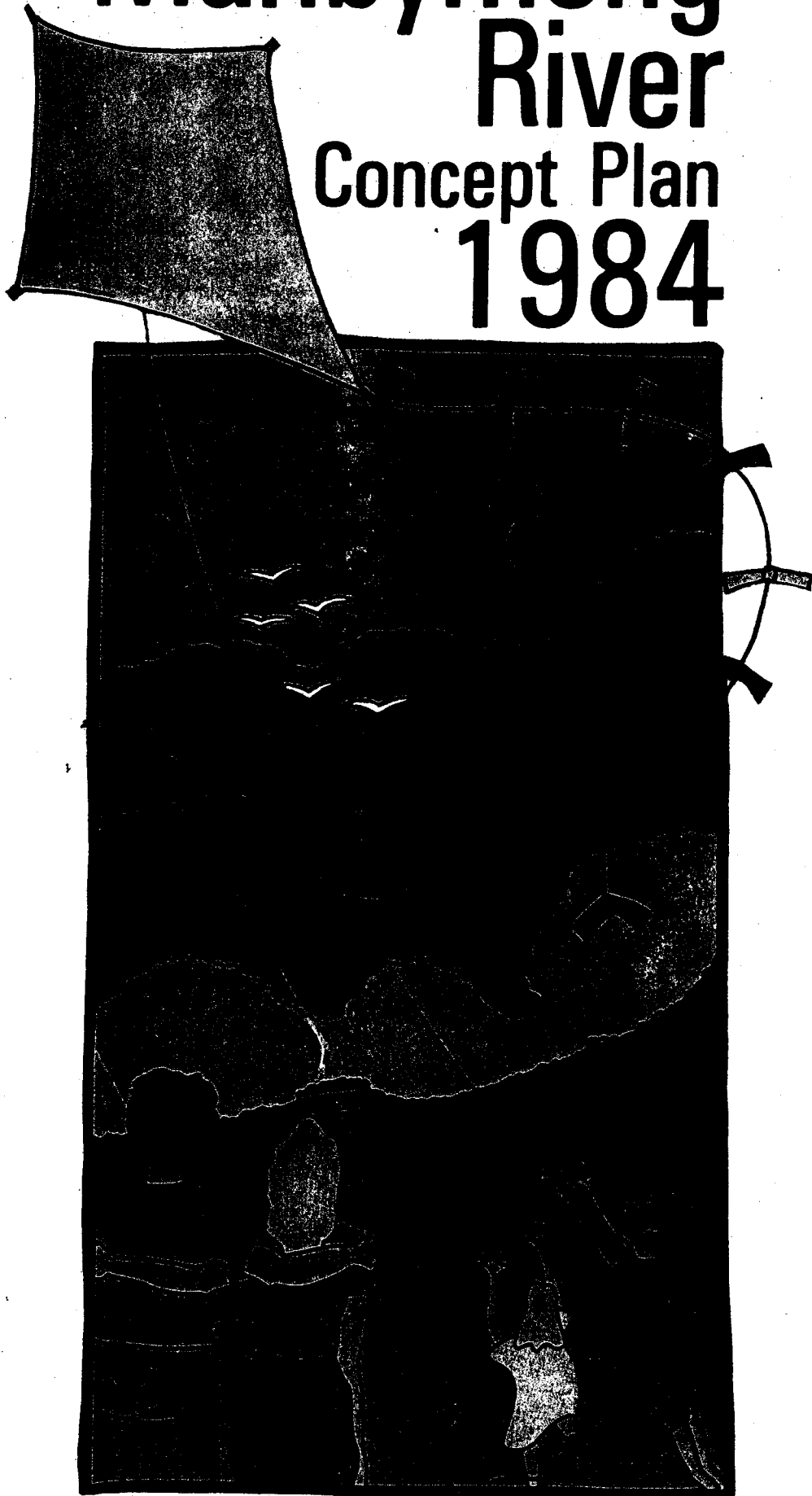


Lower Maribyrnong River Concept Plan 1984



MELBOURNE AND METROPOLITAN BOARD OF WORKS

CONTENTS

PART A	INTRODUCTION	1
PART B	OBJECTIVES	3
PART C	1 MANAGEMENT AREAS: OBJECTIVES AND MANAGEMENT POLICIES	5
	Natural Conservation	
	Bushland/Native habitat	
	Parkland	
	Avenue Parkland	
	Private Areas	
	2 SPECIFIC SITE DESIGNATIONS	8
	a) Dynon Road to Raleigh-Maribyrnong Road	
	b) Raleigh-Maribyrnong Road to Canning Street	
	c) Canning Street to Railway Trestle Bridge	
PART D	LINEAR TRAIL NETWORK	11
	Objectives	
	The Preferred Network	
	a) Dynon Road to Raleigh-Maribyrnong Road	
	b) Raleigh-Maribyrnong Road to Canning Street	
	c) Canning Street to Railway Trestle Bridge	
PART E	WATER-BASED USES	14
	Objectives	
	Recommended Uses	
	a) Dynon Road to Raleigh-Maribyrnong Road	
	b) Raleigh-Maribyrnong Road to Canning Street	
	c) Canning Street to Railway Trestle Bridge	

LIST OF MAPS :

- 1 Location**
- 2 Area of Concern and Relationship to Maribyrnong River Plan**
 - a) Dynon Road to Raleigh-Maribyrnong Road
 - b) Raleigh-Maribyrnong Road to Canning Street
 - c) Canning Street to Railway Trestle Bridge
- 3 Management Areas**
 - a) As above
 - b) As above
 - c) As above
- 4 Linear Trail Network**
 - a) As above
 - b) As above
 - c) As above
- 5 Water-Based Uses**
 - a) As above
 - b) As above
 - c) As above

LOWER MARIBYRNONG RIVER CONCEPT PLAN

PART A

INTRODUCTION

This Concept Plan is for the area of the Yarra Region between Hopetoun Bridge on Dynon Road and the Railway Trestle Bridge at East Keilor on the Maribyrnong River (Map 1) and is to be known as the Lower Maribyrnong River Concept Plan. The principal objective of the Plan is the rehabilitation and protection of the river and adjoining land as a valuable visual and recreational resource unique to the western suburbs of Melbourne.

Since first European settlement of the Valley, increasing development has resulted in the gradual degradation of most of the metropolitan reaches of the river and its environs to the extent that some stretches now present a bleak and inhospitable industrial landscape.

Growing awareness of environmental issues by the community and governments has led to the current emphasis on restoration of those areas despoiled by unsympathetic development, and on protection of currently stable environments. The statutory controls over development provided in this concept plan will assist greatly in achieving these objectives.

The area covered by the plan comprises the Maribyrnong River and land within 30 metres of either bank, between Hopetoun Bridge on Dynon Road, Footscray (the boundary with the Port of Melbourne Authority area) and the Railway Trestle Bridge in East Keilor (the boundary of the Maribyrnong Valley Metropolitan Park).

The Concept Plan was prepared in conjunction with the Maribyrnong River Plan. The Maribyrnong River Plan, which is a non-statutory document, contains recommendations relating to the whole of the valley - the river, the floodplain, the valley sides and the skyline - between Hopetoun Bridge and the Trestle Bridge at East Keilor (Map 2).

The Lower Maribyrnong River Plan and the Maribyrnong River Concept Plan represent a significant step towards ensuring both the preservation of developed parkland and the restoration of the natural riverine environment encountered by the early settlers for the enjoyment of present and future inhabitants of Melbourne.

PART B

OBJECTIVES

The fundamental objective of the Lower Maribyrnong River Concept Plan is to provide a co-ordinated strategy for the recreational development and management of the Lower Maribyrnong River and its environs.

During the formulation of the Plan, a number of more specific objectives were accommodated, namely :

- To provide greater public access to the River and adjoining land for a variety of recreational pursuits.
- To develop a linear network for non-motorised movement within the area which will link with areas open to the public immediately up and downstream and facilitate cross valley movement.
- To protect and conserve the natural resources of the valley - air, water, soil, flora and fauna.
- To protect all known sites of scientific, historic and pre-historic significance.
- To rehabilitate and beautify those parts of the valley that have been physically and visually despoiled by human activities.
- To provide the public with a range of recreational opportunities while ensuring that recreational pursuits harmonise with other legitimate uses.
- To ensure that any recommendations relating to the River and to the floodplain will not be prejudicial to sound drainage and floodplain management.
- To prevent, or discourage, activities and uses which could result in unacceptable levels of air, noise and water pollution.
- To ensure that the character of the valley is not impaired by unsightly buildings and other structures.

These objectives shall be used as guidelines for the detailed planning of all sites within the concept plan area.

PART C

1 MANAGEMENT AREAS - OBJECTIVES AND MANAGEMENT POLICIES

The Lower Maribyrnong River Concept Plan area has been divided into a number of management areas defined according to proposed ultimate use. The management objectives and policies for each management area are as follows.

Natural Conservation Area The objective of the Natural Conservation Area is to preserve, enhance and ensure the survival and growth of the remnant native vegetation for its value as wildlife habitat, for scientific and educational interest and for its landscape quality.

General Management Policies

- carefully control access to minimise any further destruction or damage to remnant native communities - no major trails to be located in these areas; no vehicular access for maintenance;
- restore natural areas wherever degraded - this will include total weed eradication or suppression;
- ensure that conditions are maintained or improved to facilitate adequate natural regeneration - this may include temporary or permanent fencing;
- plant only with indigenous species suited to the site - use local seed stock or parent material if possible;
- protect and strengthen bank vegetative cover and protect and restore eroding banks;
- no mowing or slashing - weeding by hand only; no fertilisers to be applied.

Bushland/Native Habitat Area

Most of the sites designated for development as bushland/native habitat have little or no native vegetation at present and are densely covered by weeds and pasture grasses and, in some cases, dumped fill or garbage. Substantial rehabilitation is required in several areas and some works have already been undertaken.

The objectives of the Bushland/Native Habitat Areas are as follows:

- to create areas with a stable and self-maintaining native vegetation cover similar to that which most probably existed prior to European settlement;
- to provide a corridor of native vegetation which will link with existing bird and wildlife habitat areas (Conservation Areas);
- to provide passive recreation areas in a natural setting which will serve as an alternative to the more formal parkland found in the lower reaches of the Valley and upstream at Brimbank Park;
- to provide a buffer zone between the riverine environment and the intrusive industrial and residential land uses above.

General Management Policies

- identify and protect any existing stands of native vegetation -encourage natural regeneration by clearing all weeds from around these stands;
- areas to be replanted first should be the most sensitive, i.e. along the river banks for protection and interest; along residential or industrial interfaces; in areas to serve as buffer zones for conservation areas;
- eradicate weeds in conjunction with planned re-vegetation programs;
- close existing informal network of vehicular tracks - future access is to be encouraged via the linear trail network;
- carry out re-planting using primarily indigenous species appropriate to the site - tubestock raised from seed collected from Conservation Areas (or other sources, e.g. Brimbank or Organ Pipes Parks) is preferred;
- in particular, protect and strengthen bank vegetative cover — fence off stream frontages if banks are badly denuded and implement measures to restore banks;
- great care must be taken to ensure that proposed activities and developments will not accelerate soil erosion, especially on the steep slopes upstream of Steele Creek where the soils fall almost without exception into the moderate, high or severe erosion risk classes;
- a fire prevention program shall be prepared and implemented.

Parkland Area

Areas designated as parkland range from fully established parkland and reserves to areas awaiting complete redevelopment and landscaping.

The objectives of the Parkland Area are :

- to cater for a range of recreational activities, both water and land-based;
- to cater for more intensive recreation use than that which is desirable or can be sustained in Bushland/Native Habitat areas. However, it is not intended that these sites should accommodate the visitor levels catered for at Brimbank Park and other Melbourne and Metropolitan Board of Works Metropolitan Parks;
- to improve links between existing parkland and sections of the river which are presently under-utilised or inaccessible;
- to improve visually the broad expanse of the floodplain, especially as viewed from the river and higher vantage points;
- to protect, conserve and where appropriate, enhance the sites of historical significance that occur in this management area category.

General Management Policies

- ensure that all developments are carefully planned to minimise conflict between a variety of users - cyclists, pedestrians, anglers, sports participants and spectators, picnickers;
- provide well-defined car parking areas and access routes to avoid damage to river banks, playing surfaces and vegetation which can result from uncontrolled access - this is also required from a safety point of view;
- develop a well designed trail network emphasising linear links along and beyond the valley and connections to adjoining areas;
- ensure that any buildings or other structures are not visually intrusive;
- ensure that all developments and activities are not prejudicial to the integrity of any sites of historical significance.

Avenue Parkland

This management area is designed to preserve the existing historic palm lined avenues flanking the river along Chifley Drive, Maribyrnong and The Boulevard, Essendon.

The objectives of the Avenue Parkland Area are :

- to maintain the distinctive visual character of the site;
- to promote a range of compatible recreational activities, in particular fishing, canoeing and rowing.

General Management Policies

- all developments within this management area should be carefully designed to ensure they do not detract from the character of the area.
- the exotic trees along the river banks should be carefully maintained and if the need arises be replaced with similar species.

Private Area

These are privately owned or managed areas to which the public has no right of access.

The objectives for the Private Management Area sites are :

- to persuade landowners to take all reasonable care to ensure that activities and developments do not compromise the amenity values of the Lower Maribyrnong Valley;
- to ensure that all sites of historic significance are not altered or demolished unless with the approval of relevant historical bodies.

General Management Policies

- care should be taken by landowners to ensure that all developments are sympathetic to the nature of the site and to adjoining sites;
- when appropriate, guidelines on the prevention of soil erosion and the choice, establishment and care of plants, as detailed in the Maribyrnong River Plan, should be followed;
- particular care should be taken with respect to the maintenance of sites of historic significance.

2 SPECIFIC SITE DESIGNATIONS

- a) Dynon Road to
Raleigh -
Maribyrnong Rd
(Map 3a)

West Bank

The entire river bank between Dynon Road and Van Ness Avenue is to be managed as Parkland Area with the exception of the historic Commonwealth Canal which is a Natural Conservation Area due to its importance as a faunal habitat. This section of river bank includes privately owned industrial land, a large area of Commonwealth land, the City of Footscray's Footscray Park and the historic Humes Site, owned by the Board of Works. Access should be negotiated with the Commonwealth and the privately owned land acquired for public use.

The area bounded by Van Ness Avenue and Burton Crescent is a Private Management Area, leaving a narrow strip of land between Van Ness Avenue and the river as Parkland to accommodate the linear trail.

Between Burton Crescent and Raleigh Road, the land is to be managed as a Parkland Area.

East Bank

An 8 metre strip of land along the river bank between Dynon Road and Hobson's Road is a Parkland Area, with the remainder a Private Management Area. This area is privately owned industrial land and includes the historic Apollo Candleworks. The strip of land required for public access should be acquired and consideration should be given to establishing a building set back on the adjoining land.

From Hobson's Road to Lynch's Bridge is a Parkland Management Area.

The Flemington Racecourse river frontage between Lynch's Bridge and Fisher Parade should be divided as follows :

- i) A strip of land adjacent to the river bank to be managed as Parkland Area. The land is leased by the Victoria Racing Club from the Crown, and access rights should be negotiated to maintain continuity of both accessible parkland and the linear trail network.
- ii) The remainder of the racecourse frontage is a Private Management Area.

Between Fisher Parade and Kingston Avenue, private residential properties extend to the river bank although the land along the bank is a Proposed Public Open Space Reservation. A strip of land along the bank should be acquired and placed in public ownership to allow linear access.

The area from Charles Street to Essendon Canoe Club premises is a Parkland Area, and includes the public golf course and Fairbairn Park. From the Canoe Club to Maribyrnong Road, the residential properties are a Private Management Area.

- b) Raleigh-Maribyrnong Road to Canning Street (Map 3b)

The areas between Raleigh-Maribyrnong Road and the end of Chifley Drive on the south bank and the end of The Boulevard on the north bank are to be managed as Avenue Parkland. This area contains historic palm-lined avenues, formed grass banks and terraces flanking the river.

South Bank

The area between the end of Chifley Drive and Canning Street Bridge is a Natural Conservation Area. Due to its importance as a faunal habitat, no public access or linear trails are recommended for this area.

North Bank

The area between the end of The Boulevard and the boundary of the Board of Works land below Prospect Street is to be managed as Bushland/Native Habitat.

From this point to Steele Creek, the land is a Natural Conservation Area and contains native escarpment vegetation. The historic Wine Cave is located in this vicinity and must be preserved.

The area west of Steele Creek is to be managed as Bushland/Native Habitat as far as the area of Native Kangaroo Grass which has been designated Natural Conservation.

Upstream, another small section of Bushland/Native Habitat is followed by a Parkland Management Area commencing shortly downstream of the historic Tea Gardens site and extending upstream to Canning Street Bridge.

- c) Canning Street to Railway Trestle Bridge (Map 3c)

The land on both banks of the river between Canning Street Bridge and Clancy's Ford is to be managed as a Bushland/Native Habitat Area, with the exception of the market gardens on the West Bank near Canning Street Bridge, which is a Private Management Area. This historic land use should be retained.

A picnic site should be developed adjacent to Clancy's Ford.

From Clancy's Ford to the Railway Trestle Bridge, both banks are Natural Conservation Management Areas and contain significant natural riparian vegetation, including stands of river red gum and silver wattle. Trails have been sited outside the area to protect this feature. Clancy's Ford and Solomon's Ford are both situated in this area and should be maintained for their historic interest.

PART D

LINEAR TRAIL NETWORK

Objectives

One of the main objectives of the Lower Maribyrnong River Concept Plan is to provide continuous linear connections along the river valley for pedestrians and cyclists, with special provision in some areas for equestrians and disabled persons.

The preferred linear trail network does not fall continuously within the concept plan area, but provision has been made to maintain continuity where the trail passes outside the 30 metre limit of the concept plan.

It has not yet been determined whether a single multi-purpose facility or separate tracks, paths and footways would be most appropriate to particular sections of the trail. Detailed studies will be required to finalise alignment, design and construction standards.

The Preferred Network

a) Dynon Road to Raleigh- Maribyrnong Road (Map 4a)

Trails for pedestrians and cyclists should be provided along both sides of the River in this area.

West Bank

Between Dynon Road and Ballarat Road, the trail closely follows the river bank, passing under the Ballarat Railway Bridge and Lynch's Bridge. A connecting trail should be provided along the old stock route from the Angliss Factory site to the Kensington Stockyards site.

From Ballarat Road to the Humes Site, the trail is generally located along the river but set back from the bank to avoid potential conflict with anglers. Right of access to Commonwealth land in this area should be negotiated and the trail set close to the river to avoid the Commonwealth Canal, an important faunal habitat.

The trail passes out of the concept plan area to avoid interfering with the Footscray City Rowing Club's activities before passing under Farnsworth Avenue.

Between Burton Crescent and Raleigh Road, the trail follows the river bank and passes under Maribyrnong Road Bridge. This route will not, however, be viable until certain industrial premises have been demolished and the site developed as parkland. An interim route outside the concept plan area has been recommended in the Maribyrnong River Plan.

East Bank

Between Dynon Road and Fisher Parade, the trail runs parallel to the river bank, passing under Ballarat Railway Bridge and Lynch's Bridge. An adequately wide strip of land should be acquired and placed in public ownership between Dynon Road and Hobsons Road and right of access to land leased from the Crown by the Victoria Racing Club should be negotiated.

From Fisher Parade to Kingston Avenue, the trail follows the river bank. To facilitate this route, a strip of currently privately owned land should be acquired for public use. An interim route outside the concept plan area has been recommended in the Maribyrnong River Plan.

North of the Essendon golf course, the trail runs along the river bank to the Essendon Canoe Club. From this point to Maribyrnong Road, the trail once more leaves the concept plan area due to privately owned land.

b) Raleigh -
Maribyrnong Road
to Canning Street
(Map 4b)

North of Raleigh-Maribyrnong Road, trails for pedestrians and cyclists shall be provided on both sides of the river as far as the Commonwealth Trestle Bridge, or a new bridging point a short distance downstream, and upstream from either point on the north bank only.

South Bank

North of Raleigh Road, the trail follows Chifley Drive, passing outside the concept plan area for a short distance to avoid the New Anglers Hotel. The trail crosses the river at the site of the Commonwealth Trestle Bridge, or further downstream opposite Afton Street.

Trails are not proposed for the south bank upstream of the Trestle Bridge as this area is recommended for maintenance as a faunal habitat with minimal public intrusion.

North Bank

The recommended trail re-enters the concept plan area after crossing Maribyrnong Road and then follows the river bank to the end of The Boulevard where it connects with the South Bank trail via a bridge at the site of the Commonwealth's Trestle Bridge or one further downstream in the vicinity of Afton Street.

Between The Boulevard and the Tea Gardens near Canning Street, Keilor, the trail lies outside the concept plan area. From the Tea Gardens, the trail follows the river bank to Canning Reserve and passes under Canning Street Bridge.

c) Canning Street to
Railway Trestle
(Map 4c)

Trails for pedestrians and cyclists should be provided on the east bank of the river with provision for pedestrians and equestrians on the west bank.

East Bank

The trail follows close to the river bank from Canning Street to Thompson Street Reserve where it passes outside the concept plan area to preserve the vegetation which flanks the river upstream as far as the Railway Trestle Bridge.

River crossings should be provided for pedestrians and cyclists at Clancy's Ford and in the vicinity of the Railway Trestle Bridge. Pedestrians should be allowed to cross the river via the Board of Works Pipetrack Bridge at Medway Golf Course.

West Bank

The area between Canning Street and the Pipetrack Bridge is to be maintained as a faunal habitat; no trails are proposed for this area.

Between the Pipetrack Bridge and the Railway Trestle Bridge, the pedestrian trail follows the river but is set back from the bank to protect vegetation. The trail must not enter the Natural Conservation Area, so that at some sites, it will pass out of the area covered by the Concept Plan. Detailed survey will be required to determine the exact alignment of the trail. Access rights should be negotiated with Medway Golf Club.

The equestrian trail, separate from the pedestrian footway, commences at the end of Butler Street and follows the river to a point opposite Thompson Street Reserve. The trail then passes out of the concept plan area for the remainder of its length upstream to the Railway Trestle Bridge.

PART E

WATER-BASED USES

Objectives

One of the objectives of the Lower Maribyrnong River Concept Plan is to provide a range of water-based uses readily accessible to local and metropolitan residents.

a) Dynon Road to Raleigh- Maribyrnong Road (Map 5a)

Permissible Recreational Uses

- Fishing;
- Bathing/paddling;
- Canoeing;
- Rowing;
- Limited private power craft;
- Commercial tourist passenger craft;
- Water skiing - only for special events with approval of the responsible authority.

General Management Policies

- Maintain river banks in a good condition;
- Keep the river dredged to a suitable depth for navigation and drainage purposes.

Recommended Action

To construct landing stages* at:

- Kensington Stockyards Site;
- Footscray Park;
- Humes Site.

* A landing stage is generally defined as a structure that can be utilised by passenger boats, can be used to launch and retrieve canoes and kayaks or can be used to fish from; no provision for the launching of power boats is intended.

b) Raleigh- Maribyrnong Road to Canning Street (Map 5b)

Permissible Recreational Uses

- Fishing;
- Bathing/paddling;
- Canoeing;
- Rowing;
- Commercial pleasure craft (no private power boats).

General Management Policies

- Retain reed beds and other aquatic vegetation for bird, fish and micro-organism habitat unless incompatible with sound drainage management;
- Keep beaching, where exposed, in a sound state of repair;
- Maintain and enhance habitat vegetation;
- Minimum dredging only - should be adequate to maintain waterway for flood discharges and for the passage of appropriate craft;
- All dredging activities to recognise the need to preserve fish habitats.

c) Canning Street to
Railway Trestle
Bridge (Map 5c)

Recommended Action

To construct landing stages at :

- Riverside Park, Essendon;
- End of Chifley Drive, Sunshine;
- The Tea Gardens, Keilor;
- Canning Reserve, Keilor.

Permissible Recreational Uses

- Canoeing;
- Fishing;
- Bathing/paddling.

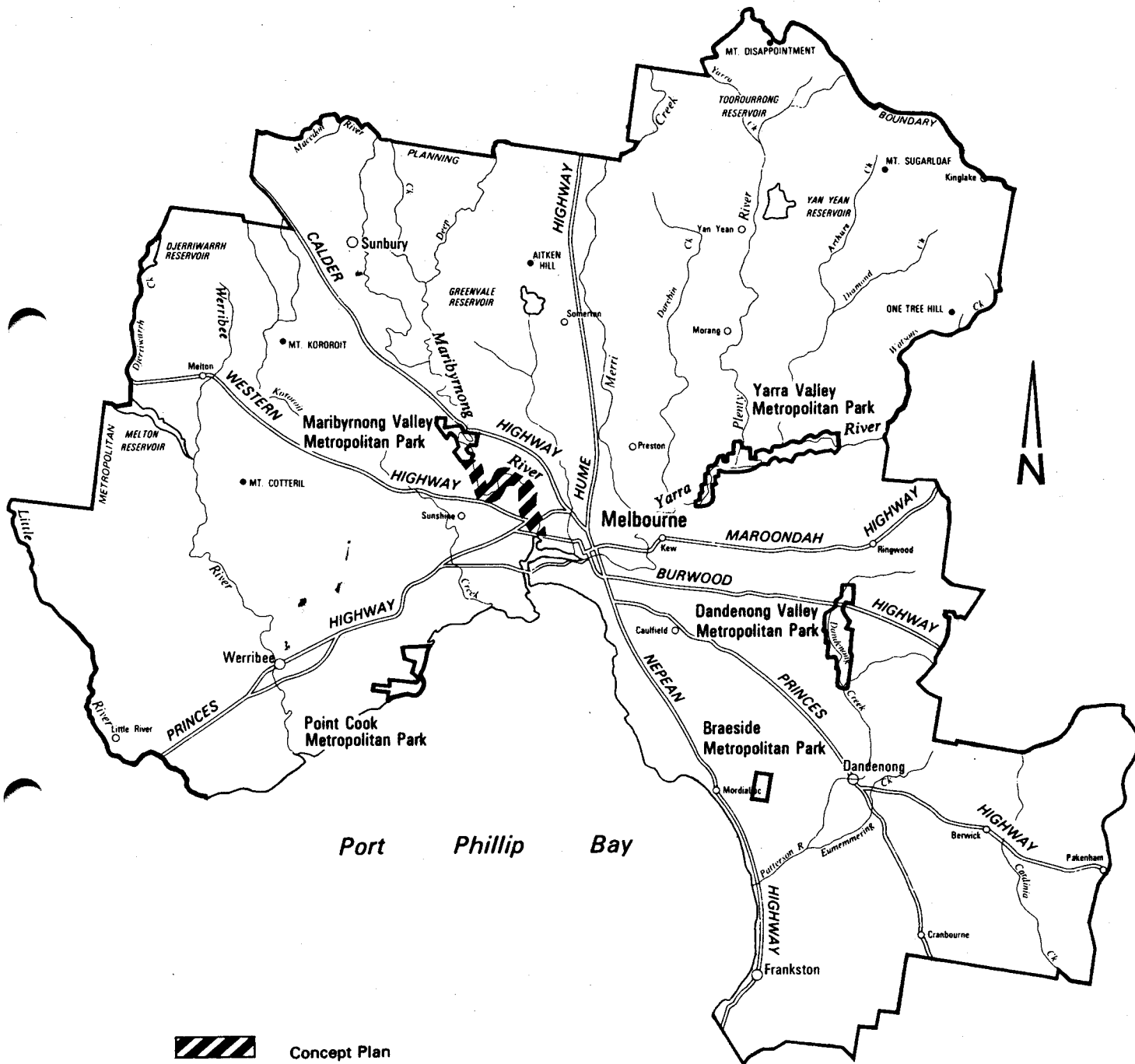
General Management Policies

- Protect and improve bank vegetation and prevent soil erosion;
- Retain river bed and banks in their natural state as far as sound drainage management allows;
- Minimise environmental impact of improvement works.

Recommended Action

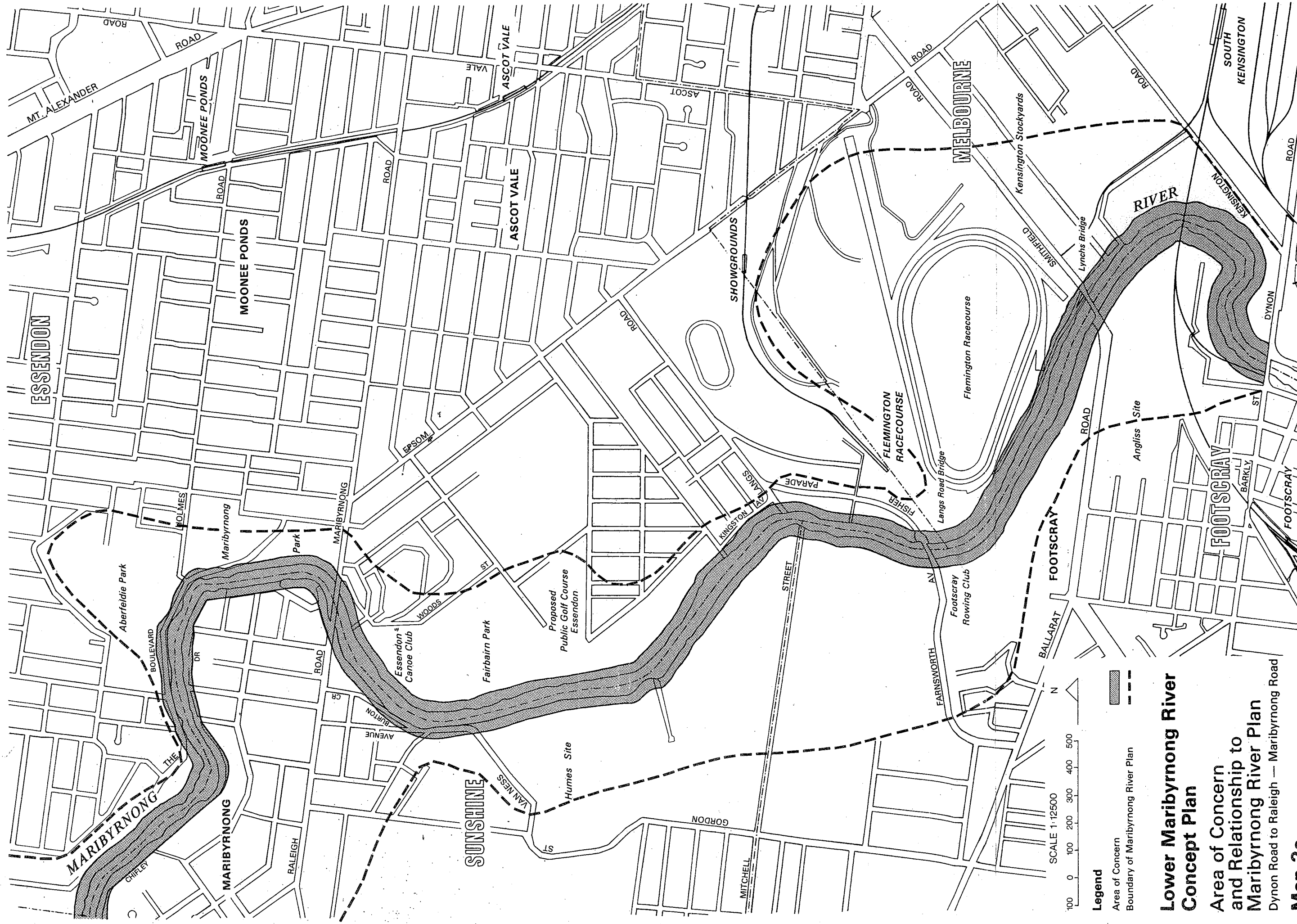
To construct a canoe ramp or ramps at Clancy's Ford.

AREA OF CONCERN



Locality Plan

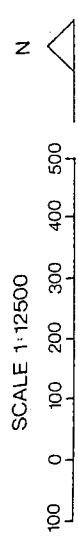
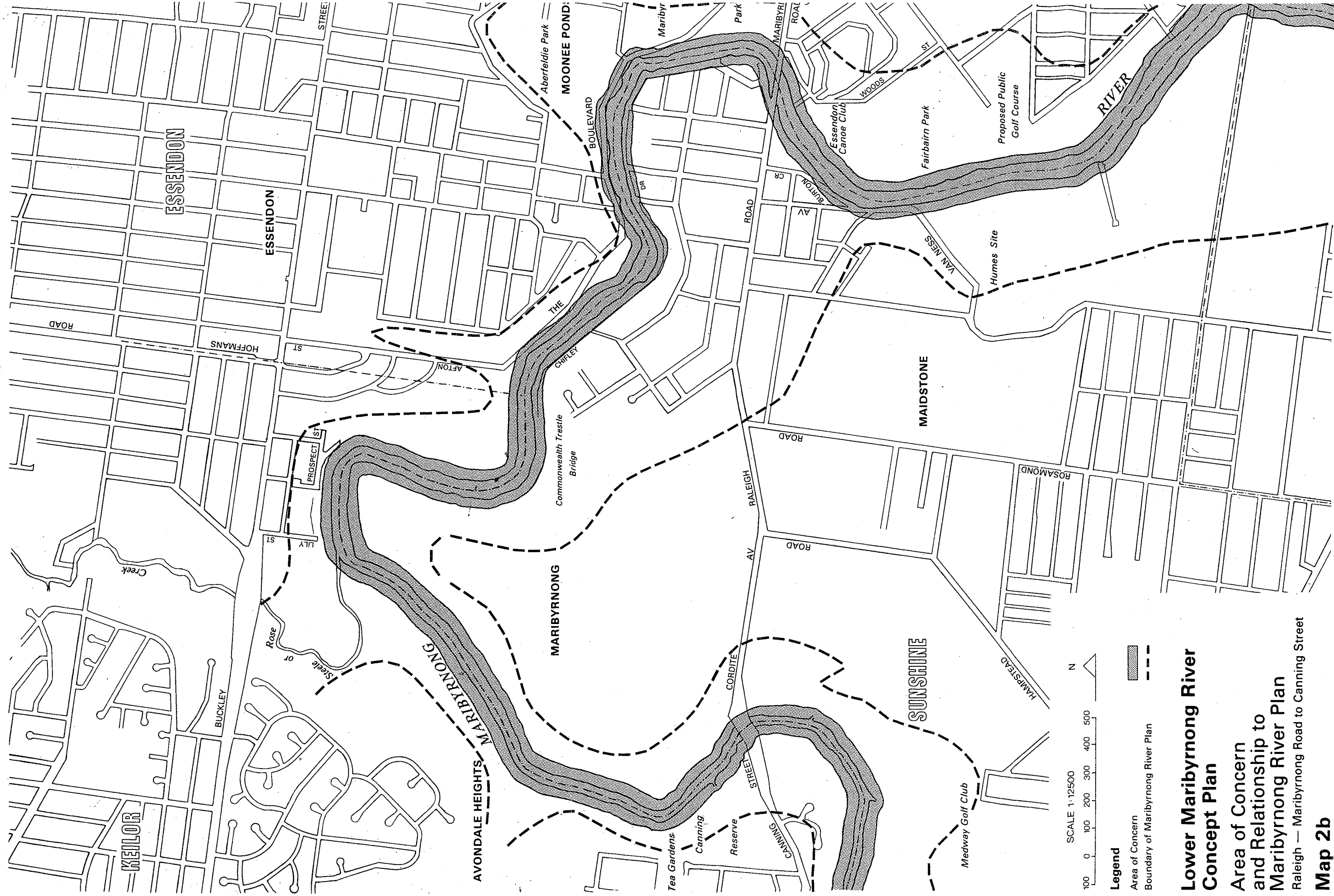
Map 1



Lower Maribyrnong River Concept Plan

Area of Concern and Relationship to Maribyrnong River Plan

Dynon Road to Raleigh — Maribyrnong Road

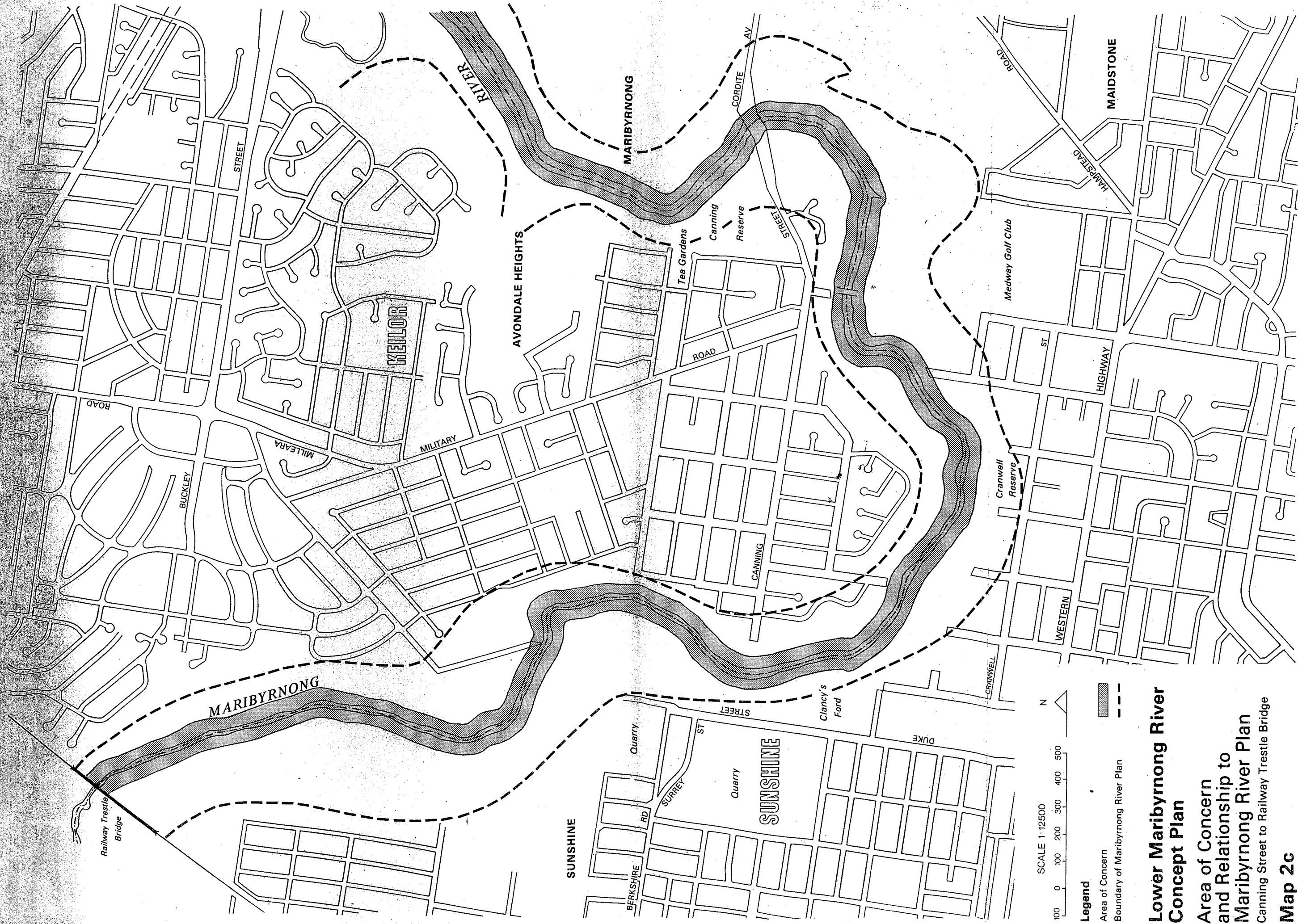


Legend
 Area of Concern
 Boundary of Maribyrnong River Plan

Lower Maribyrnong River Concept Plan

Area of Concern
 and Relationship to
 Maribyrnong River Plan

Raleigh — Maribyrnong Road to Canning Street

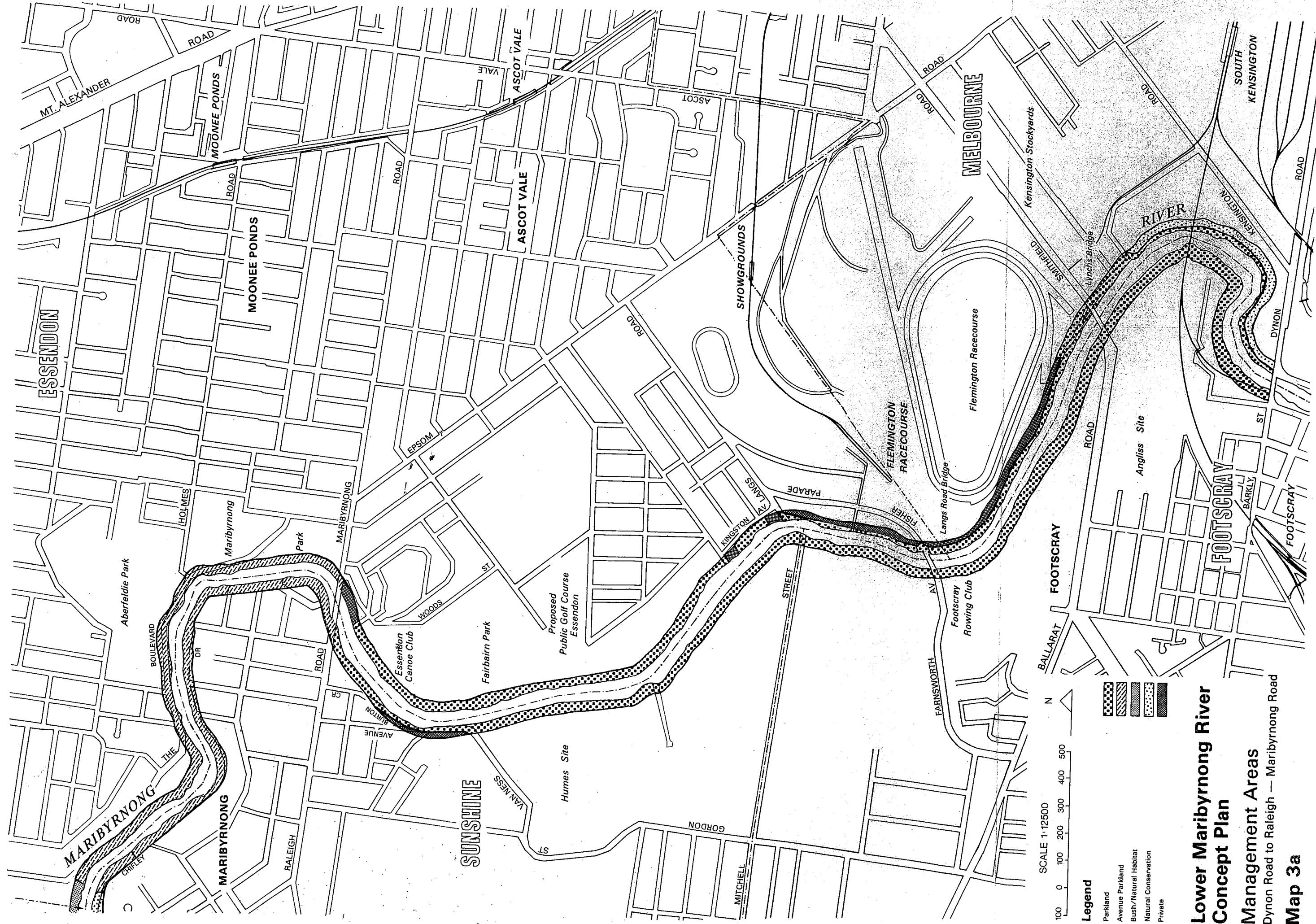


Legend
Area of Concern
Boundary of Maribyrnong River Plan

SCALE 1:12500
100 0 100 200 300 400 500

Lower Maribyrnong River Concept Plan

Area of Concern
and Relationship to
Maribyrnong River Plan
Canning Street to Railway Trestle Bridge

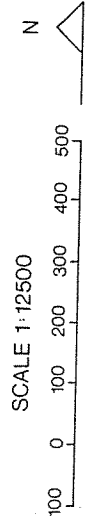
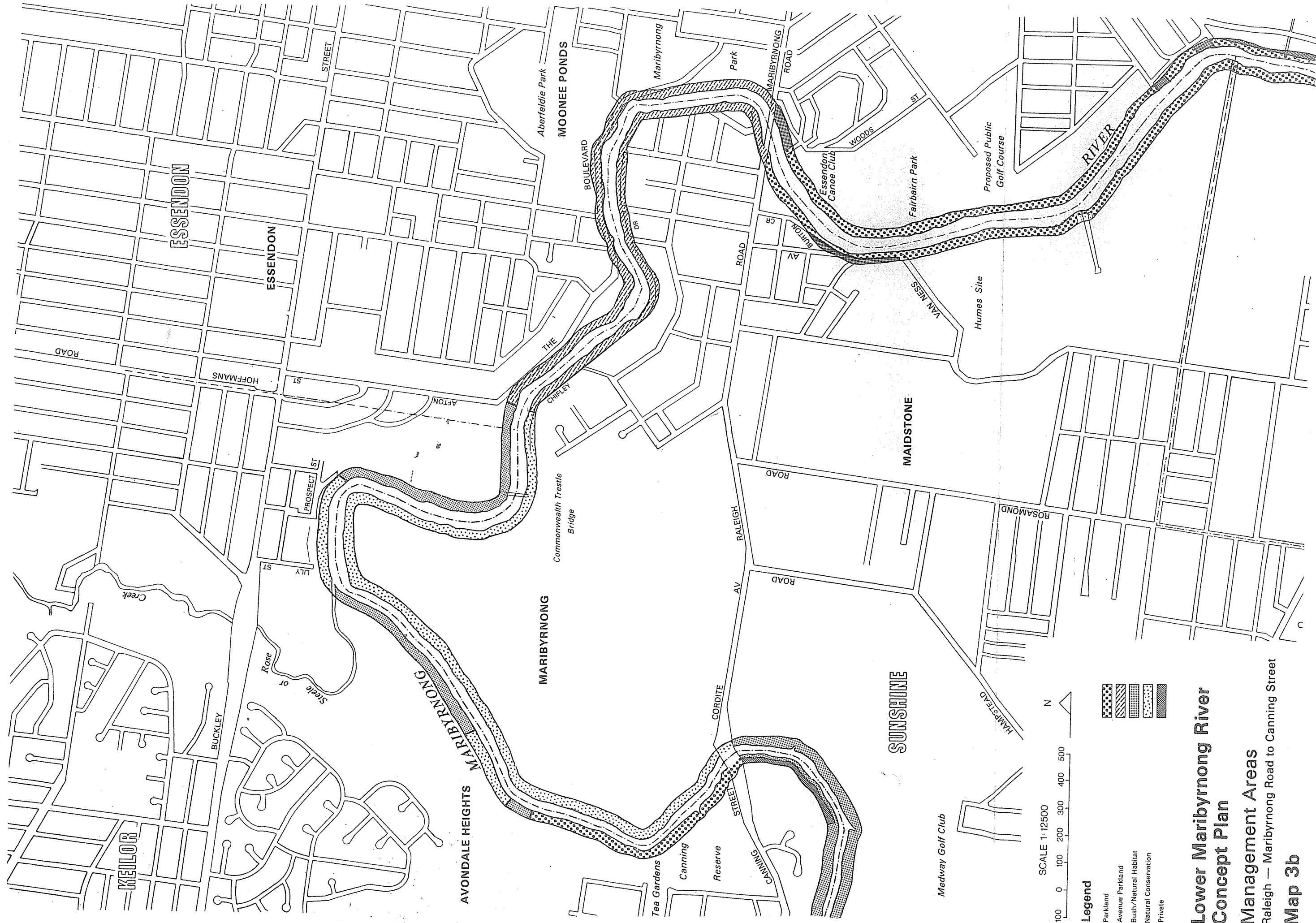


Lower Maribyrnong River Concept Plan

Management Areas

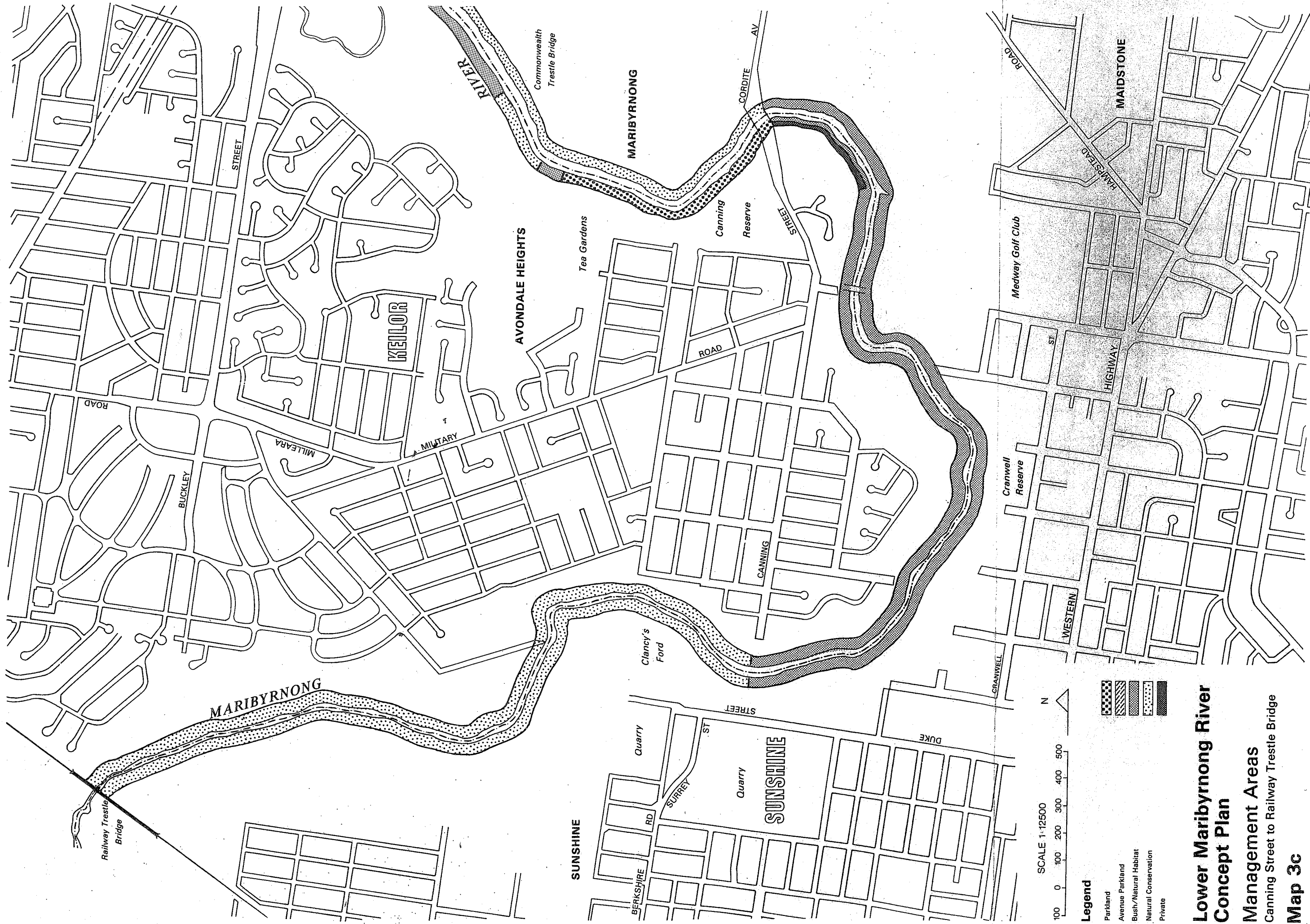
Dynon Road to Raleigh — Maribyrnong Road

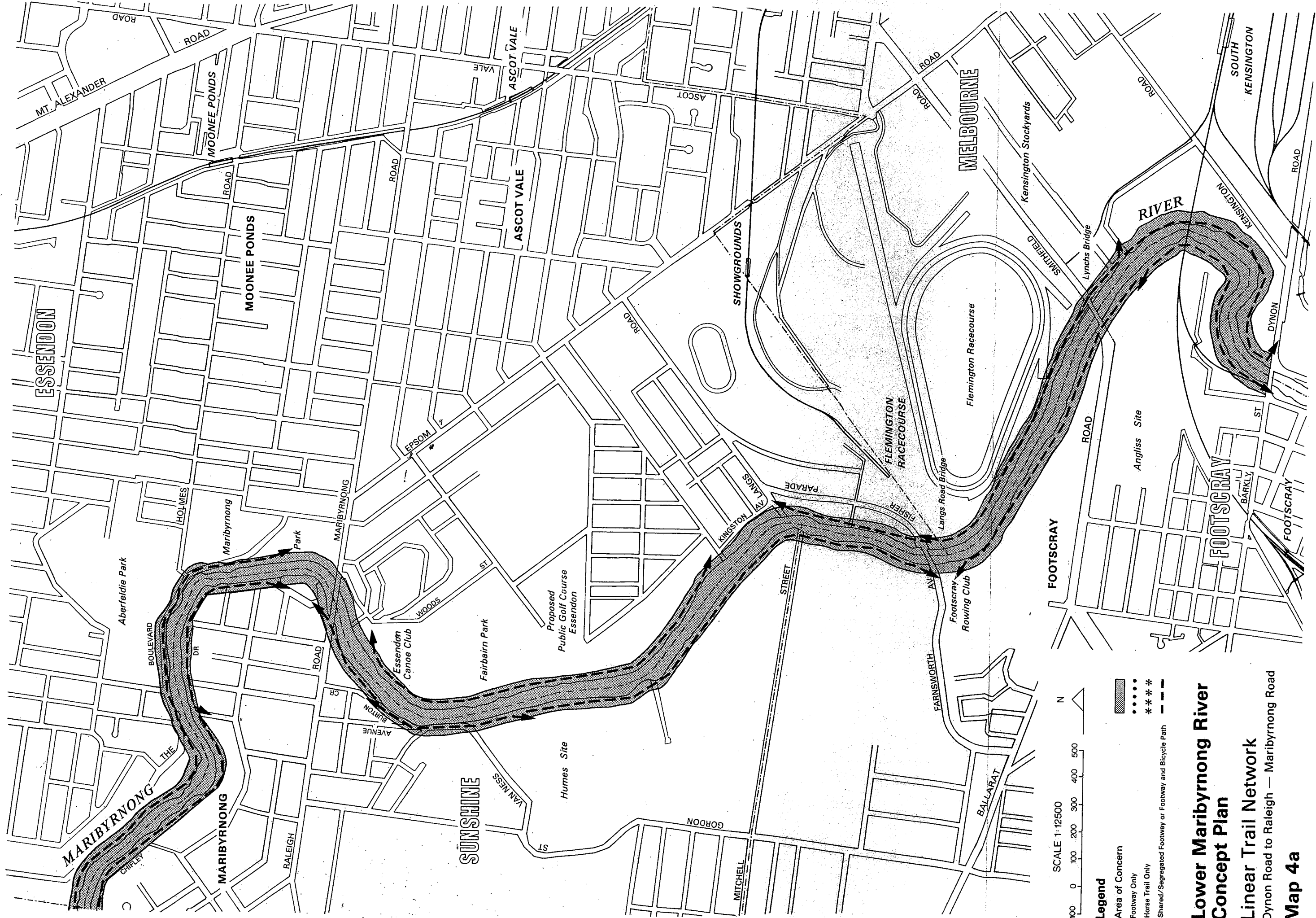
Map 3a



- Legend**
- Parkland
 - Avenue Parkland
 - Bush/Natural Habitat
 - Natural Conservation
 - Private

**Lower Maribyrnong River
Concept Plan
Management Areas**
 Raleigh — Maribyrnong Road to Canning Street
Map 3b



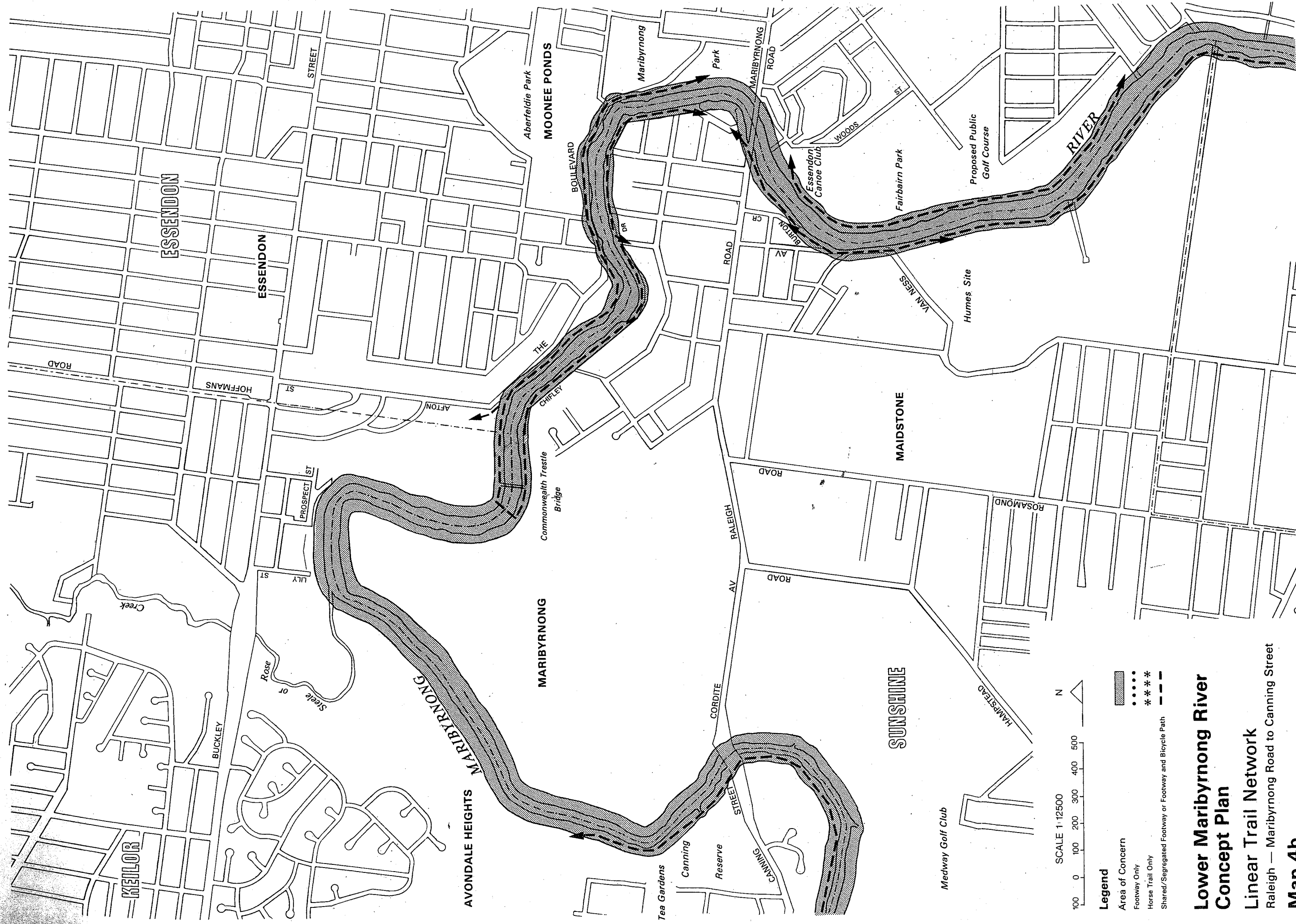


Lower Maribyrnong River Concept Plan

Linear Trail Network

Dynon Road to Raleigh — Maribyrnong Road

Map 4a

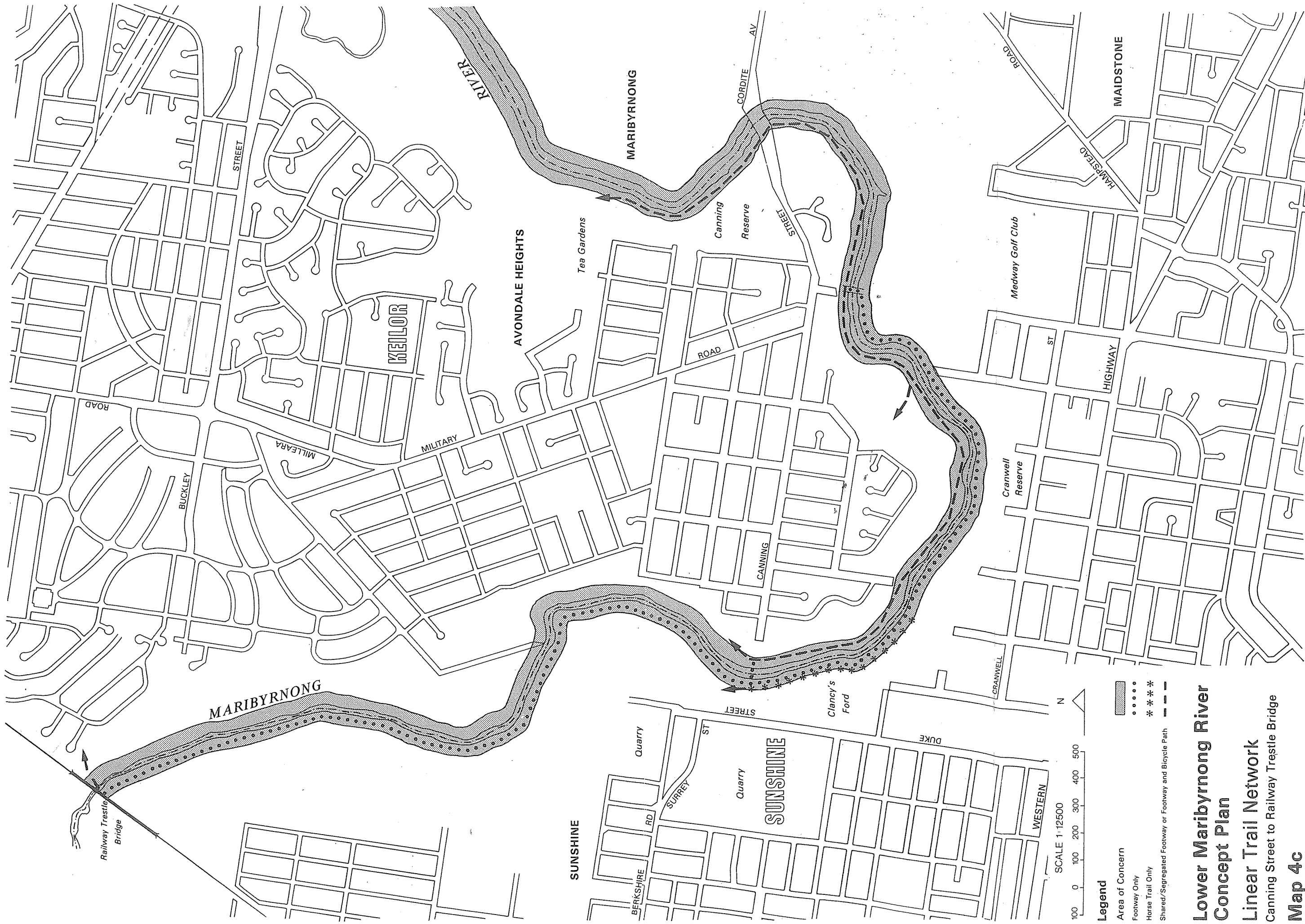


- Legend**
- Area of Concern
 - Footway Only
 - Horse Trail Only
 - Shared / Segregated Footway or Footway and Bicycle Path

Lower Maribyrnong River Concept Plan

Linear Trail Network

Raleigh — Maribyrnong Road to Canning Street

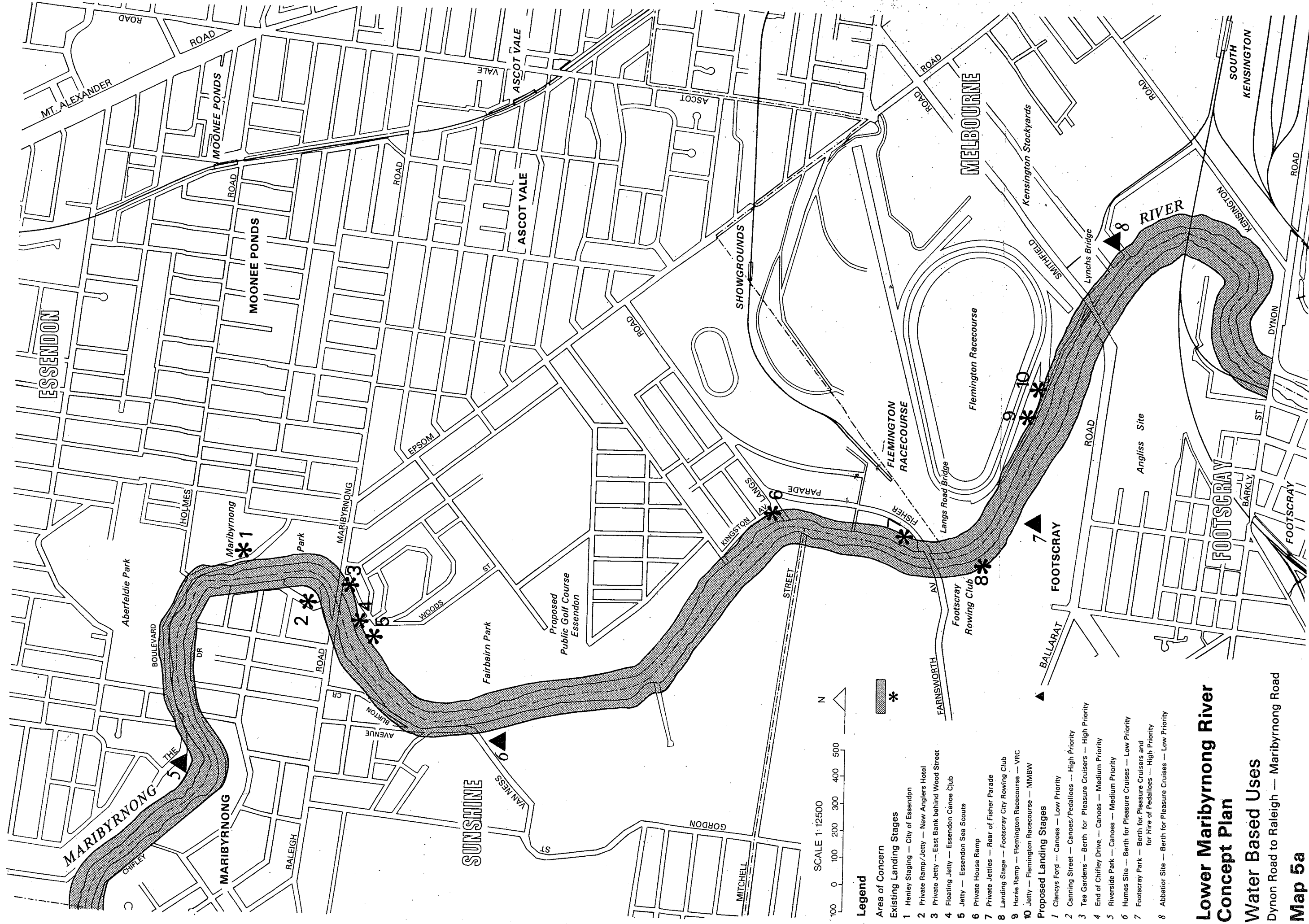


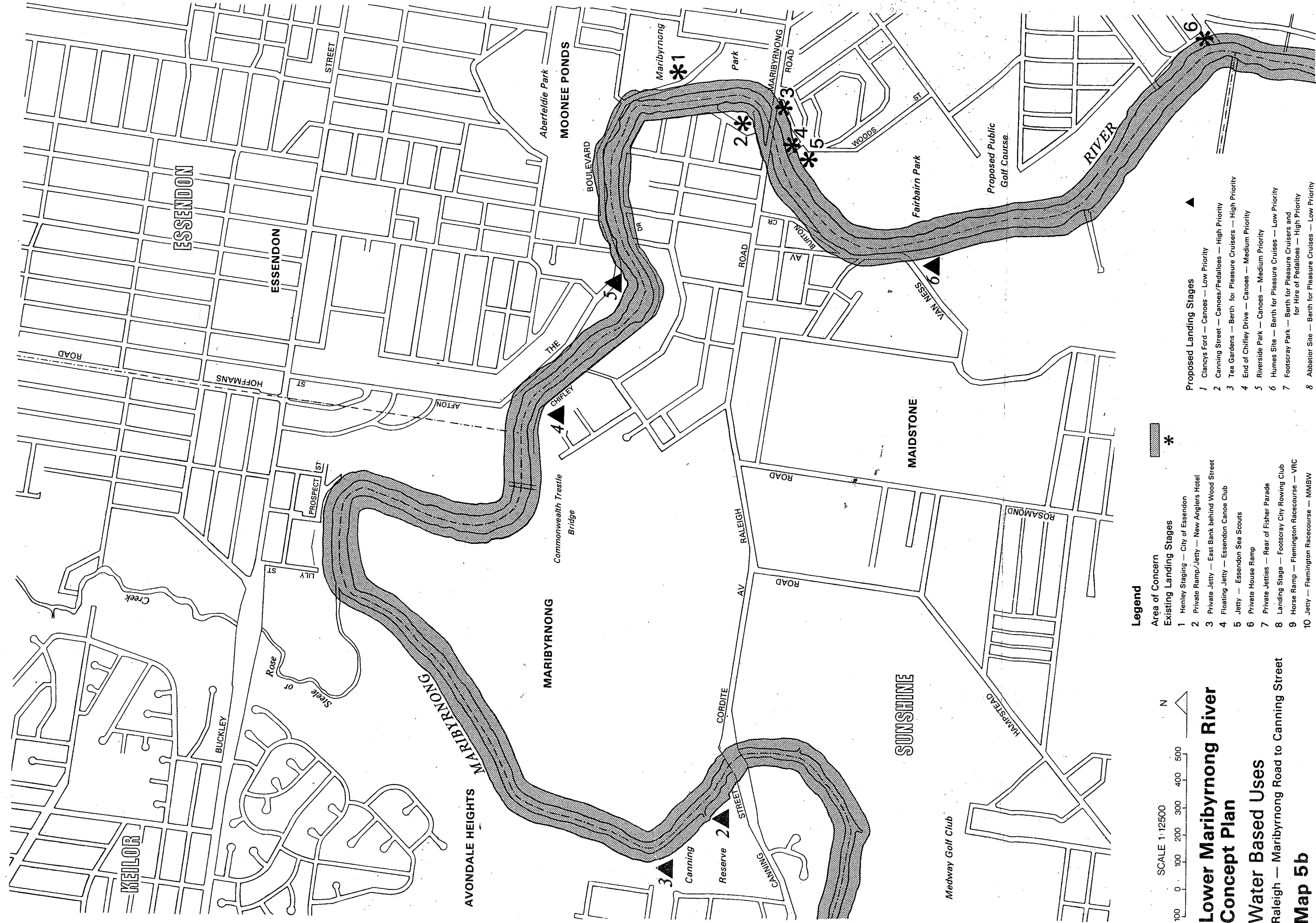
Lower Maribyrnong River Concept Plan

Linear Trail Network

Canning Street to Railway Trestle Bridge

Map 4c





SCALE 1:12500

100 0 100 200 300 400 500

N

Lower Maribyrnong River Concept Plan

Water Based Uses

Raleigh — Maribyrnong Road to Canning Street

Map 5b

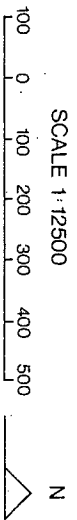
- Legend**
- Area of Concern**
- Existing Landing Stages**
- 1 Henley Staging — City of Essendon
 - 2 Private Ramp/Jetty — New Anglers Hotel
 - 3 Private Jetty — East Bank behind Wood Street
 - 4 Floating Jetty — Essendon Canoe Club
 - 5 Jetty — Essendon Sea Scouts
 - 6 Private House Ramp
 - 7 Private Jetties — Rear of Fisher Parade
 - 8 Landing Stage — Footscray City Rowing Club
 - 9 Horse Ramp — Flemington Racecourse — VRC
 - 10 Jetty — Flemington Racecourse — MMBW
- Proposed Landing Stages**
- 1 Clancys Ford — Canoes — Low Priority
 - 2 Canning Street — Canoes/Pedaloes — High Priority
 - 3 Tea Gardens — Berth for Pleasure Cruisers — High Priority
 - 4 End of Chifley Drive — Canoes — Medium Priority
 - 5 Riverside Park — Canoes — Medium Priority
 - 6 Humes Site — Berth for Pleasure Cruisers — Low Priority
 - 7 Footscray Park — Berth for Pleasure Cruisers and for Hire of Pedaloes — High Priority
 - 8 Abbotior Site — Berth for Pleasure Cruisers — Low Priority

Lower Maribyrnong River Concept Plan

Water Based Uses

Canning Street to Railway Trestle Bridge

Map 5c



- Legend**
- Area of Concern**
- Existing Landing Stages**
- 1 Hanley Staging — City of Essendon
 - 2 Private Ramp/Jetty — New Anglers Hotel
 - 3 Private Jetty — East Bank behind Wood Street
 - 4 Floating Jetty — Essendon Canoe Club
 - 5 Jetty — Essendon Sea Scouts
 - 6 Private House Ramp
 - 7 Private Jetties — Rear of Fisher Parade
 - 8 Landing Stage — Footscray City Rowing Club
 - 9 Horse Ramp — Flemington Racecourse — VRC
 - 10 Jetty — Flemington Racecourse — MMBW
- Proposed Landing Stages**
- 1 Clancy's Ford — Canoes — Low Priority
 - 2 Canning Street — Canoes/Pedaloos — High Priority
 - 3 Tea Gardens — Berth for Pleasure Cruisers — High Priority
 - 4 End of Chitiley Drive — Canoes — Medium Priority
 - 5 Riverside Park — Canoes — Medium Priority
 - 6 Humes Site — Berth for Pleasure Cruisers — Low Priority
 - 7 Footscray Park — Berth for Pleasure Cruisers and for Hire of Pedaloos — High Priority
 - 8 Abbotshill Site — Berth for Pleasure Cruisers — Low Priority

