



The Rural City of  
MURRAY  
BRIDGE



# Murray Bridge



## Riverfront Management Strategy



Final Report  
July 2007

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## 1 Introduction

In June 2006 The Rural City of Murray Bridge appointed QED Pty Ltd, Tonkin Engineering and Econsearch Pty Ltd to prepare an Urban Growth Plan to guide the long term growth of the Murray Bridge Township. This report, The Murray Bridge Riverfront Management Strategy, links in with the Murray Bridge Urban Growth Plan to set out a strategy for riverfront reserves and the river within Murray Bridge over the period 2006-2026.

The nominated Riverfront Reserves are shown in Figure 1. There are also Riverfront Reserves & Boating Facilities located outside of the township which are part of the recreation and tourist offer.

Specifically the aims of the Riverfront Management Strategy are as follows:

- Investigate issues relating to the management of nominated reserves and associated areas;
- Assess existing recreational facilities and infrastructure;
- Develop a strategy to outline the most efficient and sustainable use of the reserves;
- Recommend on the equitable and optimal use of the riverfront reserves to meet needs;
- Recommend on future investment including estimated financial costs and implementation; and
- Recommend ways to manage environmental impacts, and the regulatory framework including the policing of activities, car parking and dog controls.

The Rural City of Murray Bridge Council appointed a Steering Group to oversee delivery of the Riverfront Management Strategy. The Steering Group comprised the Mayor, Elected Members, the Council Chief Executive, the Chief Executive of the Murraylands Regional Development Board and Senior Council and Development Board Staff.

The Riverfront Management Strategy has been developed following extensive research, site analysis and consultation with the Steering Group, Council Staff, Government Agencies and the Murray Bridge Community importantly including Aboriginal Groups and riverfront interest groups. Consultation with Ngarrindjeri representatives was conducted late in 2006 in the strategy's preparation with the importance of Long Island Reserve and cultural tourism opportunities along the Riverfront and at Hume Reserve being highlighted. The Strategy builds on the significant strategic planning work previously undertaken by Council including the following pieces of work:

- Rural City of Murray Bridge Strategic Management Plan, 2005;
- Murraylands Economic Development Strategy Plan, 2004-2007; and
- Rural City of Murray Bridge Master Plan, 2000.

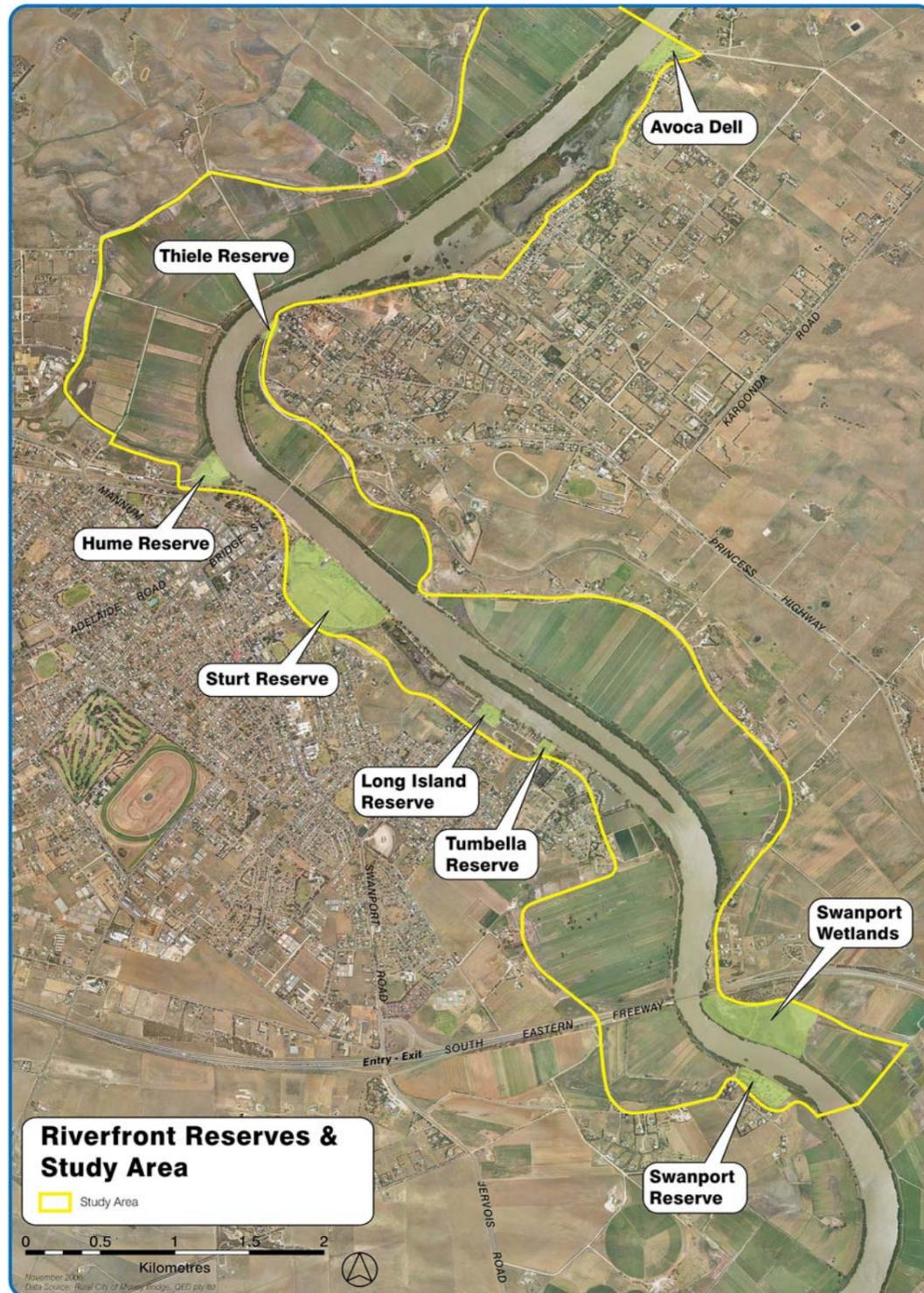


Figure 1 –Study Area & Reserves

The Riverfront Management Strategy was prepared through the following process:

- Initial briefings;
- Review of previous reports and site visits;
- Interviews with key groups;
- Workshops with Council staff and the Steering Committee;
- Community information sessions and comment;
- Progress report on issues, constraints and opportunities;
- Council presentation and discussions;
- Preliminary recommendations on River and Reserve Management within the Study Area;
- Draft Riverfront Management Strategy;
- Further community and agency consultation and comment; and
- Finalisation of Riverfront Management Strategy.

The finalisation of the Riverfront Management Strategy follows community and agency consultation on the draft report in May and June 2007. Consultation included community information sessions and a public display on 1 May 2007. Attendees were invited to view the public display, discuss ideas and issues with the project team and fill in a feedback sheet or complete a more detailed written submission. A public exhibition and feedback sheets remained on display throughout May 2007, providing additional opportunities for comment and discussion. In total, 274 feedback sheets and written submissions were received in relation to the draft Riverfront Management Plan.

A summary of comments submitted is provided in Appendix B of this report.

The initial recommendation to introduce a 4 knot speed zone on the river within the Township of Murray Bridge generated a large number of responses strongly objecting to the proposal. This was Scenario 3, "Extensive restrictions on water use and speed". The alternative Scenario 1, "Make minor adjustments in response to specific issues", was viewed as the more appropriate approach supported with community information on river use.

The proposed use of the reserves along with the recommended improvements to each reserve was generally supported. The concept of linking the reserves by walk/cycle path was also supported.

The Riverfront Management Strategy has since been refined and is presented in the following sections of this report.

## 2 Context

### 2.1 Overview

The River Murray along with the riverfront reserves and floodplain is the principal defining landscape feature of the Township of Murray Bridge.

The River in particular has a significant role in the economic and social life of Murray Bridge, the Murraylands and across South Australia at a time when there are huge environmental pressures on the River in terms of water flows and water quality. Climate change predictions, drought conditions throughout the catchment, water demands for industry and urban communities and environmental flow requirement also places major demands on the River. The current issues of reducing river levels places new demands on access, maintenance and safety.

The River and the riverfront reserves provide an extensive range of both passive and active recreation pursuits used by locals and visitors. There is also an extensive range of tourist uses associated with the River including the house boat industry, river boat tours and waterfront attractions. These activities can be mutually supportive but in some areas they compete for space and in some respects can have a detrimental impact on other activities.

The investigations carried out as part of the Urban Growth Management Plan confirm that economic activity and population within the Rural City of Murray Bridge will double in the next 20-25 years. This could accelerate with State Government commitments to the area as a designated growth centre through employment opportunities, physical infrastructure and community facilities consistent with the Strategic Plan for South Australia.

The use of the flood plain for dairy farms is experiencing changes and pressures with the national rationalisation of the Dairy Industry and the River Murray Catchment Board requirements for laser levelling of the riverine flats and re-use of water.

The State Government in September 2005 announced a study into marinas along the River Murray. The first step was an assessment of the demand for marinas and then site suitability. The study release for public comment is awaited.

Clearly the River Murray, the riverfront reserves and river flood plain are (and will increasingly be) experiencing competing pressures. This Riverfront Management Strategy is therefore both timely and opportune.



Figure 2 – Murray / Darling River Catchment System



Figure 3 – Draft Urban Growth Plan and Related Reports

## 2.2 Strategic Management Plan 2006 – 2016

The Council in 2006 finalized the Rural City of Murray Bridge's Strategic Management Plan. The Vision statement is:

*'A great place to live, work and enjoy, featuring:*

- *Strong community pride and a welcoming community;*
- *Enhanced natural environments;*
- *Conserved heritage and cultural diversity;*
- *Thriving and quality rural, industry, business and tourism sectors;*
- *Well planned opportunities for growth;*
- *Strong levels of independence and interaction with the broader Murraylands community.*

### Infrastructure Provision

Co-ordinate and implement necessary infrastructure development within the Council area, including:

- Promoting the wetland and stormwater projects along the River Corridor in conjunction with State Government and the private sector;

### Community Planning and Facilities

Prepare a forward program for community, recreational and tourist events and the improvement of community and cultural facilities including:

- Developing the Murray Bridge Railway Lands Tourist Precinct;
- Investigating walking trail development between Toora to Swanport and Avoca Dell to Swanport (both sides of the River Murray);

### Environmental Improvements

Enhance Murray Bridge and other townships within the Council area as part of an ongoing 5-year town improvement program in consultation with local groups encompassing aspects such as:

- Facilitate improved public access to the waterfront and the creation and revegetation of reserves within the Riverine area.
- River Corridor, incorporating wetland components where appropriate.

### 2.3 Murrayland Economic Development Strategy Plan 2003-2008

This Strategy Plan for the five years to 2008 is a key part of the Murraylands Regional Development Board's role in providing direction to its own operations, based on the requirements and wishes of its regional stakeholders.

The plan fulfils the requirements of the Board's funding partners for the Board to meet regional needs and ensure the resources provided to the Board are used in an effective and efficient way. The broad outlook over the next five years is likely to include:

- Fewer primary producers producing greater volumes;
- Growth in intensive farming;
- Increased opportunities for higher value and higher quality products from the region;
- Increasing pressure on the dairy industry for sustainable irrigation;
- Pressure on the current water allocation to Murraylands primary producers as the attraction to sell water rights outside the region increases; and
- Ageing and minimal population growth in the planning period.

Short term prospects for the region include:

- Inflation at historical lows assists agribusiness industries;
- Price of infrastructure services including electricity, gas, roads and communications are expected to rise in regional areas;
- New regional financing models may be needed because of infrastructure privatisation;
- Water will be the critical issue that determines the Murrayland's future; and
- Growth in regional tourism in South Australia.

#### Core Actions (specifically relevant to the Riverfront Management Strategy)

- C1.10 – Encourage best practice natural resource and waste management for all businesses within the region
- C5.9 – Facilitate an audit of former dairying land and identify opportunities for re-investment, renewal or diversification

#### Strategic Initiative 1

Obtain the maximum, environmentally sustainable economic development from both river and ground water sources.



#### Strategic Actions

- S1.1 – Facilitate with project partners, a detailed study that examines the development of new industries that could best utilise the allocated water within the region
- S1.2 – Establish a strong working relationship with the relevant water agencies
- S1.3 – Invite key stakeholders and recognised experts in the management of water for sustainable development to address and advise the board
- S1.4 – Facilitate support for sustainable industries that rely on the use of water resources
- S1.5 – Proactively identify the finite water resources available to the Murraylands region and work towards best practice models of water use and reuse
- S1.6 – Explore and facilitate options for the delivery of further education and training in water management and conservation

#### Outcomes by 2008

- Water allocation are maintained and enhanced where possible or efficiency practices adopted where possible
- New and expanded existing industries using sustainable water allocations have emerged across the region

#### 2.4 Rural City of Murray Bridge Master Plan, 2000

Following on from the 'Community Audit' in May 1999, Council commissioned Dames and Associates to develop a Master Plan for the Township of Murray Bridge, to guide future directions and project priorities within precincts.

The Master Plan was directed to focus on realising the considerable social, cultural and developmental potential of the town, with the associated aim to make the area more attractive and prosperous as well as more desirable as a tourist destination.

The Master Plan has taken into consideration a range of interactive issues connected to the upgrading of facilities and resources in the community. The plan deals with the issues as individual items to assist in developing a holistic approach to the overall development of the town and surrounds. The Master Plan is focussed on the following outcomes for Murray Bride:

- The upgrading of existing facilities
- Amelioration of pollution and associated problems
- Encouragement of tourism and industry growth
- Development of recreational facilities and enhancement of the lifestyles of residents
- Beautification of the town



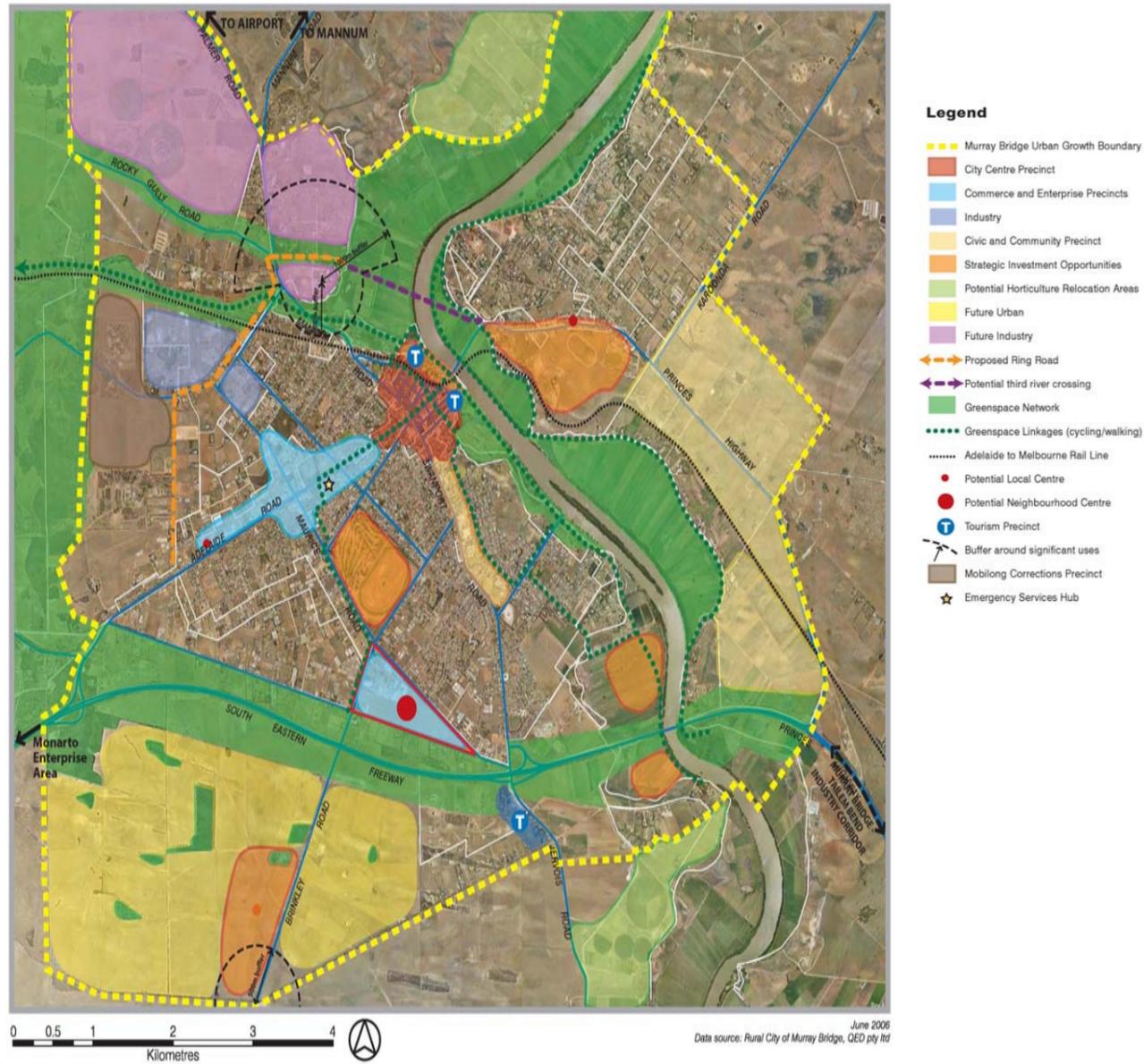


Figure 4 – Draft Urban Growth Concept Plan

- Improved stormwater drainage systems
- Improvement of infrastructure for current and future needs
- Protection and utilisation of heritage and natural assets
- Rationalisation of town planning and zoning issues
- Control of traffic and associated safety issues
- Encourage of ecologically sustainable activity.

## 2.5 Murray Bridge Urban Growth Plan, 2007 to 2027

In the coming months the Council will finalise the Murray Bridge Urban Growth Plan. The draft Urban Growth Plan is shown in Figure 4. The River and Riverfront Reserves are a vital part of the Urban Growth Plan.

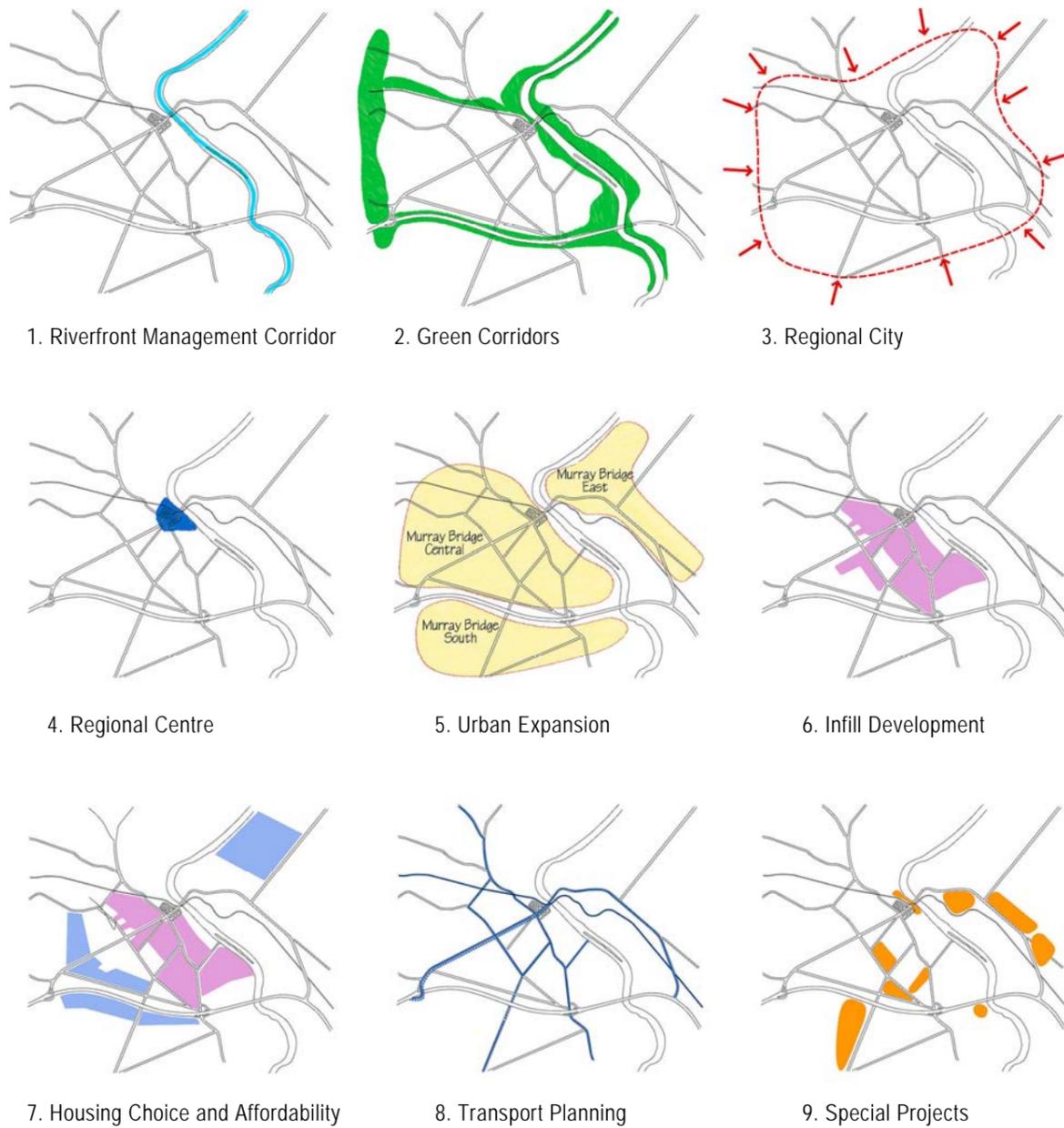


Figure 5 – Urban Growth Principles

### 3 Principles

#### 3.1 The Urban Growth Plan

The Urban Growth Plan was prepared with regard to the 9 Principles, shown on the opposite page.

The Urban Growth Principles are overall focused on sustainability:

1. **Riverfront Management Corridor:** Maintain and enhance the River Murray corridor as a natural, open space and town asset
2. **Green Corridors:** Maintain and enhance 'green' corridors, open space and natural features
3. **Regional City:** Provide a population of 30,000 people with support infrastructure to accommodate regional economic growth
4. **Regional Centre:** Support the town centre and adjacent waterfront as the regional focal point for shopping, dining, services and gateway to the town for visitors
5. **Urban Expansion:** Support co-ordinated, quality urban expansion of Murray Bridge.
6. **Infill Development:** Support co-ordinated residential infill, particularly in close proximity to community services and facilities.
7. **Housing Choice and Affordability:** Create sustainable and quality communities with housing choice and affordability.
8. **Transport Planning:** Provide a road and rail network that accommodates current and future needs
9. **Special Projects:** Facilitate development of key places within Murray Bridge to provide long term community value

Urban Growth Principles 1 and 2 are most immediate to the Riverfront Management Strategy but all are relevant to Riverfront Management and the future role and use of Riverfront reserves.

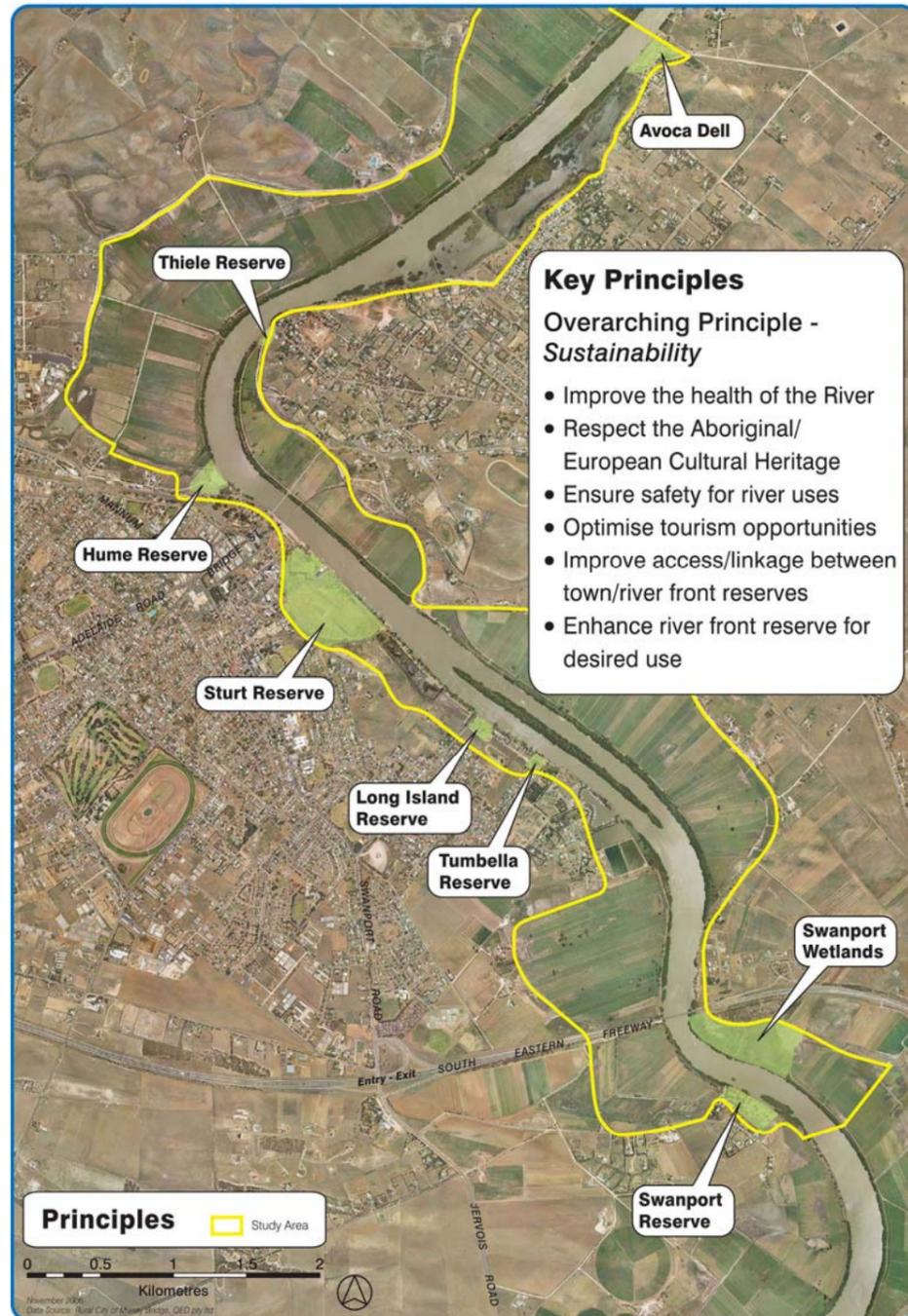


Figure 6 – Riverfront Reserve Locations & Principles for Riverfront Management

### 3.2 Riverfront Principles

In shaping the Riverfront Management Strategy the preparation of more specific principles to guide the consideration of issues and preparation of management approaches was a critical step. The principles for the Riverfront Management Strategy were developed through the elected member, staff and agency workshops and was presented to the Community Information sessions. General support was received on the scope and content of the draft principles.

**Sustainability of the River and the river environment** is the overarching or primary principle.

Sustainability requires us to make decisions and take action that will not deteriorate the natural resource and ideally improve the resource for future generations.

The following principles assist in defining the primary principle;

#### Improve the health of the River;

At the Catchment level there is limited action the Council can take. However the Council and community can continue to participate and work through the Murray Darling Association and Catchment Board. At the local level there are a considerable range of local actions relating to management of stormwater, re-vegetation, maintenance of banks and controls on pollution sources.

#### Respect the Aboriginal/European Cultural Heritage;

There is a rich Indigenous and European heritage that has shaped Murray Bridge. This heritage should be told and interpreted as part of the Riverfront future.

#### Ensure safety for river users;

The Riverfront is used by many, all of which should respect the interests of others, and have the expectation of safety.

#### Optimise tourism opportunities;

A range of tourist attractions that provide recreational opportunities in appropriate locations to support community life and the local economy.

#### Improve access/linkage between town/river front reserves;

Provide walk, cycle and other trails that link the riverfront reserves with the Town Centre and other places of interest.

#### Enhance the River Front reserve for desired use;

Carry out Riverfront Reserve improvements consistent with the stated desired use and character for the reserve.

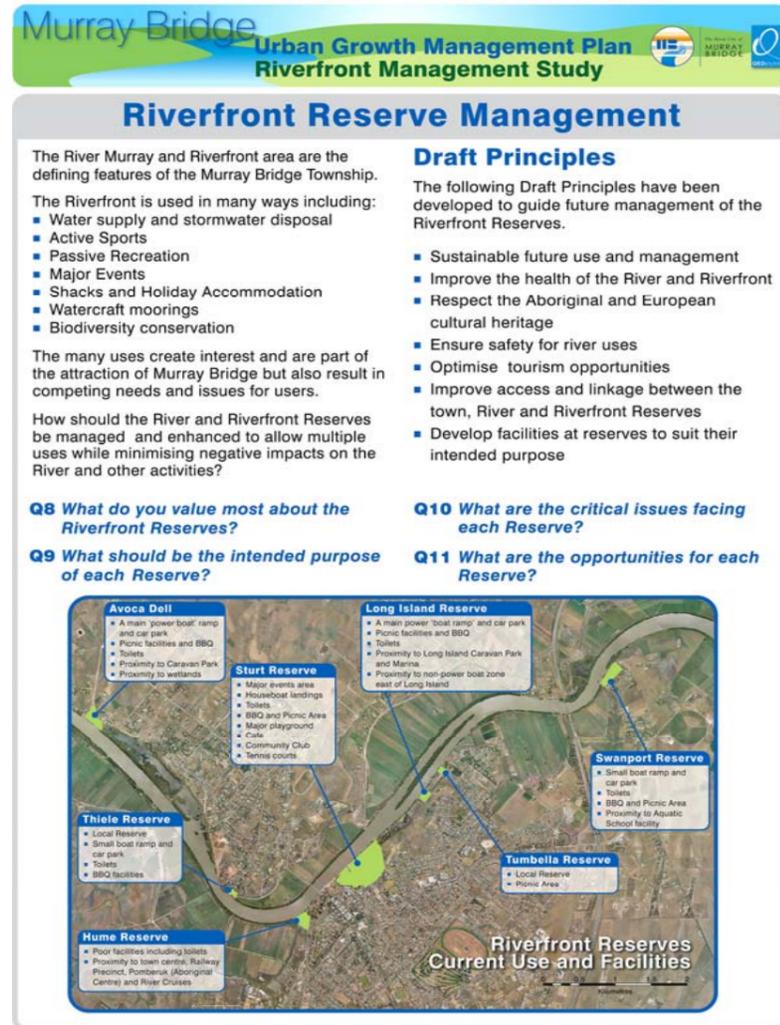


Figure 7 – The Riverfront Reserve Management Poster (presented for Community Comment in September/October 2006)

## 4 Issues, Constraints and Opportunities

The following summary of issues, constraints and opportunities were identified from the brief, through the review of past studies, consultations with agencies, the Council and community as well as site assessments and subsequent investigations.

### 4.1 General Issues:

The following are the main general issues along the riverfront:

- High tourism peaks and associated issues of demand for space and adequacy of facilities
- Passive recreation vs. active recreation
- Intense high speed river usage as a recreation but also noise and bank erosion issues
- Competing interests for water space and reserve space
- Major interests in the use of the river
- Major events and related issues on impact on river and river reserves as well as reserve enforcement
- Policing issues relating to behaviour and use of the river and reserves
- Infrastructure services and related issues of upgrade priority and cost
- Management of the Riverbank over time in a sustainable way
- Conflict between different activities and stakeholders
- Harmful impacts on the local environment through high energy boat craft
- Regulatory framework with regard to river/reserve use
- Regulatory framework with regard to parking controls
- Regulatory framework with regard to dog activities
- Regulatory framework with regard to horse exercising

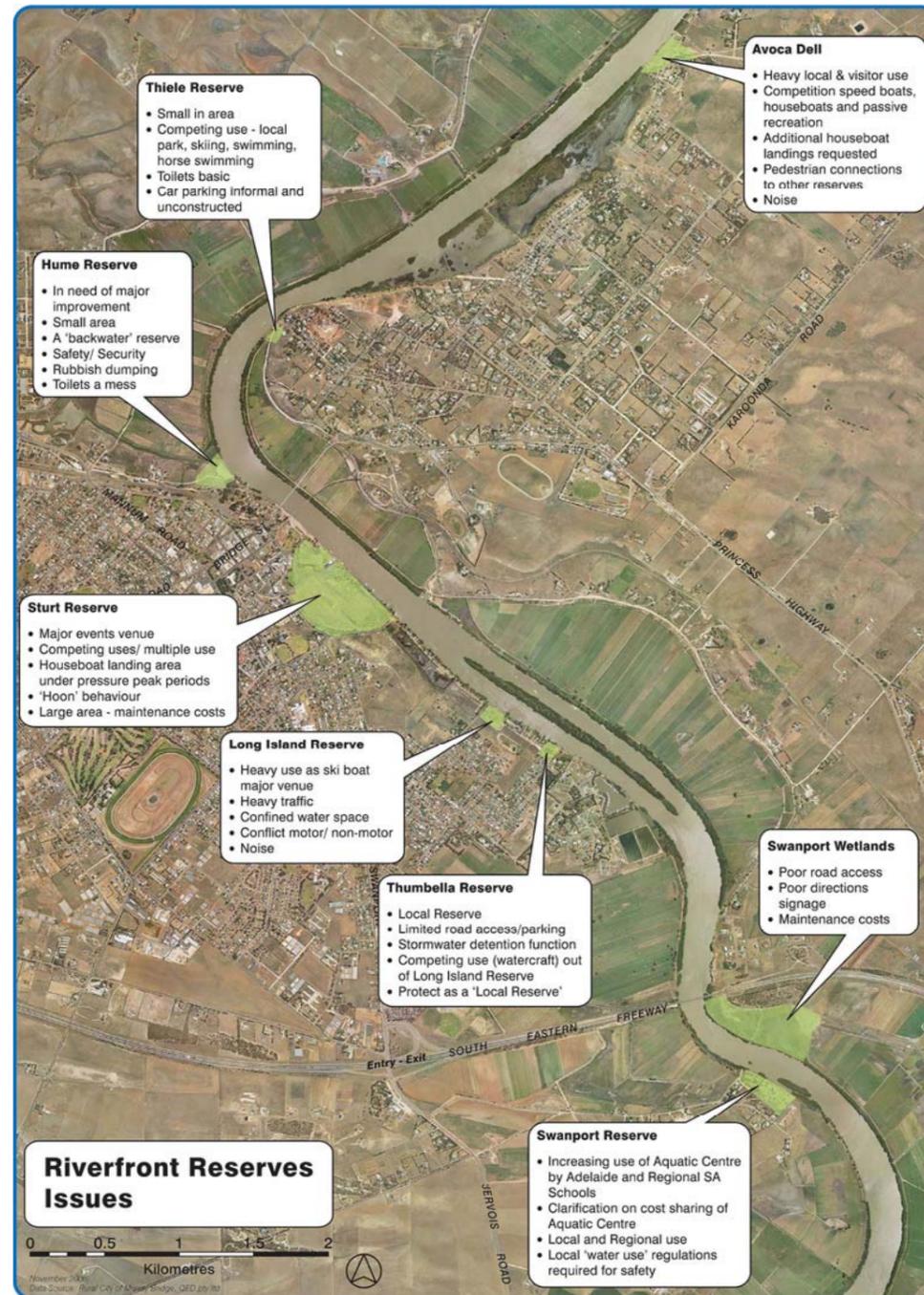


Figure 8 - Riverfront Reserves Specific Site Issues

## 4.2 Specific Issues

The following are specific issues relating to riverfront reserves:

- Lack of parking for trailers
- After hours policing of by laws, dog management and parking controls
- Policing of watercraft (TSA) and vehicle movements (SAPOL)
- Disregard of parking controls leading to damage to parks and gardens infrastructure
- Noise from powered boating activities interfering with more passive recreation such as picnicking
- Wave action causing damage to the riverbank and reedbeds and disturbing moored vessels
- Conflicts associated with fast moving vessels (jet skis, speedboards) operating too close to houseboats and rowers
- Safety concerns associated with swimmers in close proximity to power boats and water skiers running into dangers such as houseboats and other vessels
- Impacts from overused rubbish facilities, toilets and crowded boat ramps
- Reserves users, shack owners, boating associations and clubs, environmental agencies and groups
- Investigation of zoning and control over which activities occur at which locations (Prioritising and the potentiality of alienating users must be considered)
- The policy implications: Financial/budget, legal, staffing, or work plans, environmental, social, strategic plans and community consultation
- Riverfront activity zoning is required
- Regulation and policing, boat facilities, local government planning matters
- EPA issues and environmental concerns
- Area upstream of rail yards and Steve Moritz "museum" requires improvement
- Concern regarding the ongoing erosion of riverbank at Sturt Reserve resulting from wave action associated with water traffic

Figure 8 details more specific site issues for each reserve.

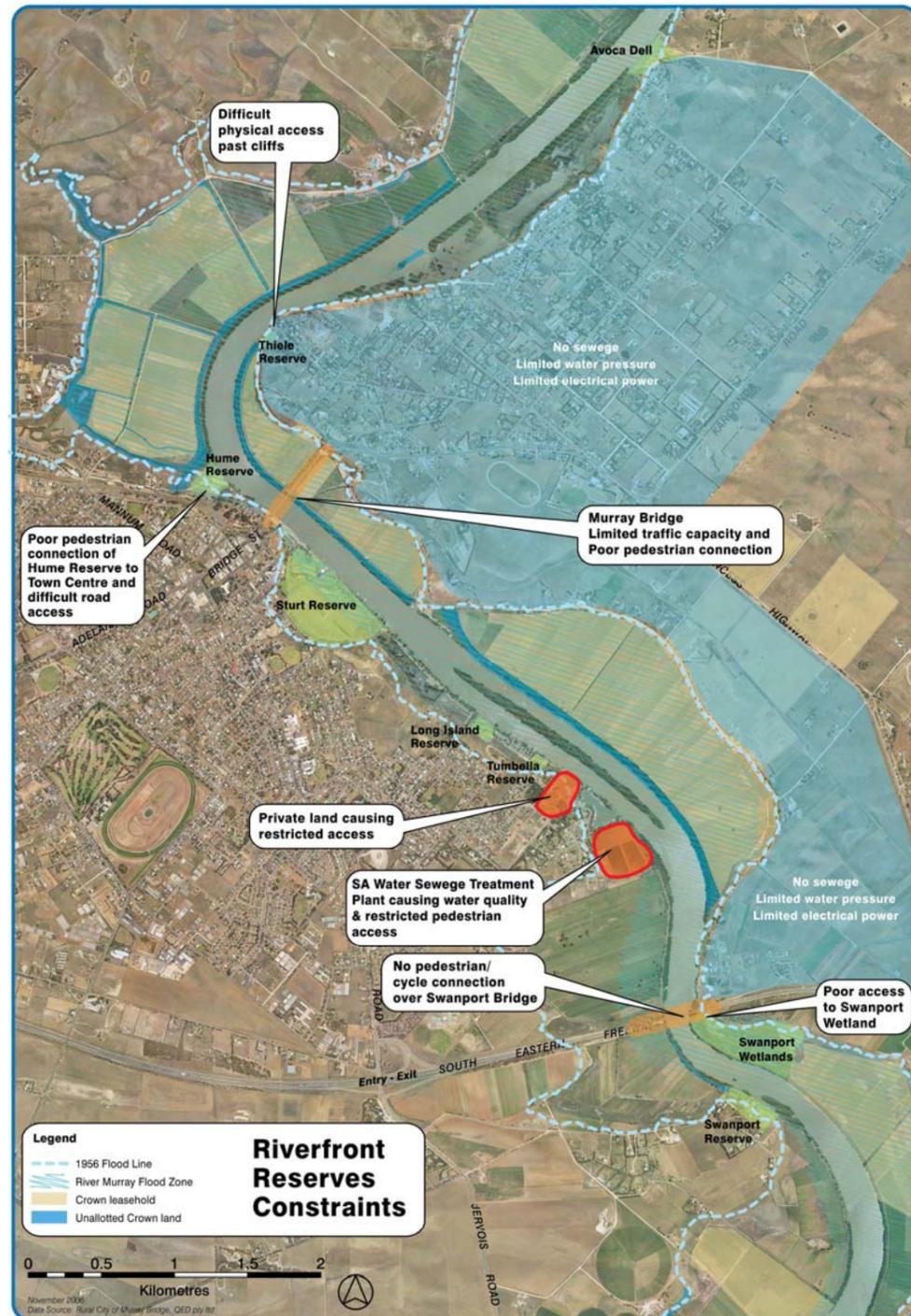


Figure 9 – Riverfront Reserve Constraints

### 4.3 Constraints

The following summary of constraints were raised in the brief, through previous investigations and consultations. While referred to as a constraint there are also opportunities provided by some constraints, especially as they may relate to open space, water based activity, environmental improvements, recreation and tourism. The constraints identified include the following:

- 1956 flood level and associated planning controls;
- The non provision of sewer on the eastern side of the river;
- Limited pedestrian connection across the Murray (road) Bridge and no pedestrian and cycle provision across the Swanport Bridge;
- Controlled access and private ownership of sections of the Riverfront;
- Construction and maintenance costs;
- Split legislative and regulatory provision; and
- Compliance/ Policing costs.

Figure 9 – Riverfront Reserve Constraints outlines constraints that were raised through the site assessment and consultation process.

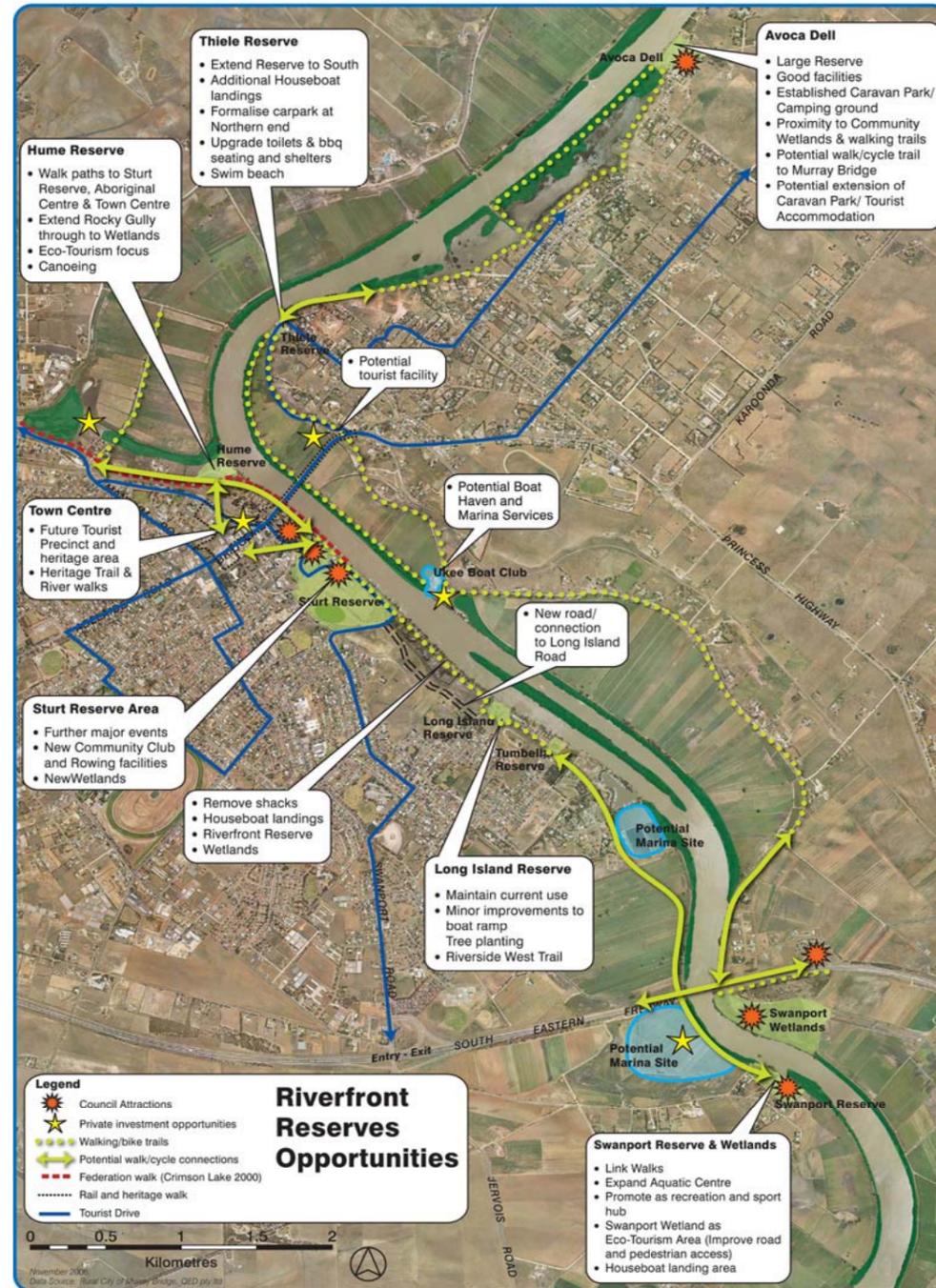


Figure 10 – Riverfront Reserve Opportunities

#### 4.4 Opportunities

The following summary of opportunities were raised through the consultation process:

- Relocate Visitor Information Centre to more central location.
- Have Information centre on corner of Charles Street and Adelaide Road.
- Develop Hume Reserve and surrounding area into Caravan and Camping ground.
- Demand for a caravan park on the river.
- Create Aboriginal/European Heritage Precinct and reserve between Hume Reserve and Pomberuk.
- Develop locomotive/train tourism and museum (targeted at train enthusiasts) at Sturt Reserve.
- Long Island as an Aboriginal Reserve – because of significance in Aboriginal history.
- Support to make the Riverglades wetlands a passive recreation area.
- Develop old railway cottages into tourism precinct (including cafes, restaurants and antique stores).
- Expand on the wetlands area in front of the old railway yards.
- The old Dairy flats could be re-flooded to create more wetlands and recreation grounds.
- New Skate Park at Sturt Reserve (currently in consultation).
- Demand for motor home facilities and need waste disposal areas for black and grey water and clean water fill up.
- Pump out facilities for house and riverboats.
- Extend the no wash (low speed) zone from Sturt Reserve to in front of Hume Reserve.
- Public Art (linked between Reserves, Bridge etc).
- Arts & Cultural Precinct (music, performing, visual).
- Theme entrance (Railway cutting, RX train).
- Light up and paint the Murray Bridges.
- Burdettes – wetlands – eco tours – boardwalks - canoes.

Figure 10 - Riverfront Reserve Opportunities outlines the range of opportunities raised through site assessment and consultation.



Figure 11 – Riverfront Management Context

## 5 Riverfront Management

### 5.1 Overview

This chapter consolidates the considerations expressed in earlier chapters and advances the Riverfront Management Strategy for that section of the River Murray within the township of Murray Bridge.

### 5.2 River Management Strategy

The use of the River Murray and Riverfront Reserves is varied and at times intensive and potentially conflicting between various users. The intensity of use is particularly noted in the summer months, on weekends and school and public holidays. This is driven by the influx of holiday makers and day visitors utilising the recreation resources of the Murray River at Murray Bridge. There are also many times during the year when the use of the River and the riverfront reserves is less intensive and more easily meets the needs of local residents.

The anticipated growth of Murray Bridge Township over the next 20-30 years also needs to be considered, given the predicted doubling of the population to 30,000 people, with the resulting pressures this will place on the use of the River and Riverside Reserve.

There is limited regulation of the River within the Township of Murray Bridge other than:

- A 4 knot speed restriction within 30m of the west bank of Sturt Reserve;
- The non-motor craft zone east of Long Island; and
- 4 knot speed restrictions in front of the Swanport Aquatic Centre.

The regulation of the use of the River is with the Marine Section of Department of Transport. The Lower Murray Office is based in Murray Bridge but has very limited resources. Regulations under the Marine and Harbours Act can specify speed restrictions, the use of designated areas and provide permits for particular events or specific exemptions. The Marine Safety Office and SA Police have authorisation to enforce the regulations on water and the Council and SA Police have authority for land (based) activities.

The pressures on the River Murray at Murray Bridge requires the appropriate allocation of river space to meet community and environmental needs as well as safety and amenity consideration.

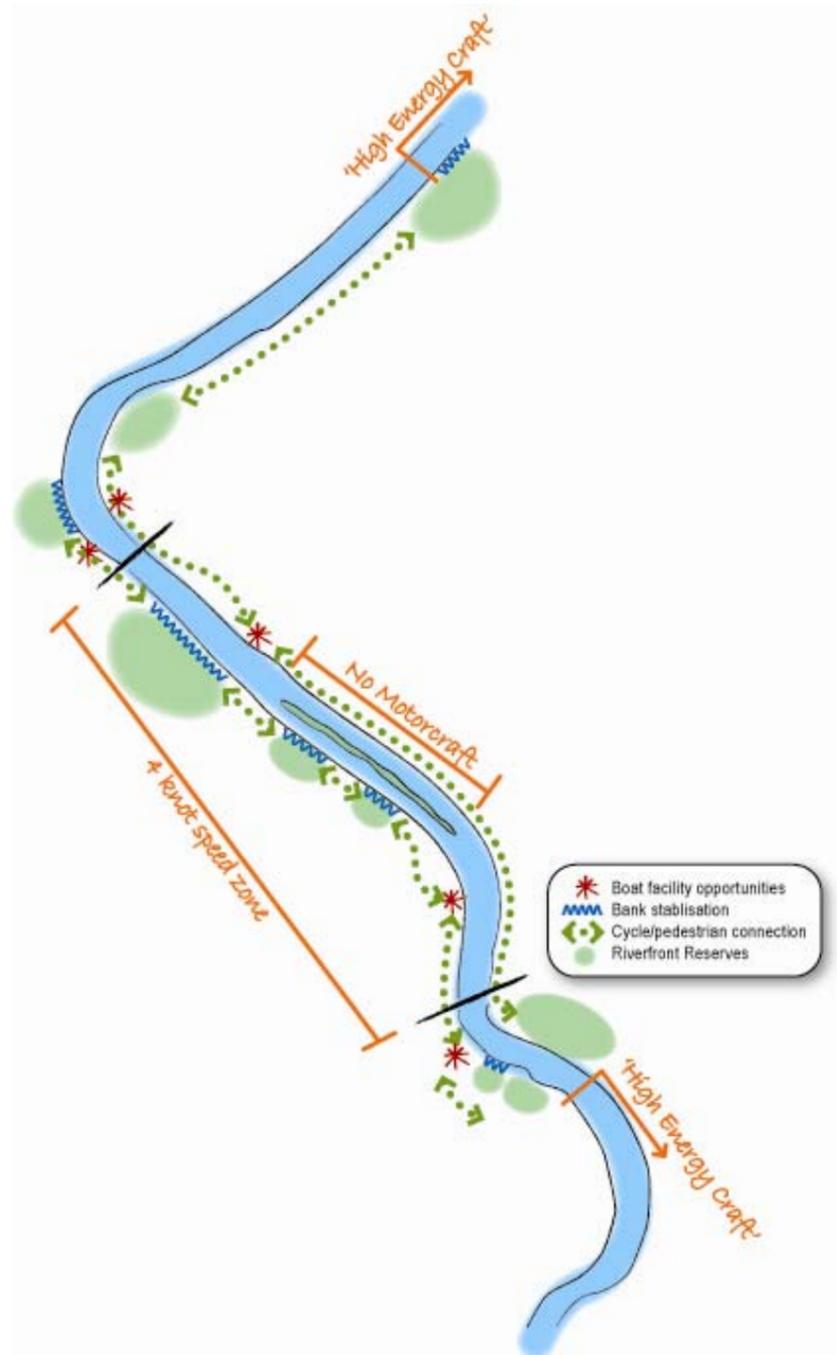


Figure 12 – Riverfront Management Long Term Options



The main management issues are:

- The noise, bank erosion, safety impacts of high energy/ wavecraft through the Murray Bridge Township;
- The limited waterspace for water craft;
- The active/ passive use of riverfront reserves (and potential conflicts);
- Providing boating facilities in Murray Bridge including berthing, refueling and pump out; and
- The policing of the reserves and riverspace.

The above issues require a careful allocation of river water space designation as well as a coordinated approach by the Council and State Agencies on enforcement.

The Riverfront Management Strategy also requires careful consideration of these related matters:

- The controls on the water space use will have follow on effects on the intensity of use of the riverfront reserves and the number of visitors to Murray Bridge;
- The activity on the water, while for some may be an issue and have nuisance value, is for others an attraction and part of the enjoyment of the riverfront environment;
- The provision of additional/alternative water access facilities within the township and out of the township; and
- The control of water space requires the informing of the users and a regulatory/policing system that is both reasonably efficient in terms of resources and effective in terms of amenity and safety.

There were a number of management approaches identified for the water space and these are presented as three scenarios, as follows:

**Scenario One: Make minor adjustments in response to specific issues**

E.g. The authorisation and placement by Transport SA of speed restriction buoys in front of the Swanport Aquatic Centre

This approach is an ongoing ‘case by case’ response to river management and has been appropriate over past years. This approach has limited impact on water space use and could reduce noise and land erosion issues in desired locations.

**Scenario Two: Selected restrictions of particular water activities within the township area**

E.g. No wake boats and jet skis between the northern end of Long Island Reserve and the Murray (road and rail) Bridge

This approach introduces limitations/restrictions on water space use in the township and will impact on specific activities involving ‘high energy’ water craft. Exemption can be given for specific events when management obligations and requirements are negotiated. This approach requires community information, education and potential enforcement.

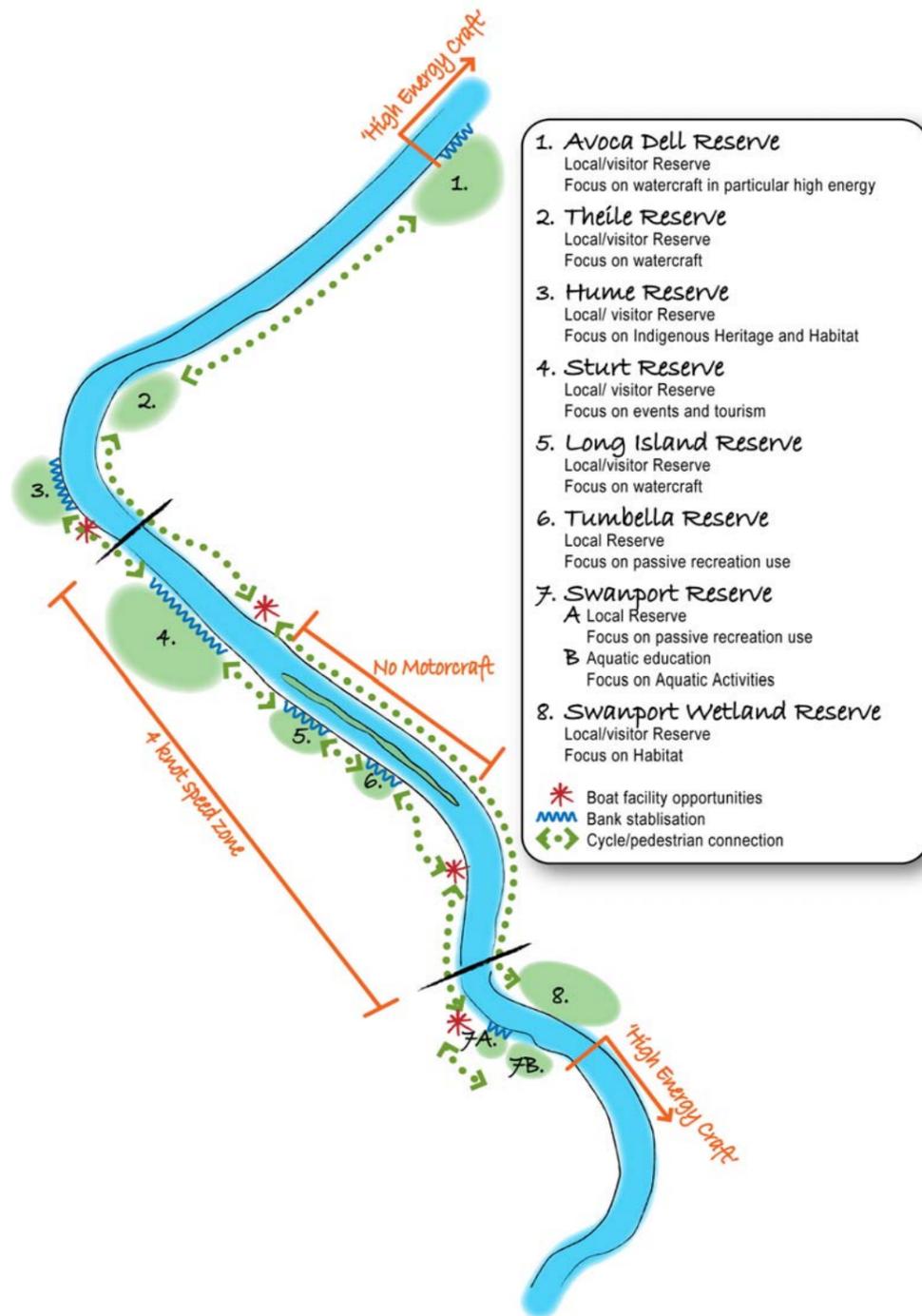


Figure 13 – Riverfront Management Strategy Concepts



**Scenario Three: Extensive restriction on water use and speed**

E.g Implementation of more extensive water use and speed restriction, in an extended section of the River, between the Swanport Bridge and Murray (road and rail) Bridges.

This approach restricts speed significantly within the township and therefore the high energy/high speed water craft use. This approach will reduce water craft activity within the township and may be seen as a loss of attraction. The Council should exempt 'Special Events' in the interest of tourism where 'river management practices' are in place. This will require a legislative, educative and enforcement function. This approach is expected to bring significant environmental benefits in terms of noise and bank erosion, as well as safety on the river.

At this time we suggest **Scenario One** with a responsive approach to site specific issues and limited regulation of the water space beyond the current controls. This is in response to the water availability issues. Erosion of banks is likely to intensify as an issue and management options to minimise erosion effects will need to be investigated.

The provision of additional/alternative water access facilities north and south of the Township, and the provision of additional/alternative water access facilities north and south of the Township could be part of the future management and use alternatives.

A program of bank stabilisation is required to ensure safety and address erosion in each of the reserves, especially with lower 'pool' levels. The use of 'sand socks' rather than sand is suggested to provide a more stable but soft edge to the reserves. The program should respond to priorities based on the extent of erosion and assessment risk to public safety.

Clear signage and readily available information sheets and guides will be required to place on notice particular uses of the River. A common reserve signage program is recommended to advise the public on the use and facilities in each reserve. Refer section 5.3.

The Riverfront Reserves are subject to Bylaws under the Local Government Act and enforced by authorised officers of the Council Staff with assistance from the Police where behaviour is damaging, dangerous or offensive.

With respect to dog regulation, we suggest that there be a common approach within the township of 'dogs on leash' in public reserves within nominated times – 7am to 7pm.

With respect to horses swimming regulation, we suggest limiting the activity to Thiele Reserve to nominated early morning hours.

The Council Bylaws should be reviewed to ensure relevance to this Riverfront Management Strategy.

The availability of staff over a 24 hour/seven day week through the year is a further consideration. The focus would be peak periods of use of the River, particularly for special events, weekends, public holidays and school holidays.

We recommend a program of cultural and environmental art to celebrate the heritage and landscape qualities of the River Murray. Recommendations by Marijana Tadic are presented in a separate report and are supported by this

report. A provision of \$5000 per year is suggested with the view to securing matching business / community sponsorship or government support.

### 5.3 Riverfront Reserve Management

The Riverfront Reserves serve local and visitor needs but in different ways and at different levels of intensity.

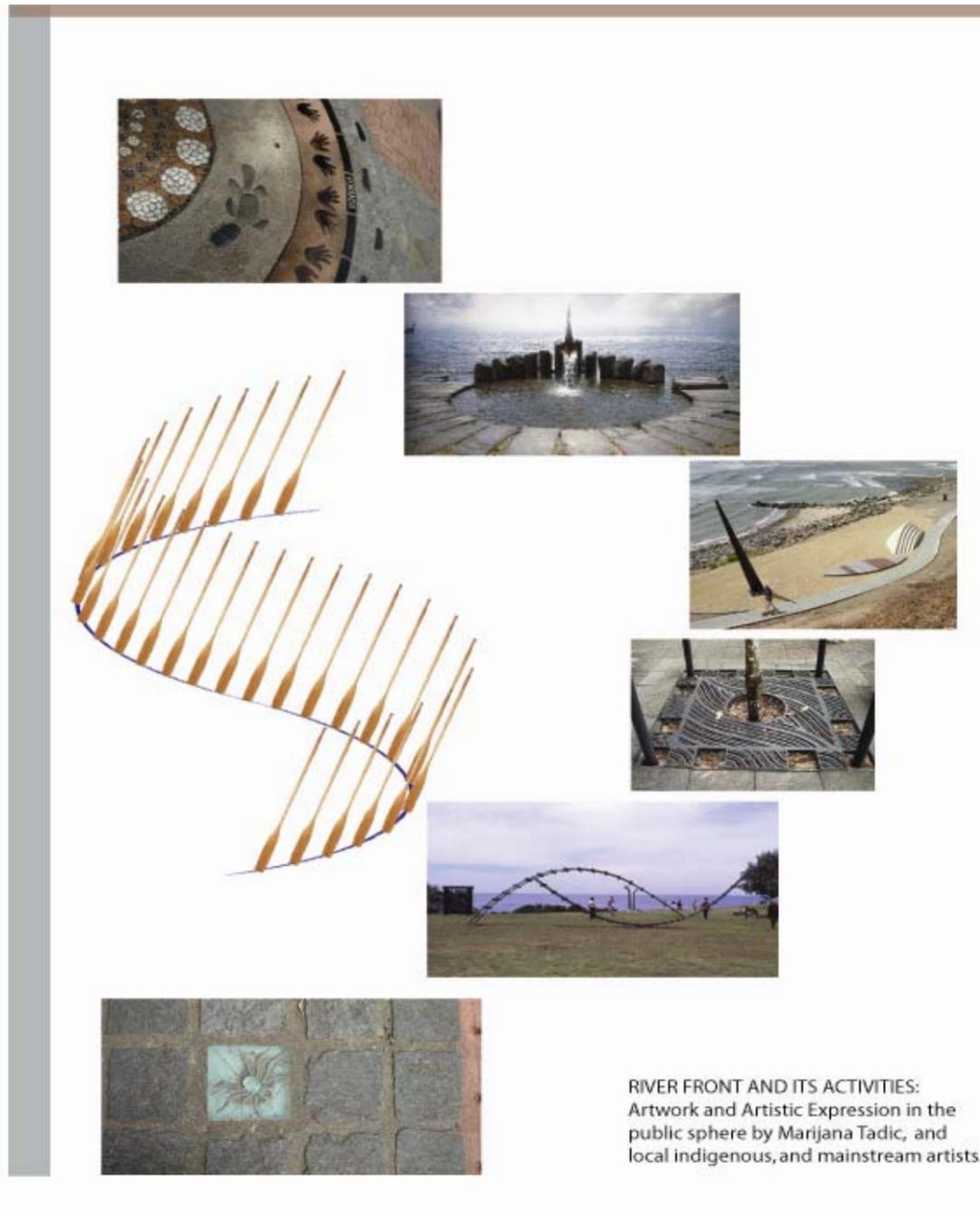
Each reserve has its own character and range of uses.

In considering all of the issues raised through the consultation and through the investigations the following recommendations are put forward for Council's consideration on each Riverfront Reserve.

The Riverfront Reserves that follow are;

- Avoca Dell;
- Thiele Reserve;
- Hume Reserve (and Railway Precinct);
- Sturt Reserve;
- Long Island Reserve;
- Tumbella Reserve;
- Swanport Reserve; and
- Swanport Wetlands.

The flood plain and changes to use of the Dairy Flats provides opportunities to extend the reserves and provide additional open space and water based recreation and tourist activities.



Marijana Collage

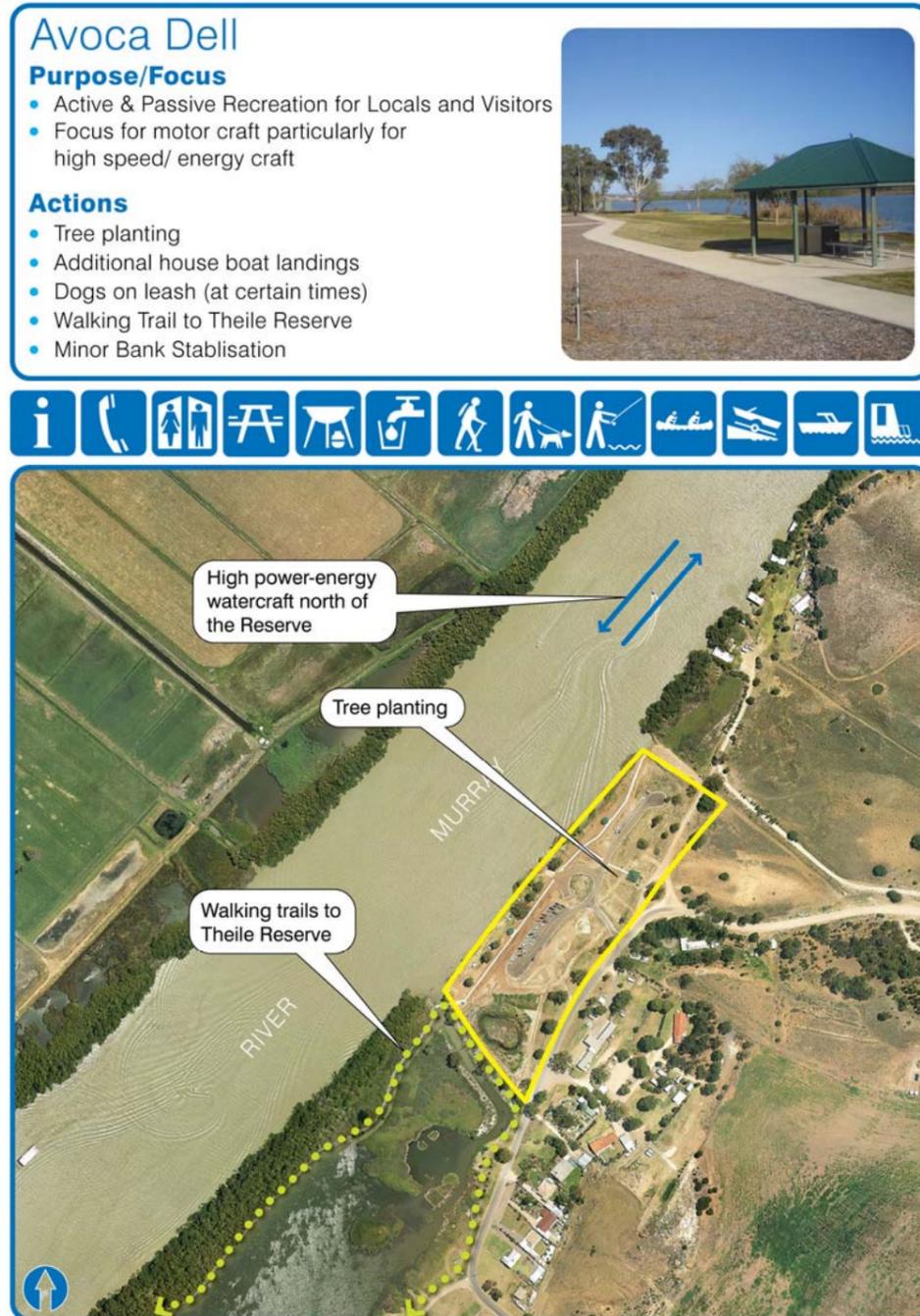


Figure 14 – Avoca Dell and Priority Actions

### 5.3.1 Avoca Dell

#### OVERVIEW

Avoca Dell is a large reserve, particularly in context of the adjacent Riverglades Wetlands. The Council has expended considerable funds in recent years on boat ramps, car parking and amenities to meet visitor needs. The adjoining caravan and camping ground adds to the visitor and tourist focus. This focus should continue. Additional tree planting is recommended, provision for additional houseboats should be considered but no further major capital works are required.

#### SPECIFIC ISSUES

- Heavy local and visitor use
- Competition of speed boats, house boats and passive recreation
- Additional houseboat landings requested
- Layout of pedestrian connections to other reserves
- Noise (for local residents and visitors to caravan park)

#### FUTURE ROLE / FOCUS

- Passive reserve recreation for locals and visitors
- Focus for motor craft in particular, high energy/speed craft north of the Avoca Dell Reserve

#### PRIORITY WORKS

- Additional tree planting to create shade – River RedGums (*Eucalyptus Camaldulensis*) suggested
- Additional house boat landings for short stays (overnight)
- Walking trail to Theile Reserve

#### MANAGEMENT OPTIONS

- Dogs on Leash (at nominated times)
- No horse swimming
- Discussions with Avoca Dell Caravan Park Owners to promote extensions including Cabin Accommodations

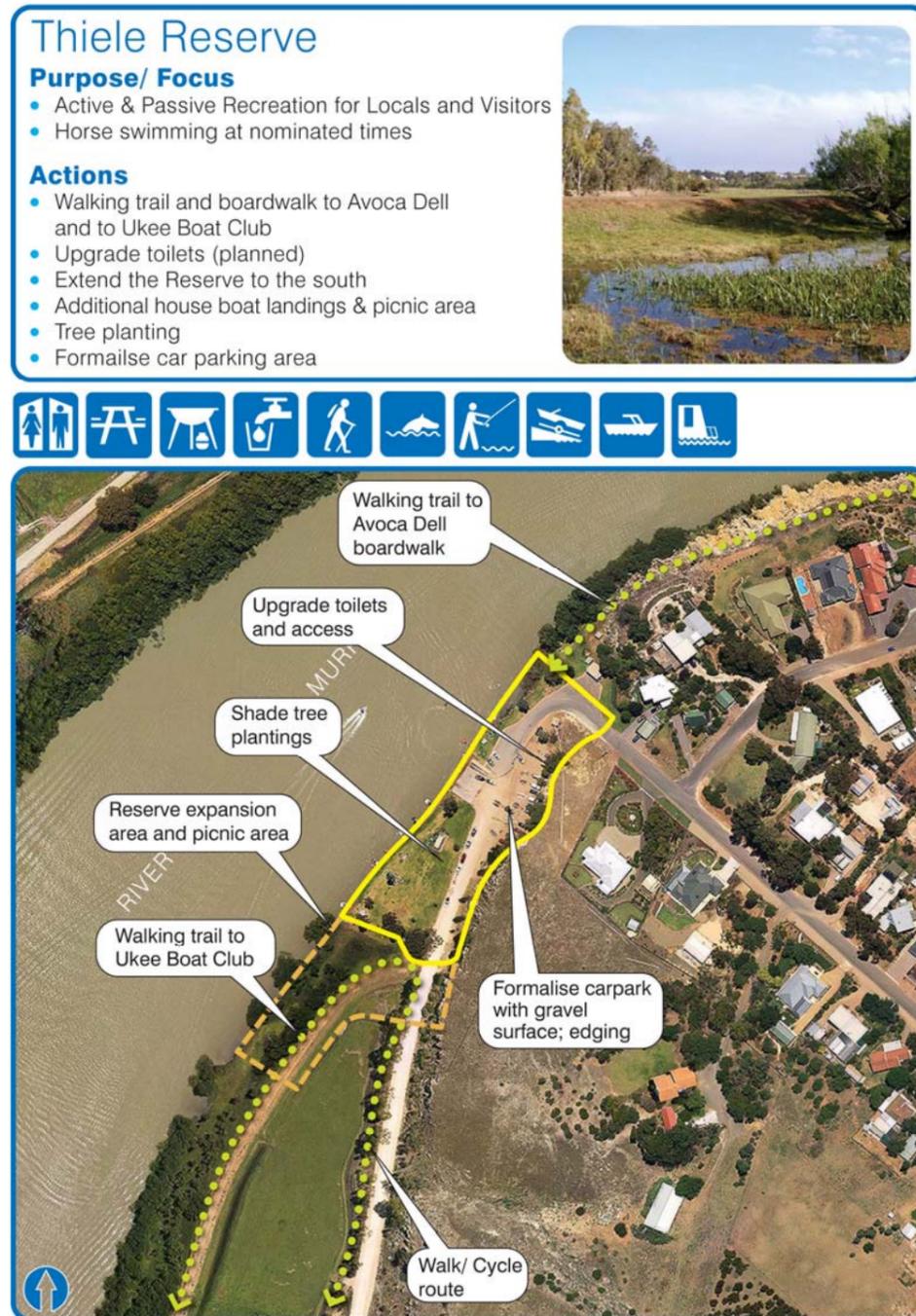


Figure 15 – Thiele Reserve and Priority Actions

### 5.3.2 Thiele Reserve

#### OVERVIEW

Thiele Reserve serves local and visitor needs with emphasis on ski boats in peak periods. Opportunities to extend the reserve to the south should be pursued. This area would be suitable for short term house boat moorings and picnic area. The car park area should be formalised at the northern end of the Reserve. The toilets will need an upgrade coordinated with the extension of the reserve and formalised car parking. A walking trail to Riverglades Wetlands and Avoca Dell would be highly desirable but will necessitate a constructed board walk for the section between Thiele Road and Lincoln Drive. A walking trail to the south along the levee bank to the Ukee Boat Club facility is also recommended (in the long term) as part of a Riverside East Walking Trail as well as walk/cycle route along the existing road.

#### SPECIFIC ISSUES

- Small in area
- Competing uses – Local park, waterskiing, swimming, fishing and horse exercise
- Toilets are basic
- Car parking informal and unconstructed

#### FUTURE ROLE / FOCUS

- Passive reserve recreation for local and visitors
- Focus for motor craft, in particular house boats and water skiing craft
- Horse swimming at nominated times (until new race track facility constructed)

#### PRIORITY WORKS

- Upgrade toilets (planned)
- Formalise existing car park with gravel paving and edging
- Construct trail/Boardwalk to Avoca Dell
- Construct walking trail to Ukee Boat Club along the embankment and walk/cycle trail along the road

#### MANAGEMENT OPTIONS

- Provide for horse swimming on limited time basis until new race course facility provided
- Dogs on leash area (at nominated times)
- Extend the reserve to the South for picnic and houseboat use with the support of the property owner

## Hume Reserve (and Railway Precinct)

### Purpose/Focus

- Active & Passive Recreation for Locals and Visitors
- Indigenous & Eco-tourism focus
- Redevelopment with Railway Precinct

### Actions

- Rubbish Removal
- Bank Stabilisation
- Revegetation
- Camping area
- Board walk/ landing (community project)



Figure 16 – Hume Reserve (and Railway Precinct) and Priority Actions

### 5.3.3 Hume Reserve (and Railway Precinct)

#### OVERVIEW

Hume Reserve is currently degraded but has tremendous potential given the proximity to the town centre, the potential redevelopment of the Railway Precinct and proximity to the Rocky Gully Creek estuary. Trail connection to the Old Wharf area under the bridges, the Pomberuk Aboriginal cultural centre and Sturt Reserve is easily achieved along the old rail line. Vehicular access is somewhat more difficult. Hume Reserve could therefore have a eco-tourism focus with major habitat improvements, extensive local indigenous landscapes and the extension of the Rocky Gully Creek wetlands, walking trails and access for canoeing. A community based clean up and initial revegetation along the estuary is recommended in the short term with more substantial improvements co-ordinated with the concepts and development of the Railway Precinct.

#### SPECIFIC ISSUES

- In need of major improvement
- Rubbish dumping
- Small area (but with the potential to extend)
- A 'Backwater' Reserve
- Limited road access
- Poor safety/security
- Poor toilets

#### FUTURE ROLE / FOCUS

- Passive recreation for locals and visitors
- Focus on Indigenous Heritage, Eco-tourism and Habitat
- Redevelopment in conjunction with Railway Precinct

#### PRIORITY WORKS

- Community project for rubbish removal (KESAB)
- Stabilisation/restoration of the riverbanks
- Revegetation of the river edge and environs
- Boardwalk and landings for small water craft adjacent to River in Rocky Gully Creek
- Formalise car park with gravel surface and with edging

- Toilets (but delayed awaiting Railway Precinct re-development)
- Small Marina/ Boat Facilities at 'Burdels Landing'

**MANAGEMENT OPTIONS**

- Development in association with the Railway Precinct
- Decrease horse swimming following reserve clean up, bank stabilisation and revegetation
- Future 'Bush Camping' Ground – as part of the Railway Precinct
- Dogs on leash (at nominated times)



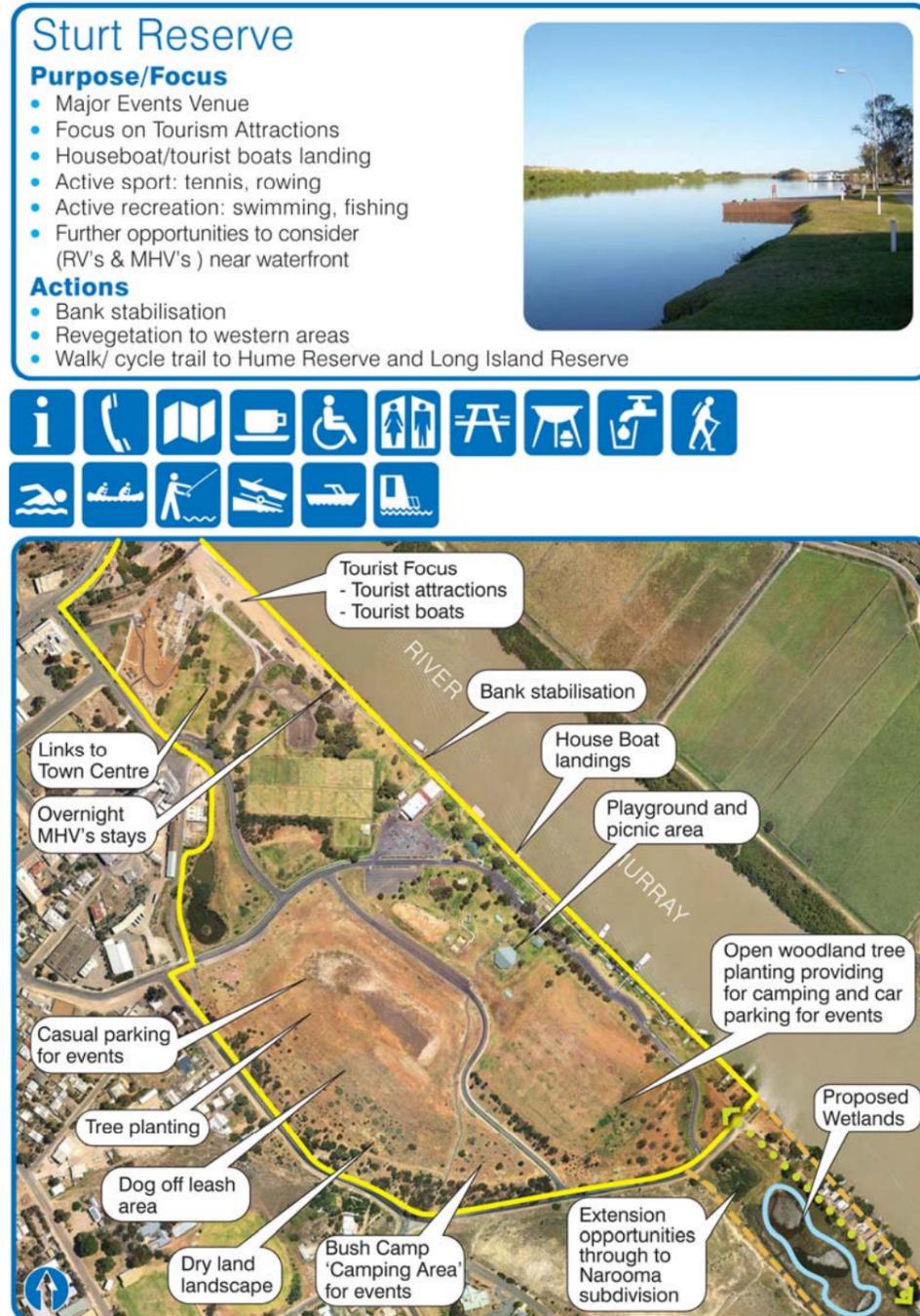


Figure 17 – Sturt Reserve and Priority Actions

### 5.3.4 Sturt Reserve

#### OVERVIEW

Sturt Reserve is the Council's largest riverfront reserve and the major events venue. The close proximity to the Town Centre is a great benefit to the venue and to the town centre. Council has expended significant funds over the last 10 years in developing the reserve for events, recreation and tourist use.

The events and tourist focus should continue with the development of the tourist hub around Pomberuk Aboriginal Cultural Centre, the Railway Precinct linking back to the Town Hall and Art Gallery. Historic riverboats and river tour boats should focus around the wharf and under the road and rail bridges.

The western half of Sturt Reserve has limited use. Tree planting has been carried out and the area is important for accommodation for events like the International Autofest, Pedal Prix, Australia Day and Pagent. Part of this western Sturt Reserve, off Charles Sturt Drive, could be enhanced as a temporary camping ground facility. A simple gravel road and car parking layout interspersed with a native landscape similar to 'National Park' camping grounds would be appropriate given the past use and to limit capital costs. An amenities block would be required in the medium term. This would have the advantage of serving other events in Sturt Reserve.

The western area of Sturt Reserve could also be used as an 'off-leash dog' exercise area outside of event times.

The northern carpark area is large, close to the town centre and tourism attractions. The carpark is casually used by mobile home/campervans. The issue of use by RMH needs to be further considered.

Preliminary proposals by the Community Club to improve its facility and provide additional hospitality areas on the current site support the major events and tourism focus for this area. The current facilities are aged and very limited in space and amenities.

Proposals to enhance existing facilities would require revised accommodation for the Rowing Club. The Rowing Club has a proud heritage and provides an attraction, events and recreation pursuits consistent with the focus of Sturt Reserve.

The local 'Dragon Boat' group has also expressed the need for accommodation and interest in being involved in any new rowing facility.

The Council and community groups have raised the need for a 'sound shell' or permanent stage for entertainment and outdoor events.

#### SPECIFIC ISSUES

- Competing uses/multiple use
- Houseboat landing area under pressure at peak periods
- Hoon behaviour and vandalism

- Large area and maintenance costs
- Riverbank stability and edge erosion

#### PURPOSE AND FOCUS

- Major Riverfront Reserve for active and passive recreation
- Focus on major events and tourism

#### PRIORITY WORKS

- Bank stabilisation in selected locations
- Revegetation using native species for the western areas of the Reserve
- Construct walk/cycle trail to Hume Reserve and to Long Island Reserve
- Permanent lighting to waterfront and power supplies for houseboats and events

#### MANAGEMENT OPTIONS

- Dogs 'on leash' along Riverfront (at nominated times)
- Dogs 'off leash' in an area on western side in area (bounded by Jaensch Road, Charles Sturt Road and Reserve Road)
- Consider further permits for MV's overnight camping in northern car park area through the Tourism Office
- Support upgrades to 'Community Club' and retention of 'Rowing Club' in the area with participation of 'Dragon Boating'
- Consider CCTV to waterfront areas

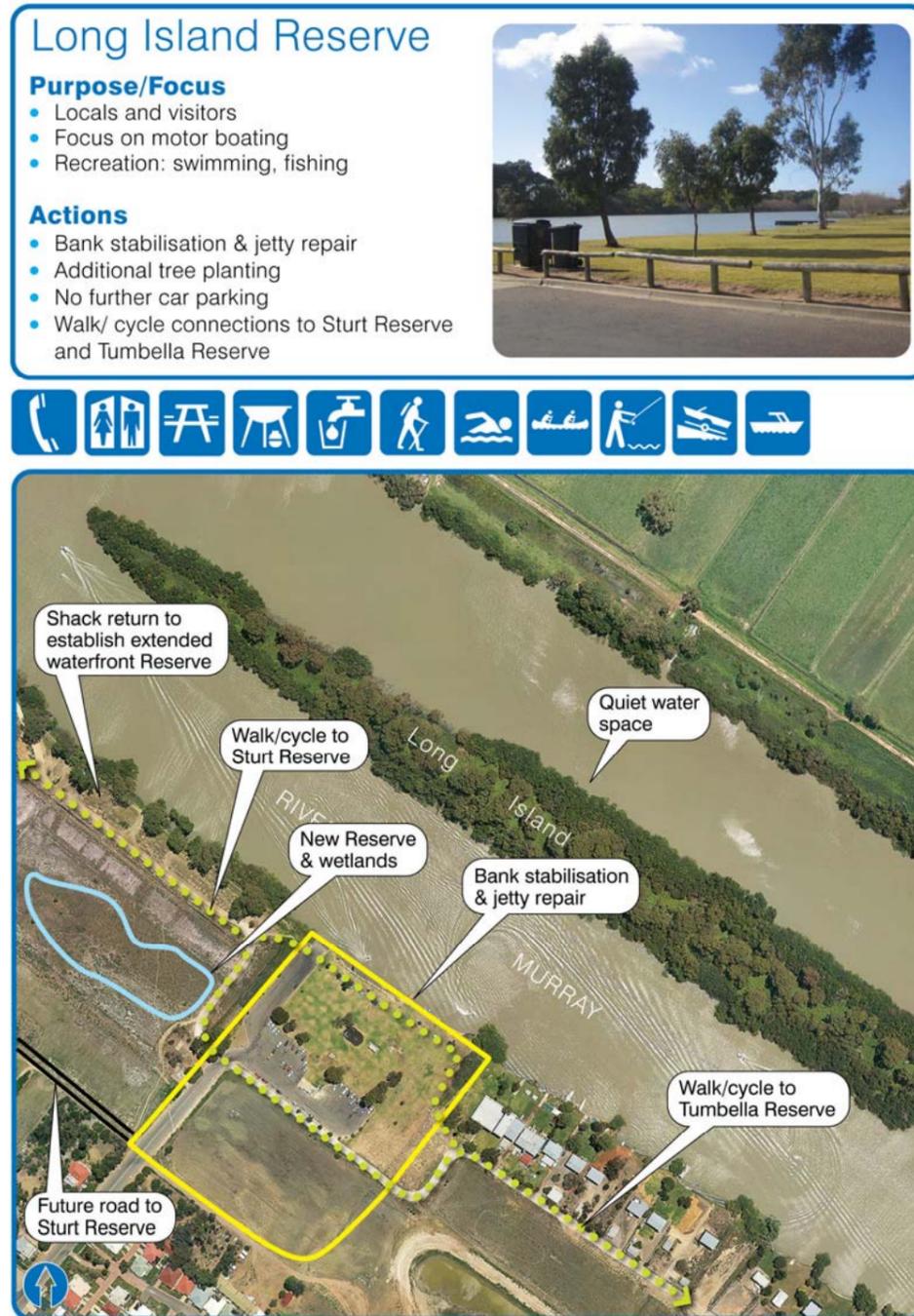


Figure 18 – Long Island Reserve and Priority Actions

### 5.3.5 Long Island Reserve

#### OVERVIEW

Long Island Reserve is currently the main focus for water craft with direct road access by Long Island Road off Swanport Road, a wide boat ramp, large formalised car park, beach edge and grassed area and amenities. This focus is recommended to continue. There is the opportunity to provide additional car parking and river frontage north of the boat ramp however this is **not recommended** given the pressures on the limited water space on the western side of Long Island.

Some bank stabilisation is required and additional tree planting to provide shade is recommended but no major capital works are considered necessary.

“High energy/ Wake Craft should move away from this Reserve; to the north or south of the Township area. Use of river space north of Avoca Dell is recommended for high energy/wake craft.

Trails linking to Sturt Reserve and Tumbella Reserve should be pursued as part of a Riverside West Walk and Cycle Trail.”

The progressive removal of the shacks between Long Island Reserve and Sturt Reserve will provide much wanted additional riverfront access for the public, especially in the context of the Murray Bridge Growth Plan. This area could be used for additional house boat landings close to Sturt Reserve and grassed reserve areas for water sports and picnic areas towards Long Island Reserve.

Wetlands are already proposed west of Riverfront Road, as part of the Narooma land division, creating fauna habit and opportunities for walking trails. Road connection to Sturt Reserve is proposed as part of the Narooma subdivision.

This is a very exciting opportunity to extend the riverfront reserve, enhance public access and respond to the Riverfront Management Principles.

#### ISSUES

- Heavy use by ski boat
- Heavy traffic along Long Island Road
- Confined water space
- Conflict motor/non-motor
- Noise - a nuisance for residents

#### FUTURE ROLE/ FOCUS

- Provide for locals and visitors
- Focus on motor boating, swimming and fishing

- No further car parking areas

#### **PRIORITY WORKS**

- Bank stabilisation and repair to jetty
- Additional shade/ tree planting

#### **MANAGEMENT OPTIONS**

- Water Traffic Regulation around Long Island retained in consideration of Murray Bridge Rowing Club and other passive river users such as canoe and kayak enthusiasts with no motor craft east of the Island (except houseboats below 4 knots)
- Exemption to water speed limits for special authorised events
- Long Island protected as a conservation reserve in consultation with the Ngarrindjeri Community



**Tumbella Reserve**

**Role**

- Local passive recreation reserve
- Picnic, fishing, swimming

**Actions**

- Bank stabilisation
- Vegetation of stormwater detention area (community project)
- Additional tree planting
- Negotiate link for walk and cycle to Long Island Marina over private land

TO BE SELECTED



Figure 19 – Tumbella Reserve and Priority Actions

### 5.3.6 Tumbella Reserve

#### OVERVIEW

Tumbella Reserve is a relatively small reserve with 'indirect' vehicular access through residential areas. The recently constructed wet lands reduced the available space for recreation and water based activities but provides a valuable facility to treat stormwater prior to entry to the River Murray. The reserve should therefore have a local and passive recreational focus. The detention basin can be made a wetland feature providing fauna habitat incorporating walking trail and seating. Constructed picnic facilities should not be provided as this will necessitate toilet amenities being constructed. The emphasis should be on local and low key facilities. Minor bank stabilisation, gravel walking paths, limited seating and native tree planting are recommended as enhancement works.

#### ISSUES

- Limited road access/parking
- Stormwater detention function
- Competing use (watercraft) out of Long Island Reserve
- Protect as a 'Local Reserve'

#### FUTURE ROLE/ FOCUS

- Local passive riverfront reserve
- Picnic, fishing, swimming

#### PRIORITY WORKS

- Bank stabilisation
- Native revegetation to detention basin as a community project
- Shade tree planting

#### MANAGEMENT OPTIONS

- Negotiate walk/cycle link to Long Island Marina (over private land)
- Dogs on leash (at nominated times)

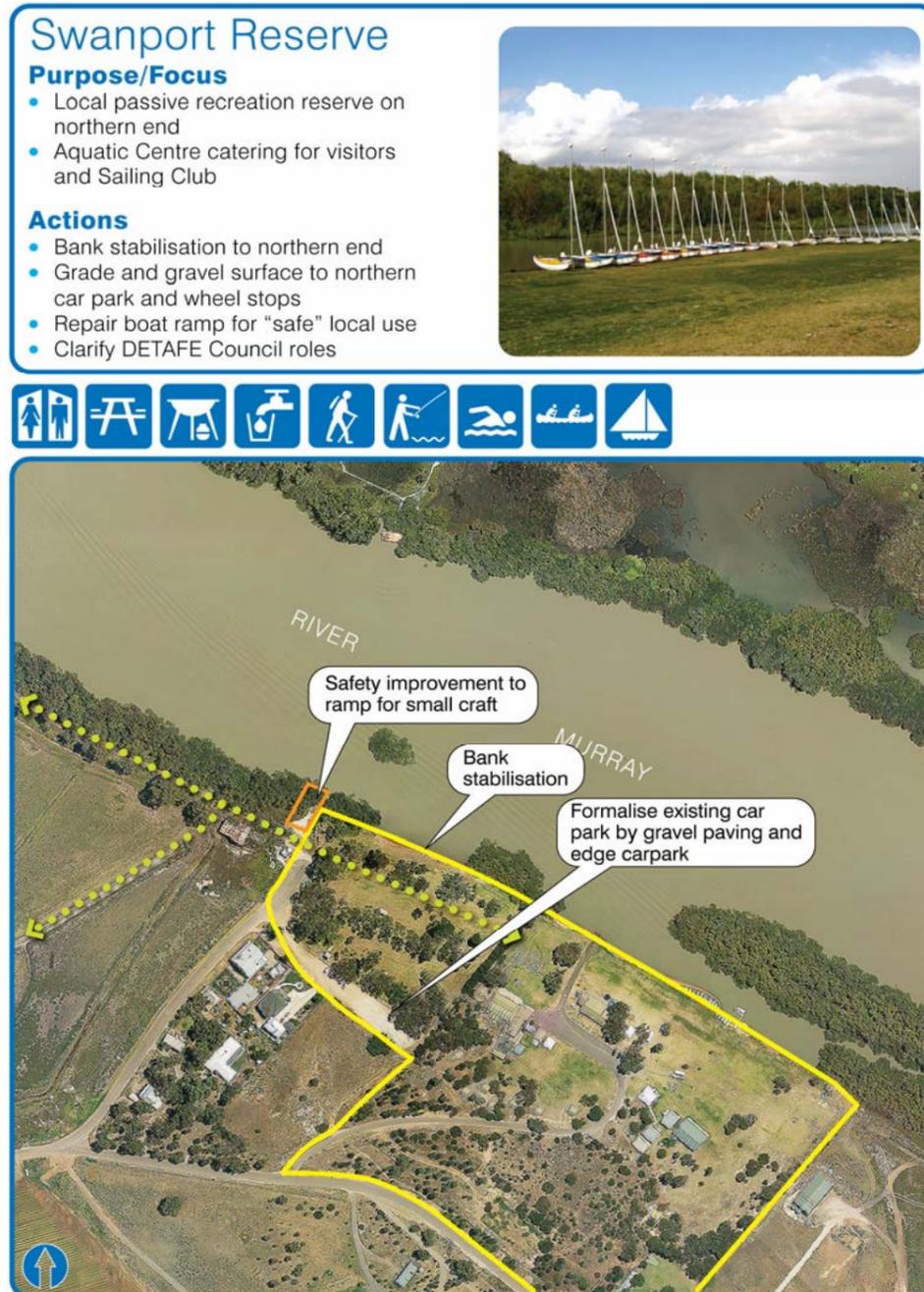


Figure 20 – SwanPort Reserve and Priority Actions

### 5.3.7 Swanport Reserve

#### OVERVIEW

Swanport Reserve has a dual role with the open access reserve at the northern end and the fenced aquatic centre and sailing club facility on the southern end providing outdoor education, water craft skill training and short term accommodation. This dual focus seems to be working well and no change is recommended. Minor bank stabilisation, maintenance of the car parking area, barrier fencing and landscaping is recommended to the northern reserve area for local/passive recreation use. The 'rudimentary' boat ramp appears to meet local needs. A more substantial boat ramp is not recommended as it would place excessive visitor pressures on the area and add to safety issues for the Swanport Aquatic Centre and Sailing Club. Repairs to the boat ramp, to provide a more even surface for safety purposes is recommended.

Council needs to clarify and resolve management arrangements with the Education Department. Retention of the facility is recommended. Further expansion is limited by the capacity of the waste water treatment and should be limited unless access to sewerage treatment is provided.

#### ISSUES

- Increasing use of Aquatic Centre by Adelaide and Regional SA Schools
- Clarification on cost sharing of Aquatic Centre and lease terms
- Local 'Water Space' regulations required for safety (completed)

#### FUTURE ROLE/ FOCUS

- Local passive Riverfront Reserve on northern end
- Southern end as a State/ Regional Aquatic Facility and District Aquatic Centre and Sailing Club

#### PRIORITY WORKS

- Bank stabilisation for sections of the northern reserve
- Grade and gravel surface to northern car park and wheel stops
- Repair boat ramp for 'safe' local use

#### MANAGEMENT OPTIONS

- Retain current use of the Swanport Reserve

Opportunities are also potentially available to the north of this Reserve for a marina facility incorporating a riverfront reserve, large boat ramp, large car parking and amenities. With relative direct access from the Freeway and to Murray Bridge this location is considered very important in the use and management of the Riverfront and in meeting future local and visitor needs.

A trail connection from the Swanport Reserve, under the Swanport Bridge, through the SA Water land to the Long Island Marina, and across private land to Tumbella Reserve, should be a long term objective and incorporated within any marina scheme. This would complete the Riverside West Trail from Hume Reserve to Swanport Reserve and provide access for students at the Aquatic Centre to the Murray Bridge Township as well as a very interesting trail for local residents and other visitors.



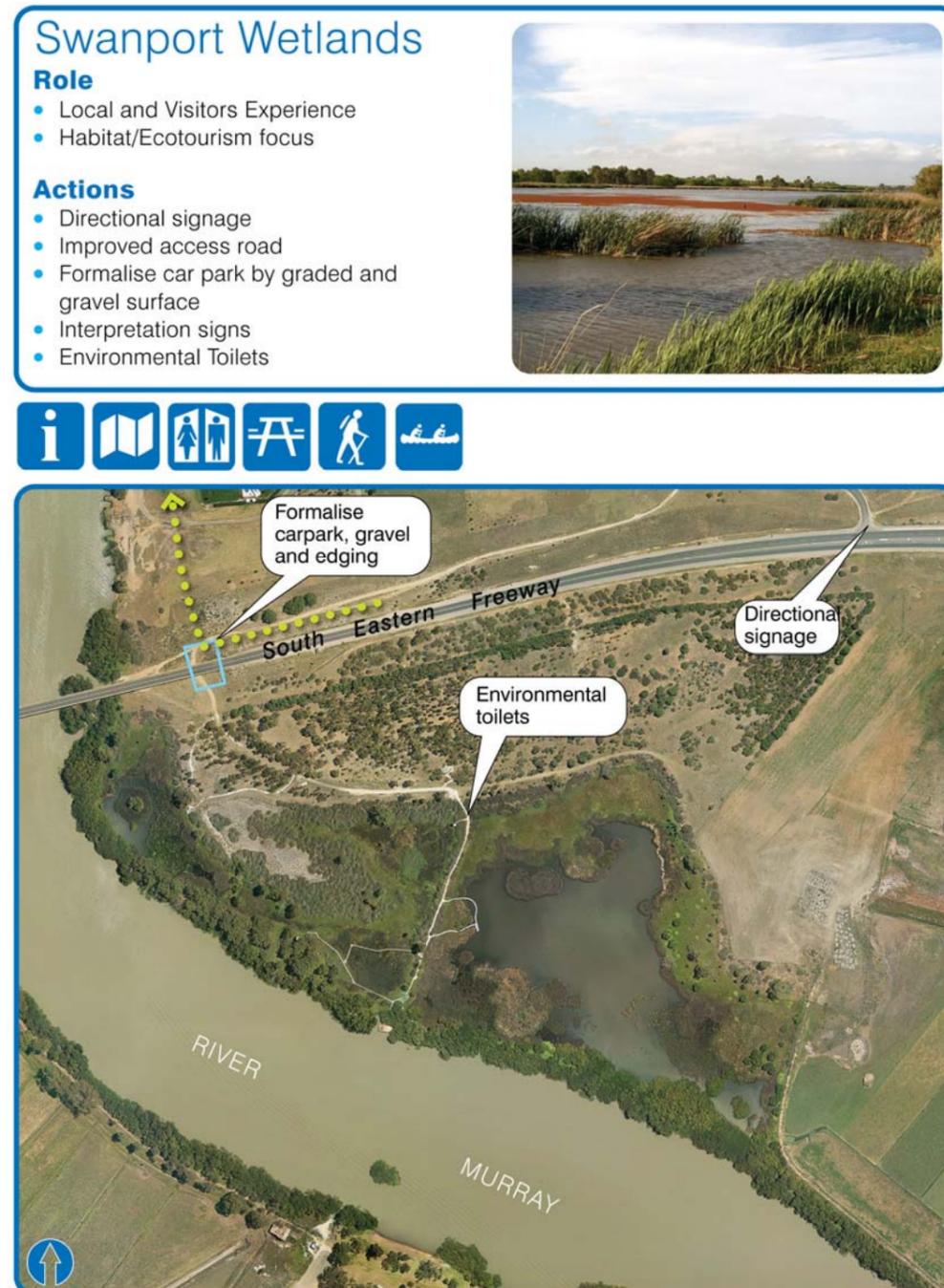


Figure 21 – Swanport Wetlands and Priority Actions

### 5.3.8 Swanport Wetlands

#### OVERVIEW

The Swanport Wetlands Reserve has been progressively enhanced with trails, board walks, jetties, hides and interpretive signage over the past 5 years as a wetland and fauna habitat. Council has authorised new toilet amenities in this year's budget. However vehicular access is very indirect via the Frank Jackman Lookout. Car parking is on an un-constructed area, under the Swanport Bridge. The Swanport Wetlands area should be progressively improved for the current focus. A consolidated gravel car park with edge barriers would be desirable to provide a safer parking area, to protect ground cover plants and allow for re-vegetation as well as visitor safety. New directional signage of the Princes Highway is recommended.

#### ISSUES

- Vehicular access to carparking
- Maintenance Costs
- Directional and interpretation signage
- Toilets

#### FUTURE ROLE/ FOCUS

- Provide for local and visitor's passive recreation
- Habitat/Eco-tourism focus

#### PRIORITY WORKS

- Direction signage
- Improve access road
- Formalise car park with graded and gravel surface and edge fencing/wheel stops
- Provide interpretive signs
- Install environmental toilet (self composting)

#### MANAGEMENT OPTIONS

The current use and management structure should be supported.

There is the potential to connect the Swanport Wetland with Ukee Boat Club and a recommended Riverside East Trail via Queen Louisa Drive and Long Flat Road subject to access agreements with private landowners.

More problematic is the link across the River. Proposals for a second bridge to duplicate the Swanport Bridge have been discussed but are long term in nature. Nevertheless Council should pursue a protected footpath on either the current bridge or the anticipated new bridge to facilitate the east-west movement by walkers and cyclists in the long term as part of the Growth Strategy.



Murray Bridge Riverfront Management Strategy Priority Actions	Priority	Timing	Unit Rate	Estimated Cost (\$)
<b>1.0 Avoca Dell Reserve</b>				
1.1 Promote reserve for high speed/energy water based activities north of Avoca Dell	H	October 07		2000
1.2 Tree planting	M	May 08	\$50/unit	5000
1.3 Additional house boat landings	M	September 08	\$2500x4	10000
1.4 Walking trail to Thiele Reserve via Riverglen Wetlands and boardwalk	M	TBA	\$5000/km	150000
<b>2.0 Thiele Reserve</b>				
2.1 Walking trail to Ukee Boat Club	M	2012	\$5000/km	105000
2.2 Upgrade toilets (planned)	M	June 07	\$2500x4	50000
2.3 Extend the Reserve to the south	M	2010		NA
2.4 Additional house boat landings	M	2011		10000
2.5 Tree Planting (community project)	M	May 08	\$50/unit	10000
2.6 Bank stabilisation	M	Prioritise		10000
<b>3.0 Hume Reserve (and Railway Precinct)</b>				
3.1 Clean-up, bank stabilisation and revegetation (community project)	H	June 08	\$100/m	10000
3.2 Board Walk/ Landing (community project)	M	2011	PC	50000
3.3 Walking Trail to Sturt Reserve	M	2010	\$150/m	20000
3.4 Camping area	M	2012	PC	100000
<b>4.0 Sturt Reserve</b>				
4.1 Bank Stabilisation	M	Prioritise	\$100/m	50000
4.2 Revegetation to western areas (community project)	M	May 09	\$50/unit	30000
4.3 Walking/Cycling Trail to Long Island Reserve	M	2010		20000
4.4 Lighting and power supply to waterfront	H	PC	\$75,000	
4.5 CCTV to waterfront	M	PC	\$25,000	
<b>5.0 Long Island Reserve</b>				
5.1 Bank Stabilisation	M	Prioritise	\$100/m	20000
5.2 Additional Tree Planting (community project)	M	June 09	\$50/unit	5000
5.3 Jetty repair or removal	H	June 08	PC	5050
<b>6.0 Tumbella Reserve</b>				
6.1 Bank Stabilisation	H	Prioritise	\$100/m	10000
6.2 Vegetation of stormwater detention area (community project)	M	June 07	PC	15000
6.3 Additional tree planting (community project)	M	June 08	\$50/unit	5000
6.4 Negotiate link for walk and cycle to Long Island Marina over private land	M			N/A
<b>7.0 Swanport Reserve</b>				
7.1 Bank Stabilisation	M	Prioritise	\$100/m	10000
7.2 Grade and gravel surface to northern car park and wheel stops	H		\$50/m <sup>2</sup>	10000
7.3 Repair boat ramp for "safe" local use (possible community/service club project)	H		PC	10000
<b>8.0 Swanport Wetlands Reserve</b>				
8.1 Direction signage	H	June 07	PC	2000
8.2 Improved access road	M		\$50/m <sup>2</sup>	5000
8.3 Grade and gravel surface to existing car park and wheel stops	M		\$50/m <sup>2</sup>	15000
8.4 Interpretation signs	M		PC	5000
8.5 Environmental Toilet	M	June 09	PC	50000

Table 5.1 – Priority Actions for the Riverfront Reserve Management Strategy

PC = Provisional Costs

#### 5.4 Priority Actions for the Riverfront Reserve Management Strategy

The Table opposite sets out the priority actions (rated high and medium priority) for riverfront reserve improvement and riverfront management. We would recommend that a good number of these priority projects be presented as community projects to engage business service groups, community groups and local residents sponsorship in delivering the action.

#### 5.5 Potential Funding Sources

External funding by the business, community and State and Federal government sponsorship can be anticipated given the nature of the proposed works. The listed works fit well with Federal and State programs for water resource management, environmental improvement, open space enhancement and tourism. Regional development and skill development programs are also very relevant. The funding sources include:

- Australian Government's Envirofund – up to \$50,000
- Australian Government's Community Water Grants – up to \$50,000
- Australian Government's Sharing Australia's Stories Grants Programme – up to \$20,000
- Australian Government's Raising National Water Standards Programme – between \$100,000 and \$1million
- Open Space Enhancement Subsidy (ROSES) Program – up to \$50,000
- Australian Government's Water Smart Australia – up to \$100,000
- Australian Government's Threatened Species Network Community Grants Program – up to \$50,000
- Native Vegetation Fund Grants – up to \$20,000
- Australian Government's Living in Harmony Community Funded Projects – between \$5,000 and \$50,000
- Australian Government's 2007/2008 SA Heritage Funds Grand – up to \$25,000
- Office for Recreation and Sport's Active Recreation and Sport Funding Active Club Program – up to \$25,000

Descriptions of the above funding sources are provided in Appendix A.

## 6 Conclusion and Recommendations

The river and riverine space, within the Township of Murray Bridge, is a defining feature and outstanding environmental, recreational and tourist resource. This corridor is under major pressures in terms of water availability, water quality and water space use. Leadership and strategic decisions are required recognising the Murray Darling catchment issues and urban growth of the Murray Bridge Township.

The following are our recommendations for the management of the Riverfront of the Murray Bridge Township as part of the Urban Growth Plan.

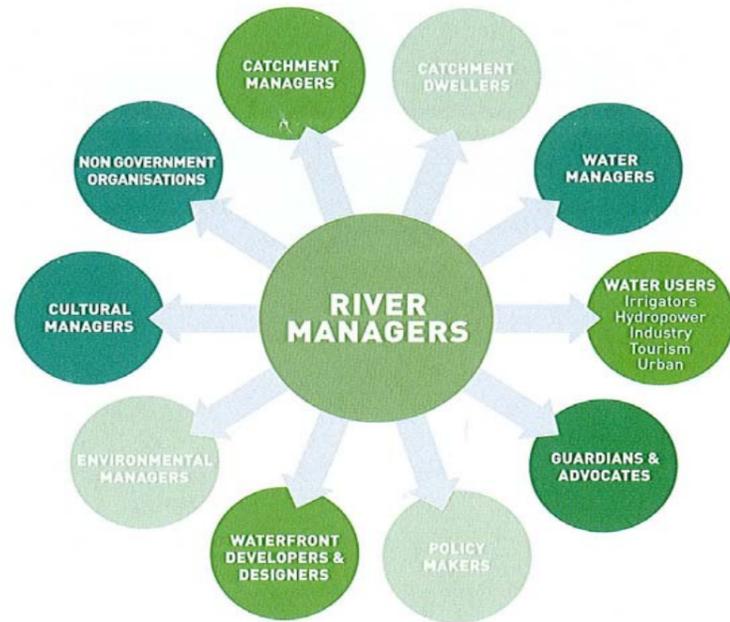
It is important to note that proposals outlined in this report will be subject to further investigation and in some cases may require amendment of the Development Plan to rezone the land and manage future development.

These recommendations are submitted to the Council for endorsement. Our key recommendations are:

1. The use of the eight Council Reserves as detailed in Chapter 5 of the draft report with the associated priority works and management actions.
2. Preparation of 'improvement plans' details for each reserve including extensions and connections between reserves E.g. Thiele Reserve Extension Area and connections between Sturt and Long Island Reserve through the Narooma Residential Development.
3. The pursuit of funding sources as identified in Chapter 5.5 for the priority actions.
4. A community information / education program to facilitate the appropriate use of the river space and in particular the main watercraft reserves of Avoca Dell, Thiele, Sturt, Long Island.
5. Preparation of 'Sustainable Design Guidelines' for the Riverfront Reserves and extension areas with emphasis on management of water use reduction and landscape design.
6. Initiation of a riverfront public art program with a \$5000 Council provision per year to match business and community projects or other government programs.
7. Enter into discussions with private land owners to promote development at strategic sites. E.g. Ukee Boat Reserve and boat facility.



Figure 22 – The Draft Riverfront Management Strategy Concept Plan



8. Maintain the policy to remove shacks located between Sturt Reserve and Long Island Reserve, with an intention of creating a 'River Murray Linear Reserve' in conjunction with the Narooma Open Space/Wetland areas as part of the proposed Residential Development.
9. Negotiate riverfront access across key private properties south of Tumbella Reserve to Swanport Reserve, from Avoca Dell Reserve to Thiele Reserve and secondly from Ukee Boat Club to Swanport Wetlands.
10. Further, and as part of the Urban Growth Plan, propose;
  - Enhance public pedestrian/cyclist access across the Murray River (Road) Bridge.
  - Provide for pedestrian/cyclist use across Swanport Bridge as part of any future upgrade or duplication of the bridge

Appendix A – Potential Funding Sources



Program	Description
<p><b>Australian Government's Envirofund</b></p>	<p>The Australian Government Envirofund is the local action component of the Australian Government's \$3 billion Natural Heritage Trust.</p> <p>These grants provide for small-scale projects aimed at conserving biodiversity and promoting sustainable resource use. The Envirofund supports on-ground actions by groups and individuals to target local problems.</p> <p>Grants of up to \$50,000.</p> <p>National Heritage Trust</p> <p>Phone: 1800 303 863</p> <p>Website: <a href="http://www.nht.gov.au/envirofund/">http://www.nht.gov.au/envirofund/</a></p>
<p><b>Australian Government's Community Water Grants (Australian Government's Water Fund)</b></p>	<p>The Community Water Grants Programme is a \$200million component of the \$2 billion Australian Government Water Fund.</p> <p>The program offers grants to help local community organisations save, recycle or improve the health of their local water resources. Community Water Grants is one of the three national programs in the \$2 billion Australian Government Water Fund, and will provide a total of \$200 million over five years to help communities play a positive role in tackling Australia's water challenge. The grants encourage better water use and will improve water health through practical on-the-ground projects.</p> <p>Funding of up to \$50,000 to eligible groups to help save, reuse or improve the health of local water sources.</p> <p>Department of Agriculture, Fisheries and Forestry (DAFF) Department of the Environment and Heritage (DEH)</p> <p>Postal: GPO Box 858 Canberra ACT 2601</p> <p>Phone: 1800 780 730</p> <p>Website: <a href="http://www.communitywatergrants.gov.au/about.html">http://www.communitywatergrants.gov.au/about.html</a></p>



Program	Description
<p><b>Australian Government</b></p> <p><b>Sharing Australia's Stories Grants Programme</b></p>	<p>The Sharing Australia's Stories grants programme is a \$3 million, three-year grants programme that gives all Australians the opportunity to show how their stories have contributed to the great events and themes that have shaped our nation.</p> <p>Projects should contribute to an understanding of at least one of the following:</p> <ul style="list-style-type: none"> <li>▪ the course or pattern of Australia's natural or cultural history;</li> <li>▪ an aspect of Australia's natural or cultural history that is uncommon, rare or endangered;</li> <li>▪ information that contributes to an understanding of Australia's natural or cultural history;</li> <li>▪ the principal characteristics of a class of Australia's natural or cultural environments;</li> <li>▪ the aesthetic characteristics valued by a community or cultural group;</li> <li>▪ a creative or technical achievement at a particular period;</li> <li>▪ the social, cultural or spiritual history or life of a particular community or cultural group;</li> <li>▪ the life or works of a person or group of persons of importance in Australia's natural or cultural history; or</li> <li>▪ an important part of Australia's Indigenous tradition.</li> </ul> <p>Eligible projects could:</p> <ul style="list-style-type: none"> <li>▪ be about a place (including a site, area, region, track or route, or a series of related places), community, activity, event, tradition, institution, or a family or person;</li> <li>▪ tell the story of an aspect of Australia's natural heritage that has been important in shaping the flora, fauna or landscapes of the continent; or</li> <li>▪ involve activities such as publishing brochures, books, guides or websites or developing events, displays, interpretive exhibitions or signage.</li> </ul> <p>Website: <a href="http://www.deh.gov.au/heritage/programs/#sharing">http://www.deh.gov.au/heritage/programs/#sharing</a></p>
<p><b>Australian Government's Raising National Water Standards Programme</b></p> <p><b>(Australian Government Water Fund)</b></p>	<p>The Raising National Water Standards Programme is a \$200million component of the \$2 billion Australian Government Water Fund.</p> <p>The objective of the Raising National Water Standards Programme is to manage water resources through:</p> <ul style="list-style-type: none"> <li>▪ improving capacity to monitor, evaluate and report on water resources at the national, regional and catchment level;</li> <li>▪ improving knowledge, information and skills needed to better manage our water resources; and</li> <li>▪ enhancing innovation for rural and urban water use efficiency.</li> </ul> <p>Up to \$30 million is available to support high-priority quality projects that advance the implementation of the National Water Initiative.</p> <p>The Programme will fund proposals for single or multi-year projects that require funds greater than \$100,000 and up to \$1 million.</p> <p>Website: <a href="http://www.nwc.gov.au/agwf/rnws/index.cfm">http://www.nwc.gov.au/agwf/rnws/index.cfm</a></p>



Program	Description
<p><b>Australian Government's Threatened Species Network Community Grants Program</b></p>	<p>Grants are provided for activities that take long-term responsibility for the ongoing health of our natural environment, specifically targeting the needs of species and ecological communities recognised as threatened by the Australian Government. such as:</p> <ul style="list-style-type: none"> <li>▪ habitat restoration;</li> <li>▪ weeding and feral animal control;</li> <li>▪ monitoring and surveying species populations;</li> <li>▪ fencing; and</li> <li>▪ fire management.</li> </ul> <p>Eligibility: Incorporated community-based organisations, including Aboriginal and Torres Strait Islander organisations, are invited to apply for funding. Incorporated regional or catchment management organisations will be considered where the majority of members are non-government community representatives.</p> <p>Applications from community groups working in partnership with state government agencies, local government, schools or universities are encouraged, however, the latter organisations are not eligible to apply for funding by themselves.</p> <p>Funding of up to \$50,000</p> <p>Website: <a href="http://wwf.org.au/ourwork/species/tsngrants/">http://wwf.org.au/ourwork/species/tsngrants/</a></p>
<p><b>South Australian Government Open Space Enhancement Subsidy (ROSES) program.</b></p>	<p>Provides funding to local government for the purchase, development or planning of regional open space throughout South Australia and the Metropolitan Open Space System (MOSS).</p> <p>Councils are encouraged to contribute towards the cost of the project on a dollar for dollar basis.</p> <p>This program is administered by the Open Space Unit of Planning SA</p>
<p><b>Australian Government's Water Smart Australia (Australian Government's Water Fund)</b></p>	<p>Water Smart Australia is a major component of The Australian Government Water Fund offering a total of \$1.6 billion to invest in water solutions for current and future generations.</p> <p>Projects are expected to help overcome impediments to introducing innovation in water management, leading to substantial improvements in areas such as water resource management, water supply and delivery, efficiency of water use, water for the environment or water quality and general health of water bodies.</p> <p>Application forms are available from the web site.</p> <p>Website: <a href="http://www.nwc.gov.au/water_fund/water_smart_aust.cfm">http://www.nwc.gov.au/water_fund/water_smart_aust.cfm</a></p>



Program	Description
<p><b>South Australian Government</b></p> <p><b>Native Vegetation Fund Grants</b></p>	<p>Grants for projects and research concerned with the conservation, restoration and management of native vegetation</p> <p>Native Vegetation Council</p> <p>Website: <a href="http://www.dwlbc.sa.gov.au/native/index.html">http://www.dwlbc.sa.gov.au/native/index.html</a></p> <p>Phone: 08 8124 4753</p> <p>Fax: 08 8124 4745</p> <p>Postal Address</p> <p>GPO Box 2834</p> <p>Adelaide SA 5001</p> <p>Email: <a href="mailto:nvc@saugov.sa.gov.au">nvc@saugov.sa.gov.au</a></p>
<p><b>Australian Government Department of Immigration and Citizenship</b></p> <p><b>Living in Harmony – Funded Community Projects 2007</b></p>	<p>The Living in Harmony Programme helps incorporated, non-for-profit organisations with funding for projects that aim to promote shared Australian values and mutual respect. This year \$1.5 million has been allocated to fund projects costing between \$5,000 and \$50,000 each. Projects should be of up to 12 months duration and able to run from late 2007 to December 2008.</p> <p>Community projects funded under the programme promote stronger community relations. Communities may be centered on volunteer networks, sporting clubs, workplaces, neighborhood associations, local government authorities or other local groups.</p> <p>The programme seeks innovative projects that engage the community to promote a commitment to Australia, community participation, a sense of belonging and celebrate our successes as Australians. Projects should bring Australians together and focus on new and emerging communities, young people and community activities, such as sport. Projects addressing other issues consistent with the objectives of the Living in Harmony programme will also be considered.</p> <p>Expressions of interest must be submitted using the official online application form. All applicants should read the Living in Harmony Guidelines for Funded for Funded Community Projects before applying. Only the expression of interest should be completed initially. Selected applicants will be invited to submit a supplementary application.</p> <p>Website: <a href="http://www.harmony.gov.au">http://www.harmony.gov.au</a>. Closing date is 5pm, Friday April 27.</p>



Program	Description
<p><b>South Australian Government</b></p> <p><b>Office for Recreation and Sport</b></p> <p><b>Active Recreation and Sport Funding – Active Club Program</b></p>	<p>This Program focuses on increasing participation levels in sport and active recreation and maximising the benefits of active participation for all South Australians. The following grants are offered to active recreation and sport organisations meeting the eligibility criteria:</p> <p>Local Initiative Grants</p> <p>Minor Capital Works Grants</p> <p>YES (Youth Encompassing Sport) Grants</p> <p>Guidelines and application forms are available by contacting the Office for Recreation.</p> <p>Phone: (08) 8416 6708</p> <p>Website: <a href="http://www.recspot.sa.gov.au">http://www.recspot.sa.gov.au</a></p> <p>Applications close 5.15pm, Monday 21 May 2007</p>
<p><b>South Australian Government</b></p> <p><b>Department for Environment and Heritage</b></p> <p><b>2007/2008 SA Heritage Fund Grands</b></p>	<p>Applications for heritage conservation grants are invited for work relating to State Heritage Places (including properties within a State Heritage Area). Grants are offered on a dollar for dollar basis, generally to a limit of \$5000.</p> <p>A new special funds grant extends this limit to \$25,000 for up to four outstanding projects that meet a number of grant criteria.</p> <p>To check whether a place is eligible, obtain an application form or find out more about the grants program, contact the Heritage Branch of the Department for Environment and Heritage.</p> <p>Phone: (08) 8124 4922</p> <p>Email: <a href="mailto:heritage@saugov.sa.gov.au">heritage@saugov.sa.gov.au</a></p> <p>Website: <a href="http://www.heritage.sa.gov.au">http://www.heritage.sa.gov.au</a></p> <p>Applications close 30 June, 2007</p>



Appendix B – Summary of Submissions – June 2007



# Riverfront Management Strategy

## Murray Bridge



### Summary of Submissions

9 July 2007

## 1. Introduction

A total of 274 Feedback Sheets and written submissions were completed in relation to the Long Term Planning for the Riverfront of Murray Bridge.

Three quarters (102 or 38%) of respondents indicated that they were local residents. Thirty three (12%) were local business people, thirteen were local community representatives or community service providers, 118 were visitors, two were service infrastructure providers and another sixteen categorised themselves as 'other', being shack owners, ratepayers, boat owners, LAP member, Wakeboard SA and Marina Manager. Some respondents indicated that they belonged to more than one category in terms of their interest in Murray Bridge (e.g. Community Service Provider and Other-Tennis Club).

## 2. Speed Limit of 4 Knot

The majority (179 or 66%) of all respondents **object to the proposed 4 knot speed limit**, stating that they are happy with the current speed limit and that the proposal is an **"excessive restriction"**. In fact, only ten (4%) respondents stated that they **supported the proposed speed restrictions**, with another 7 people (3%) who believe the **speed limit should only apply to jet skis and wakeboards**.

About one third (34%) of all respondents were concerned that **local businesses would suffer** as a result of any change in the River speed limit. Many residents and visitors purchase their fuel, food and boat and skiing parts in Murray Bridge and they stated that if the River speed limit was to change in the heart of the town, businesses would suffer and jobs would be lost.

More than one in five respondents believe that the proposed speed restrictions would **discourage visitors** to the town and have a negative effect of **tourism**:

- "Scenario 3 would kill the attraction of Murray Bridge for me and around 100 friends and relatives. We are 3 generations of skiers and utilise the Long Island area."
- "The speed restriction will destroy a significant component of the local tourism and hence damage the local economy."

A further number stated that such a speed limit along Long Island would have a **major impact on locals** who enjoy that part of the River for Recreational pleasure craft and skiing:

- "It is unwarranted and has been proposed by a small group of people."

A number of residents were deeply concerned that **property values** (and taxes enjoyed by Council) would suffer as a result of changes to the speed limit and reduce use and visitation.

Respondents also suggested that the **eastern side of Long Island should be available** for busy days such as public holidays and weekends:

- "We have lost count of the times there are near misses with 20+ boats in this section - when the other side is totally empty and there is not a rower in sight. Boaters should be encouraged to travel around the island in an anticlockwise direction. This would be safer for all!"

One respondent suggested a "time share agreement to be put in place where the rowers could use that side at certain times (say 6-10am and/or in the evenings) and then open it up for all when they do not use it."

There were however some respondents that want the exclusion on the east side of Long Island to continue.

**Jet Ski and wake boarders** were considered a problem along the River, with a few respondents stating that they should be restricted from this zone as they are the ones eroding the river banks.

**Spreading the boat users out along the river** instead of having them concentrated in certain areas was another suggestion. However others were concerned that water craft sports away from facilities would cause social and environmental impacts:

- "Speed restrictions would just move the problem elsewhere – creating more pressure on the ecology and river bank in other defined areas. Spreading boating out further is a good idea though."

A number of respondents cited **enforcement** of speed restrictions and illegal boat launching as a key problem, stating that Marine and Harbours need more inspectors/officers patrolling the River.

Other respondents who were in **support** (11) of the proposed **reduction in speed limit** stated that the main reasons were to decrease river erosion, improve fishing conditions, reduce the sound of speed boats racing and to improve water safety:

- "I enjoy fishing but have given up because of idiots on jet skis and speed boats that cut in against the willows and break the fishing lines."
- "I agree with the 4 Knot limit but good zone signing will be required to achieve the best and safest result."
- "Do what you have to do to keep the River safe."
- "I support speed restrictions at Sturt Reserve and even 30-m in front of Swanport Reserve."

A couple of respondents stated that they wanted **more consultation** in regard to this issue of the River speed limit:

- "Need much more public consultation – the introduction of the new speed limit by October 2008 is draconian and totally unnecessary."
- "This survey should be conducted in summer when river use is at its peak."
- "More people would oppose the speed reduction if they knew about it (and it was more widely publicised)."

### 3. Riverfront Management Strategy Proposals

About 33% of comments were received in relation to other proposals within the plan, indicating a relatively high level of support (with the exception of the River speed limit). Some of the other comments received included:

- "Great to see Council being so pro-active."
- "General strategies seem ok."
- "Use 1/3 of the river two-way at 4 knots and 2/3<sup>rd</sup> for recreational water crafts at an adjusted speed."
- "Green Zone is good concept."
- "Question the need for an additional marina, but agree the existing sewage treatment area could become a marina. But then we would have little wetland left. We should be protecting what we have."
- "Pathways for walking and cycling should not infringe on private property."
- "Get some classy businesses in near the river – no tin sheds."
- "Concept plan is good overall."
- "The forward planning concept is to be commended and has good merit."

## 4. Comments Regarding Reserves

The Feedback Sheet asked respondents to indicate which riverfront reserves' improvements they felt were most important, and why.

**Long Island Reserve** was considered to be most important to respondents, consistent with comments on speed restrictions. The following comments were made in relation to Long Island:

- Overcrowded /congested at times.
- Only close Long Island area to boats.
- Long Island should be left to the stewardship of the Ngarrindjeri people. The Willows (weeds of national significance) should be removed as it has been done a little upstream on the west side. This would reveal the red gums and allow the lower native vegetation to return.
- Needs urgent upgrading – especially toilets.
- Need regulation of indiscriminate and illegal camping.
- Charge a fee!
- Dog droppings everywhere.
- Bank stabilisation is good (proposal).
- Boat ramp could be lengthened and updated.
- Would like to see the public access on the other side of Long Island opened up.

**Sturt Reserve** was indicated to be the second most important reserve amongst respondents, with the following comments made:

- Good area for river sport.
- Needs skate park.
- The work at Sturt Reserve and the provision of 240v power is greatly appreciated by visitors.
- Need regulation of indiscriminate and illegal camping.
- Limited camping ground would be good.
- Need dump point for motor homes.
- Need urgent upgrade – especially toilets.

**Swanport Wetlands** was considered the third most important reserve by respondents, with the main comments being in relation to conserving its conservation values:

- Need to showcase the value of the wetlands and recreational space.
- A sanctuary for wildlife reserve requires minimum disturbance.
- Walking, biking, bird hides.

### **Tumbella Reserve**

- Need urgent upgrade – especially toilets.
- Need regulation of indiscriminate and illegal camping.
- Bike and walking trail should go up Tumbella Drive to Eros St and proceed to Long Island Caravan Park.
- Tree planting and sort out the dam - landscaping.

### **Hume Reserve**

- Needs upgrading – more toilets, shade.
- Encourage more use – advertise.
- Investigate access via railway cutting.

### **Thiele Reserve**

- Too small – urgently needs southern extension.
- Early morning horse swimming is okay.
- Important reserve – east side.

#### Swanport Reserve

- Important reserve.
- Excellent facility for young people. Community should be proud.
- Improvements not important – already well improved.
- Improving parking area – good.

#### Avoca Dell

- More use should be encouraged.

## 5. Summary

The recommendation to introduce a 4 knot speed zone on the river within the Township of Murray Bridge generated a large number of responses strongly objecting to the proposal. This was Scenario 3, "Extensive restrictions on water use and speed". The alternative Scenario 1, "Make minor adjustments in response to specific issues", was viewed as the more appropriate approach supported with community information on river use.

The proposed use of the reserves along with the recommended improvements to each reserve was generally supported. The concept of linking the reserves by walk/cycle path was also supported.

