



Morven Park Recreation Ground

Barclay Street, Evandale

2025 Master Plan

Client

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1 Background

Northern Midlands Council has identified the redevelopment of the Morven Park Recreational Ground as a significant project within the open space and recreational fabric of the municipality.

This Master Plan will provide Council with information for the future planning, detailed design and construction of formalised internal traffic infrastructure, building works, optimal useability of grounds, consolidation of maintenance facilities and additional community recreational activities.

The information contained within this report is a collaborative effort between the author, Northern Midlands Council and the key stakeholders from each user group that use the recreation grounds. Information has been sourced from Council documents and reports, stakeholder consultations, community surveys, site investigations and aerial photography.

Morven Park Recreation Ground is home to a number of current users including:

- Evandale Football Club (Senior and Junior)
- Evandale Cricket Club
- Evandale Light Rail and Steam Society
- Evandale Tennis Club
- Evandale Primary School

The oval is largely used for AFL and cricket matches by the Evandale 'Eagles' Football Club (Division 2) and Evandale 'Eagles' Cricket Club. Both clubs include men's, women's and junior football teams for games and training during the winter season (AFL), and the summer season (Cricket).

The grounds are currently in full use, all year round, with little time available for 'resting' between the ending of the football season and the beginning of the cricket season. This is a critical factor regarding the high level of maintenance required of the grounds, to ensure they are usable for all sporting and recreational groups throughout the year.

2 Context

The Morven Park Recreation Ground is located within the northern Tasmanian township of Evandale, in the Northern Midlands Council municipality (refer figure 1). Evandale is approximately twenty kilometres from Launceston and has a population of just over 2,000 (2016 Census).



Figure 1 – Contextual Map of Evandale.

The Morven Park Recreation Ground covers an area of approximately 4.26 hectares and is accessed off Barclay Street towards the south eastern corner of the site. As illustrated in Figure 2, the grounds are centrally located on the northern side of Evandale and are easily accessible from all areas within the township, by either walking, riding or driving.



Figure 2 – Contextual Map of the Morven Park Recreation Ground (MPRG).

The recreation grounds are bound by Cambock Lane West to the north, Evandale Primary School to the east, Barclay Street to the south, and the Evandale Tourism Centre, tennis courts and residences to the west. The primary vehicle access to Morven Park is off Barclay Street towards the eastern corner of the grounds.

There are two informal maintenance access gates to the grounds. One off Cambock Lane West which leads directly into the light rail track area, and the other to the north-west side of the tennis courts, with access through the adjoining Evandale Tourism Centre grounds. Pedestrian access, however, is permitted from all four corners of the grounds.

Current built forms within the recreation ground include the clubhouse, light rail sheds, old change room building, the old pavilion and the existing storage shed.

The oval is also centrally placed within the site, with tennis courts and cricket nets to the south-west of the property. A large open space area to the north of the oval includes a skate park and exercise equipment. A dump point for visiting RVs is located behind the clubrooms.

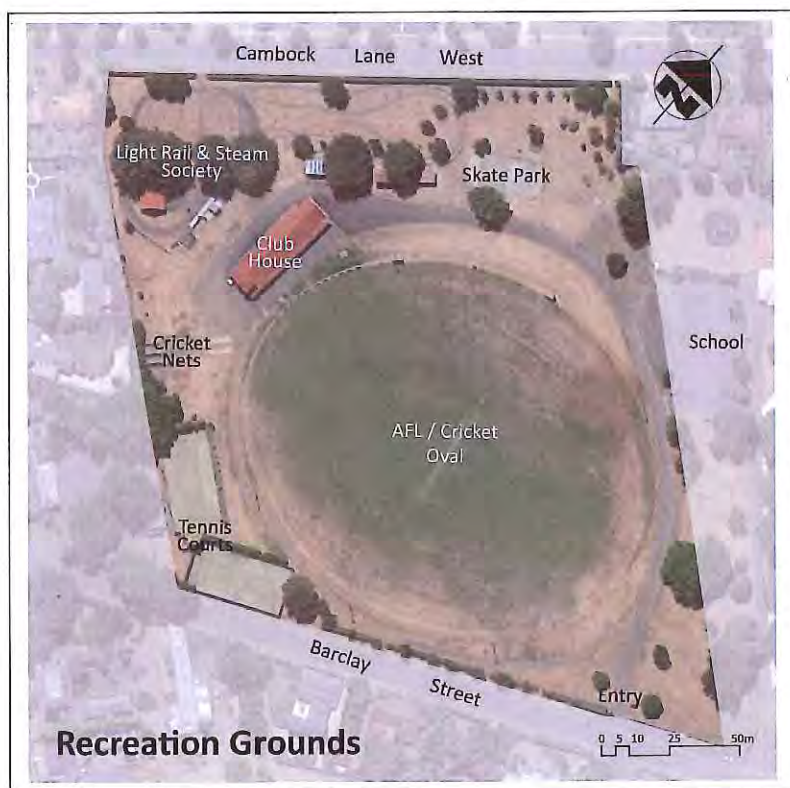


Figure 3 – Site Map of the Morven Park Recreation Ground.

3 A Plan for the Future

The purpose of the Morven Park Recreation Ground Master Plan is to allow Council to gain an understanding of what the current user groups require for their sporting and recreational activities and to identify solutions for the future that can be integrated and consolidated within the grounds and within the existing infrastructure.

The primary issues, raised by user groups, focused on the following issues:

1. Upgrade the clubhouse facilities.
2. Upgrade of oval playing surface.
3. Management of traffic movement.
4. Better storage and maintenance facilities for all user groups.
5. Public recreation facility upgrades (skate park), and new pedestrian lighting and play area.

To gain a clear indication of the current status of these elements, a thorough site investigation was performed in conjunction with detailed consultations with Northern Midland Council representatives, recreation ground user groups, and a community survey delivered to all Evandale residences.

With the information gathered during these consultations and investigations, a master plan and implementation strategy was prepared which would allow Council to commence the redevelopment of the recreation grounds up to the year 2025. This report provides the background to the master plan and provides the detailed implementation strategy to roll-out the proposed works.

4 Site Investigations

Currently, the grounds are predominately used for the sporting activities of AFL, Cricket and Tennis. Recreational activities within the grounds, other than sport, include the miniature train rides and the skate park.

The primary method of gaining information, other than consultation with Council, user groups and the community user survey (Refer appendix 2), involved detailed investigations into the two components of the recreation ground, namely the open space and the built forms.

The open space areas include:

- Property boundaries;
- Access;
- Internal roadways;
- Parking;
- The Oval;
- Cricket practice nets;
- Tennis courts;
- Light rail;
- Outdoor gym;
- Skate park; and
- Trees.

The built forms include:

- The Clubhouse and change rooms;
- Old change room building;
- Old pavilion (grandstand);
- Storage building; and
- Light rail shed and station.

The following sections provide detailed information on the current use and state associated with each item mentioned above. The information expressed is a combination of consultation and site observations and will form the basis for the master plan recommendations shown later in the report.

4.1 OPEN SPACE

4.1.1 Property Boundaries

Southern Eastern Boundary (Barclay Street)



Figure 4 – Clipped hedging with inter-planted trees along the Barclay Street fence line.

Barclay Street forms the southern boundary of the recreation grounds and also provides the main entry into the site. From the main entry south, the boundary is defined by a low chainmesh fence with two stands of wire above to prevent people jumping over the fence.

The eastern side of the main entry consists of a decorative period style looped wire fence with timber posts. Just inside the fence is a clipped hedge inter-planted with trees to add amenity to the street frontage.

North-eastern Boundary (Primary School Interface)



Figure 5 – Open space interface between recreation grounds and the school.

The north-eastern property boundary of the recreation ground adjoins the Evandale primary school. The area between Barclay Street and the school drop-off and pick-up area is not defined by a fence, and is therefore an open grassed area with trees.

This area provides informal parking during games and training activities and parking for visitors partaking in passive recreational activities. Currently, there is no requirement to provide a definitive barrier between the primary school and the recreation grounds.



Figure 6 – School drop-off and pick-up area (the fence line shown here is the property boundary).

One-third of the current student drop-off and pick-up area is located within the recreation ground, approximately midway along the eastern property boundary. The bus turn around point for student drop-off and pick-up is located adjoining this car park within the recreation grounds.

This interface between the grounds and the school is fenced from the school car park through to Cambock Lane West. The northern portion of the eastern boundary appears to be encroached by the adjoining private residence. This encroachment may well be historical and does not pose intrusion onto the current or future use to this corner of the grounds.

North Western Boundary (Cambock Lane West)



Figure 7 – Medium size clipped hedge along the boundary fronting Cambock Lane West.

Other than two small pedestrian access openings and a maintenance access gate, the full length of the north western boundary is screened from Cambock Lane West by a medium height clipped hedge. The hedge encroaches right to the edge of both pedestrian entries and is considered a public safety issue as passive visual surveillance is restricted by the height and depth of the hedge itself.

South Western Boundary



Figure 8 – South western boundary consists of a variety of residential fences.

The south western property boundary is boarded by residential properties with predominantly timber paling fences. There is one yard that has a chainmesh fence with a section of the fence encroaching into the recreation grounds.

The southern end of this boundary accommodates the Evandale Tennis Club which has a small open grassed area which extends into the adjoining property. This adjoining property accommodates the Evandale Tourism and Information Centre.

4.1.2 Access



Figure 9 - Barclay Street main entry.

Vehicle and pedestrian access into the recreation grounds consists of both formal and informal entries. There are four vehicle access points into the grounds, with two formal entries and two informal entries being:

- Designated main entry off Barclay Street.
- Via Evandale Primary School driveway for student drop-off and pick-up.
- Narrow maintenance access point behind the tennis courts with access off Barclay Street and through the adjoining property.
- Cambock Lane West directly into the miniature train track area.

The Barclay Street main entry consists of masonry block columns, metal gates and a pylon sign which displays the name of the park.



Figure 10 – Cambock Lane West pedestrian entry.

There are several pedestrian access points into the recreation grounds:

- Gated access as part of the Barclay Street main entry.
- Informal access between the two tennis courts to the south of the site.
- Cambock Lane West at the western corner of the grounds.
- Cambock Lane West at the northern corner of the grounds.

All pedestrian entries are flanked by hedging which is deemed a hazard to public safety, as clear passive visual surveillance is heavily restricted as shown in Figure 10 and 11.



Figure 11 – Existing pedestrian access point to the western corner of the grounds off Cambock Lane West.

4.1.3 Internal Roadways



Figure 12 – Internal roadway between Barclay Street and the school car park area.

The recreation grounds are accessed off Barclay Street to the eastern side of the grounds, with the main access internal road traversing north around the oval to the northern side of the clubhouse. The internal road is an all-weather two coat bitumen seal pavement and terminates at the rear of the existing clubhouse. There is a large fully sealed area adjoining the north eastern side of the clubhouse for parking. The parking area is unstructured.



Figure 13 – Existing gate restricting access around the gravel loop road.

A single lane gravel loop road commences from the southern side of the clubhouse and traverses east around the bottom of the oval, then north to the Barclay Street main entry.

4.1.4 Parking



Figure 14 – Unstructured car parking.

There are no formalised parking areas within the park, however, there is abundant open space that allows for unrestricted informal parking opportunities. As there is no structure, cars are generally parked close to the building with no formal parking system occurring thereafter.

There is ample open space to each side of the clubhouse, around the oval, adjoining the main entry area and around the skate park area.

4.1.4 The Oval



Figure 15 – Oval with the existing perimeter fence in the foreground.

The playing surface of the oval is in relatively good condition and is typical for a division two playing field with the exception of a few drainage issues. The playing field is currently irrigated with a self-moving commercial grade sprinkler.

The cricket pitch consists of a concrete slab with a synthetic turf cover presented in a north – south alignment with a slight rotation to the west. The oval is enclosed by a low galvanised steel post and rail fence to provide a delineation barrier between the playing area and the spectator area.

Player access to the oval is concentrated to the front of the clubhouse, with maintenance vehicle access located to the western side of the clubhouse near the cricket practice nets.

The oval is currently used twelve months of the year, with the primary activities spanning from April to September (AFL), and October to March (Cricket). The surface is rested for approximately two weeks over the Christmas period.

Between the football and cricket season, the area around the pitch is prepared as soon as the football season is finished to allow the turf to recover. This includes removing the synthetic turf and rubber matting after the football season and replacing with the cricket synthetic turf cover.

Currently there is limited drainage under the oval, with several gully pits provided around the oval to capture overland flow during inclement weather conditions.

Lighting of the oval is solely for evening night training and is currently in the process of being upgraded.

4.1.5 Cricket Practice Nets



Figure 16 – Cricket practice nets.

The cricket nets are located along the south-western boundary between the tennis courts and the light rail area. The nets are generally in good condition and consist of two open bays with wire ring-lock fencing and galvanised posts and rail. The two pitches are concrete pavement with a synthetic turf cover.

The current alignment of the cricket practice nets is north-east to south-west, which differs from the cricket pitch in the centre of the oval which is north-south. The existing run up to the practice nets crosses over gravel pavement which forms part of the loop track that surrounds the oval.

4.1.6 Tennis Courts

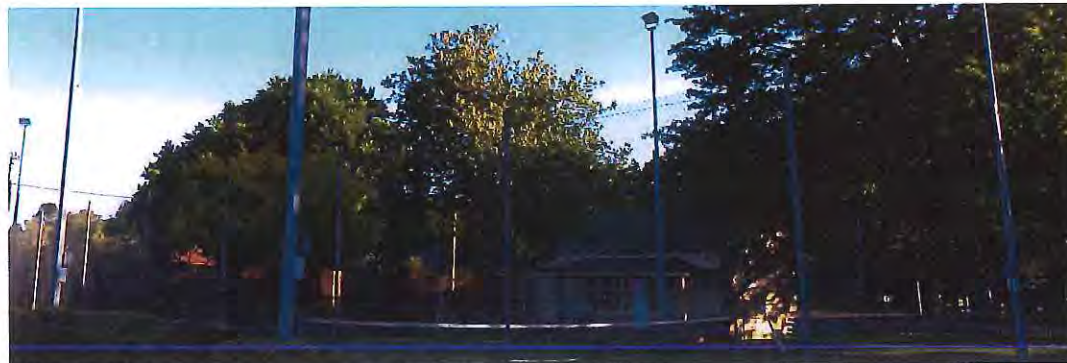


Figure 17 – Tennis courts with tennis pavilion in the background.

Located in the southern corner of the recreation grounds are two tennis courts and a tennis pavilion, which is home to the Evandale Tennis Club. The infrastructure of the courts, lighting and surfaces are of good quality. The two courts are bound by clipped hedging to the oval side of each court.

The tennis courts are contained within this area, and do not impede on the function and or operation of the greater recreation ground activities, as access is confined to the southern end of Barclay Street via the adjoining property (Evandale Tourist and Information Centre). There are basic landscape elements within the vicinity of the pavilion and courts that are failing in their current form both aesthetically and functionally.

4.1.7 Light Railway Area



Figure 18 – Evandale Light Rail and Steam Society track area.

Located in the western corner of the recreation grounds is the Evandale Light Rail and Steam Society miniature railway park. The area consists of a variety of track lines, track control building, rail station and platform, with some areas cordoned off by a low timber picket fence.

The area also includes an unloading/loading area for miniature trains and other equipment. A large four bay shed is positioned away from the station buildings under several mature *Macrocarpa* trees.

To the western corner of the site is an existing pedestrian access point which allows pedestrians to traverse through the railway area, including stepping over tracks and potentially accessing surplus loose items including sections of railway lines, timber, metal and other materials.

The rail lines meander throughout a grassed area that consists of shrubs and trees of varying ages that will eventually add amenity to the rail ride experience. A maintained mature hedge defines the north-western boundary of the light rail area.

4.1.8 Outdoor Gym



Figure 19 – Existing outdoor gym.

Adjoining the skate park is a small outdoor gym which consists of three items. The equipment is placed over a synthetic turf surface with no edging between adjoining grass and the synthetic turf. There is one immature *Plane* tree nearby that will provide eventual shade over the gym within 10 years.

4.1.9 Skate Park



Figure 20 – Existing skate park.

The skate park is located between the oval and the northern corner of the recreation grounds and consists of a large expanse of flat concrete pavement, a low grind rail, small pyramid shaped fun box and a curved ramp at the western end.

The skate park has three medium aged shade trees that only provide partial shading over the pavement during the afternoon.

4.1.10 Trees



Figure 21 – Existing trees.

Planted throughout the park are a variety of ornamental trees consisting of conifers and deciduous specimens. Most of the trees are concentrated to the north, north-eastern corner of the site and provide colour, form and texture to the landscape as well as shade and aesthetics for park users.

There is a row of mature *Macrocarpa* trees and recently planted trees scattered throughout the light rail area as previously mentioned. Although they provide great shade, the removal of the *Macrocarpa* trees will need to be considered before they get too big for the current and future uses of the area.

4.2 BUILT FORMS

4.2.1 Clubhouse and Change Rooms



Figure 22 – Existing clubhouse and change rooms.

The clubhouse for the Evandale 'Eagles' Cricket and AFL teams is the dominant building on the recreation grounds. The clubhouse was refurbished approximately nine years ago (2008), however, the building is now too small to accommodate additional separate change rooms men's and women's AFL and cricket teams.

The clubhouse is currently under review for the inclusion of additional change rooms, including a medical room and massage room. The review works are being carried out by LOOP Architecture and are separate to the scope of this report.

4.2.2 Old Change Room Building



Figure 23 – Existing old change room.

With the recently upgraded clubhouse and the potential for that building to be increased in size, the remaining smaller buildings that surround the clubhouse are no longer required.

The existing old change room building for visiting teams is one of these buildings, and it no longer serves a purpose other than a storage facility.

4.2.3 Old Pavilion



Figure 24 – Existing old pavilion.

The old pavilion was once located closer to the oval, but was relocated when the oval was upgraded to its current form. Today, the pavilion is cordoned off as it is deemed unsafe to occupy.

There have been drawings prepared for the restoration of the pavilion in its current location, but this is considered by Council to be too cost prohibitive. Therefore, the opportunity for a community group to dismantle and relocate the pavilion to another site such as Falls Park off Logan Road is highly recommended.

4.2.4 Storage Building



Figure 25 – Existing storage shed and shipping container.

The main storage facility on the grounds is located behind the clubhouse, and backs onto the adjoining miniature railway area. There is also a shipping container positioned next to the building for additional storage.

The building consists of a double access door to the front with a single door on the side. The building also includes a brick fire place and chimney.

4.2.3 Light Rail Buildings



Figure 26 – Existing miniature railway station and control building.

Located behind the clubhouse in the north western corner of the site are the built forms that support the Evandale Light Rail and Steam Society. There are three buildings contained within close proximity of each other being the station which includes a waiting room, ticket box and platform, and the rail control building also located on the platform just to the north of the station.

The large four bay maintenance shed for the light rail is located to the south west of the station with access gained via the loading/unloading area to the south of the station. Although the shed is quite large, there are still sections of rail track, various lengths of timber and other materials informally stored under the adjoining *Macrocarpa* trees.

The built forms are in good condition and adequately service the light rail area.

5 Proposed 2025 Plan

During the consultation process with Council and the user groups of the recreation ground, a list of objectives for potential works was prepared that would enable the current usability of the grounds to be advanced to accommodate future user group demand and the local community beyond the year 2025.

The key elements of these consultations that set the parameters for the 2025 plan include:

Oval:

- Upgrade oval playing surface, drainage and perimeter fencing.
- Upgrade cricket pitch to comply with Cricket Australia standards.
- Upgrade scoreboard.
- Install underground automated irrigation system.

Clubhouse:

- Upgrade clubhouse to cater for male and female teams.

Grounds Maintenance:

- Upgrade maintenance facilities for each primary user group.

Roadways:

- Formalise parking throughout the park.
- Installation of bollards to control traffic and parking.
- Seal loop road.
- Widen Barclay Street entry to eliminate traffic congestion.

Cricket Practice Nets:

- Realign and reconstruct two bay cricket nets.

Public Recreation

- Restrict pedestrian access through light rail area.
- Installation of a picnic shelter near skate park.
- Installation of pedestrian lighting.
- Installation of drink fountain with dog bowl.
- Upgrade skate park.
- Remove Macrocarpa trees.
- Relocated RV dump point.
- Increase park user regulations signage.
- Installation of play equipment near skate park.

The key elements above are described in detail below, including their placement within the overall program of works. Refer to the Master Plan (appendix 1) for the graphical illustration of the proposed upgrade works.

5.1 OVAL

5.1.1 Oval Refurbishment

Although the oval is in good condition during the summer months, due to poor drainage, it is susceptible to flooding in the south western corner and remains boggy for a period of time after heavy rain. This is compounded by both junior and senior AFL games during the winter months.

To improve the playing surface for future games including men and women's teams both junior and senior, the oval requires redevelopment. The ideal time to commence construction would be towards the end of the AFL season (August), to ensure construction occurs over the dryer months of the year and the turf receives the optimal growing conditions during the summer / autumn season.

During the earthworks and drainage installation phase of the redevelopment, irrigation main lines and feeder lines should be installed for future completion when funding becomes available.

5.1.2 Cricket Pitch

During the redevelopment of the oval, the cricket pitch would also be upgraded to comply with the current Cricket Australia standards for a synthetic turf pitch with the recommended dimensions by 25 – 28m long x 2.4 – 2.8m wide.

5.1.3 Oval Perimetre Fence

The existing galvanised pipe post and rail perimetre fence needs to be upgraded where required with an appropriate fence. Cricket Australia recommend fencing for a cricket ground of this nature, to consist of a galvanised chain mesh wire fence at either 900mm, 1050mm or 1200mm around the playing field. For the Morven Park Recreation Ground, a 1050mm high fence would be more than appropriate.

Cricket Australia also recommend that the fence ensures emergency vehicle maintenance machinery access to the playing field are provided. These requirements are illustrated on the master plan.

5.1.4 Oval Lighting

At the time of preparing this report, it is understood that the ground's current lighting is being upgraded. It is recommended that the current lighting infrastructure be relocated to Cressy Recreation Ground for reuse.

5.1.5 Scoreboard

The current scoreboard is manually operated from the designated scorer's box positioned on the second story of the existing clubhouse building. This location requires spectators either within the clubhouse and under the verandah have to walk towards the oval to look back to see the score.

A remote controlled electronic scoreboard should be positioned on the opposite side of the clubhouse as indicated on the master plan. It is recommended that the scoreboard should be selected to display both AFL and Cricket scores, with dimensions approximately 3.6m long x 1.96m high. A digital clock and team names should also be clearly displayed on the board. The scoreboard must be post-mounted and elevated off the ground.

5.2 TRAFFIC AND PARKING

5.2.1 Barclay Street Entry

The current the main entry into the ground is narrow and causes a bottleneck effect during training days and school drop-off / pick-up times. The masonry entry pillars are capable of being repositioned by mechanical means to allow for the widening of the entry as shown on the master plan, to accommodate a central median with a ticket box. The widened entry will provide better traffic flow in and out of the entry as the in / out lanes will be clearly defined and separated.

There is scope to completely rebuild the entry with a new feature masonry blade wall to match the height of the fence which would feature the ground's name, as well as the inclusion of the cricket club, AFL club and light rail and steam society logos to provide a better street presentation for the grounds.

Also, by realigning or reconstructing the entry area, pedestrian access can be improved to create a more defined and safer entry point off Barclay Street as illustrated on the master plan.

5.2.2 Driveway

Currently, the main driveway consists of a two-coat sealed bitumen pavement, which extends from the Barclay Street entry to the school drop-off / pick up area. From here, the two-coat seal terminates and an asphalt pavement commences and continues around the northern part of the oval to the rear of the clubhouse, terminating in line with the southern facing wall of the clubhouse.

The asphalt pavement widens out to provide an unstructured parking area adjoining the eastern side of the clubhouse.

To control traffic speed along this driveway, more speed humps need to be installed at 50m intervals, to prevent vehicles picking up speed. Bollards should also be placed along the driveway and parking areas to differentiate between trafficable and non-trafficable area as shown on the master plan.

5.2.3 Car Parking

Parking within the recreation grounds is informal and unrestricted. To provide a safer environment for pedestrians, car parking areas need to be defined and formalised, not only to increase parking opportunities, but also to provide safe areas for passive recreation without being impeded by vehicles.

As highlighted on the master plan, defined areas for parking are located at the school drop-off / pick-up area, fronting the skate park and proposed playground area, adjoining the northern side of the clubhouse to both sides of the driveway, and to the front of the light rail station behind the clubhouse.

The total number of structured car parking bays amount to forty-eight (48). In addition to the structured parking areas, informal parking is still accommodated around the oval as explained in the following section.

5.2.4 Car Based Spectators

Car based spectator areas around the oval, particularly on the north western side of the oval, should be retained. Where car based spectator areas are prone to ponding, drainage to those specific areas shall be enhanced, and where required, compacted gravel road base be installed to provide all weather access.

5.1.5 Oval Loop Road

The oval loop road is currently a compacted gravel pavement and should be upgraded to a permanent two-coat bitumen seal to provide all-weather access during game days. The loop road should also consist of speed humps at 50m intervals to keep speed to a minimum.

Vehicle access around the southern part of the oval will be restricted to non-game days by the placement of bollards and access gates as shown on the master plan.

5.2 GROUNDS MAINTENANCE

5.2.1 Maintenance Facility

The master plan drawing identifies the preferred location for the maintenance and storage facility which offers direct access to the western side of the grounds, clear from clubhouse activities and traffic flow.

The new facility, whether architecturally designed or pre-fabricated, should accommodate the grounds maintenance requirements as well as the football club and the cricket club. The facility should be one large shed with at least three large bays and include a large concrete hardstand area to the front to allow for parking and cleaning of equipment.

The shed facility should also be partitioned off for each user group, well ventilated and individually supplied with power and water. The grounds maintenance section should be the larger portion to accommodate the maintenance equipment (tractor, mower, etc), as well as storage of tools, chemicals and fuels. This section would also include a workbench and a work-safe safety area consisting of a shower and eye-wash station.

5.3 CRICKET NETS

As illustrated on the master plan, the existing cricket practice nets shall be realigned to suit the cricket pitch on the oval. The proposed location allows for two full size nets and a maintainable grassed run-up space for pace bowlers, without being obstructed by vehicle access.

The proposed cricket practice nets should consist of two 3.6 metre wide nets with 27 metre long side panels, and a chainmesh roof to cover a 6 metre long area over the batting crease in accordance with Cricket Australia's design guidelines.

For durability and longevity, the new cricket practice nets would incorporate galvanised steel posts, top and bottom rails, and heavy-duty chainmesh netting with a black PVC coating. The playing surface within the nets would consist of a concrete base slab with two grades of synthetic turf cover, one for the pitch and the other for the adjoining surface leading out to the 21 metre mark.

Ideally, one practice wicket should be gated for club use only, with the other allocated for club and public use.

5.4 SKATE PARK

This master plan proposes that the existing skate park is upgraded to provide more challenges for beginners and intermediate skaters. The current quarter pipe, low level grind rail and pyramid box should be complemented with an additional quarter pipe manufactured from steel, as well as a brick box and higher grind rail.

In addition to the skate components, additional seating in the form of 450 square concrete cubes over a coloured concrete pavement would also add to the enjoyment of the space both in the sun and under the tree as illustrated on the master plan.

5.5 OUTDOOR GYM

The small outdoor gym located next to the skate park shall remain, with the installation of a drink fountain nearby. To maintain a neat and kept appearance, a 200mm wide concrete edge flush with both adjoining surfaces should be installed to prevent grass encroaching into the synthetic turf area under the exercise equipment.

5.6 PLAYGROUND

As a result of the user group consultation and community feedback, there is a need to install a small playground near the skate park as illustrated on the master plan to cater for young children and families. The playground should consist of traditional play equipment such as a swing and a slide, but also a cubby house and climbing structure.

The play equipment should be made accessible to all abilities by installing wet pour rubber access where required.

5.7 PICNIC SHELTER

Where shown on the master plan, the provision of a simple skillion roof picnic shelter (4m wide by 5m long), will provide an all-weather shelter within close proximity to the playground, outdoor gym and the skate park. The picnic shelter shall consist of an accessible picnic table over a concrete slab.

5.8 LIGHT RAIL AREA

Currently, the light rail area is well maintained by the Evandale Light Rail and Steam Society. There is great opportunity to restrict access by the general public into the rail line areas by continuing the white picket fence around the designated area. This would not only provide a safer area, but also clearly define the space.

5.8 TENNIS COURTS AND PAVILION

The tennis court area and pavilion are in relatively good condition, however the building should be investigated to ensure the structural integrity is sound and to restore any materials that are failing.

The existing concrete unit paving that links the pavilion and the courts should be replaced with concrete pavement to provide a safer pedestrian area. The existing picnic table, treated pine furniture and garden edging should also be replaced with more appropriate durable materials.

The existing Golden Elm tree located between the two courts shall also be investigated to determine whether the tree and/or the root system may damage the tennis court fencing or surfaces as the tree continues to mature.

5.9 PEDESTRIAN LIGHTING

The local community requested the installation of pedestrian orientated lighting for people walking during the winter months of the year. It is recommended that a line of pole mounted lights provide an illuminated walkway from the northern pedestrian entry off Cambock Lane West and along the roadway through to the main entry area off Barclay Street.

6 Prioritising Proposed Redevelopment Works

This section identifies the priority schedule for the proposed redevelopment works of the Morven Park Recreation Grounds as described in the previous sections and in order of significance.

PRIORITY		BRIEF DESCRIPTION OF WORKS
1	Clubhouse	Upgrade building facilities including additional change rooms for female teams, additional rooms for first aid and player massage, inclusion of public toilets, and refurbish whole building for DDA compliance.
2	Oval	Reconstruct oval drainage, playing surface and cricket pitch, including reconstruction or perimeter fence and the installation of main lines for future irrigation works.
	Traffic	Reconstruct Barclay Street entry including demolition of existing booth, widening of entry, inclusion of central traffic island with ticket box, and upgrade pedestrian entry.
	Traffic	Install bollards to parking areas adjoining the skate park and future playground area.
3	Old Pavilion	Dismantle and relocate old pavilion off site.
	Playground	Construction of playground to include activities for all ages with access for all abilities, and park seating.
	Shelter	Installation of a 4 x 5m picnic shelter between playground and skate facility.
	Seating	Installation of park seating around the grounds.
	Maintenance Facility	Demolish existing storage and old change room building and construct new three bay maintenance shed with a concrete wash down pad to the front.
4	Lighting	Install pole mounted pedestrian lighting between Cambock Lane West pedestrian gate and Barclay Street main entry.
	Signage	Installation of park regulation signage at all entries.
	Traffic	Installation of asphalt pavement and two-coat bitumen sealed pavement to bus turn around area and new car parks, including the installation of speed humps along the roadway.
	Traffic	Upgrade oval loop road to two-coat bitumen seal.
	Traffic	Installation of bollards to control parking and traffic flow.
5	Trees	Fully remove Macrocarpa trees and clear trunk all other trees within the park to 2.4m.
	Dump Point	Relocate dump point to Translink.
	Fencing	Continue new heritage themed fence along Barclay Street south of the main entry.
	Light Rail	Full enclose light rail area with white picket fence.
	Oval	Installation of electronic scoreboard for cricket and AFL games.
	Water	Installation of water bubbler with dog bowl near main entry and picnic shelter.
	Skate Park	Upgrade skate park to include additional quarter pipe, grind rails, fun box and seating.

The following sections unveil the costings associated with the above mentioned works and the scheduling of the roll-out of the works in relation to Council's capital works program.

7 Costings

In order for Council to assess and roll out the proposed redevelopment works, Core Construction Management (Quantity Surveyors), have been engaged to provide a cost estimate for the proposed works. The estimates are based upon the items shown on the master plan.

Below is a summary of each key item of the 2025 master plan, illustrating the estimated construction cost of each item. The estimates include a 20% contingency which is a standard percentage for master planning works. GST is not included in these prices.

PROPOSED WORKS	ESTIMATED COST
New building works to clubhouse	\$ 1,500,000
Oval upgrade (drainage, irrigation main lines, playing surface, fencing)	\$ 450,000
Redevelopment of main entry off Barclay Street	\$ 16,500
Asphalt pavement (bus turn area and emergency vehicle parking area)	\$ 83,500
Two coat bitumen seal to car parking areas	\$ 48,000
Two coat bitumen seal to oval loop road	\$ 42,000
Bollard placement to control parking and traffic movement	\$ 116,500
Demolition of existing buildings no longer required	\$ 10,500
New maintenance shed and pavement	\$ 100,000
Realign light rail loading / unloading area	\$ 3,500
New cricket net alignment	\$ 40,000
Fencing to light rail area	\$ 25,000
New fence along Barclay Street	\$ 38,000
Removal of Macrocarpa trees	\$ 50,000
Removal of Dump point	\$ 2,000
Removal of hedges adjoining pedestrian entry areas.	\$ 2,000
Restoration works to tennis pavilion	\$ 15,000
Pavement and furniture works to tennis court area	\$ 5,000
Pedestrian lighting	\$ 65,000
New electronic scoreboard	\$ 20,000
New picnic shelter and picnic settings	\$ 20,000
New playground and park seating	\$ 75,000
Outdoor gym enhancement works and drink fountain	\$ 4,000
Park regulation signage	\$ 5,000
Skate park additions	\$ 50,000
Sub Total	\$ 2,786,500
20% Contingency	\$ 557,300
TOTAL	\$ 3,343,800

8 Implementation Strategy

Each item identified within the 2025 master plan is an integral component of the overall redevelopment of the Morven Park Recreation Ground with each component requiring detailed planning, funding, project management and finally construction.

This implementation strategy outlines the potential staging program for works identified from 2020 through to 2025. This, however, is dependent on the sourcing of funds. The figures associated with each stage are determined by the scope of works required to construct that specific stage. Costing across all elements may be manipulated due to the progression of works required to achieve the construction of a particular stage.

The proposed staging of works from 2020 through to 2025 is as follows:

Stage One:	2020 – 2021
Estimated Cost:	\$ 1,858,200.00 (including 20% contingency of \$309,700.00)
Associated Works:	1. Clubhouse upgrade. 2. Realignment of light rail loading/unloading area. 3. Realignment of cricket practice nets. 4. Installation of park regulation signage.
Stage Two:	2021 – 2022
Estimated Cost:	\$592,200 (including 20% contingency of \$98,700.00)
Associated Works:	1. Oval upgrade including fencing and irrigation. 2. Upgrade Barclay Street entry. 3. Fence off light rail area. 4. Remove hedging to pedestrian entry points.
Stage Three:	2022 – 2023
Estimated Cost:	\$ 391,200.00 (including 20% contingency of \$65,200.00)
Associated Works:	1. Demolition of old buildings. 2. New maintenance shed and pavement. 3. Bollard placement to parking and roadway areas. 4. New playground and park seating. 5. New picnic shelter and picnic settings. 6. Outdoor gym edging and drink fountain.
Stage Four:	2023 – 2024
Estimated Cost:	\$286,200.00 (including 20% contingency of \$47,700.00)
Associated Works:	1. Asphalt to bus turn around and to the southern end of clubhouse. 2. Two-coat bitumen seal to car parking areas and oval loop road. 3. Pedestrian lighting.
Stage Five:	2024 – 2025
Estimated Cost:	\$ 216,000.00 (including 20% contingency of \$36,000.00)
Associated Works:	1. Skate park upgrade. 2. Electronic scoreboard. 3. Removal of dump point. 4. Removal of Macrocarpa trees. 5. New fence along Barclay Street 6. Restoration of tennis club area.

9 Conclusion

This master plan report was developed through detailed background research, consultations with Council and user group representatives, a user survey mailed to the Evandale community, and extensive on the ground site investigations. Consultations with Council, the user groups and the community survey resulted in an understanding on how the grounds are utilised by sporting clubs, the local community and visitors.

Many of the discussions and the feedback from the various stakeholders resulted in a broad suite of enhancement projects that would provide a greater recreational space for the sporting clubs and the community for another fifty to sixty years at least.

Detailed research combined with the needs and wants of the community resulted in the development and delivery of the master plan, by ensuring every aspect of the current and potential recreational uses were explored. The master plan produced many items that together, will deliver significant enhancements to the function and aesthetic quality of the grounds.

The implementation strategy in the previous section relies heavily on the availability of funding from local, state, and federal governments, and the relationship that the key components have in providing a better recreational experience for the community.

Appendix 1 Morven Park Recreation Ground Master Plan

Replace this page with the
A3 size Master Plan drawing

Appendix 2 Morven Park Recreation Ground User Survey

Morven Park Recreation Ground User Survey

Council has contracted Lange Design to develop a masterplan for the Morven Park Recreation Ground to guide future development of the facility. Residents who use the LRG are encouraged to complete and return the following survey. Your honest feedback is greatly appreciated.

Please rate the following items you see as a priority for further development at LRG:

(1=high priority 2=some priority 3=neutral 4=low priority 5=no priority)

Upgrade entrance into the grounds

☐

Visual appeal of the buildings on entering the grounds

☐

Improve traffic flow and road surface

☐

Improve car parking layout

☐

Remove existing storage sheds and build one shed with separate storage bays for each user

☐

Upgrade of oval lighting for training and potential night games

☐

Grandstand seating upgrade

☐

Repair existing cricket nets

☐

Additional training field between oval and Council depot

☐

Provision for additional sports and activities including netball and tennis

☐

Upgrade scoreboard to an electronic scoreboard

☐

Installation of a PA system

☐

Provide a small playground with close proximity to oval

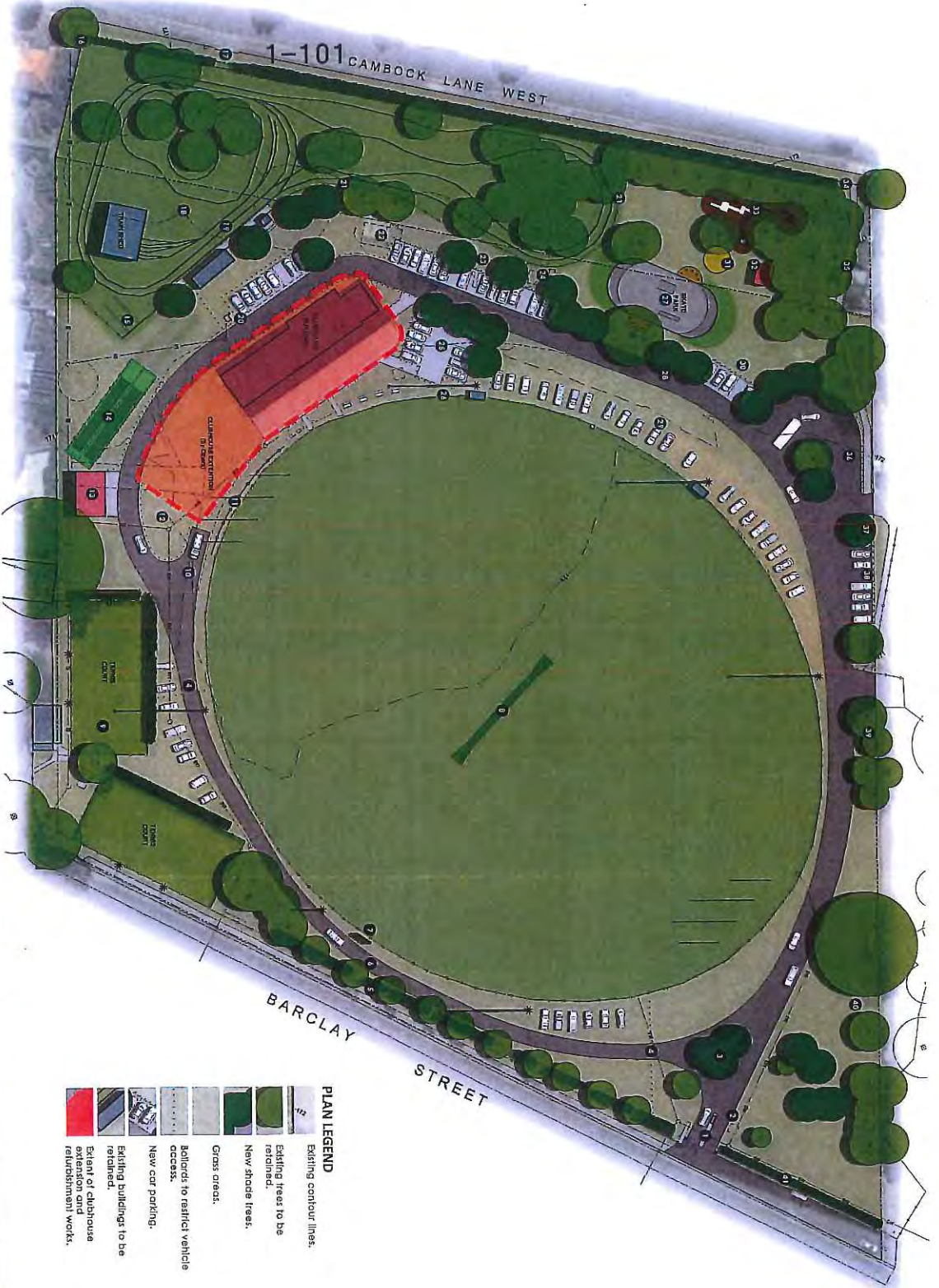
☐

Indoor sports facility

☐

Other suggestions

.....



PLAN LEGEND

- Existing contour lines.
- Existing trees to be retained.
- New shade trees.
- Grass areas.
- Bollards to restrict vehicle access.
- New car parking.
- Existing buildings to be retained.
- Extent of clubhouse extension and refurbishment works.

NUMBER LEGEND

1. Widened existing entry by designating in and out lanes divided by a raised traffic island with ticket box. Reconfigure pedestrian access gate and provide drink fountain.
2. Demolish existing ticket booth.
3. Formalise driveway intersection with grass and fence trees.
4. Restrict access to loop road with bollards and rail gate.
5. Upgrade fence fronting Barclay Street.
6. Upgrade gravel loop road to a two coat bitumen seal surface.
7. New remote operated electronic scoreboard.
8. Refurbish oval including Division One playing surface, regulation cricket pitch, lighting and drainage.
9. Existing tennis court to be retained as is.
10. New asphalt surfacing with bollards to control traffic and to provide a designated emergency vehicle parking area during game days.
11. High chainmesh fence behind the goal posts to protect new building works and emergency vehicle.
12. Vehicle free area adjoining additional clubrooms for pedestrian access and informal activities.
13. New three bay maintenance and storage shed with concrete entry with direct access to the oval.
14. Cricket nets to be realigned to reflect the oval pitch alignment, and to allow for building extension works.
15. Brimble Light Rail and Steam Society loading area to be reconfigured to allow for the realignment of the cricket nets and turn up area.
16. Existing pedestrian access from Cambock Lane West to be blocked off to prevent access through the miniature train area to reducing risk of injury.
17. Existing maintenance access gate and hedging to be retained.
18. Existing Macrocarpa trees to be fully removed.
19. Evandale Light Rail and Steam Society Railway station area to be retained.
20. Existing Pump Point to be reconsidered and potentially relocated to TRANSLINK to alleviate congestion during training and game days with RV's.
21. Install a 900mm (n) timber picket fence to define the railway park.
22. Existing storage building to be demolished.
23. Existing old timber pavilion to be relocated off site.
24. Existing building to be demolished.
25. New carport with shade trees, bollards and concrete pavement access paths to the clubhouse.
26. Upgrade existing oval perimeter fence.
27. Upgrade existing skate park with another ramp and fun box.
28. Existing asphalt road to be retained.
29. Vehicle based spectator area to be retained.
30. Bollards to restrict access to skate park, shelter and playground.
31. Existing outdoor exercise equipment to be retained.
32. New picnic shelter with picnic table seating under.
33. New playground with cubbies, slides and double swing set.
34. Existing hedges to be retained around the pedestrian entry to provide greater visual surveillance to enhance public safety.
35. Pedestrian lighting installed between Cambock Lane West and Barclay Street to increase public safety at night.
36. Upgrade existing gravel turnaround to an asphalt surface.
37. Shade tree planting with bollards under to restrict vehicle access.
38. Formalise existing car park with asphalt and the mowing.
39. Existing trees with branches down to the ground to be either clear trunked or fully removed to enhance public safety.
40. Existing trees to be retained.
41. Newly planted hedge to be retained.



MORVEN PARK RECREATION GROUND

Barclay Street

Evandale

Tasmania

Preliminary Master Plan

0m 5m 10m
September 2017
Issue 8



NORTHERN
MIDLANDS
COUNCIL

LANGE
design
landscape architecture