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NORTHERN MIDLANDS COUNCIL

Morven Park Recreation Ground

Barclay Street, Evandale

2030 Master Plan

5 April 2018

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Contents

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 usebility 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).

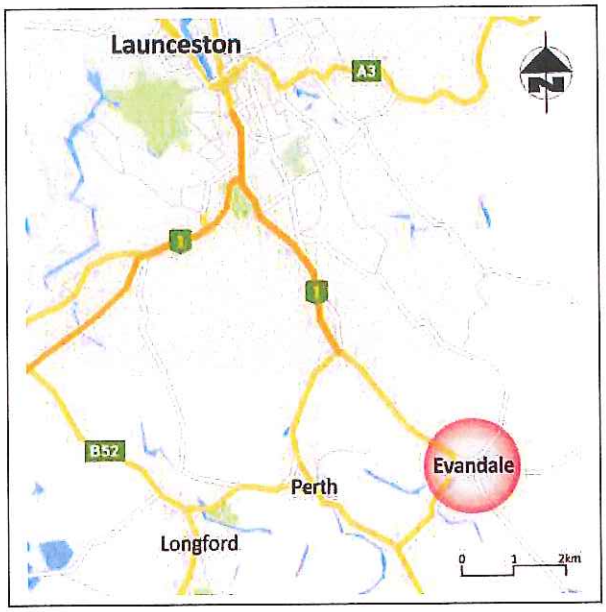

Figure 1 – Contextual Map of Evandale.

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.

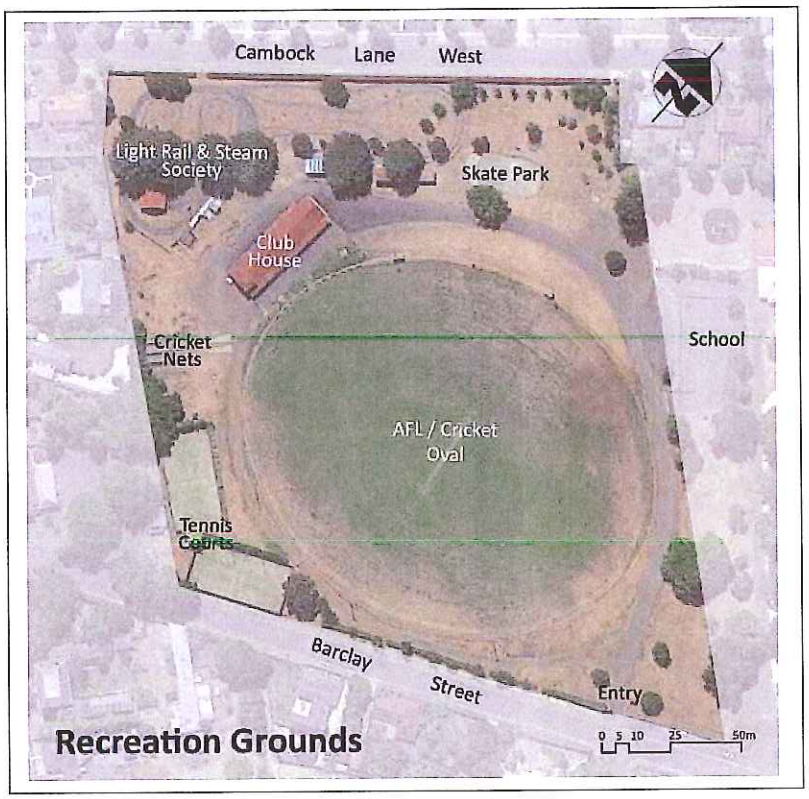

Figure 3 – Site Map of the Morven Park Recreation Ground.

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 2030. 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)

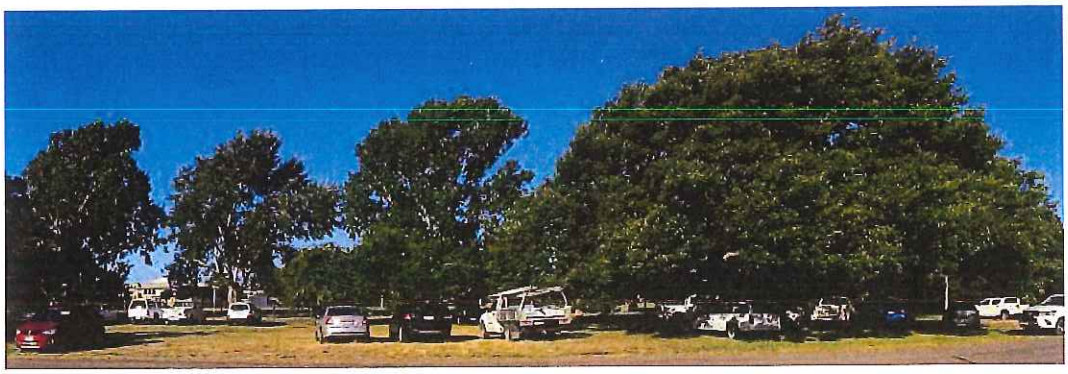

Figure 5 – Open space interface between recreation grounds and the school.

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.

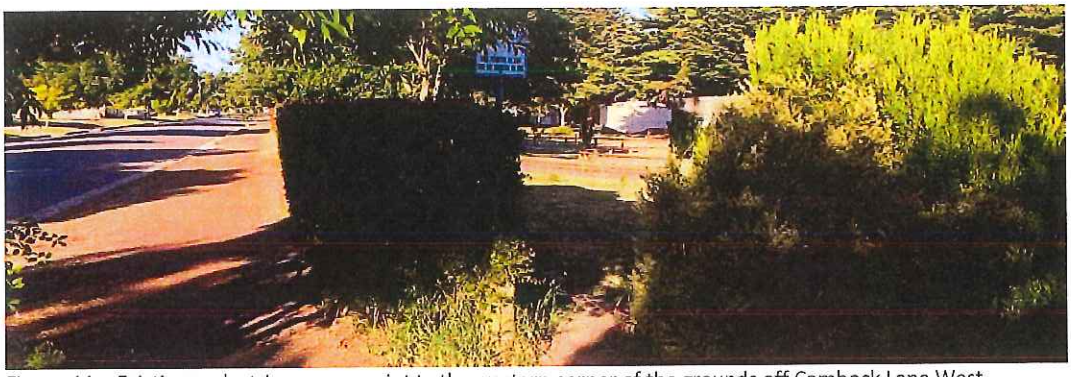

Figure 11 – Existing pedestrian access point to the western corner of the grounds off Cambock Lane West.

4.1.3 Internal Roadways

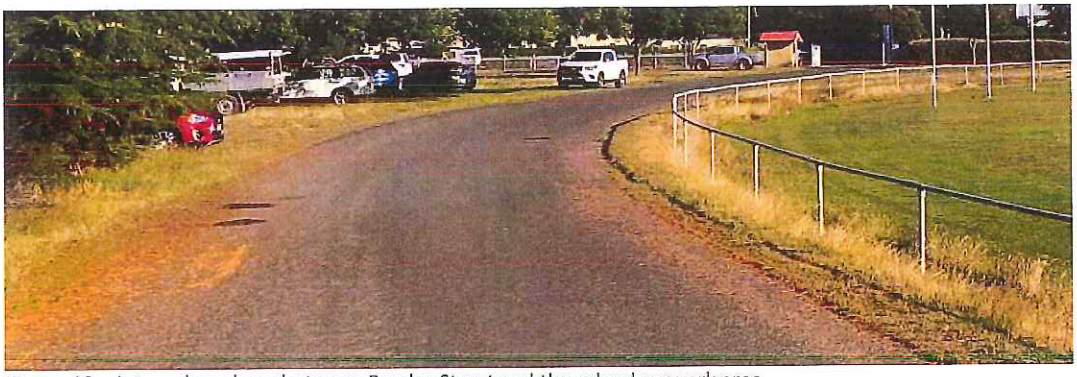

Figure 12 – Internal roadway between Barclay Street and the school car park area.

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 Tousist 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

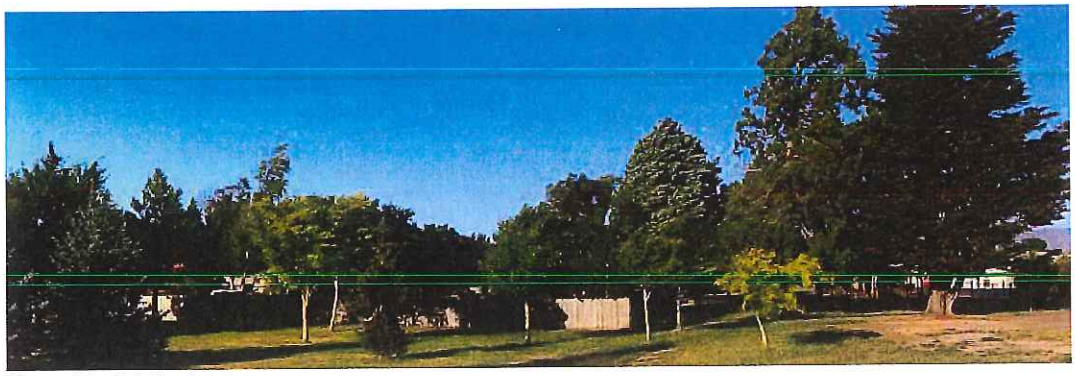

Figure 21 – Existing trees.

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

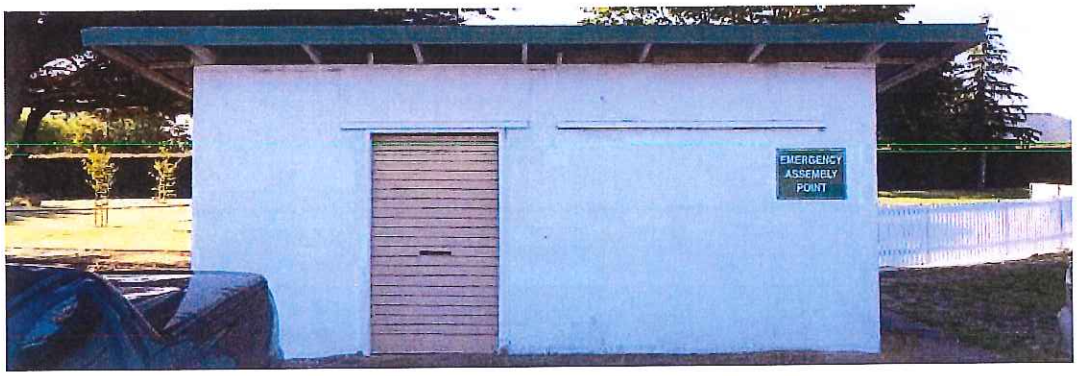

Figure 23 – Existing old change room.

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

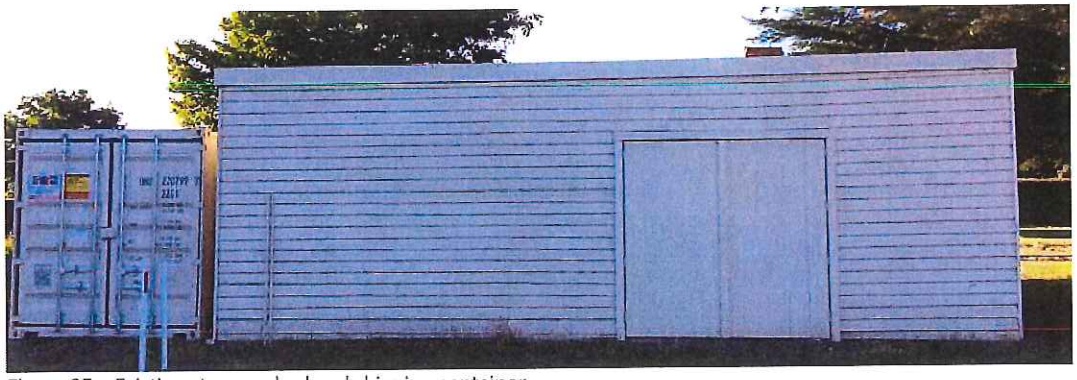

Figure 25 – Existing storage shed and shipping container.

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

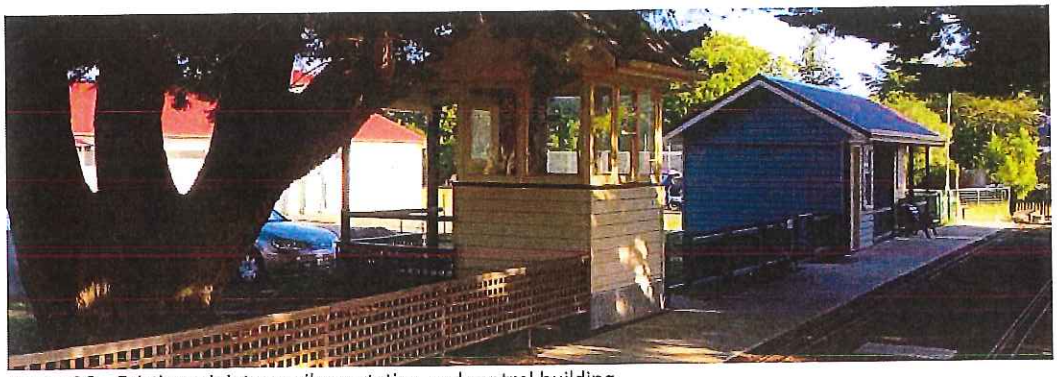

Figure 26 – Existing miniature railway station and control building.

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 2030 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 2030.

The key elements of these consultations that set the parametres for the 2030 plan include:

Oval:

- Upgrade oval playing surface, drainage and perimetre 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 30 – 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 perimetre 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 2030 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 2030 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 2019 through to 2030. 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 2019 through to 2030 is as follows:

Stage & Proposed Time Frame	Description of Works	Cost (includes 20% contingency) GST excl.	Cost Totals
Stage 1 **2019-2021**	New building works to clubhouse Realign light rail loading/unloading area New cricket net alignment Installation of park regulation signage	$1,800,000 $4,200 $48,000 $6,000	**$1,858,200**
Stage 2 **2021-2023**	Oval upgrade (drainage, irrigation main lines, playing surface, fencing) Redevelopment of main entrance off Barclay Street Fence off light rail area Removal of hedges adjoining pedestrian entry areas	$540,000 $19,800 $30,000 $2,400	**$592,200**
Stage 3 **2023-2025**	Demolition of old buildings New maintenance shed and pavement Bollard placement to control parking and traffic movement New playground and park seating New picnic shelter and park settings Outdoor gym enhancement works and drink fountain	$12,600 $120,000 $139,800 $90,000 $24,000 $4,800	**$391,200**
Stage 4 **2025-2027**	Asphalt pavement (bus turn area and emergency vehicle parking area) Two coat bitumen seal to car parking areas and oval loop road Pedestrian lighting	$100,200 $108,000 $78,000	**$286,200**
Stage 5 **2027-2029**	Skate park upgrade New electronic scoreboard Removal of dump point Removal of Macrocarpa trees New fence along Barclay Street Restoration works to tennis pavilion, and pavement and furniture works to tennis court area	$60,000 $24,000 $2,400 $60,000 $45,600 $24,000	**$216,000**
		Total cost	**$3,343,800**

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

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. Widen 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 feature 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, irrigation and drainage.
9. Existing tennis courts 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. Evandale Light Rail and Steam Society loading area to be reconfigured to allow for the realignment of the cricket nets and run 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 Dump Point to be reconsidered and potentially relocated to TRANSLINK to alleviate congestion during training and game days with RV's.
21. Install a 900mm (h) 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 carpark 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 setting under.
33. New playground with cubbies, slides and double swing set.
34. Existing hedge to be reduce 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 line marking.
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

0 5 10m

September 2017
Issue B

NORTHERN MIDLANDS COUNCIL

LANGE design landscape architecture

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 Recreation Ground 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 Morven Park Recreation Ground:

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

OVAL:

- Upgrade of oval playing surface to alleviate boggy areas ☐
- Rectification of oval perimetre fencing to include steel tubing and ringlock wire ☐
- Installation of an electronic scoreboard ☐
- Installation of automated, underground, watering system ☐

CLUB HOUSE UPGRADE:

- Renovation to include second storey with viewing deck, functions area, bar, meeting room ☐
- Additional change room facilities to accommodate mixed teams ☐

MAINTENANCE / STORAGE / GRANDSTAND:

- Removal of existing, dilapidated grandstand ☐
- Replacement of grandstand with storage and grounds maintenance facilities under ☐
- Installation of public toilets ☐

ROADWAYS:

- Formalise parking around club house ☐
- Installation of bollards to control traffic and parking ☐
- Installation of speed humps to control speed limits ☐
- Provision of two-coat bitumen seal to oval loop road ☐

PUBLIC RECREATION:

- Installation of covered picnic / seating shelter near skate park / recreation area ☐
- Lighting of grounds for night walking / exercise ☐
- Installation of a water bubbler with dog bowl fitting ☐
- Designated pathway and continuation of picket fencing to restrict access behind train tracks ☐
- Upgrade of skate park facility with contemporary fittings ☐
- Investigation of vehicle access issues caused by location of dump point ☐
- Continuation of replacement external fencing along Barclay Street frontage ☐
- Removal of Macrocarpa trees ☐
- Installation of more defined signage regarding dogs on leads only ☐
- Installation of play equipment for children of all ages ☐
- Other suggestions

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NORTHERN MIDLANDS COUNCIL

Cressy Recreation Ground

Macquarie Street, Cressy

2030 Master Plan

5 April 2018

Client
Northern Midlands Council
13 Smith Street
Longford Tasmania

Consultant
Lange Design
PO Box 5017
Launceston Tasmania

Contents

1 Background

Northern Midlands Council has identified the Cressy Recreation 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 infrastructure to ensure the use of the grounds is enhanced and extended into the future for both passive and active 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.

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

- Cressy Cricket Club
- Westmorland Rural Youth Club
- Cressy District High School

The oval is largely used for cricket matches and is home of the Cressy 'Bulldogs' Cricket Club (Tasmanian Cricket League), which was established in 1877. There are no AFL games played on the oval at present, only training by the Longford Football Club when their oval requires resting.

2 Context

The Cressy Recreation Ground is located within the northern Tasmanian township of Cressy, in the Northern Midlands Council municipality (refer figure 1). Cressy is approximately thirty-five kilometres from Launceston, and has a population of just over 1,100 (2016 Census).

Figure 1 – Contextual map of Cressy.

The Cressy Recreation Ground covers an area of approximately 3.46 hectares, and is accessed off Macquarie Street to the south western corner of the site. The grounds are located on the north western side of Cressy and are easily accessible from anywhere in Cressy by walking, riding or driving, as illustrated in figure 2.

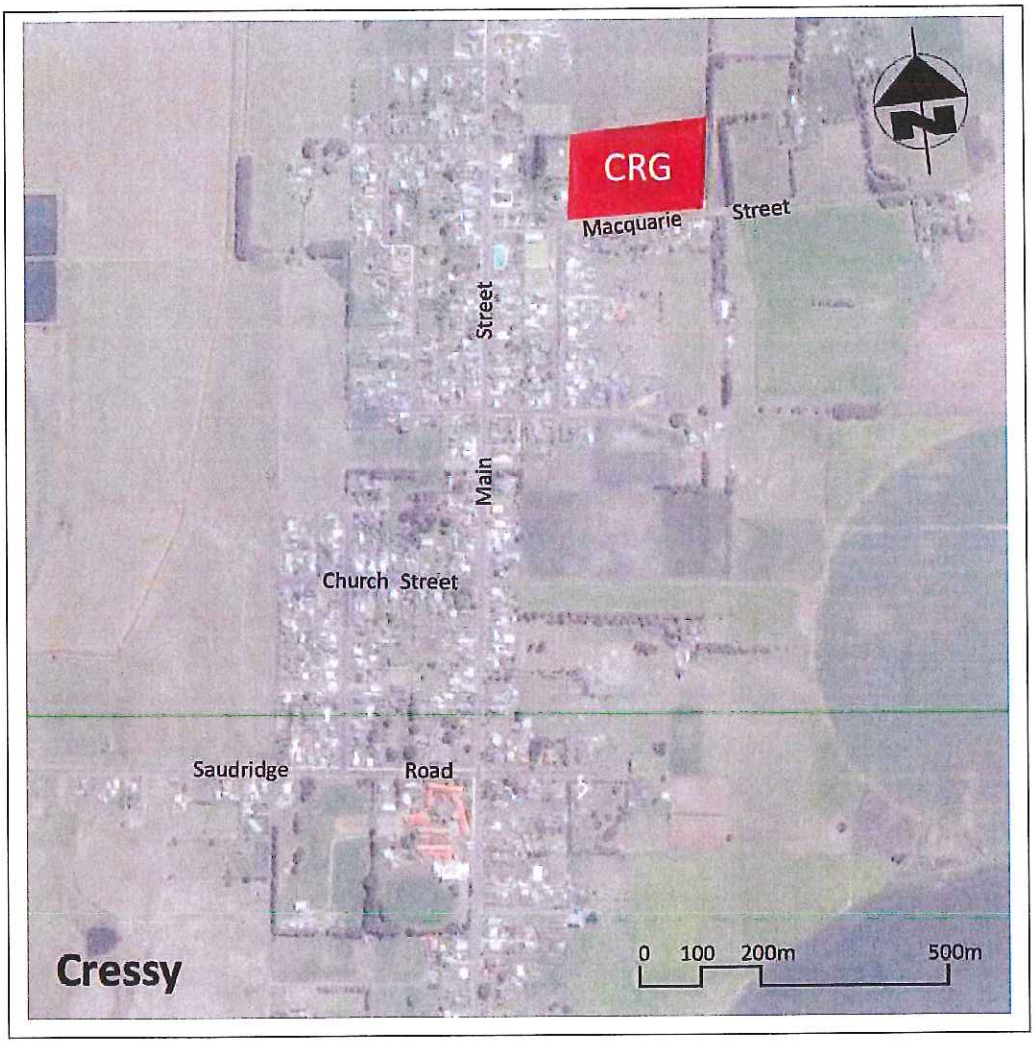


Figure 2 – Contextual map of the Cressy Recreation Ground (CRG).

The recreation ground is bound by Macquarie Street to the south, open paddocks to the east and the north, and residential properties to the west. The only vehicle and pedestrian access to the recreation ground is via Macquarie Street at the south western corner of the site.

Current built forms within the recreation ground include the clubhouse, visitor's change room building, scorer's box and the existing maintenance shed. With the exception of the maintenance shed, all buildings are located to the western side of the oval, and the scorer's box to the south western corner of the oval.

The oval itself is centrally placed within the site, with the clubhouse, visitors building and cricket practice nets to the western side of the oval. A large mound to the east of the oval is the vehicle based spectator mound.

Mature cypress trees form hedgerows on the eastern and northern boundaries, with the hedgerow to the north clipped to provide access along the north side of the oval. The southern boundary along Macquarie Street features an aging hardwood timber paling fence, whilst the western boundary consists of a metal colorbond fence.

Figure 3 – Site map of the Cressy Recreation Ground.

3 A Plan for the Future

This master plan will enable Council to understand what the current user groups desire for the existing grounds and buildings, and to clearly identify existing upgrades and future requirements within the grounds that the community will benefit from in the coming years.

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

1. Upgrade of 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. Overnight stay area for RV's and caravans.

To commence the master plan process, consultations with Council representatives and recreation ground user groups were held, as well as a community survey delivered to all the residents of Cressy. With this information, a detailed site analysis was performed to allow the author to gain an in depth understanding of the site complexities in relation to the needs and wants of the community.

Once the information was processed, a master plan was developed including an implementation strategy for the redevelopment of the recreation grounds up to the year 2030. This report provides the background to the master plan and provides the detailed implementation strategy to roll-out the proposed works by Northern Midlands Council.

4 Site Investigation

The Cressy Recreation Ground is a relatively small ground when compared to Longford, Campbell Town and Morven Park. When the Longford Recreation Ground oval is too water logged during the AFL season, the Cressy oval is utilised for training for both junior and senior sessions.

Despite this use for AFL, the Cressy oval is predominately used for local Cricket games and training. One of the buildings which has since been demolished was the meeting place for Westmorland Rural Youth Club. At the time of writing this report, the clubhouse is undergoing a restructure to increase the use of the facility for current and future user groups. This work is being undertaken by another consultant and is outside of our scope.

Initial consultation with Council and the user groups was the key to developing the structure of the master plan. This initial information was used in a community survey that was sent to each household in Cressy (Refer appendix 2). The response from this survey assisted in the importance of key issues and corroborated the issues raised by the user groups with community expectations.

The key issues for the recreation ground can be divided into two categories, open space and built forms.

The open space areas include:

- Property boundaries;
- Access;
- Internal roadway;
- Parking;
- The Oval; and
- Cricket practice nets;

The built forms include:

- The Clubhouse;
- Visitors change room building;
- Scorer's box; and
- Maintenance shed.

The following sections of this report deliver in depth information about the current use and physical state of each of the items 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 Boundary (Macquarie Street)

Figure 4 – Timber paling fence along the Macquarie Street frontage.

Macquarie Street forms the full length of the recreation ground's southern boundary. At the western corner of this boundary is the main entry into the grounds.

Eastern Boundary

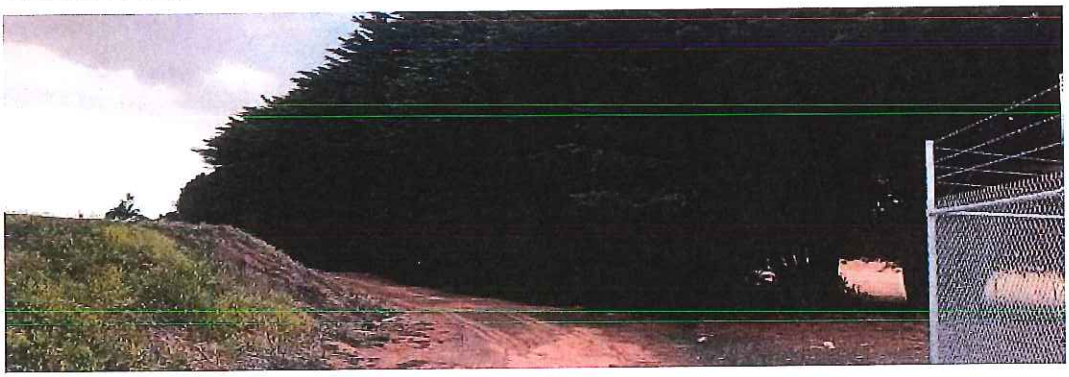


Figure 5 – Eastern boundary with stock proof wire fence and Cypress tree hedgerow.

The eastern boundary adjoins an open paddock and consists of stock proof wire fence and a hedgerow of Cypress Pine trees.

Northern Boundary

Figure 6 – Northern boundary also consists of a Cypress Pine tree hedgerow along most of the boundary.

The northern boundary adjoins an open paddock and is separated by a stock proof wire fence and a hedgerow of Cypress Pine trees along 70% of the boundary. The other areas to each side of the hedgerow are open and only separated by the stock proof fence.

Western Boundary (Residential Properties)

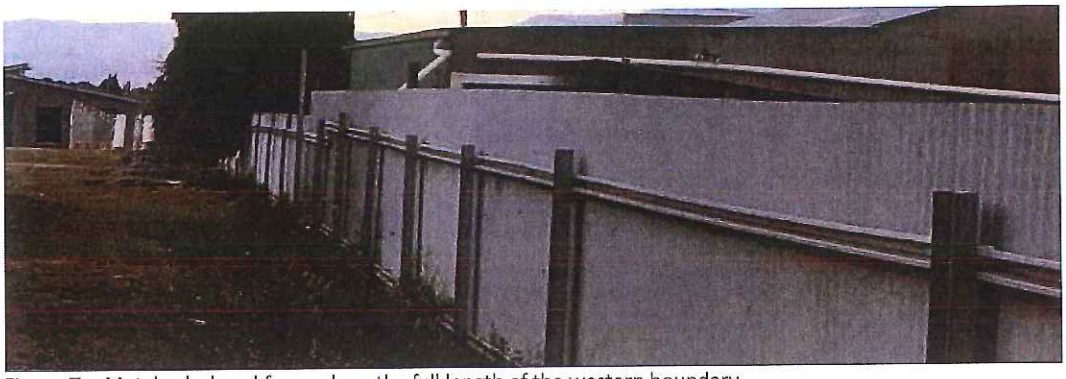


Figure 7 – Metal colorbond fence along the full length of the western boundary.

Residential properties back onto the full length of the ground's western boundary. This boundary features a metal colorbond fence as illustrated in figure 7.

4.1.2 Access

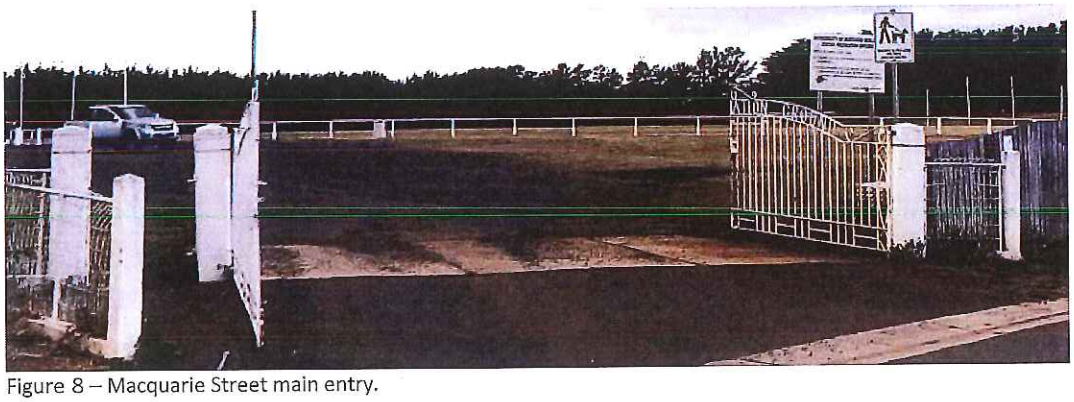


Figure 8 – Macquarie Street main entry.

Vehicle and pedestrian access into the recreation ground is confined to one point which is in the south-western corner off Macquarie Street. The entry consists of concrete columns and metal access gates over a concrete entry pad. The asphalt between the concrete pad and Macquarie Street is in very good condition.

4.1.3 Internal Roadway

Figure 9 – Internal roadway that loops around the oval.

Access around the oval is via the internal loop road which consists of a gravel track. The track becomes water logged and boggy during the winter months and prevents traffic flow after inclement weather.

4.1.4 Parking

Figure 10 – Car based spectator mound.

Currently, there are no structured parking areas within the recreation grounds. Parking around the clubhouse can become dispersed and unorderly. When the first parked cars set the layout for following cars, this includes unnecessarily large gaps between cars.

The majority of parking occurs on the car based spectators mound on the eastern side of the oval.

4.1.5 The Oval

Figure 11 – Oval with the existing perimetre fence in the foreground.

The Cressy oval is a typical oval for local club cricket and AFL, with no sub soil drainage, pop up irrigation or premium growing media. The playing surface however, is well maintained for the level of sporting activities played on the field.

The cricket pitch consists of a concrete slab with a synthetic turf cover and is presented in a north-south alignment with a slight rotation to the east.

As illustrated in figure 11, the oval perimetre fence consists of a white painted galvanised steel rail fence set on top of cast concrete posts also painted white within the clubhouse area. The remainder of the fence is plain galvanised steel post and rail fencing without a chainmesh infill. The fence delineates the playing area from the spectator area.

Player access is concentrated directly in front of the clubhouse and the visitor change room building, with maintenance vehicle access located directly in front of the cricket practice nets.

Lighting of the oval is solely for evening night training and is currently in poor condition.

4.1.6 Cricket Practice Nets

Figure 12 – Cricket practice nets.

The two-bay cricket practice nets, which are in poor condition, are located in the north western corner of the grounds and are aligned in a north west to south east direction, almost 90 degrees to the alignment of the oval pitch. The existing run up to the practice nets crosses over rough ground, with the pace bowlers having to start on the edge of the oval.

4.2 BUILT FORMS

4.2.1 Clubhouse

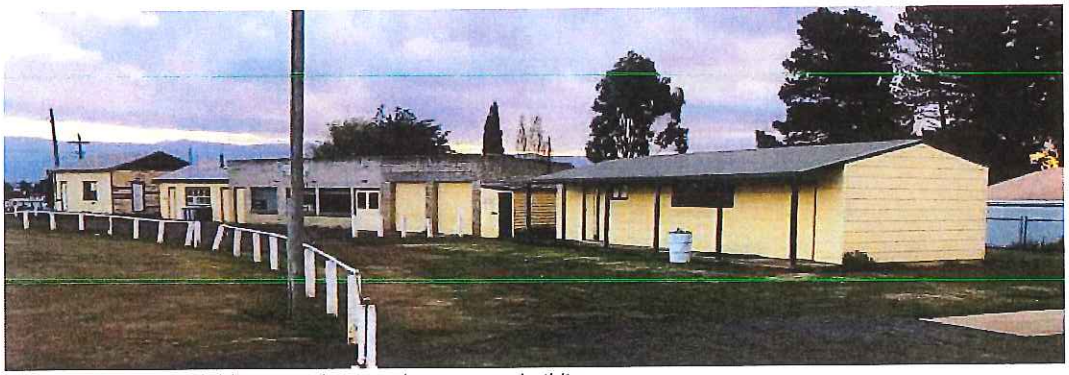


Figure 13 – Existing clubhouse and visitor change room building.

Figure 13 illustrates the building cluster along the western boundary of the grounds, with the building on the far left being recently demolished. The clubhouse for the Cressy 'Bulldogs' Cricket team is the dominant building between the demolished building on the left and the visitor's change room building on the right. The visitor's change room building also accommodates both male and female umpires.

The function and capacity of the existing clubhouse and visitor's change room building is currently under review by another consultant, and is therefore separate to the scope of this report. It is understood that the review will investigate additional change rooms for women, the inclusion of a meeting room for the cricket club, the Westmorland Rural Youth Club and potentially the Cressy Scout Group.

4.2.2 Scorer's Box

Figure 14 – Existing scorer's box.

The scorer's box is a small building that is elevated to allow the occupants to see over the spectators. The building is positioned in open space on the south western side of the oval, separate from the cluster of buildings on the western boundary.

4.2.3 Maintenance Shed

Figure 15 – Existing storage shed.

The maintenance shed is located in north eastern corner of the grounds behind the vehicle based spectator mound. The building is of corrugated iron construction and is relatively large for the grounds. The building is unpowered and has no water connection.

5 Proposed 2030 Plan

The purpose of this master plan is to provide Council with future direction as a result of the current and future user needs. During the consultation process, these needs developed into potential works that would enable the current grounds and infrastructure to service user group demand and the local community beyond the year 2030.

The key elements of these consultations that set the parametres for the 2030 plan include:

Oval:

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

Spectator Area:

- Provide an improved spectator area fronting the clubhouse.

Grounds Maintenance:

- Upgrade maintenance facilities for each primary user group.

Traffic and Parking:

- Formalise driveway.
- Formalise parking throughout the park.
- Installation of bollards to control traffic and parking.
- Retain spectator based mound.
- Seal loop road.

Cricket Practice Nets:

- Realign and reconstruct two bay cricket nets.

Public Recreation

- Development of a designated overnight camping area.
- Installation of a drink fountain with dog bowl.
- Installation of an RV Dump Point.

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 recreation ground upgrade works.

5.1 OVAL

5.1.1 Oval Refurbishment

Although the oval is in good condition during the summer months, the playing surface can be improved in order to attract future division 2 AFL games for men and women's teams both junior and senior. This would also provide an alternative venue for other clubs within the surrounding region when required.

Redeveloping the existing ground would include crowning the centre of the oval with sandy loam and upgrading the cricket pitch to comply with Cricket Australia's recommendations. By crowning the oval, drainage around the immediate perimetre of the oval would also be upgraded to prevent water logging during the wetter months of the year.

The ideal time to commence the redevelopment of the oval would be the beginning of spring to ensure construction occurs over the drier months of the year and the turf receives the optimal growing conditions during the summer / autumn season.

5.1.2 Cricket Pitch

During the crowning of the oval, the cricket pitch would also be upgraded to comply with the current Cricket Australia standards for a synthetic turf pitch being 25 – 28m long x 2.4 – 2.8m wide, and realigned in a north-south direction.

5.1.3 Oval Perimetre Fence

The existing perimeter fence requires upgrading while the oval is being redeveloped. For the Cressy Recreation Ground, a 1050mm high galvanised steel post and pipe rail fence with a chainmesh infill would be more than appropriate, as recommended by Cricket Australia. Cricket Australia also recommend that the fence ensures emergency vehicle maintenance machinery access to the playing field is provided. These requirements are illustrated on the master plan.

5.1.4 Oval Lighting

The current lighting for night training in inadequate for cricket training. Upgrading the lighting should involve the use of lighting infrastructure salvaged from other recreation grounds, such as Morven Park and Longford recreation grounds.

5.1.5 Scoreboard

The current scorer's box will be demolished to make way for the designated overnight camping area. Therefore, a remote controlled electronic scoreboard should be positioned where it can easily be observed from the club rooms and the vehicle based spectator mound 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 SPECTATOR AREA

5.2.1 Maintenance Facility

Although the function and presentation of the existing buildings are being investigated, the open bitumen area between the clubhouse building and the oval requires upgrading. This master plan proposes the installation of more spectator seating in the form of bench seats and picnic tables with seats only provided on one side to allow spectators to sit down and eat while watching the game.

Commercial grade umbrellas that can be removed and stored inside the clubhouse should also be considered to provide shade during summer and protection from rain during overcast and light rainy days. This will provide greater amenity to the clubhouse and better opportunities for people to leave their cars and watch games with other people.

5.3 GROUNDS MAINTENANCE

5.3.1 Maintenance Facility

The existing maintenance shed is detached from the main cluster of buildings on the grounds, and should be positioned closer to enable ease of access, safety and where services can be connected. The preferred location for the maintenance and storage facility is illustrated on the master plan drawing, where the facility provides direct access to the north western side of the oval.

The new facility shall consist of a three bay pre-fabricated colorbond shed, with each bay partitioned off to accommodate grounds maintenance, the cricket club and potentially a future AFL club. The facility should be one large shed with a concrete hardstand area to the front to allow for parking and cleaning of equipment.

Each bay shall be 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.

5.4 TRAFFIC AND PARKING

5.4.1 Driveway

The current entry into the grounds provides no clear direction or suggestion for formal parking. With the inclusion of a dump point and overnight camping area, access into and out of the grounds needs to be structured to provide legibility and free flowing traffic movement.

As illustrated on the master plan drawing, the new entry consists of a split entry and exit area. The entry caters for general grounds vehicle access as well as a parking lane for RV's and caravan's to access the dump point. A central traffic island allows for large vehicle turning to access either exist the grounds or the overnight stay area. The central traffic island will include clear trunked shade trees in a lawn area to provide visual amenity to the entry area, with bollards placed to restrict vehicle access.

To control traffic speed entering and existing the grounds, speed humps shall be installed at the entry gates and again 50m in from the entry on both sides of the driveway. Bollards should also be placed along the driveway to differentiate between trafficable and non-trafficable areas as shown on the master plan.

5.4.2 Car Parking

Currently there is no structured parking within the recreation grounds. To provide more parking spaces and to create a safer environment for pedestrians, structured, all-weather parking areas should be provided as illustrated on the master plan drawing.

The total number of structured all-weather parking bays amount to twenty-two (22), with a designated emergency vehicle bay assigned at the pedestrian entry point to the clubhouse. Informal parking is still accommodated around the oval as explained in the following section.

As illustrated on the master plan drawing, additional parking has also been provided along Macquarie Street to alleviate congestion inside the grounds. The street-side parking bays shall be parallel to the property boundary with the existing kerb being replaced with a rollover kerb, and the bays consisting of a two-coat bitumen seal.

5.4.3 Car Based Spectators

Car based spectator areas around the oval, particularly on the eastern vehicle based spectator mound, will 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.

Spectator parking will also be improved with the realignment of the loop road south of the oval as mentioned in the following section.

5.4.4 Oval Loop Road

The existing loop road around the oval primarily consists of compacted gravel. There are areas between the back of the vehicle based spectator mound and the hedgerow along the eastern boundary that is susceptible to ponding.

This loop road should be upgraded to a permanent two-coat bitumen seal that extends from the end of the designated parking area, around the back of the mound, along the northern side of the oval, then terminates near the new location of the maintenance shed. The loop road should also consist of speed humps at 50m intervals to keep speeds to a minimum.

A sealed loop road will then provide all-weather access during game days and other community events all year round. As illustrated on the master plan drawing, the loop road has intentionally been terminated between the maintenance shed and the spectator area fronting the clubhouse. This ensures a grassed area is maintained for the cricket practice net run-up area, a warm up area for both teams during game days, and for informal recreation activities.

5.5 CRICKET NETS

The master plan drawing illustrates that the area north of the visitor's change room building is enhanced by relocating the cricket nets and levelling the area for future use. The existing cricket practice nets should be moved and realigned to generally suit the direction of the cricket pitch on the oval.

The new position of the nets will still maintain two full size nets and a maintainable grassed run-up space for pace bowlers, albeit through a break in the perimetre fence and starting on the outer edge of the oval. This alignment satisfies the required run-up space, as well as providing protection from wayward balls hitting the visitor's change room building.

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.

5.6 OVERNIGHT CAMPING

One of the key issues for redeveloping the recreation ground was to allow for overnight camping. This was an issue that brought mixed responses, one of which was obstructions from RV's and caravans during game days and training events.

As illustrated on the master plan, an area close to the entry has been provided to ensure RV's and caravans do not interfere with the primary users of the park. The designated area consists of an open grassed area with shade trees that is delineated by bollards and signage.

No toilets, picnic facilities or BBQ's are recommended as these occur elsewhere in Cressy. The installation of BBQ's should always be deterred with the focus being on camper self-sufficiency or to purchase meals at one of the local businesses.

5.7 DUMP POINT

With the inclusion of a designated overnight camping area within the grounds, a dump point was also recommended to cater for both overnight campers and those travelers just passing through.

The infrastructure required for the dump point is minimal, as there is a water main and sewer main within close proximity to the proposed location as illustrated on the master plan. The location of the proposed dump point has also been selected in consideration to adjoining residences. In this particular instance, the closest structure is a shed and the open space of the adjoining property.

The specifically designed driveway into the grounds as mentioned earlier in this report, allows for users to pull over and safely use the dump point facility without obstructing traffic entering the grounds.

6 Prioritising Proposed Redevelopment Works

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

PRIORITY		BRIEF DESCRIPTION OF WORKS
1	Clubhouse	Refurbish existing buildings and extend to provide additional change rooms for male and female teams, and meeting rooms for a variety of user groups.
	Trees	Trim back hedgerow trees along both boundaries.
	Signage	Install park regulation signage and dog waste bag dispenser and bin.
2	Oval	Reconstruct oval playing surface and cricket pitch, including irrigation main lines, reconstruction of perimetre fencing and the installation of perimetre drainage.
	Cricket Nets	Demolish and construct cricket nets in new alignment.
	Clearing	Remove tree stumps around buildings and level area to north west corner of site.
3	Traffic	Reconstruct entry / exit driveway and parking area.
	Oval	Demolition of scorer's box and installation of electronic scoreboard.
	Dump point	Install dump point adjoining driveway entry.
4	Lighting	Install lighting to oval for night training.
	Traffic	Install two-coat bitumen seal to car parking area and access road.
	Traffic	Install bollards to control traffic movement, including overnight camping area.
	Fence	Reconstruct fence along Macquarie Street.
5	Traffic	Upgrade oval loop road to two-coat bitumen seal.
	Seating	Installation of seating around the oval and to spectator area in front of clubhouse.
	Maintenance	New three bay maintenance shed with a concrete wash down pad to the front.

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

The costings shown below reveal the associated costs of each component included within this report and the master plan drawing. 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
Clubhouse and visitor change room building refurbishments	$ 300,000
Oval upgrade (crowning, playing surface, drainage, irrigation, fencing)	$ 375,000
Asphalt driveway entry / exit area	$ 78,850
Demolition of scorer's box	$3,000
New electronic scoreboard	$ 15,000
Oval lighting (recycled from other ovals)	$ 20,000
Two coat bitumen seal to designated parking area (including access road)	$ 37,500
Reduce size of storm water swale along southern boundary	$ 10,000
Two coat bitumen seal to oval loop road	$ 75,000
Bollard placement to control parking and traffic movement	$36,500
New maintenance shed and pavement	$ 80,000
New cricket net alignment	$ 45,000
Stump removal and leveling of area around buildings	$7,000
New timber fence along Macquarie Street	$ 33,750
Trimming of hedgerow trees	$ 6,000
Installation of dump point	$ 7,000
Spectator seating	$30,000
Removable commercial grade umbrellas	$25,000
Park regulation signage	$ 2,000
Dog waste bag dispenser and bin	$ 2,000
Rollover kerb and sealed parking bays along Macquarie Street	$ 35,000
Shade tree planting	$ 20,000
Revegetating of steep bank of vehicle based spectator mound	$15,000
Sub Total	**$ 1,258,600**
20% Contingency	$251,720
TOTAL	**$ 1,510,320**

8 Implementation Strategy

Each item identified within the 2030 master plan is an integral component of the overall redevelopment of the Cressy 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 2019 through to 2030. 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 2019 through to 2030 is as follows:

Stage & Proposed Time Frame	Works	Cost (includes 20% contingency) GST excl.	Cost Totals
Stage 1 2019-2021	Club house and visitor change room building refurbishments Trimming of hedgerow trees Park regulation signage and dog waste bag dispenser and bin	$360,000 $7,200 $4,800	$372,000
Stage 2 2021-2023	Oval upgrade: crowning, playing surface, drainage, irrigation, fencing New cricket net alignment Stump removal and levelling of area around buildings	$450,000 $54,000 $8,400	$512,400
Stage 3 2023-2025	Asphalt driveway entry/exit area Demolition scorer's box New electronic scoreboard Installation of dump point Shade tree planting Spectator seating Removable commercial grade umbrellas Reduce size of storm water swale along southern boundary	$94,620 $3,600 $18,000 $8,400 $24,000 $36,000 $30,000 $12,000	$226,620
Stage 4 2025-2027	Oval lighting (recycled from other ovals) Two cost bitumen to designated parking area, including access road Bollard placement to control parking and traffic movement New maintenance shed and pavement	$24,000 $45,000 $43,800 $96,000	$208,800
Stage 5 2027-2029	Two coat bitumen to oval loop road Rollover kerb and sealed parking bays along Macquarie Road Revegetating of steep bank of vehicle based spectator mound New timber fence along Macquarie Road	$90,000 $42,000 $18,000 $40,500	$190,500
		Total cost	**$1,510,320**

9 Conclusion

The implementation strategy for the Cressy Recreation Ground is the result of consultations with Northern Midland Council representatives and user groups, as well as feedback obtained from the community via a simple user survey. Through detailed background research, the needs and wants of the user groups and community were consolidated to develop a suite of projects that would provide greater use of the grounds for another fifty to sixty years at least.

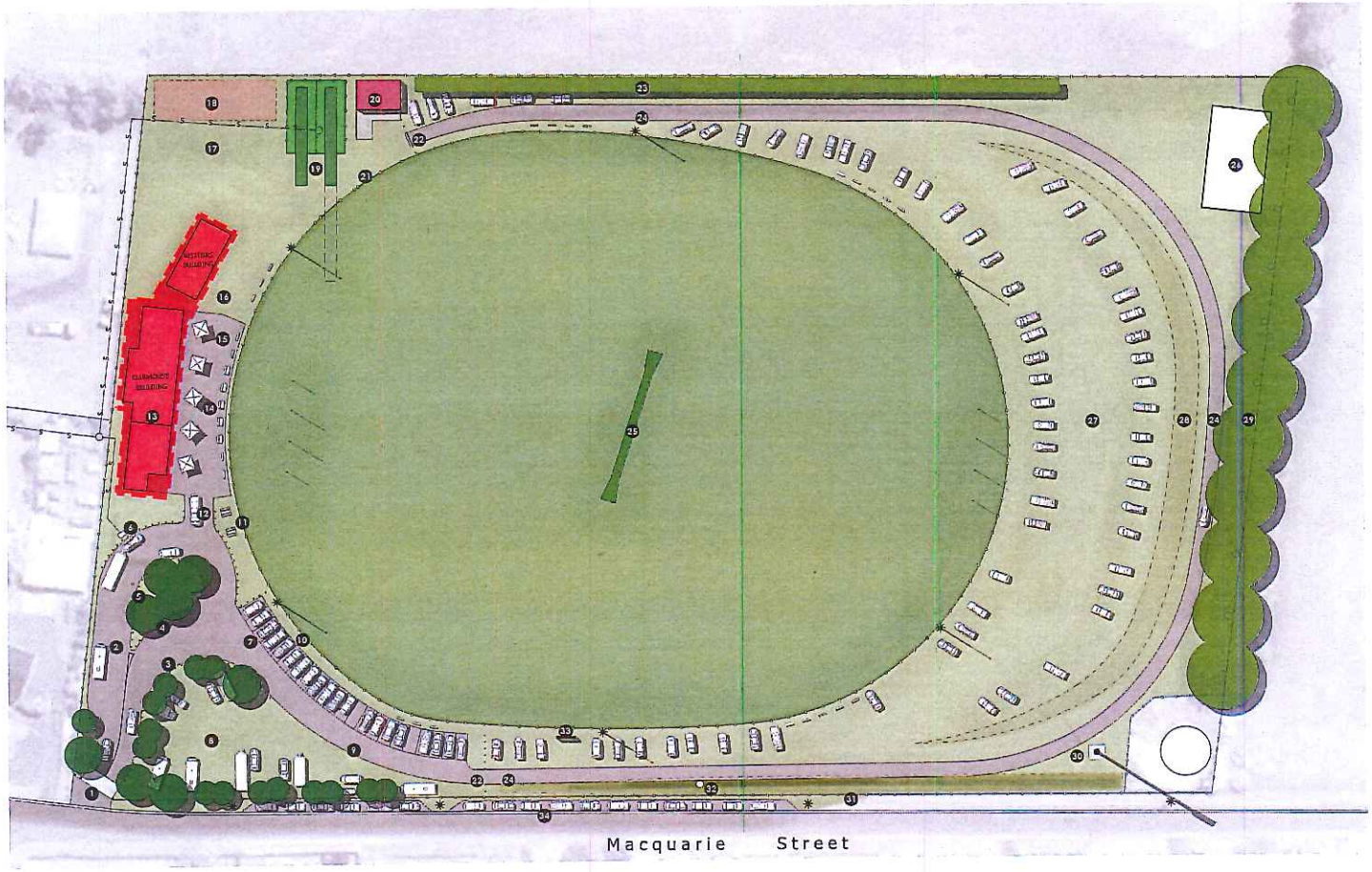
This master plan report and accompanying master plan drawing provide a staged approach to achieving the recommendations in the delivery of significant enhancements to the function and aesthetic quality of the grounds.

The implementation of the recommendations of this report rely on the availability of funding from local, state, and federal governments. Furthermore, the recommended staging options can be dispersed over a greater period of time in order to provide a better recreational experience for the Cressy community.

Appendix 1 Cressy Recreation Ground Master Plan

PLAN LEGEND

- Existing trees to be retained.
- New shade trees.
- Grass areas.
- Bollards to restrict vehicle access.
- New car parking.
- Spectator bench seating.
- Extent of clubhouse refurbishment works.



1–86

NUMBER LEGEND

1. Existing entry pavement to be retained with gate pillars and gates refurbished, a drink fountain with dog bowl and dog waste bin installed, and park regulation signage clearly positioned.
2. New asphalt one way driveway into the recreation ground, with a pull over section for RV's and caravans to access the proposed dump point.
3. New asphalt one way driveway to control outflow traffic.
4. Traffic island with grass and trees to provide a feature to the entry area and bollards to restrict vehicle access.
5. Existing stormwater manhole to be retained, with the existing over head power line installed underground.
6. Proposed location of dump point with sewer connection to the nearest sewer main within adjoining property.
7. Formalised carpark with asphalt and line marking.
8. Designated overnight stay area with shade trees and bollards to segregate the area and to control traffic.
9. Existing scorer's box to be demolished and replaced with an electronic scoreboard.
10. Upgrade existing oval perimeter fence with white painted steel post and rails and a chain mesh infill.
11. Picnic tables over concrete slabs with removable umbrella sockets provide shaded seating near the side line.
12. Designated pedestrian access and emergency vehicle parking during games, with informal vehicle access during other times.
13. Existing buildings to be refurbished (by others).
14. Removable commercial grade umbrellas to provide shade to the clubhouse fore court area during summer and bench seating and bench / table seating for spectators along the side line.
15. Existing two coat bitumen surface to be retained.
16. Retain existing grass area fronting visitor rooms.
17. Relocate cricket nets, remove tree stumps and level out the area behind the visitor rooms for informal outdoor activities.
18. Designated location for any future building.
19. New cricket nets to allow for building works with run up (dashed line), for bowling practice.
20. New three bay maintenance and storage shed with power, water and sewer connection and concrete entry.
21. Slide rail for maintenance access to oval.
22. Restrict access to loop road with bollards and slide rail.
23. Retain and prune back existing Macrocarpa trees.
24. Upgrade gravel loop road to a two coat bitumen seal.
25. Refurbish oval including Division Two playing surface, regulation cricket pitch, irrigation, drainage and lighting.
26. Existing maintenance shed to be retained for storage use.
27. Vehicle based spectator bank to be retained.
28. Steep bank of spectator area to be planted out.
29. Existing Macrocarpa trees to be retained and trimmed back to widen the corridor along the existing loop road.
30. Proposed location for mobile communications tower.
31. Replace existing hardwood fence with treated pine and metal post fence fronting Macquarie Street.
32. Existing stormwater swale to be reduced in depth with additional gully pits connected to existing inlet pit.
33. New remote operated electronic scoreboard to replace existing scorer's box.
34. New roadside parking bays along Macquarie Street to alleviate congestion within the recreation ground.

CRESSY RECREATION GROUND

Macquarie Street Cressy Tasmania

Preliminary Master Plan

0 5 10m

September 2017
Issue B

NORTHERN MIDLANDS COUNCIL

LANGE design landscape architecture

Appendix 2 Cressy Recreation Ground User Survey

Cressy Recreation Ground User Survey

Council has contracted Lange Design to develop a master plan for the Cressy Recreation Ground to guide future development of the facility. Residents who use the Recreation Ground 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 Cressy Recreation Ground:
(1=high priority 2=some priority 3=neutral 4=low priority 5=no priority)

SPORTING FACILITIES:

- Upgrade of oval playing surface to AFL Division 2 standard ☐
- Rectification of oval perimetre fencing to include steel tubing and ringlock wire ☐
- Upgrade of cricket pitch and sizing to meet new Cricket Australia standards ☐
- Rectification and possible relocation of cricket practice nets ☐
- Installation of automated, underground, irrigation system ☐
- Installation of seating areas surrounding oval ☐
- Improvements to oval lighting levels ☐
- Installation of electronic scoreboard ☐

BUILDINGS:

- Repair and renovation of existing buildings ☐
- Installation of 'viewing verandah' to front of club house facing oval ☐
- Re-modeling of club house change rooms for additional teams including mixed and women's ☐
- Provision of suitable facilities to accommodate the relocation of Cressy Scouts Club ☐

MAINTENANCE / STORAGE:

- Rectification and relocation of maintenance storage facility closer to the main buildings and utilities ☐
- Investigation of solar and gas options for cost efficiencies ☐
- Cutting back of trees on north eastern side of oval to tidy and maintain as wind-break ☐
- Removal of Cyprus tree stumps ☐

ROADWAYS:

- Formalise parking within grounds to alleviate on-street parking and ad hoc parking ☐
- Improvements to loop road and back area surface to alleviate boggy areas during winter ☐
- Replacement of Macquarie Street fencing ☐
- Widening of the oval side of Macquarie Street to allow for more parking ☐

PUBLIC RECREATION:

- Installation of a dog bin with waste bag dispenser ☐
- Allowance for the inclusion of a 'Men's Shed' on site? ☐
- Allowance of camping on-site? ☐
- Provision of a dump point for RV's ☐

Other Comments

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