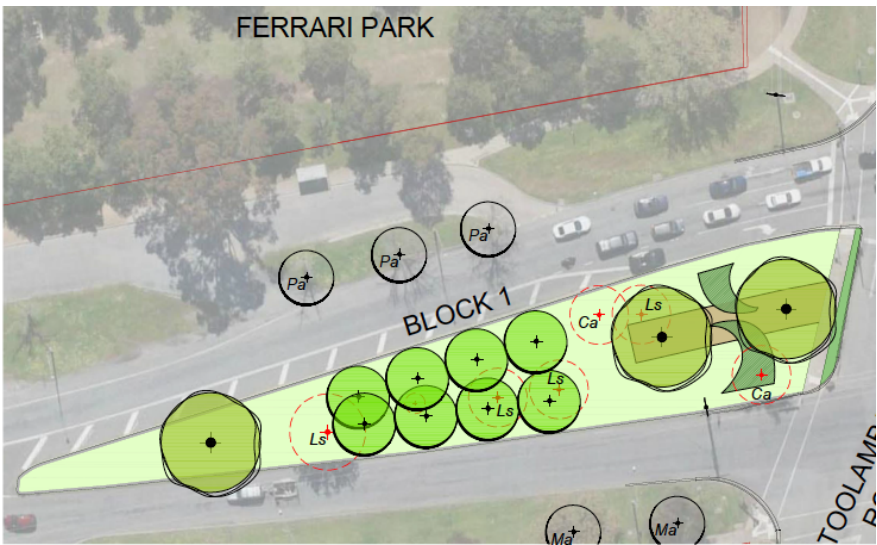
THE MCLENNAN STREET MASTER PLAN

A Vision

Display the pride the community has for Mooroopna by telling the story of it's origins, the influential events and contributions by its citizens over the years.

McLennan Street Master Plan

Block 1 - Western entrance to Mooroopna



Block 1

Existing Conditions	Design proposal
Mixed and randomly sited tree species.	Create a vegetated gateway / entrance to Mooroopna.
Open grassed median.	Provide visual link from Ferrari Park to town centre.
Well maintained median.	Non-pedestrian zone.
	Proposed tree species: <ul style="list-style-type: none">• Corymbia citriodora (Lemon-scented Gum) - uplit• Corymbia citriodora (Lemon-scented Gum) - uplit• Proposed garden bed with selected low growing under planting.

Table 3: Risk Plan Block 1

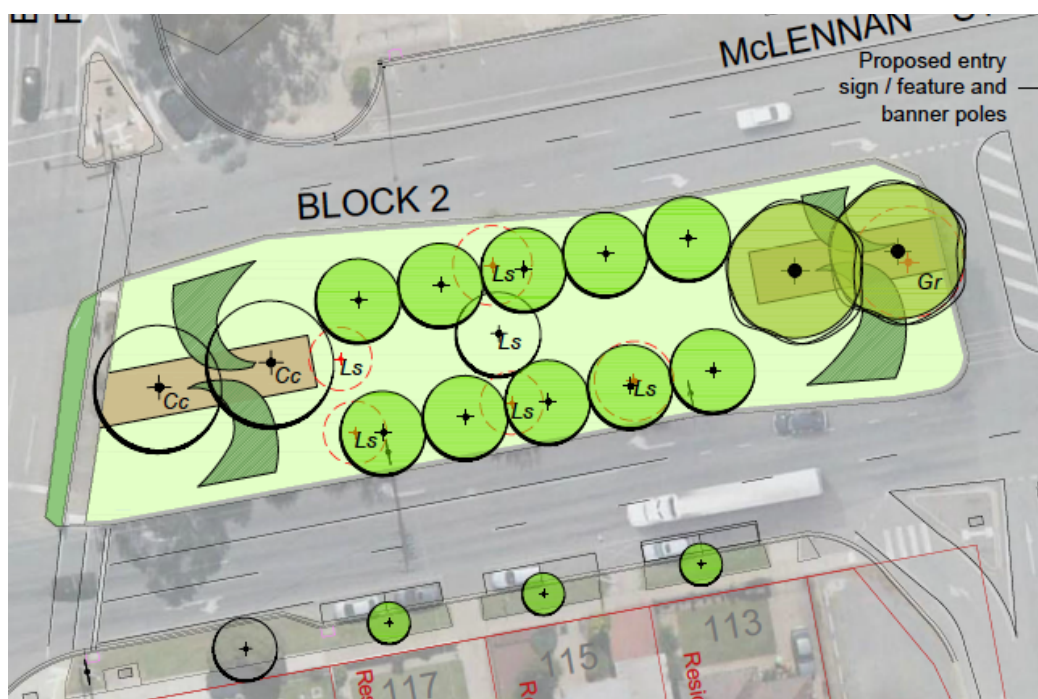
	Probability (1 - 5)	Severity (1 - 5)	Score (PxS)	Mitigation
Potential for vehicle accidents	1	2	2	Ensure tree plantings do not obstruct visibility. Plantings on Slip lanes to be 3.6m clearance from kerb. Lane merging to also have plantings on Slip lanes to be 3.6m clearance from kerb VicRoads to review narrowing of the road
Potential for pedestrian accidents	1	4	4	Contain pedestrian traffic to traffic light crossings.
Potential for Council work crew injury mowing lawns and maintaining garden beds.	1	4	4	Council work crews to adhere to OH&S guidelines
Environmental	1	1	1	Design to accommodate habitat and biodiversity goals and continually improve tree health
Demolition work, tree removal and garden bed plantings	1	4	4	Traffic control and road work warnings

Table 4: Block 1 Cost Estimates

Item	Description	Unit	Qty	Rate	Amount
A	BLOCK 1				
1.00	Demolition				
1.01	Tree removal and stump grinding	ea	6	\$400	\$2,400
2.00	Grassing				
2.01	Rehabilitation of existing grass areas	m ²	1213	\$2	\$2,426
3.00	Garden Bed Preparation and Planting				
3.01	Ground preparation, supply and install of planting (allowance for 150mm container size), guarding, mulching and fertilising	m ²	61	\$40	\$2,440
3.02	Steel garden bed edging	lm	105	\$40	\$4,200
4.00	Tree Planting				
4.01	Supply and install advanced trees	ea	11	\$200	\$2,200
5.00	Paving				
5.01	Gravel pavement	m ²	112	\$35	\$3,920

5.02	300mm wide concrete mower strip to back of kerb	lm	216	\$30	\$6,480
6.00	Lighting				
6.01	Uplighting of Lemon-scented Gums	ea	3	\$1,500	\$4,500
Sub Total - BLOCK 1 Works					\$28,566

Block 2 - Echuca Road - Doonan Street



Block 2

Existing Conditions	Design proposal
Mixed and randomly sited tree species.	Extend the median theme using feature tree planting, granitic sand pavement and low under planting.
Striking Lemon Scented Gums with uplighting.	Lemon-scented Gums with uplighting to be used as a repetitive theme throughout McLennan Street to provide visual continuity.
Open grassed median.	Retain open grassed parkland feel to the space
Well maintained median.	Assess existing tree species for relevance and develop a 0-5 year tree removal strategy.

	Proposed tree species: <ul style="list-style-type: none"> • Corymbia citriodora (Lemon-scented Gum) - uplift • Brachychiton populneus x acerifolius 'Jerilderie Red'
	Proposed garden bed with selected low growing under planting.

Table5: Risk Plan Block 2

Risk	Probability (1 - 5)	Severity	Score (PxS)	Mitigation
Entrance signage restrict visibility	1	2	2	Design to be compliant with Vic Road signage guidelines.
Bike lane accidents	3	4	12	SmartRoads network fit assessment in conjunction with VicRoads traffic team
Potential for Council work crew injury mowing lawns and maintaining garden beds.	1	4	4	Council work crews to adhere to OH&S guidelines
Environmental	1	1	1	Design to accommodate habitat and biodiversity goals and continually improve tree health
Demolition work, tree removal and garden bed plantings	1	4	4	Traffic control and road work warnings

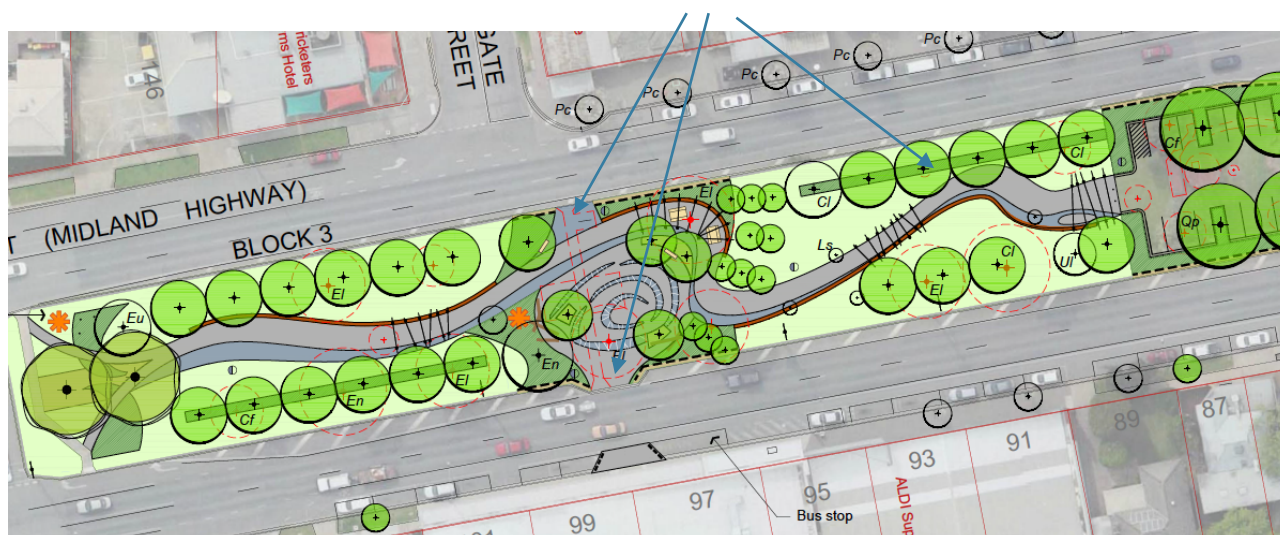
Table 6: Block 2 Cost Estimates

B BLOCK 2					
1.00	Demolition				
1.01	Tree removal and stump grinding	ea	6	\$500	\$3,000
2.00	Grassing				
2.01	Rehabilitation of existing grass areas	m ²	1457	\$2	\$2,914
3.00	Garden Bed Preparation and Planting				
3.01	Ground preparation, supply and install of planting (allowance for 150mm container size), guarding, mulching and fertilising	m ²	164	\$40	\$6,560
3.03	Steel garden bed edging	lm	149	\$40	\$5,960
4.00	Tree Planting				

4.01	Supply and install advanced trees	ea	12	\$200	\$2,400
5.00	Paving				
5.01	Gravel pavement	m ²	161	\$35	\$5,635
5.02	300mm wide concrete mower strip to back of kerb	lm	181	\$30	\$5,430
6.00	Lighting				
6.01	Uplighting of Lemon-scented Gums (2 existing Lemon-scented Gums are already uplit. The cost estimate is for uplighting to proposed trees)	ea	2	\$1,500	\$3,000
Sub Total - BLOCK 2 Works					\$34,899

Block 3 - Doonan Street - Morrell Street

Fencing



Block 3

Existing Conditions	Design proposal
High pedestrian use across McLennan Street, due to adjoining supermarkets and Post Office.	Create a gathering and pedestrian crossing space including orientation and interpretation of the many features and stories of Moorroopna.
Mixed tree species in varying levels of health / condition.	Proposed pavement is inspired by the shape of an eddy in the river.
Jack Findlay memorial appears isolated and the current site of Rodney	The central paved area is located at the pedestrian crossing point between the supermarkets and Post Office. Provide a pedestrian outstand aligned with the proposed crossing in front of the supermarket.

Place is dated and visually unattractive.	Proposed arbors will provide shade over picnic tables and seat walls. The structures may reference history and culture of the area e.g. River Red Gum timber and the sawmill history in the area; the posts may be illustrated with historical information relating to the fruit growing industry in Mooroopna.
The existing clock tower is expensive to maintain and may be donated to the Mooroopna Historical Society.	Proposed seat wall to retain a low grassed mound. The seat wall will offer visual interest along the path as well as physical separation from the traffic.
	The walling can be sand blasted with text and images referencing important people, events and memories that have shaped the town of Mooroopna.

Table 6: Risk Plan Block 3

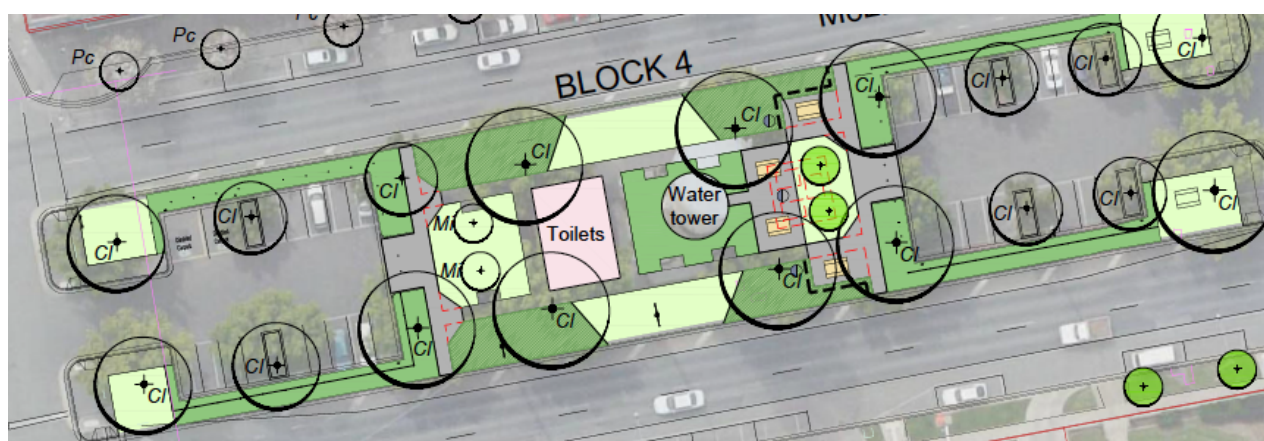
Risk	Probability (1 - 5)	Severity	Score (PxS)	Mitigation
Safety of children running onto the road	2	4	8	Fencing to be included in design as above
Bike lane accidents	3	4	12	SmartRoads network fit assessment in conjunction with VicRoads traffic team
Accidents to pedestrians crossing road	1	4	4	Pedestrian crossing will be located opposite Post Office and supermarkets
Danger to contractors constructing additional car parks	1	3	3	Adherence to OH&S standards Notices to the community prior to works Cautionary signing during construction
Bulk earthworks	1	4	4	Traffic control and road work warnings
Demolition work, tree removal and garden bed plantings	1	4	4	

Table 7: Block 3 Cost Estimates

Item	Description	Unit	Qty	Rate	Amount
C BLOCK 3					
1.00 Demolition and Services					
1.01	Tree removal and stump grinding	ea	11	\$750	\$8,250
1.02	Demolish and remove existing foot path	m ²	130	\$10	\$1,300
1.03	Demolish and remove existing Rodney Place	item	1	\$10,000	\$10,000
1.04	Demolish and remove kerb for outstand on south side of McLennan St	item	1	\$500	\$500
1.05	Relocate Jack Findlay memorial	item	1	\$3,000	\$3,000
1.06	Remove clock tower (no allowance for re-installation on site)	item	1	\$2,000	\$2,000
1.07	Location / decomission / relocation of underground services	item	1	\$7,500	\$7,500
2.00 Grassing					
2.01	Rehabilitation of existing grass areas	m ²	2372	\$2	\$4,744
2.02	Mounding	item	1	\$7,500	\$7,500
3.00 Garden Bed Preparation and Planting					
3.01	Ground preparation, supply and install of planting (allowance for 150mm container size), guarding, mulching and fertilising	m ²	637	\$40	\$25,480
3.03	Steel garden bed edging	lm	296	\$40	\$11,840
4.00 Tree Planting					
4.01	Supply and install advanced trees	ea	45	\$200	\$9,000
5.00 Paving					
5.01	Gravel pavement	m ²	137	\$35	\$4,795
5.02	300mm wide concrete mower strip to back of kerb	lm	289	\$30	\$8,670
5.03	Feature paving with exposed aggregate concrete	m ²	995	\$120	\$119,400
5.04	Feature paving with selected pavers	m ²	288	\$160	\$46,080
6.00 Car park					
6.01	Bulk earthworks / traffic control	item	1	\$2,500	\$2,500
6.02	Asphalt	m ²	678	\$60	\$40,680
6.03	Kerbing	lm	162	\$75	\$12,150
6.04	Linemarking allowance	item	1	\$1,000	\$1,000
6.05	Drainage allowance	item	1	\$15,000	\$15,000
7.00 Pedestrian Crossing (outstand on south side of McLennan Street)					
7.01	Feature paving with exposed aggregate concrete	m ²	25	\$120	\$3,000
7.02	Kerbing	lm	14	\$75	\$1,050
7.03	Pedestrian safety fencing	lm	6	\$400	\$2,400

7.04 Pedestrian crossing lights (2 sets)	item	1	\$75,000	\$75,000
8.00 Structures				
8.01 Arbour (allowance for 28 frames / 4 structures)	item	1	\$80,000	\$80,000
8.02 Retaining wall 500mm high	lm	104	\$500	\$52,000
8.03 Seat wall 500mm high	lm	25	\$500	\$12,500
8.04 Entry sign / sculpture	item	1	\$30,000	\$30,000
8.05 Banner poles	ea	3	\$500	\$1,500
9.00 Fencing				
9.01 750mm high perforated steel fence with painted timber posts (including selected feature panels)	lm	123	\$300	\$36,900
10.00 Furniture				
10.01 Picnic setting (re-position + refurbish existing seats)	ea	2	\$400	\$800
10.02 Bench seats	ea	2	\$1,800	\$3,600
10.03 Reclaimed hardwood seats	ea	6	\$2,000	\$12,000
10.04 Drinking fountain	item	1	\$5,000	\$5,000
10.05 Removable bollards around car park	ea	2	\$350	\$700
11.00 Lighting				
11.01 Uplighting of Lemon-scented Gums	ea	2	\$1,500	\$3,000
11.02 Post top lights	ea	5	\$5,000	\$25,000
11.03 LED strip light within track to retaining wall and seat wall	lm	129	\$100	\$12,900
Sub Total - BLOCK 3 Works				\$698,739

Block 4 - Morell Street to Mill Street



Block 4

Existing Conditions	Design proposal
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The striking presence of the water tower dominates this space.	Re-deisgn / replace toilet facilities with all abilities access and low maintenance for Council (including suitable roof pitch to avoid leaf build up).
The trees in this space offer good shade and relief.	Provide additional lighting beneath the Camphor Laurel trees around the toilet block.
The toilet block is aging and poorly designed	Potential to provide Wi-fi hotspot from existing public telephone boxes.
Current car parks are well used.	Minor realignment of footpaths.
Street furniture could be better positioned	Reposition street furniture.
Tourist signage is not very informative.	Additional garden bed planting with selected low growing species.
	Proposed tree species: <ul style="list-style-type: none"> Malus ioensis 'Plena' (Crab Apple)

Table 8: Risk Plan Block 4

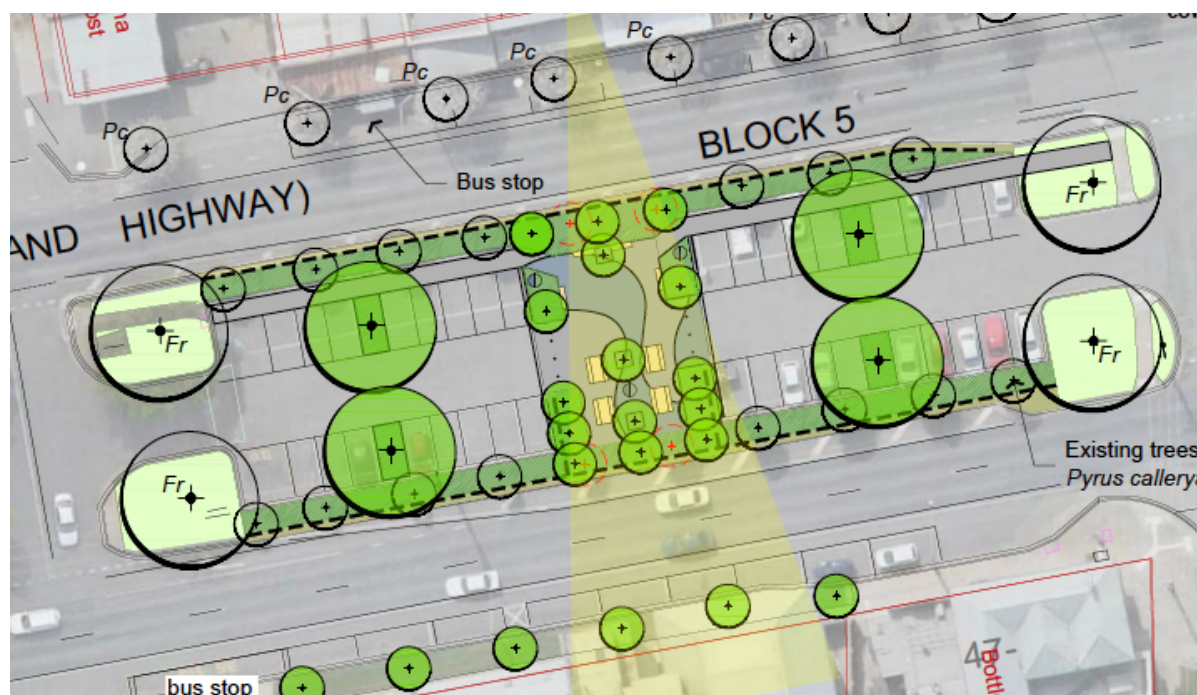
Risk	Probability (1 - 5)	Severity	Score (PxS)	Mitigation
Safety of children running onto the road	2	4	8	Fencing and art work along the kerb side included in design as above
Bike lane accidents	3	4	12	SmartRoads network fit assessment in conjunction with VicRoads traffic team
Demolition work, tree removal and garden bed plantings	1	4	4	Traffic control and road work warnings

Table 9: Block 4 Cost Estimates

Item	Description	Unit	Qty	Rate	Amount
D BLOCK 4					
1.00 Demolition					
1.01	Demolish and remove existing foot path	m ²	98	\$10	\$980
2.00 Grassing					
2.01	Rehabilitation of existing grass areas	m ²	505	\$2	\$1,010
3.00 Garden Bed Preparation and Planting					
3.01	Ground preparation, supply and install of planting (allowance for 150mm container size), guarding, mulching and fertilising	m ²	265	\$40	\$10,600
3.03	Steel garden bed edging	lm	24	\$40	\$960

4.00 Tree Planting					
4.01	Supply and install advanced trees	ea	2	\$200	\$400
5.00 Paving					
5.01	300mm wide concrete mower strip to back of kerb	lm	25	\$30	\$750
5.02	Feature paving with exposed aggregate concrete	m ²	242	\$120	\$29,040
6.00 Fencing					
6.01	750mm high perforated steel fence with painted timber posts (including selected feature panels)	lm	22	\$300	\$6,600
7.00 Furniture					
7.01	Picnic setting (re-position + refurbish existing settings)	ea	3	\$500	\$1,500
7.01	New picnic setting	ea	1	\$4,000	\$4,000
8.00 Lighting					
8.01	Post top lights	ea	3	\$5,000	\$15,000
9.00 Toilet					
9.01	Redevelopment of the existing toilet block to meet accessibility standards, maintenance requirements.	item	1	\$250,000	\$250,000
Sub Total - BLOCK 4 Works					\$320,840

Block 5 - Mill Street - Archer Street



Block 5

Existing Conditions	Design proposal
Harsh, hot and exposed car park with minimal planting.	Provide sufficient car park spaces for local businesses as well as increased opportunities for informal gathering and alfresco dining within the median.
Existing Ornamental Pears in gravel mulch.	Planting design and species selection allows for future illumination of the Ridley silos from the north side of McLennan Street.
Existing Ash Trees at either end of the median.	Create a central elevated area for pedestrian use and outdoor dining with picnic tables, seats, feature pavement and planting.
	Several car parks are proposed to be removed for large sized shade trees and small sized feature trees.
	Establish selected trees to maximise shading of seating area and allow light projection above canopy onto concrete silos.
	Retain existing Ash and Ornamental Pears. Proposed tree species: <ul style="list-style-type: none"> • Cinnamomum camphora (camphor Laurel) • Citrus x limon (Lemon Tree) • Lagerstroemia sp. (Crepe Myrtle)
	Proposed garden bed with selected low growing under planting.

Table 10: Risk Plan Block 5

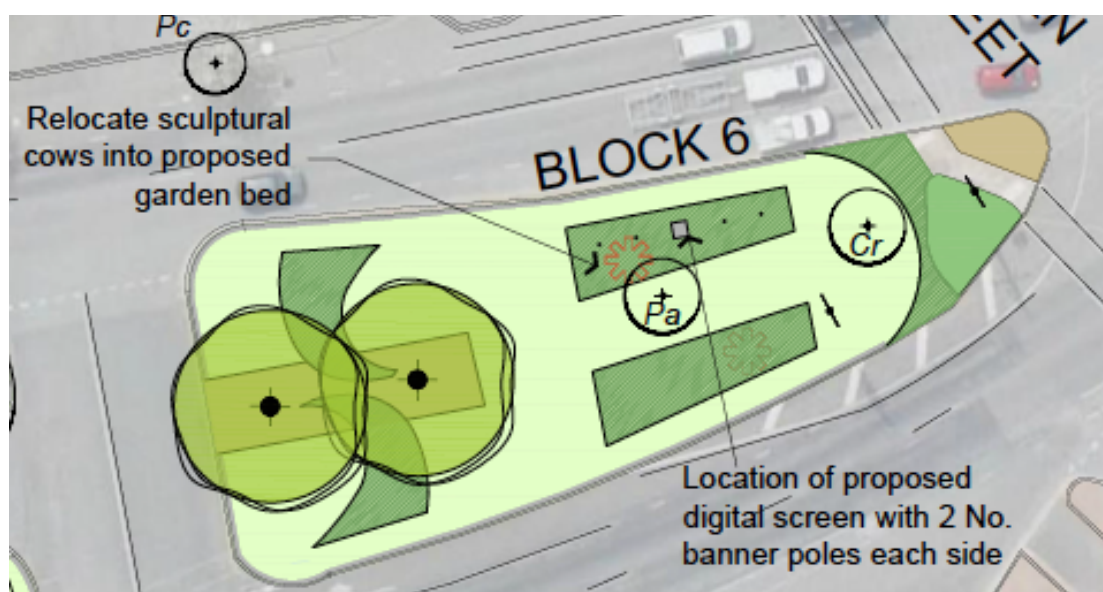
Risk	Probability (1 - 5)	Severity	Score (PxS)	Mitigation
Danger to contractors constructing additional car parks	1	3	3	Adherence to OH&S standards Notices to the community prior to works Cautionary signing during construction
Bike lane accidents	3	4	12	SmartRoads network fit assessment in conjunction with VicRoads traffic team
Demolition work, tree removal and garden bed plantings	1	4	4	Traffic control and road work warnings

Table 11: Block 5 Cost Estimates

Item	Description	Unit	Qty	Rate	Amount
E	BLOCK 5				

1.00	Demolition				
1.01	Tree removal and stump grinding	ea	4	\$400	\$1,600
1.02	Demolish and remove existing asphalt pavement / traffic control	m ²	503	\$20	\$10,060
2.00	Grassing				
2.01	Rehabilitation of existing grass areas	m ²	325	\$2	\$650
3.00	Garden Bed Preparation and Planting				
3.01	Ground preparation, supply and install of planting (allowance for 150mm container size), guarding, mulching and fertilising	m ²	514	\$40	\$20,560
3.03	Steel garden bed edging	lm	6	\$40	\$240
4.00	Tree Planting				
4.01	Supply and install advanced trees	ea	19	\$200	\$3,800
5.00	Paving				
5.01	Gravel pavement	m ²	81	\$35	\$2,835
5.02	300mm wide concrete mower strip to back of kerb	lm	36	\$30	\$1,080
5.03	Feature paving with exposed aggregate concrete	m ²	246	\$120	\$29,520
5.04	Feature paving with selected pavers	m ²	94	\$160	\$15,040
6.00	Car park				
6.01	Wheelstops to car park bays fronting onto proposed path	ea	20	\$180	\$3,600
7.00	Fencing				
7.01	750mm high perforated steel fence with painted timber posts (including selected feature panels)	lm	150	\$300	\$45,000
8.00	Furniture				
8.01	Picnic setting	ea	4	\$4,000	\$16,000
8.02	Bench seat	ea	4	\$1,800	\$7,200
8.03	Removable bollards around car park	ea	6	\$350	\$2,100
9.00	Lighting				
9.01	Post top lights	ea	3	\$5,000	\$15,000
Sub Total - BLOCK 5 Works					\$174,285

Block 6 - Archer Street to O'Brien Street



Block 6

Existing Conditions	Design proposal
Neat grassed median with semi-mature trees and minimal low under planting and sculptural cows.	Proposed digital screen to be located in the median. The display could show time, current temperature and promotion of local events. The use of wireless / digital technology would allow the screen to be remotely controlled.
	Additional tree planting to strengthen streetscape planting theme.
	Proposed tree species: <ul style="list-style-type: none"> Corymbia citriodora (Lemon-scented Gum)
	Proposed garden bed with selected low growing under planting

Table 12: Risk Plan Block 6

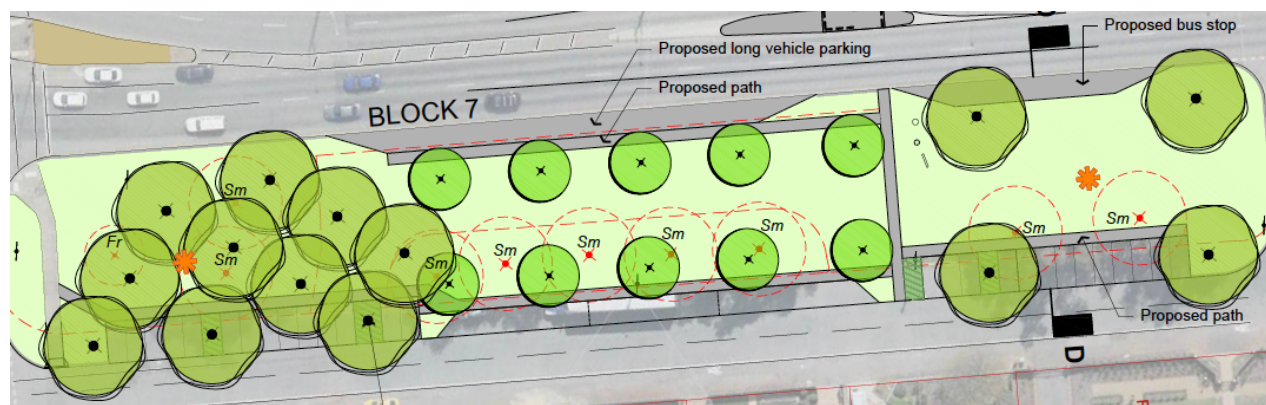
Risk	Probability (1 - 5)	Severity	Score (PxS)	Mitigation
Bike lane accidents	3	4	12	SmartRoads network fit assessment in conjunction with VicRoads traffic team

Danger to contractors constructing additional car parks	1	3	3	Adherence to OH&S standards Notices to the community prior to works Cautionary signing during construction
Bulk earthworks	1	4	4	Traffic control and road work warnings
Demolition work, tree removal and garden bed plantings	1	4	4	

Table 13: Block 6 Costs Estimates

Item	Description	Unit	Qty	Rate	Amount
F	BLOCK 6				
1.00	Grassing				
1.01	Rehabilitation of existing grass areas	m ²	696	\$2	\$1,392
2.00	Garden Bed Preparation and Planting				
2.01	Ground preparation, supply and install of planting (allowance for 150mm container size), guarding, mulching and fertilising	m ²	152	\$40	\$6,080
2.02	Steel garden bed edging	lm	155	\$40	\$6,200
3.00	Tree Planting				
3.01	Supply and install advanced trees	ea	2	\$200	\$400
4.00	Paving				
4.01	Gravel pavement	m ²	95	\$35	\$3,325
4.02	300mm wide concrete mower strip to back of kerb	lm	104	\$30	\$3,120
5.00	Structures				
5.01	Banner poles	ea	4	\$500	\$2,000
5.02	Digital screen (single face) allowance	item	1	\$30,000	\$30,000
6.00	Lighting				
6.01	Uplighting of Lemon-scented Gums	ea	2	\$1,500	\$3,000
Sub Total - BLOCK 6 Works					\$55,517

Block 7 - O'Brien Street - Elizabeth Street



Block 7

Existing Conditions	Design proposal
Expansive areas of asphalt within median providing parking for predominantly local businesses.	Restore grassed median to create visual consistency along the street.
Existing Peppercorn Trees identified by Council as reaching end of useful life expectancy	Create a safe pedestrian crossing point across the Midland Highway with a refuge island and fencing (subject to VicRoads approval).
Outdated identification signage and confusing community events board.	Consolidate the north & south bus stops to this central location (subject to liaison with V-Line and Jacobson Buses)
	Simplify the parking and provide both truck and long vehicle parking.
	Utilise Ferrari Park for future community events i.e. Fruit Salad Day
	Opportunity for sculptures within the median
	Proposed paths to provide access and circulation within the median.
	Removal of existing Peppercorn Trees.
	Additional planting of Lemon-scented Gums at the ends of each median and Pin Oaks to extend the planting theme through the streetscape.
	Proposed tree species: <ul style="list-style-type: none"> Corymbia citriodora (Lemon-scented Gum) - uplit Brachychiton populneus x acerifolius 'Jerilderie Red

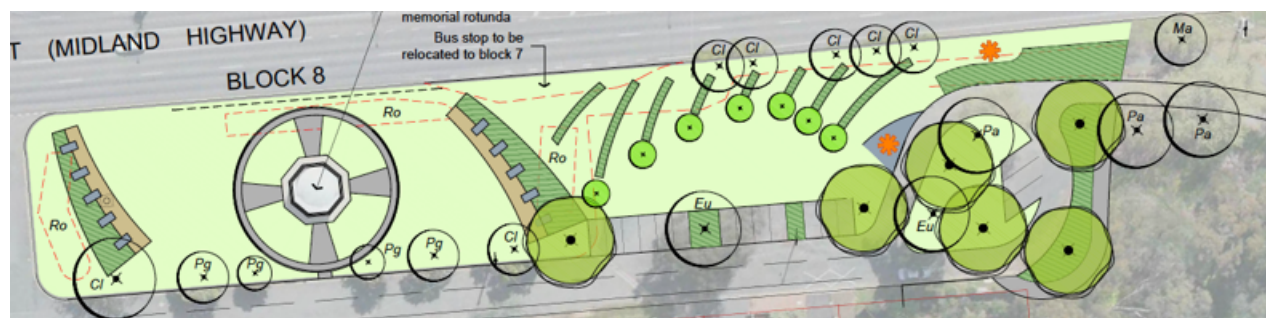
Table 14: Risk Plan Block 7

Risk	Probability (1 - 5)	Severity	Score (PxS)	Mitigation
Pedestrians crossing the road	2	4	8	Pedestrian crossing at this intersection to be installed
Pedestrians crossing from the car parks on south side of McLennan Street to McDonalds.	2	4	8	Installation of island and safe waiting place between the full width dual lanes. Island standards to be highlighted in detailed design.
Traffic flow confusion in service road.	3	1	3	Signage to indicate two way traffic Road markings to give clear indication of traffic flow.
Bulk earthworks Demolition work, tree removal and garden bed plantings	1 1	4 4	4 4	Traffic control and road work warnings

Table 15: Block 7 Cost Estimates

Item	Description	Unit	Qty	Rate	Amount
F	BLOCK 7				
1.00	Demolition				
1.01	Tree removal and stump grinding	ea	10	\$1,000	\$10,000
1.02	Demolish and remove existing asphalt pavement	mC	847	\$10.00	\$8,470
1.03	Demolish and remove existing concrete pavement	mC	496	\$10.00	\$4,960
1.04	Demolish and remove existing kerb	lm	172	\$10.00	\$1,720
2.00	Grassing				
2.01	Rehabilitation of existing grass areas	mC	1848	\$2	\$3,696
2.02	New grass area mC 1366 \$ 5.00 \$ 6,830.00	mC	1366	\$5	\$6,830
3.00	Garden Bed Preparation and Planting				
3.01	Ground preparation, supply and install of planting (allowance container size), guarding, mulching and fertilising	ea	40	\$60	\$2,400
4.00	Tree Planting				
4.01	Supply and install advanced trees	ea	24	\$200	\$4,800
5.00	Paving				
5.01	300mm wide concrete mower strip to back of kerb	lm	91	\$30	\$2,730
5.02	Grey concrete pavement - foot path mC 367 \$ 65.00 \$ 23,855.00	mC	367	65.00	\$23,855
6.00	Car Park (including bus stop and long vehicle parking)				
6.01	Bulk earthworks / traffic control / services location	item	1	\$10,000	\$10,000
6.02	Asphalt - car parking on service road (allowance for repair/ upgrade of existing asphalt)	mC	370	\$40	\$14,800
6.03	Concrete paving - bus stop & long vehicle park (McLennan St)	lm	316	\$90	\$28,440
6.04	Kerbing	lm	340	\$75	\$25,500
6.05	Linemarking allowance	item	1	500	\$500
6.06	Drainage allowance	item	1	\$5,000	\$5,000
7.00	Pedestrian Crossing				
7.01	Concrete paving mC	mC	93	\$90	\$8,370
7.02	Kerbing	lm	64	\$75	\$4,800
7.03	Pedestrian safety fencing for refuge island	lm	14	\$400	\$5,600
8.00	Lighting				
8.01	Uplighting of Lemon-scented Gums ea 3 \$ 1,500.00 \$ 4,500.00	ea	3	\$1,500	\$4,500
Sub Total - BLOCK 7 Works					\$176,971

Block 8 - Elizabeth Street - Causeway entrance



Block 8

Existing Conditions	Design proposal
Existing World War 1 memorial has excellent presence in the streetscape and is unique and well maintained.	Create a strong sense of entry into Mooroopna.
Large expanse of asphalt at the east end.	Create an orientation point to the many features of Mooroopna.
Bike path which terminates at McLennan Street.	Develop interpretive signage and landscapes that describe local stories and events including.
Extensive Rose Gardens.	The Goulburn River and the people who have lived & worked nearby.
Small obscured signage to the Chinamans Gardens & the Goulburn River.	The Chinaman's Gardens.
Weak sense of entry into Mooroopna.	The Mooroopna Hospital & the pioneering work developed there.
Mixed and typically small-sized tree species with various levels of success.	The timber saw-milling history.
	Remember and honour those who have served our nation. Memorial walls to record history.
	Proposed entry signage with simple underplanting. Signage to notify visitors to the orientation park to the left.
	Redirect pedestrians and bikes along service road.
	Proposed tree species: <ul style="list-style-type: none"> Platanus x acerifolia (London Plane Tree) Malus ioensis 'Plena' (Bechtel Crab Apple) Rosemary in gardens beds

Table 16: Risk Plan Block 8

Risk	Probability (1 - 5)	Severity	Score (PxS)	Mitigation
Lack of funding for detail design work required for Memorial	1	4	4	Rotary to assist

Table 17: Block 8 Cost Estimates

Item	Description	Unit	Qty	Rate	Amount
H BLOCK 8					
1.00 Demolition					
1.01	Demolish and remove existing asphalt pavement	ea	1115	\$10	\$11,150
1.02	Demolish existing garden beds and relocate Roses	m ²	256	\$6	\$1,536
2.00 Grassing					
2.01	Rehabilitation of existing grass areas	m ²	1611	\$2	\$3,222
2.02	New grass area	m ²	1250	\$5	\$6,250
3.00 Garden Bed Preparation and Planting					
3.01	Ground preparation, supply and install of planting (allowance for 150mm container size), guarding, mulching and fertilising	m ²	520	\$40	\$20,800
3.02	Steel garden bed edging	lm	356	\$40	\$14,240
4.00 Tree Planting					
4.01	Supply and install advanced trees	ea	13	\$200	\$2,600
5.00 Paving					
5.01	Gravel pavement	m ²	99	\$35	\$3,465
5.02	300mm wide concrete mower strip to back of kerb	lm	264	\$30	\$7,920
5.03	Feature paving with exposed aggregate concrete	m ²	97	\$120	\$11,640
5.04	Feature paving with selected pavers	m ²	32	\$160	\$5,120
6.00 Car park					
6.01	Bulk earthworks / traffic control / services location	item	1	\$7,500	\$7,500
6.02	Asphalt (allownace for repair/upgrade of existing asphalt)	m ²	486	\$40	\$19,440
6.03	Kerbing	lm	241	\$75	\$18,075
6.04	Linemarking allowance	item	1	\$500	\$500
6.05	Drainage allowance	item	1	\$5,000	\$5,000
7.00 Structures					
7.01	Mooroopna World War 1 memorial - by others	item		\$80000	\$80000
7.02	Mooroopna Nurses memorial including 'Digiglass' interpretive panel, lighting, plinth and paving	ea	10	\$5,000	\$50,000

7.03 Entry sign	item	1	\$30,000	\$30,000
7.04 Interpretive signage	item	1	\$10,000	\$10,000
Sub Total - SOUTH SIDE OF McLENNAN ST Works				\$308,458
I SOUTH SIDE OF McLENNAN ST				
1.00 Tree Planting				
1.01 Supply and install advanced trees	ea	16	\$200.00	\$3,200.00
Sub Total - SOUTH SIDE OF McLENNAN ST Works				\$3,200

Summary of Cost Estimates

Table 18: Summary of Cost Estimates

Sub Total - BLOCK 1 Works	\$28,566
Sub Total - BLOCK 2 Works	\$34,899
Sub Total - BLOCK 3 Works	\$698,739
Sub Total - BLOCK 4 Works	\$320,840
Sub Total - BLOCK 5 Works	\$174,285
Sub Total - BLOCK 6 Works	\$55,517
Sub Total - BLOCK 7 Works	\$176,971
Sub Total - SOUTH SIDE OF McLENNAN ST Works	\$308,458
Sub Total - SOUTH SIDE OF McLENNAN ST Works	\$3,200
Grand Total	\$1,801,475

IMPLEMENTATION SCHEDULE

Table 19: Implementation Schedule

No.	Activities	Priority High Medium Low	Responsibility
1	Approach relevant funding bodies and local members, including but not limited to RDV, RDA, DOI to identify potential funding sources	H	Grants Parks, Sports and Recreation Community Planning Investment Attraction
2	Discuss with VicRoads the potential for reduction of the speed limit in McLennan Street to 50kmh	M	Works VicRoads
3	Work with local community groups to identify possible fundraising opportunities for items such as creation of alfresco area in Block 3, fence panels in Block 4, War Memorial works in Block 8.	M	Parks, Sport and Recreation Community Planning
4	Assess tree species for relevance and develop a 5 year tree removal strategy.	H	Parks, Sport and Recreation
5	Concrete mower strips, irrigation works Undertake detailed design for town entry signage Submission for construction of entry signage required through Council's Town Entry Signage Program with works completed alongside landscaping works for Blocks 1 - 3. Also consider installing the entry signage in Block 8 at the same time.	H H	Recreation Parks, Sports and Recreation Parks, Sports and Recreation
6	Block 3: Central landscaping detailed design Pathways and car parking detailed design Landscaping, pathways and car park works	H H H	Parks, Sports.& Recreation Parks, Sports.& Recreation Parks, Sports.& Recreation
7	Seek potential funding Install digital screen upon successful funding	M/L M/L	Parks, Sport and Recreation Community Planning Parks, Sport and Recreation

Table 19: Implementation Schedule

No.	Activities	Priority High Medium Low	Responsibility
8	Block 8 Undertake detailed construction design for the War Memorial precinct	H	Parks, Sport and Recreation
9	Detailed designs for car parking and pathways and associated infrastructure	M	Works
10	Blocks 4 : Complete renewal works around Water Tower. Make a screen to hide electrical kiosk box on Water Tower.	M	Parks, Sports.& Recreation.
11	Block 4: Upgrade toilets in line with the Council's 1 - 3 year Toilet Strategy.	M	Projects
12	Discuss with community the opportunity to develop fence panels as an arts project and seek possible arts funding	M	Parks, Sport and Recreation
13	Block 4 & 5: Complete landscaping and tree works for Blocks 4 and 5	M	Parks, Sport and Recreation
14	Block 5: Detailed design works	M	Works
15	Block 6 & 7: Complete landscaping works including concreting	M	Projects
16	Block 7: Complete car and long vehicle parking opposite Freers	L	Projects
17	Block 7: Detailed design for refuge island two lanes of traffic both ways	L	Works VicRoads
18	Block 7: Marking of road to make it clear service road is two way	L	Works
19	Block 8: Complete landscaping works	L	Projects

Appendix A

While Strong Consulting remains solely responsible for the contents of this report, they are very grateful to the following individuals/groups who made specific or direct contributions or helped facilitate this project.

Members of Project Steering Group

Chris Dack VicRoads
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Ian Boyle GSCC
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Katie Wallace GSCC
Kevin Jones GSCC
Mel Sporry GSCC (Project Sponsor)
Michael Caraffa GSCC
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Other Key Stakeholders

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Maree Glasson
Deborah Kemp
Tony Tranter

Goulburn River Valley Tourism (GRVT)

Wendy Jones

Victoria Police

Leading Senior Constable Glenn Gibson

Historical Society

Barry Campbell

Local Businesses:

Talisman Menswear - Paul Jerome

Mooroopna Pharmacy - Paul Wickham

Shepparton Chamber of Commerce - Lucy Cerrone

Freers' Smash Repairs - Trent Freer

Business Breakfast attendees

Mooroopna Planning Group

Allan Parker

Amy Jones - GSCC

Barb Joyce

Jim Douglass

Kim Bamfield (Chair)

Nicole Reidy

Rob Heath

Severin Duhring

Ted Davies

Jack Findlay Memorial

Peter McPhee

Service Clubs:

Kiwanis Club of Mooroopna

Lions Club of Mooroopna

McLennan Kiwanis

Rotary Club of Mooroopna

Community Responses

The following responses are the direct quotes from the community "Have-your-Say" survey and GSCC Depot Staff working in the McLennan Street Precinct.

GSCC Recreation Depot Staff

The main concerns from Depot staff are the access and safety for themselves and others whilst they continually groom and maintain vegetation along McLennan Street.

As they are frequent the area they are keen observers of traffic

Areas discussed:

- the section opposite the panel beaters body works is difficult to mow
- flicking stones and gum nuts
- corner near Freers is dangerous as cars park on the concrete strip
- corner just prior to McDonald's and a turnoff into McDonald's is considered dangerous
- police report no major issues out the normal along McLennan Street
- shops between O'Brien in Mill Street had been vacant for many years. This may change soon with the introduction of a 24/7 gym
- transport in the next 10 years is likely to change we are already seeing hybrid cars in use at GSCC
- Talisman – the future of traditional high street retail stores is likely to come under threat as most purchasers are being made online
- two phones in McLennan Street one outside the pizza shop the other at the front of the car wash on the south side, it has been suggested that these phone boxes could be converted to Wi-Fi hotspots
- new playgrounds – trend is towards more challenging items of equipment, more fun than generic type playgrounds.
- Challenging equals climbing, balance, spinning, basket swings
- the morning traffic gets banked up at the lights at Ferrari Park
- westbound lanes go from two lanes to one which causes problems
- the area around the old hospital seems to attract some undesirable types, not sure what the future is of this site
- space available is the old Ardmona building
- suggestion to open up the river area with some barbecues and easier access to the boat ramp this is all DSE land
- Echuca has made a real feature of their river Mooroopna should do the same. Offer Ridley an incentive to relocate

40 Responses to the Have Your Say Survey

The survey highlighted the value to the community of the water tower, especially when it is lit at night, the very well maintained gardens and trees and local parking.

The survey confirmed the need for the toilet block to be replaced, the need to do something about some of the sculptures (Rodney Place) and to give the precinct more character.

For future planning the focus is on the removal of trucks from McLennan Street, once this happens improved bike paths could be installed with the river being opened up for recreation and tourism at the eastern end of McLennan Street (near Riddleys).

Question 1 - what do you like most about McLennan Street

- the size of the grass area has potential to become a fantastic area
- established trees and water tower gardens
- plenty of area to work with to make a great main street
- established trees
- the lights on the tower
- grass in the middle of the road
- the lights on the water tower at night
- the street scape in between Morrell St and O'Brien Streets
- the easy parking in the center of the street
- the lights on the tower
- the lawned seating area around the tower
- lit up water tower
- duplication between morrell and mill street (parking, seats)
- usually find a car park. Wide paths
- the grass median strip. I love that we have grass and trees in the middle to give the illusion we have a park/garden as a feature in the Main Street
- the trees all new footpaths
- our water tower at night best thing that was ever done
- it's openness
- the parking in the middle of the street
- good to have 2 lanes and wide road
- tidy town and always kept green - looks well maintained (town pride)
- lighting on water tower
- the well kept gardens and trees that line the street
- the wide Street on both sides with also the wide medium area down the centre
- water tower looks great at night and is an attraction
- it's trees, parks and width.
- usually easy to get a park
- tree-lined street, particularly pretty when in bloom
- the trees which are only on the South Side & hedges surrounding the car parks
- the Tower & the lights at night. Council maintain their interests quite well
- free parking
- the lights on the water tower. The sense of space
- free and easy parking. The lights at night on the tower
- love the tree's and open spaces

- wide open median strip space - the envy of the majority of Victorian towns. Also the northern streetscape as we wait too patiently for planned treatment south of the west-bound carriageway
- small town feel. Not great distances for access to shopping needs
- contains food shopping needs, bakery for social coffee also, not far from other services such as library in Morrell Street
- the wide street
- the parking in the middle of part of it, and the lawn area in the middle of another section
- the parking in the middle being so wide - it makes it easy to get in and out
- the country town feel
- the water tower and the lights on it
- mature street trees; wide footpaths; ample seating for pedestrians who need to rest or meet others; ample rubbish bins, bike racks which do not obstruct the footpath
- the parking and the trees
- open space in cbd please do not replace with car parking
- water tower lit at night... wide centre strip with seating
- the coloured lights on the water tower, the trees along the footpath and the centre median strip. The width of the centre median strip and available parking

Question 2 - what you like least about McLennan Street?

- the toilets
- the lack of under canopy flora
- very open
- toilet block
- Rodney Place
- the toilets at Ferrari Park need upgrading
- the shrubs near the middle of the road parking as it is too hard to see traffic
- the median strip in between Echuca Rd and Morrell St
- the lawned area at the west end, this could be used for parking
- the toilets
- lack of parking opposite Post Office area - I rarely stop there now - continue on to Shepparton!
- definitely needs to be parking in centre of the road there! Hardly stop there now that its so busy! Mooroopna missing out sorry!
- its ugly. It has no soul. No quirky character
- the unoccupied properties near the old hospital that have a horrible temporary fence and overgrown weeds
- the burnt car wash needs an escalation with insurance too
- our toilets
 - not enough disabled parking at the other end near post office bakery

- lighting
- the Public Toilets are a disgrace!!!!!!
- strip between bridge and O'Brian Street. McDonald and turning into store from McLennan Street a danger and blind if coming around corner heading east
- corner of O'Brien McLennan St lights are brief cycle if looking to cross to go to Watts Rd from O'Brien St
- TRUCKS! have you ever tried to work in a shop all day on McLennan St, or even just a coffee? Very noisy
- undeveloped corner opposite Ferrari park - a chatty looking car park and eyesore even when vacant as an entry point to city
- the bottleneck near police station heading towards Tatura
- heavy truck traffic and some very untidy shop fronts particularly the vacant ones.
- overhead power lines. The poor state of the whole southern pavement and also the pavement west of Northgate Street and East of O'Brien Street. The very rare seating opportunities
- looks old
- awful toilets
- limited shopping, so the majority of the time I shop elsewhere
- the Old Hospital used to look quite nice but the property lacks maintenance and now spoils the look of Mooroopna as you pass. Something needs to be done and site offers great potential to develop the new SAM
- where narrows into one lane near St.Marys school.it is very dangerous and I have had near accidents as drivers from other places get caught every time. Also the turn in to the football ground needs an upgrade very dangerous also
- not enough parking in main street
- the public toilets , desperately in need of a renovation, many people traveling through use them and they are a disgrace as are the ones near the football oval. Unoccupied shops.old dilapidated buildings
- empty shops
- not enough "street life". There needs to be more places for people to meet - more restaurants, more cafes, perhaps a wine bar, some night life
- far too much of the median has been desecrated by car-parking - the eastern two sealed medians never fully utilised
- empty shops
- evidence of vandalism in shop front in McLennan- would like to see those who damage involved in repairs/cleanup
- the car parks out the front of the post office and along the street to the dentist in the old bank building are too small
- the empty shops - some have been empty for many years (e.g. the old second hand furniture store near Billy's Bakehouse

- the deep gutters at the entrances of the middle car parks (those in the median strip). Your car scrapes on the ground when you enter these parks
- the intersection of Echuca (Toolamba) Road and McLennan Street. It is a bit dangerous and often gets clogged up
- the 'cycling' lane that was recently marked on the service road between the causeway bike path and the Watts Road intersection. It is great a bike lane has been painted there, but it is impossible to ride on it as it is too uneven, covered with gravel, and dangerous. Try riding your bike on this section and you will see what I mean - it is hazardous
- lack of safe mid block crossing point especially for vulnerable pedestrians
- only traffic light controlled crossing points are at O'Brien, Morrell & Echuca Rds
- lack of pedestrian access to the public toilets. Limited number of accessible parking spots i.e. only outside supermarket entrance on the western side of the street. Don't like the 'grotto' style seating area on Mill St on the southern side of the median strip i.e. not aesthetically or functionally well designed
- the look of the front of the shops, very tired
- heavy trucks in cbd high level of cars and trucks at peak times west of police station
- shop fronts /shops burnt out . Empty. Trashed. Aged .abandoned. mis-happed derelict and ugly.. pathing and lighting pathetic broken aged.. no flowers colour or decent east to find signage of mooroonpas history .walks tracks or features
- the public toilets near the water tower. The state of the road surface

Question 3 - what facilities are necessary in the median strip

- toilets
- bins
- paths
- sheltered area bbq's
- park benches
- batter toilet facilities focus on wheel chair access
- water tower
- toilets
- easy access
- carparks
- new shelter bbq area
- public toilets are a must
- toilets, tables and seating
- the toilets, seating areas
- baby change area
- toilets are good where they are and park benches for workers to eat lunch
- plus [parking]

- more parking?
- better crossings. I feel there is enough parking in the middle but we can make the grass area more attractive by better access. There is only one safe crossing currently
- would of love the florist to come back
- exciting lighting, so it's a feature
- new Toilets, a playground would be nice
- more off St parking to access shops between post office and Morrell St. Parks in other bit good.
- grass, tables and chairs
- toilet Facilities, free parking, places to sit with tables.
- retain as much parkland as possible.
- Council should develop better parking behind the shopping centre, especially between Morrell and Northgate Streets, with alleyways to McLennan Street.
- would like to see a pedestrian crossing
- more parking is needed on the West side of the centre lights to mirror the existing Car Parking on the East of the lights.
- parking
- new toilet block
- more parking
- to give it an edge, it could be a real family friendly town, park easy, play easy and eat easy. It'd be brilliant if the middle strip would be transformed to a children's playground, and not the plastic kind something on the lines of the all abilities playground. It'd attract a good crowd of families and family friendly eateries. The mall in Shepp has only such a small playground and it's all plastic. One that targets different ages and not run down like Kids town
- can you check out the new playground behind the royal children's hospital in Melbourne?
- perhaps pop up markets on the lawned area on the weekend or on Fridays. Fresh produce stands
- retention of open space only
- More parking in area near PO, but needs to be well planned so getting in and out in vehicles and considering pedestrians is all thought of
- some car parking
- some lawn areas
- toilets
- seats
- the large space within the median strip lends itself to accommodate more. Need to upgrade the public toilets and ensure they meet standards re access, signage and general safety - currently there is no designated pedestrian footpath that leads from the car parking areas to the public toilets
- maybe a sculpture and or art precinct with in the median strip
- toilets, seating
- keep it open space and green

- gardens bursts of colour or seating/meditation areas, rest areas or information in town for tourists or locals
- no self promotion
- a revamped war memorial
- proper Chinese gardens
- pics of living history
- coming events sign board
- toilets, parking, shade and the grass is refreshing

Question 4 - what areas along the median strip the improvement?

- gardens need improvement also need more seats and places to cross
- may be a fountain
- Rodney Place
- water tower gardens
- war memorial
- irrigation
- Ferrari Park toilets
- upgraded irrigation
- shrubs/greenery
- Public toilets
- more garden beds
- new seating
- trees
- the nothingness in between Echuca Rd and Morrell Sts.
- the west area. This is lawned but doesn't provide any shade. Would be best used for parking
- the toilet block
- it is always looks very pretty - nice and green grass which is great!
- I don't feel that's an area that needs to be focussed on
- the clock tower. Please keep it but let's update it with modern landscape and new steps perhaps
- what about some fairy lights in the trees along the foot path that work would look beautiful
- make it easy for the elderly to see changes in the ground
- the toilets, new toilets please
- maybe seating and tables to eat. implies easy access to park, may not suit children given busy roads
- the areas between Young Street running West to Toolamba Road junction
- a question mark on the area opposite Freers Panel Works
- the grassed areas between the trees (between Morrell and Northgate Streets) could be developed to attract tourists. e.g. a mirrored pool complete with timed water jets would be a

great attraction for children in summer. These are common in Europe, but rare in Australia. See pictures at: <http://www.bordeaux-tourism.co.uk/>

- a suggestion has been heard that the Town Clock would be more effectively placed at the Eastern end of the median strip, towards or opposite the M G O'Brien Hall. It is not very visible where it is now
- the old empty pub needs to be brought to life
- managing access in and out of these areas with vehicles.
- the intersection at Echuca (Toolamba) Road and McLennan Street
- the gutters at the entrances of the median strip car parks.
- public toilets
- 'Grotto' style seating area on the southern side of Mill St
- a fenced playground and community friendly space could be incorporated somewhere within the median strip
- edging
- bike lane should be to the right of traffic thus ensuring safety of riders and prevent car dooring
- all of it
- bus stops clear notification stop zones & timetables & signage
- Vline and school bus zone in its current state on both sides is a complete nightmare
- toilets

Safety

Question 5 - if you cross McLennan where you most likely to cross?

- near the bakery
- opposite Commercial Hotel
- post office
- traffic lights
- Post office to supermarkets
- Newsagent to middle of road parking
- anywhere from Morrell St through till about the bakery and vice versa
- either at the lights or in front of the Newsagent.
- opposite Post Office near Woolies
- anywhere that is convenient
- at the water tower
- at the lights
- where ever possible as it isn't practical to use the traffic lights all the time
- traffic lights
- anywhere
- newsagents area - not at lights
- anywhere - at times out front of news-agency

- traffic lights Cnr Obrien & McLennan Streets.
- these need to be adjusted to allow more traffic to come out of O'Brien Street from Aldi to hot bread shop, with great care.
- at the lights or simply towards the shop I need to go to
- at Lights, either side of Toilet Block
- It needs another crossing
- at the lights
- usually near the newsagent or the ANZ bank
- near the chemist.
- anywhere
- at the traffic lights or in between when east-bound or west-bound traffic controls conveniently facilitate safe crossing.
- at traffic lights most of the time.
- if going from P.O. to supermarket, cross at this point, but because of intersections it is hazardous for pedestrian, with traffic coming from 2 lanes in McLennan, and one lane Turning from Northgate St into McLennan at PO corner
- anywhere, but it is a bit dicey!
- I am not a resident but represent Vision Australia who provides services to people who are blind or have low vision. There are many areas 'suggested' as crossing points i.e. where tactile ground surface indicators are installed, that I would not recommend people cross McLennan St. Best option would be at Morrell/Young St traffic light controlled intersection as the intersection of McLennan & O'Brien is not straight for a person who is vision impaired
- near supermarket
- football ground ,shops @east end ,lights at Morrell st
- over Aldi/ to post office... no clear path..
- at lights. Road from /too mitre10 to bus stop for vline services.
- lights or areas designated by white strips

Question 6 - Which areas on McLennan Street do you think are unsafe?

- a main intersection adjacent to Ferrari Park
- water Tower Gardens
- most of it
- no pedestrian crossings
- bike path ends at war memorial
- bus stop at war memorial - people get off the bus and to cross the main road
- its unsafe to cross road because of the lack of crossings and traffic lights
- anywhere from Morrell St through to Elise Jones Drive.
- O'Brien St through to the start of the Causeway
- northgate St and McLennan St corner

- anywhere from Morrell St through to Elise Jones Drive.
- in Reference to the road, the turning lane when travelling east and turning right at Mill Street. The lane is very narrow and often can't be manoeuvred as cars crossing the intersection are right level with the line.(not sufficient clearance to turn).
- O'Brien St through to the start of the Causeway
- O'Brien Street - lights go way to fast so people try and rush - no way you could cross the road easy even at the lights
- the median strip, people stand very close to the road, maybe some sort of railing to deter this?
- McDonalds
- train station i know it nit McLennan street but its unsafe :(
- the old hospital end. I ride my bike on the shared path and the people at the bus stop have threatened me and stepped out in my a number of times deliberately. The footpath at the bus stop outside the old hospital needs to be widened as it is very narrow
- around the clock
- where the entry to mcDonalds is. Cars turn the bend and then its a sudden stop if another car is turning in to McDonalds
- parking near dr's & chemist - usually busy cars coming and going
- area near McDonalds and Caltex garage
- strip along BP garage to around to Safeway carpark - trucks, cars in out and re entering traffic if want to get in middle or right hand lane to turn into Echuca Rd from this corner
- merging from left to middle lane going ahead near St Mary's and cars braking to trun into service rd when cars accelerating to merge and continue in westerly direction
- bottleneck as above
- the area in particular from 60km restriction zone on causeway starting at second bridge to O'Brien Street intersection. This should be 50km zone as what the rest of McLennan Street is now. Plus McLennan Street entrance into McDonalds - very unsafe
- most places. Very unsafe at any time east of O'Brien Street
- in busy times it can be unsafe crossing the road, no area in particular
- I do not like seeing the parking of B Double trucks and parking of trailers, at Ferrari Park. However they really do need a spot to park and re-configure. The spot at the entrance to the toting track where they used to be seen seems to be a better alternative than at Ferrari Park. There may be an even better option!
- outside st Mary's and entrance to footy ground
- at the corner of mills street Maclean st
- down on the corner near maccas
- need a round about corner mac issacc rd and echuca rd
- trying to cross over up from Aldi ,across to the mooroopna Bakery.
- the turnoff lane in to Macdonalds , very dangerous, on a bend and usually little notice is given and as it is a sharp turn into the entry from the Main Street it slows down the flow of traffic as well as being dangerous.

- people crossing just outside the pizza place to the car park.
- none
- where existing parked vehicles exit the medians enter the main carriageways
- the area around the toilets feels unsafe to me at times
- intersection of Echuca (Toolamba) Road and McLennan Street
- how McLennan Street merges into one lane after this intersection, heading west
- crossing the road, anywhere other than the traffic lights.
- where people travelling east turn left from McLennan Street to McDonalds. I have seen so many near misses here. I don't know how this was ever allowed. McDonalds should only have one entrance (and exit) - the one from Elizabeth Street
- access to the public toilets and crossing McLennan St away from the traffic light controlled intersections
- I have not been in the town centre after dark but would want to know there good street lighting as well as video surveillance in place
- west of Echuca rd intersection needs duplication and made safer around rec reserve.
- bus interchange in service lane opposite lake too many for now for small narrow street
- Both sides of bus stop zones for vline & school bus...
- These areas are outside youngs & co and car wash/ silage towers.

Infrastructure

Question 7 - which buildings/facility need improvement

- toilets
- toilet blocks
- Rodney place
- war memorial
- irrigation
- traffic lights
- toilets
- some buildings are out of date and need revamping
- Rodney place
- public toilets
- The old hospital is an absolute eyesore along with the residential development on the same site!!!!
- clean up some of the vacant shops. Maybe one could be a council drop in shop 1 day a week to keep our community connected to the council
- toilets
- a car park opposite woolies

- facade of most buildings, I often day dream about them being more uniform. Something needs to happen to improve the overall aesthetic appeal of the Main Street. It's a horrible first impression for tourists
- pull down the burnt out charcoal chicken ... Fill shops
- pull down the old factory sales what the second hand furniture was in but has just moved
- do something with the mooroopna hospital so it looking good
- put some parking opp the the cricketers like the other end be good for doctors surgery. And pst office pub as well then having a crossing there
- the fire damaged building needs to be fixed as it looks terrible
- where car washing & detailing, corner of McLennan & Mill streets and the shop next door.
- toilets - getting old and graffiti, dark. Well maintained (at the times I have used)
- public toilets near Ferrari Park
- all shop fronts that are at present a mess. Toilets need upgrading
- Post Office should be relocated
- old Mooroopna Hospital should be developed as a tourist attraction. e.g. new SAM
- toilets
- we need a lifestyle village or some extra facilities at retirement village
- toilets
- the vacant middle hotel and most of the vacant shops, some have been that way for years especially the one near Billy's bakery , surely if the owners have purchased these properties that should be brought up to date and then used. Nothing worse than entering a town and seeing so many shops empty. something needs to be done with the old Mooroopna Hospital and surrounding ground, it is an eyesore
- the old blue pub. The hospital. Ideally the hospital would have been the perfect place to relocate SAM. It is a beautiful old building and fantastic surrounding lawns. This site must remain 100% a public space
- traffic lights or roundabout at McLennan Street and Toolamba and Echuca Roads
- the shop front next to Youngs Real Estate in McLennan St is absolutely disgusting, with persistent vandalism and damage evident through the windows and side access with what appears to be human excrement on the windows also
- the toilets in the main area are out dated and unhygienic. Contemporary clean easily accessible facility is required
- area at back of car park behind IGA supermarket is untidy and unattractive, with grass and rubbish left. (PH of St Vinnies drop off point)
- all this contributes to the visual of a town that isn't cared about enough to keep clean and tidy and doesn't present a picture of a safe location to live or visit
- empty shops
- bike lane on the service section of McLennan Street between causeway bike path and Watts Road
- the damaged Mooroopna Hospital.

- as above - in particular the public toilets. In addition Finborough Crt/Mall area off McLennan St could do with a face lift; improve access, lighting, increase colour contrast on seating areas (as with all seating areas along McLennan St)
- toilet block cbd and at Ferrari park
- create a central strip bus/passenger loading zone.. with shelters lighting & timetable area tourist info with proper zebra /pedestrian crossing access or lights to both sides of mclennan st and have busses come off the main road via the right lane and drive in the bus zone in the centre strip, with designated stop areas for both school and vline coaches/busses
- this stops the bus tango of drivers trying to pull over & stop while others double up side by side trying to leave, all the while fighting backed up traffic & dodging kids trying to cross the street in peak traffic where there is zero lights or crossing
- this would create a safe zone for busses/coaches to merge/leave or enter and exit traffic, as well as have children/people with disabilities etc sit/wait lodge/dislodge the busses/ coaches in one area
- toilets
- Barostock (Findlays) could do with a bit of tidying up at the entrance from Shepparton and maybe a tree or two added near the hall.
- the old hospital site need sorting

Future

Question 8 - What suggestions do you have to make better linkages to the Goulburn River, Ferrari Park, and other recreation areas?

- paths
- bike paths
- foot paths
- pedestrian crossings
- signage
- boat ramp with car marketing (rear of Riddleys Grain Towers)
- trail from the river
- better bike paths from Ferrari Park to Sports Oval
- wayfaring signs
- better designated pedestrian crossings especially when going from O'Brien st across to the river side of the road as the lights from the northern side of the road are the only designated/ safe place to cross
- better signage/advertising, pictures focusing on activities in these areas. More picnic tables around Ferrari park. Near the play equipment. Maybe a bike track around the lawn area between the kinder and the play area for younger children to learn to ride their bikes
- a designated bike path. A little tourist map/signage highlighting features of the town

- can we please tidy up the area near the train station. At its current state it is so scary looking and u inviting
- we should use this area to link McKennan street to the river. Safe and open picnic area for visitors and locals. Perhaps a playground and BBQ's. At the moment you wouldn't even know the river is behind the pub/ train station
- up grade all put toilets . And put some toilets down at craigmuir where lots stop. To play rest area. Bq With a dump site for caravan travellers so as to to encourage to stop in our town What about an over night rest area near the scout hall ground there
- improve the damn bike path. I have complained a number of times about the bike path between Shepp and Mooroopna but it hasn't been fixed. Obviously, none of the councillors don't ride their bikes across there. Also, there is no path between Chinaman's gardens and the old RSL. The driveway area is there but is very rough and damages tyres
- signage so people know about them
- for traffic flow, safe right turns are impossible if heading west or east to respective sites. Signage of what is there, or how to get there non-existent. Where to put them and traffic movement a consideration. Toilets improved and BBQ area could be better promoted
- walking tracks
- the area East of McLennan Street known as Chinamans Gardens reserve should be further developed to accommodate in particular for an overnight stopping point for caravans which is badly needed in Mooroopna. There are many sights like this one around Australia used by caravaners. Some have toilet facilities- some don't
- better maps and notices near water tower and in Ferrari Park
- sheltered area with seats, BBQ, etc at Ferrari Park, but also in car park in front of the mill.
- sign posts
- information about local fauna/flora on display boards
- plan more activities in these areas
- the area near Craigmuir lake where the playground is needs to be watered more regularly , it used to be nice and green , and some new playground equipment put in. This is a popular site for people to stop for a BBQ and let the kids get out to stretch their legs as well as being popular for local families to visit . Although the ducks and geese probably need to be thinned out. Perhaps a few signs for people walking their dogs to pick up an dispose of their dogs droppings
- the hospital must be developed into a 100% public space which can then incorporate the surrounding river and parks
- signage is pathetic or non-existent. Travellers east-west on McLennan St would not have a clue that they were passing within 50 metres of Victoria's largest river (also a Heritage River)
- would love to see planned development of landscaped attractive walking trails taking people to various areas of Mooroopna so people are encouraged to get out and about, walking and cycling, as we know this contributes to good physical and mental well being to assist in sustaining a healthy community

- currently we walk a loop including gravel path along Elsie Jones Drive, but because do road planning, which includes bends, which people can drive faster than conditions might required, and as a pedestrian, RIGHT next to this area, without any protective barrier if there is an accident/incident
- would like to see some 'get fit' stations with equipment that public community can use, as there is in Shepparton
- there are some great examples of metal art sculptures in various places ie Lockhart NSW, which adds greatly to the amenity of a landscape for those of us that live in this town, and for visitors also
- linking the cycling paths further and making them safer - for example to Ferrari Park and the river
- not assessed
- walking/bike path
- turning lane into rec reserve.
- develop parking area for visitors at park
- colour path stones to each walk from a central point with a signage key incorporating living history points to explore.. incorporate smartphone scanning that links to displays /videos/pics they can view on their smartphone app
- We have good bike paths which include views of the river. Gemmills swamp could be better sign posted to directed visitors to designated, controlled area. Ferrari Park seems well used

Question 9 - in your opinion what events, people, or history should be incorporated into the McLennan Street

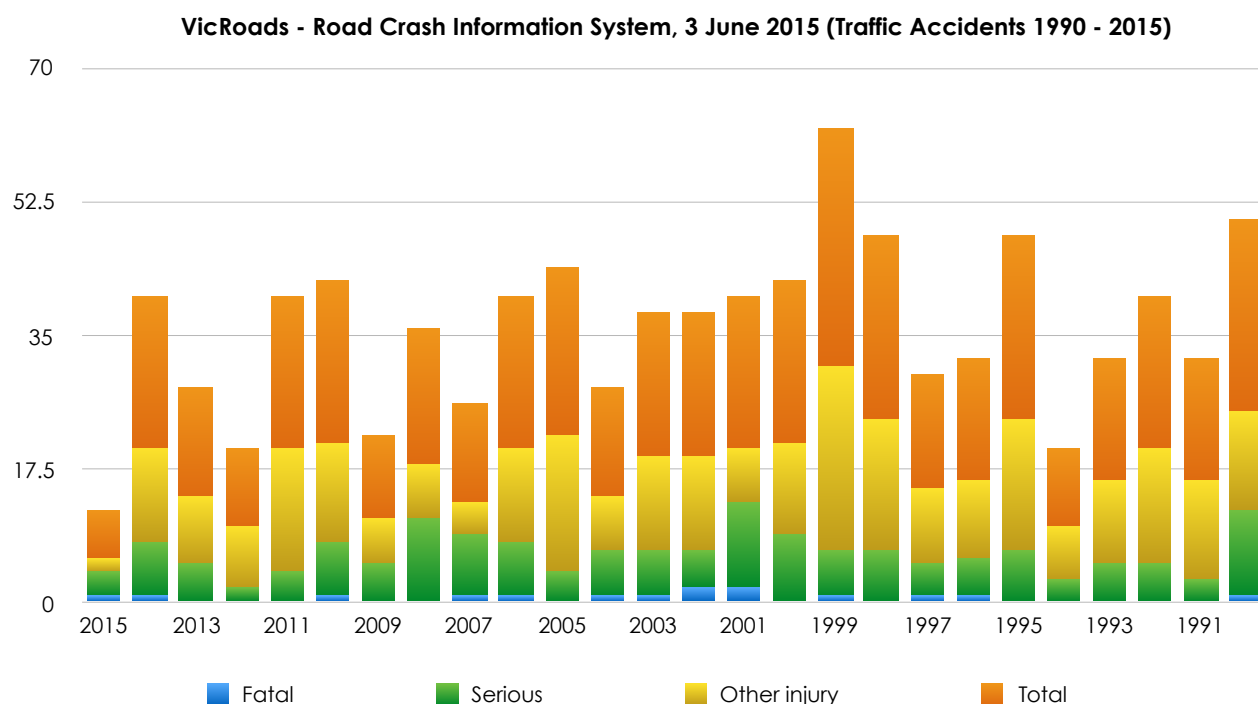
- Ian McLennan
- John Gray
- SPC Ardmona, Kidstown (Jeff Eleanor)
- Kaelitheban (DEPC waterhole)
- Tribe Mooroopna
- Indigenous culture
- the market
- the Mardigras
- Fruit salad Day
- our sporting heroes
- the history of our hospital
- the history of the region and how we were populated before Shepparton.
- stories from Members of our community like Jim Douglas and Barry Campbell.
- speak about the business that have operated along McLennan Street and focus on Mooroopna businessmen such as Rob Johnson, Barry Campbell, Pat Sleeth, John Kiss etc
- fruit salad day, our orchardists, those families who first settled here, our beautiful hospital that no cares about. Please don't just focus on aboriginals

- lost Mooroopna facebook page do a great job at this
- Fruit salad day paint a Muriel on the barastock bricks walls cause thats what we are about then put up a large plague of all our Anzac the diggers nurses that came from Moorooopna for all to see up grade our train station lighting put up a safety fence with some seats planters rubbish bins and security camera
- the old photos on the Lost Mooroopna page on Facebook have been great to tell the story of Mooroopna. Also, the history of the Aboriginal people and bitumen the trail of the Aboriginal history along the bike path which would allow families to go down there with prams
- aboriginal heritage - Rumbalara, the flats and river, hospital, Blue moon and Ardmona canneries. Historical Society and Rumbalara a good guide
- Rotary New Years Eve Festival. History of Mooroopna Cenataugh which is somewhat unique. Story of the Indigenous people. How Mooroopna became a Town etc
- Mooroopna has been made by individuals; the Findlay Memorial has been received well, but the town has had great people other than sportsmen. Representations of esteemed citizens, e.g. Sir Ian McLennan and others, would add to the character and sense of history of the town
- the Mooroopna Hospital was, in its day, far ahead of the game in regional Victoria. Its role in this regional is the most important history we have
- unsure of Mooroopna's history
- there is a sign in McLennan St which advises of the streetscape plan, which was started many years ago but never finished. Trees were to be placed on the Southern side of McLennan St.
- the original sawmill, the hospital and better signage for the hospital museum which is not promoted enough
- history of the hospital, the people and the original settlers - the local indigenous community
- having represented Mooroopna as an elected councillor for a total of 28 years I would be happy to talk with consultants on these matters at their convenience
- old sawmill, could be included as part of a history trail/information board
- The old post office, along the river area
- Indigenous history
- Mooroopna hospital history
- Ferrari Park history
- history of local families
- history of the river
- Mooroopna Mardi Gra event.
- Mooroopna Tennis, football, bowls and golf history
- it would be great to see more traditional art represented in the street providing a connection with the indigenous community/traditional owners of the land as well as represent the large fruit and dairy industry in the are
- the area needs to be 'brightened up' generally
- fenced playground area in mediam strip in main street to encourage families to stop and eat in the town itself

- all of it.
- original owners
- migration
- agriculture
- industry
- War links

Other comments:

- put in new trees, garden beds on McLennan Street at Echuca end
- try a timeline on a billboard - be different
- River Connect has started the concept with the beautiful signage over the Flats
- Mooroopna is a friendly and inviting place and this needs to be reflected
- good to see council supporting mooroopna
- our town has so much potential, especially to encourage people over from Shepparton, for example some sort attraction could made from the hospital area, or a cafe made in the old lodge near the hospital, do that area up. Don't build more 'stuff' we don't need NEW, we need beauty, we need character, we need interesting
- look at Tatura we have the same shops but Tatura is always busy that's because we are close to shepp i suppose
- could someone please check the walking/bike path between Shepp and Mooroopna particularly near the foot bridge (just west of Kidstown). It is very rough with large cracks and lifting in parts which I keep getting punctures. I have rang a number of times but I seem to be getting ignored
- some unique lighting as a feature the length of McLennan Street
- I look forward to seeing the draft plan for further comment
- there is in place at the present time plans to upgrade the Mooroopba War Memorial in McLennan Street to incorporate those who served in the second World War and beyond. This is a very worthy project and should be taken into consideration
- Mooroopna has a strong history of individuals and difference. Whatever is done, the sense of individuality and difference must be retained
- in McLennan St as you come into Mooroopna from Bendigo, the road condition close to the lights on the northern side, is undulating and need repairing
- please - the hospital site cannot be handed over to developers to turn into accommodation. The site must remain publicly accessible
- too many to canvass here but willing to share issues with consultants
- don't know if this is part of brief, but we have a train station that because of its location I would not feel safe to park my car there but resent having to travel to
- Shepparton to catch train from that location, and still car safety issues anyway. Currently we drive to Seymour and catch train from there



- what about marketing of activities that includes train travel to our lovely country location.
- I love Mooroopna
- I also love McLennan Street's big wide, country town feel
- good luck with your work and thank you for asking for our input
- use of colour to contrast seating, safe pedestrian crossing point i.e. road paint on designated pedestrian zone/s at street crossings
- increase number of designated accessible parking spaces and place restrictions on the time allowed to park in these spaces (currently unlimited time frame)
- there is a need to replace, realign and repair some of the Tactile Ground Surface Indicators (TGSIs) at some of the street crossings
- improve signage to ensure it is accessible for all
- upgrade and reposition the 'Civic Guide & Map' to increase accessibility
- create a clearly defined taxi rank - suggest this is adjacent to the likes of a supermarket
- ensure street trees are pruned to increase visibility for pedestrians and motorists as well as reduce head height obstacle collision (allow for wet droop)
- increase colour contrast on bollards, hand rails and any step edges i.e. use yellow paint to highlight the tread edge of all steps that access shops, businesses and supermarkets
- contact me if you wish to discuss any of this feedback - Nicola Misso, Orientation & Mobility Specialist. Vision Australia - 0427 204 598
- priority must be for the duplication to past the proposed bypass. Excellisor Ave
- second river crossing to take trucks out of main st
- plan for what u think the needs will be 15yrs from now to cater for a the population growth in the new real-estate development zones. The bypasses linking the outer towns through mooroopna to shep and back the increased public transport needs for higher train bus use

from big infrastructure projects like the bullet train from melb to sunshine & gold coasts in qldi..
this makes us 45min from the heart of melb city

- we don't want to lose the 'country' feel of Mooroopna and its surrounds

Appendix B

McLennan Street Traffic Accidents - Last 15 Years

Table 2: Traffic Accident 1990 - 2015				
Year	Fatal	Serious	Other injury	Total
2015	1	3	2	6
2014	1	7	12	20
2013		5	9	14
2012		2	8	10
2011		4	16	20
2010	1	7	13	21
2009		5	6	11
2008		11	7	18
2007	1	8	4	13
2006	1	7	12	20
2005		4	18	22
2004	1	6	7	14
2003	1	6	12	19
2002	2	5	12	19
2001	2	11	7	20
2000		9	12	21
1999	1	6	24	31
1998		7	17	24
1997	1	4	10	15
1996	1	5	10	16
1995		7	17	24

Table 2: Traffic Accident 1990 - 2015				
Year	Fatal	Serious	Other injury	Total
1994		3	7	10
1993		5	11	16
1992		5	15	20
1991		3	13	16
1990	1	11	13	25
	15	156		465

McLennan Street Traffic Flows - Saturday

Midland Hwy, Mooroopna**LOCATION****between Northgate St and Morrell St**

FILENAME-

midl0703.ec3

TOTAL VOLUMES

HOUR	West bound	East bound	Both Ways Combined
0000-0100	99	90	189
0100-0200	49	54	103
0200-0300	40	37	77
0300-0400	31	29	60
0400-0500	33	43	76
0500-0600	73	69	142
0600-0700	189	188	385
0700-0800	203	259	462
0800-0900	281	498	789
0900-1000	439	797	1236
1000-1100	553	795	1348
1100-1200	803	820	1623
1200-1300	734	898	1432
1300-1400	684	822	1306
1400-1500	688	677	1365
1500-1600	631	591	1222
1600-1700	593	534	1130
1700-1800	555	529	1114
1800-1900	483	550	1039
1900-2000	305	345	650
2000-2100	313	249	562
2100-2200	238	217	455
2200-2300	217	195	412
2300-2400	185	160	345
12hour (7-19)	6890	7346	14036
16hour (6-22)	7745	8343	16088
18hour (6-24)	8147	8898	16845
24hour (0-24)	8472	9020	17492
AM peak hour volume	1100-1200	1100-1200	1100-1200
	803	820	1623
PM peak hour volume	1200-1300	1200-1300	1200-1300
	734	898	1432

NOTES**CLASS VOLUMES**

CLASS	West bound	East bound	Both Ways Combined	CLASS	LENGTH	VEHICLE TYPE	AXLES	AXLE GROUPS
	VOL	%	VOL		(m)			
1	7795	92.0%	8340	92.5%	16135	92.2%	2	1 of 2
2	232	2.7%	289	3.2%	521	3.0%	3 - 5	3
3	238	2.8%	162	1.8%	400	2.3%	2	2
4	24	0.3%	19	0.2%	43	0.2%	3	2
5	19	0.2%	14	0.2%	33	0.2%	>3	2
6	9	0.1%	6	0.1%	15	0.1%	3	3
7	20	0.2%	51	0.6%	71	0.4%	4	>2
8	8	0.1%	11	0.1%	19	0.1%	5	>2
9	97	1.1%	99	1.1%	196	1.1%	>5	>2
10	21	0.2%	26	0.3%	47	0.3%	>6	4
11	0	0.0%	0	0.0%	0	0.0%	>6	5 of 8
12	0	0.0%	1	0.0%	1	0.0%	>6	>6



9 March 2013

DAY

Saturday

SPEED ZONE

50 km/h

SPEED ANALYSIS

	West bound		East bound		Both Ways Combined	
	MEAN	85%ile	MEAN	85%ile	MEAN	85%ile
0000-0100	49.9	55.8	49.0	55.1	49.5	55.5
0100-0200	52.3	61.6	50.2	58.9	51.2	59.1
0200-0300	49.8	54.0	50.3	58.2	50.0	55.1
0300-0400	51.9	58.7	47.6	52.2	49.8	55.6
0400-0500	50.3	57.6	50.8	56.1	50.6	56.2
0500-0600	51.1	56.9	48.5	54.0	49.8	55.5
0600-0700	52.3	58.7	48.8	55.1	50.6	57.0
0700-0800	49.2	56.2	48.0	53.6	48.5	54.7
0800-0900	49.9	58.2	48.3	52.2	47.8	53.7
0900-1000	47.3	53.6	43.1	49.7	44.6	51.1
1000-1100	48.4	53.3	44.0	50.0	45.0	51.4
1100-1200	45.8	52.6	43.6	49.3	44.7	50.9
1200-1300	45.4	52.6	43.9	49.3	44.7	51.0
1300-1400	45.9	52.9	44.4	50.8	45.2	51.9
1400-1500	46.4	52.6	48.0	51.5	46.2	52.1
1500-1600	46.7	53.3	46.1	51.1	46.4	52.2
1600-1700	46.6	53.8	46.3	51.5	46.5	52.6
1700-1800	47.3	54.4	46.1	51.5	46.7	53.0
1800-1900	48.2	54.7	46.0	51.5	47.0	53.0
1900-2000	47.7	54.0	45.7	51.1	46.8	52.5
2000-2100	46.2	52.9	46.0	51.1	46.1	52.1
2100-2200	47.2	54.0	47.6	52.9	47.4	53.5
2200-2300	50.3	55.4	47.6	52.9	49.0	54.2
2300-2400	50.8	55.8	48.3	53.6	49.6	54.8
TOTAL	47.2	54.0	45.5	51.5	46.3	52.7

85th %ile not calculated for less than 10 vehicles.

SPEED VOLUMES

SPEED (km/h)	West bound		East bound		Both Ways Combined	
	VOL	%	VOL	%	VOL	%
00-40	1120	13.2%	1591	17.6%	2711	15.5%
41-50	4244	50.1%	5309	59.8%	9843	55.1%
51-60	2871	33.9%	1921	21.3%	4792	27.4%
61-70	219	2.6%	107	1.2%	326	1.8%
71-80	17	0.2%	2	0.0%	19	0.1%
81-90	1	0.0%	0	0.0%	1	0.0%
91-100	0	0.0%	0	0.0%	0	0.0%
101-110	0	0.0%	0	0.0%	0	0.0%
111-120	0	0.0%	0	0.0%	0	0.0%
121-130	0	0.0%	0	0.0%	0	0.0%
131-140	0	0.0%	0	0.0%	0	0.0%
141-150	0	0.0%	0	0.0%	0	0.0%

McLennan Street Traffic Flows - Monday

Midland Hwy, Mooroopna

LOCATION

between Northgate St and Morrell St

FILENAME-

mid10703.ec3

TOTAL VOLUMES

HOURLY	West bound	East bound	Both Ways Combined
0000-0100	56	50	106
0100-0200	30	29	59
0200-0300	28	17	45
0300-0400	20	12	32
0400-0500	30	24	54
0500-0600	63	40	103
0600-0700	241	132	373
0700-0800	162	147	299
0800-0900	179	231	410
0900-1000	277	413	690
1000-1100	444	576	1020
1100-1200	568	631	1197
1200-1300	569	617	1186
1300-1400	571	559	1130
1400-1500	538	545	1083
1500-1600	522	540	1062
1600-1700	575	483	1058
1700-1800	482	453	935
1800-1900	374	396	770
1900-2000	285	281	566
2000-2100	268	233	501
2100-2200	210	176	386
2200-2300	105	130	235
2300-2400	49	65	114
12hour (7-19)	5249	5571	10820
16hour (6-22)	6253	6393	12646
18hour (6-24)	6407	6588	12995
24hour (0-24)	6634	6760	13394
AM peak hour volume	1100-1200	1100-1200	1100-1200
	565	631	1197
PM peak hour volume	1600-1700	1200-1300	1200-1300
	575	617	1186

NOTES

Public holiday.



11 March 2013

DAY

Monday

SPEED ZONE

50 km/h

SPEED ANALYSIS

	West bound		East bound		Both Ways Combined	
	MEAN	85%ile	MEAN	85%ile	MEAN	85%ile
0000-0100	53.3	60.1	51.7	55.8	52.5	58.1
0100-0200	52.0	59.8	52.3	59.7	52.1	59.3
0200-0300	53.1	59.4	47.7	54.0	51.1	57.4
0300-0400	54.7	61.2	51.5	52.9	53.5	58.1
0400-0500	57.9	65.5	55.4	56.5	56.8	61.5
0500-0600	54.3	61.2	50.3	54.4	52.7	58.6
0600-0700	50.5	56.5	50.1	56.2	50.4	56.4
0700-0800	49.8	55.8	49.4	55.8	49.8	55.8
0800-0900	50.0	57.2	49.2	54.7	49.5	55.8
0900-1000	48.8	55.4	46.6	52.9	47.4	53.9
1000-1100	46.2	52.9	45.1	51.1	45.6	51.9
1100-1200	45.8	52.6	43.9	49.7	44.8	51.1
1200-1300	46.5	53.6	43.9	49.8	45.1	52.1
1300-1400	46.3	52.9	46.2	51.1	45.8	52.0
1400-1500	46.9	53.3	46.5	52.2	46.7	52.7
1500-1600	47.8	54.7	46.4	52.2	47.1	53.4
1600-1700	46.3	53.3	46.9	51.8	46.6	52.6
1700-1800	47.3	55.1	47.7	53.3	47.5	54.2
1800-1900	47.2	53.3	47.5	53.3	47.4	53.3
1900-2000	46.8	55.4	48.0	52.9	47.4	54.2
2000-2100	47.8	55.1	47.1	52.9	47.5	54.1
2100-2200	48.7	55.4	48.8	52.9	48.7	54.3
2200-2300	52.3	57.6	50.4	56.9	51.2	57.2
2300-2400	52.9	60.8	50.0	55.8	51.2	57.9
TOTAL	47.5	54.7	46.6	52.6	47.0	53.6

85th %ile not calculated for less than 10 vehicles.

SPEED VOLUMES

SPEED (km/h)	West bound		East bound		Both Ways Combined	
	VOL	%	VOL	%	VOL	%
00-40	894	13.5%	909	13.4%	1803	13.5%
41-60	3133	47.2%	3818	56.5%	6951	51.9%
61-80	2346	35.4%	1920	28.4%	4266	31.9%
81-100	235	3.5%	107	1.6%	342	2.6%
101-120	21	0.3%	5	0.1%	26	0.2%
121-140	3	0.0%	1	0.0%	4	0.0%
141-160	2	0.0%	0	0.0%	2	0.0%
161-180	0	0.0%	0	0.0%	0	0.0%
181-200	0	0.0%	0	0.0%	0	0.0%
201-220	0	0.0%	0	0.0%	0	0.0%
221-240	0	0.0%	0	0.0%	0	0.0%
241-260	0	0.0%	0	0.0%	0	0.0%
261-280	0	0.0%	0	0.0%	0	0.0%
281-300	0	0.0%	0	0.0%	0	0.0%
301-320	0	0.0%	0	0.0%	0	0.0%
321-340	0	0.0%	0	0.0%	0	0.0%
341-360	0	0.0%	0	0.0%	0	0.0%
361-380	0	0.0%	0	0.0%	0	0.0%
381-400	0	0.0%	0	0.0%	0	0.0%
401-420	0	0.0%	0	0.0%	0	0.0%
421-440	0	0.0%	0	0.0%	0	0.0%
441-460	0	0.0%	0	0.0%	0	0.0%
461-480	0	0.0%	0	0.0%	0	0.0%
481-500	0	0.0%	0	0.0%	0	0.0%

CLASS VOLUMES

CLASS	West bound		East bound		Both Ways Combined		CLASS	LENGTH (m)	VEHICLE TYPE	AXLES	AXLE GROUPS
	VOL	%	VOL	%	VOL	%					
1	5788	87.2%	6078	89.9%	11866	88.6%	1	SHORT <5.5	SHORT VEHICLE	2	1 or 2
2	342	5.2%	267	4.2%	629	4.7%	2		SHORT VEHICLE TOWING	3 - 5	3
3	230	3.6%	167	2.5%	406	3.0%	3	MEDIUM	TWO AXLE TRUCK OR BUS	2	2
4	38	0.6%	27	0.4%	65	0.5%	4	6.5 - 14.5	THREE AXLE TRUCK OR BUS	3	2
5	13	0.2%	11	0.2%	24	0.2%	5		FOUR AXLE TRUCK	>3	2
6	11	0.2%	3	0.0%	14	0.1%	6		3 AXLE ARTICULATED VEHICLE	3	3
7	24	0.4%	14	0.2%	38	0.3%	7	LONG	4 AXLE ARTICULATED VEHICLE	4	>2
8	12	0.2%	11	0.2%	23	0.2%	8	11.5 - 19.0	5 AXLE ARTICULATED VEHICLE	5	>2
9	108	1.6%	119	1.8%	227	1.7%	9		6 AXLE ARTICULATED VEHICLE	>5	>2
10	48	0.7%	36	0.5%	84	0.6%	10	MEDIUM COMBINATION	8 DOUBLE	>6	4
11	2	0.0%	0	0.0%	2	0.0%	11	17.5-36.5	DOUBLE ROAD TRAIN	>6	5 or 6
12	1	0.0%	0	0.0%	1	0.0%	12	>33.0	TRIPLE ROAD TRAIN	>6	>6
13	0	0.0%	0	0.0%	0	0.0%	13		ALL OTHER VEHICLES	-	-

Appendix C

McLennan Street Document Review

Reference (Year)	Title	Focus
Jack Findlay _ Monument Australia.pdf (2015)	A monument commemorating Jack Findlay	Findlay information
War Memorial Concept Plans (Draft).pdf (2014)	War Memorial	Concept Plans
Way-finding Strategy Style Guideline_Shepparton (2013)	Way-finding Strategy	Connect visitors and locals with public transport, retail areas, historical walks and local facilities.
VicRoads Presentation to GVH Shepparton (2012)	GVH ByPass - Action Group Meeting	Infrastructure Australia Submission
Report - Development Plan_McLennanSt_B4Z...(2012)	Development Plan Report - McLennan Street, Mooroopna	Development Plans
Mooroopna CBD parking survey results.pdf (2009)	McLennan Street Parking Survey	TOTAL USAGE of on-street bays available to public
Mooroopna CBD parking survey results.pdf (2009)	McLennan Street Parking Survey	TOTAL USAGE of on-street bays available to public
Profile_Mooroopna.pdf (2006 census)	Mooroopna Demographic Profile	Changes in population
VM43_Community 1_1826_001.pdf (2003)	Street Tree Master plan ning - Planning Policies	Tree Planting Policy
Moor_material.PDF (1999)	Mooroopna Town Centre	Furniture and materials palette
VM43_Community 1_1823_001.pdf	Greater Shepparton Street Tree Master plan	Computer data base of trees
VM43_Community 1_1822_001.pdf	Street Tree Master plan ning - Planning Policies	Listing of street trees in Shepparton & Mooroopna

Reference (Year)	Title	Focus
VM43_Community 1_1828_001.pdf	Street Tree Master plan ning - Character Assessment	Master plan
VM43_Community 1_1821_001.pdf	Street Tree Master plan ning	Master plan
Mooroopna LD02.pdf	Mooroopna Streetscape Improvements	Water Tower Planting Scheme
mooroonpa LD01.pdf	Mooroopna Streetscape Improvements	Plantings to be retained/removed
24 Soft.pdf	Mooroopna Streetscape Improvements	Landscape Layout Plan
24 Civil.pdf	Mooroopna Streetscape Improvements	Landscape Layout Plan - Civil
Mooroopna CBD parking - base map.pdf	Mooroopna CBD parking	Precinct parking
Mooroopna CBD streetscape works.pdf	McLennan Street Parking Survey	Completed works
VM43_Community 1_1791_001.pdf	Wood Patterns to be used in the precinct	Concrete palette
13884 - COGS (Ferrari Park Toilet Block)	Ferrari Park Toilet Block	Artists impression
Mooroopna CBD parking survey results.pdf (2009)	McLennan Street Parking Survey	TOTAL USAGE of on-street bays available to public
PRINTSERV1_Central Ops - Canon iR-ADV C5	McLennan Street	Aerial Photographs
Plan - Final - Ferrai Park Master plan	Ferrari Park	Landscape Plan
McLennan 7.jpg	McLennan Street	Tree Plantings
Traffic Accidents	Road Crash Information Systems	
Traffic Count	Single Day Traffic Count Summary	Saturday 9 March 2013