



**Macedon
Ranges**
Shire Council

ATTACHMENTS

**Council Meeting
Under Separate Cover**

Wednesday 26 March 2025

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Acknowledgment of Country

Macedon Ranges Shire Council acknowledges the Dja Dja Wurrung, Taungurung and Wurundjeri Woi Wurrung Peoples as the Traditional Owners and Custodians of this land and waterways. Council recognises their living cultures and ongoing connection to Country and pays respect to their Elders past, present and emerging.

Council also acknowledges local Aboriginal and/or Torres Strait Islander residents of Macedon Ranges for their ongoing contribution to the diverse culture of our community.

Opportunities to recognise and represent Indigenous cultural values have been identified, wherever possible, within this urban design framework.

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1 Introduction



1.1 What is an Urban Design Framework?

Urban Design Frameworks (UDFs) are an integral part of the planning system and are important tools to translate the vision for the future of a place into actual projects and delivery guidelines. They help local governments and communities set an overall direction for a place that responds to and enhances the local urban environment.

UDFs also inform and direct capital works investment and renewal, provide justification for grant applications and fundraising, while guiding high quality future development outcomes. The results of the UDF process can justify changes to land use, zonings and overlays in the local planning scheme, as well as initiate building and streetscape design guidelines and policies.

A UDF will:

- Propose a pathway to achieve a preferred future vision.
- Highlight key projects and further work to be undertaken as part of the implementation process.
- Provide principles and guidelines to assess future development proposals.
- Provide flexible, high-level concepts and ideas for further discussion during detailed design and delivery.

A UDF will not:

- Specifically address or make determinations on any individual development.
- Finalise the delivery or timing of highlighted future strategic work.
- Produce a level of detailed design that would be required for construction.
- Propose construction specific or project management programs for capital works projects.

1.2 Purpose

The Kyneton Urban Design Framework (UDF) has been prepared to help shape the future development and revitalisation of central Kyneton's important streetscapes, public spaces and buildings, as well as improve connections with the surrounding area. The UDF supports implementation of the aspirations and initiatives recognised in the 2013 Kyneton Structure Plan.

The UDF recognises the importance of the town centre as the key location for retail, community, services and education for the region. The purpose of this document is to strengthen this role by recommending actions to improve the town centre through capital works and development guidelines.

If delivered as recommended, the UDF will facilitate significant improvement for Kyneton. The town centre will be more socially vibrant and inclusive, easily and safely accessible, environmentally and economically sustainable, and celebrate local culture.

This document has been designed so that users can read chapters specific to their interests, without needing to read the whole document. As such, there is some repetition across the chapters to enable readers to get relevant information in one place.

Key Deliverables

- Establish a future vision for Kyneton.
- Identify opportunities for streetscape and public realm improvement, urban renewal and built form opportunity.
- Prepare streetscape development plans, public realm concept plans, artistic impressions and design guidelines.
- Make implementation recommendations for the UDF and its three unique precincts.

1.3 Policy Context

The proposals contained in the UDF will support the implementation of the following Council plans and strategies:

- Municipal Public Health and Wellbeing Plan 2021-2025
- 'Participate' Positive Ageing Plan 2020-2025
- 'Create' Municipal Early Years Plan 2021-25
- Disability Action Plan 2023/24
- 2023-2032 Mobility and Road Safety Strategy
- Kyneton Movement Network Plan 2024

This will be achieved by:

- Improving walking and cycling opportunities to support physical activity, reduce transport emissions and promote a more connected community
- Increasing tree canopy within the township to shade and cool the township environment, improve pedestrian amenity and support biodiversity and sustainability
- Supporting the development of diverse housing opportunities
- Supporting universal access through safer footpaths, better parking infrastructure and increased seating

1.4 Structure of this Document

Chapter 1 - Introduction

Outlines the purpose of the UDF, defines the study area, and briefly discusses the surrounding context. It also briefly summarises the consultation done to date.

Chapter 2 - Existing Conditions

Summarises the existing conditions and constraints, and briefly outlines opportunities for improvements

Chapter 3 - Vision & Key Elements

Outlines the vision for Kyneton town centre now and into the future, and identifies principles to guide development and improvements.

Chapter 4 - Urban Design Frameworks

Explores the proposed urban design improvements throughout the Kyneton UDF area. The frameworks are split into six sections, covering public realm and movement network improvements.

Chapter 5 - Precincts

Goes into greater detail about how the improvements described in Chapter 4 will apply in the town centre's three precincts. Includes high level design concepts for key improvement areas.

Chapter 6 - Streetscape Palette

Establishes a palette of furnishings and materials for the public realm and streetscapes across Kyneton that complement the character of the town.

Chapter 7 - Built Form

Outlines some principles to guide sympathetic new development that complements the heritage context.

Chapter 8 - Implementation

Outlines the recommended actions for implementation, including community consultation, delivery plans and capital works.

Kyneton Urban Design Framework



1.5 Township and surroundings

The existing Kyneton township area (Figure 1) is located on an area of relatively flat topography, adjacent to the Campaspe River. It is a place of significant cultural and heritage value for the traditional owners, the Taungurung People, with the river being a regular meeting point between the Taungurung and the Dja Dja Wurrung Peoples. The Taungurung people's connection to this country is tens of thousands of years old, and continues to this day.

European settlement commenced in the 1830s and 40s, with the township site formally surveyed in 1849. Development took off in the 1850s following the discovery of gold at Castlemaine and Bendigo, and the population of the town increased rapidly during this time.

Kyneton's convenient location and walkable terrain has helped it develop into a key municipal centre for the northern half of the Macedon Ranges. It provides homes for more than 5,000 permanent residents as well as acting as a key retail, education, cultural and service centre for locations to the east in Hepburn Shire and north in Mount Alexander Shire.

Located on the Bendigo railway line, and adjacent to the Calder Freeway, the town is an approximately one hour drive from Melbourne. Kyneton maintains significant tourism attractors including 1850s era heritage buildings, and is a gateway to highly popular nature trails, forests, and indigenous cultural landscapes.

Kyneton's key communal activities occur on, or close to, three main thoroughfares: High Street, Mollison Street and Piper Street. The residential settlement is bordered by the Campaspe River to the south and west, with the Calder Freeway providing a boundary function to the north and east. Other key locations include the railway station and botanical gardens (to the south), showgrounds (to the north) and racecourse (to the north west). The river is the most important environmental, open space and recreation feature in the town, and also acts as an important active transport link.



Figure 1 - Township Plan

1.6 Study area

The study area for this Framework is located in the town centre of Kyneton. The boundaries are based on the extent of the Commercial 1 Zone, in and around Kyneton's main streets which are the focus for shopping, services and community activity in the town. In the UDF, each of the main streets is treated as a distinct precinct (Figure 2) as described below:

Mollison Street Civic and Commercial Precinct

Kyneton's central hub and community meeting area. Includes local service and retail businesses (including two supermarkets), Mechanics Institute building and forecourt, Kyneton Town Hall, Council offices, Kyneton Magistrates Court, the Old Kyneton Primary School site, police station, library, playground, public toilets, historic hotels, and other buildings of heritage significance.

Mollison Street connects the town centre with Kyneton Train Station and the Campaspe River to the south (twelve minute walk) and the Showgrounds to the north, and is the link between High and Piper Streets.

High Street Retail Precinct

Characterised by local shops, service and hospitality businesses, and its proximity to Kyneton's education facilities.

Presently a car dominated road, it maintains a key function as the main entry point to the town, and connects Kyneton with the Calder Freeway, Melbourne and the surrounding region.

Piper Street Historic Precinct

Features unique heritage and high interest tourism activity. Includes bespoke and tourist retail, restaurants, bars, markets and cultural activities, as well as buildings of historical interest.

Piper Street connects to the Campaspe River in the west and to the northern connection to the Calder Freeway.



Figure 2 - Precincts Plan

1.7 Our approach

Our approach includes consideration of four key themes when developing the recommendations for change across the town centre. Consideration of all four themes will mean that the core qualities of the 'place' are the basis for improvements in Kyneton.

Street as place

- Adopt a flexible and locally appropriate plan for how we design and experience Kyneton.
- Take a people-oriented approach that ensures human movement (including walking, cycling, mobility scooters, and wheelchairs) and public transport has safety, access, and movement priority compared to cars and larger vehicles.
- Develop areas of activity with space, seating and vegetation that create interest, respite and opportunities for community connection.

Connecting key destinations

- Create and advocate for better connections between the main streets, education and civic buildings, Kyneton Train Station, Campaspe River, and the showgrounds.
- Recognise the need to redesign the cycle network and improve access from the train station across the river to ensure a holistic connection network can be achieved.
- Highlight the opportunity for additional safe pedestrian crossings in areas with high pedestrian activity.

Incremental change in the public realm

- Implement a design approach that proposes both short term improvements and an aspirational vision for development and change.
- Establish a priority framework to ensure issues of immediate need are addressed first.
- Recognise that large-scale projects can be costly and disruptive, and that works need to be staged in consultation with the community and business owners so that disruption is minimised.
- Maximise opportunity to work with the community, business owners and other key stakeholders.

Inspiring unique and appropriate design

- Recognise development potential on vacant land and other sites.
- Ensure future development responds to context and adds to existing or desired character.
- Investigate opportunities to integrate social and affordable housing on appropriate sites (while prioritising the town centre's commercial role) so that residents can benefit from immediate access to services and facilities.



Streets can contribute to the public realm by utilising wide footpaths, easy crossing points and public amenity, like this example from Adelaide's King William Road



Multi-modal streets equalise user hierarchy, making them safer for pedestrians and cyclists, like this example of a shared street from Greville Street in Melbourne.

1.8 What we have heard

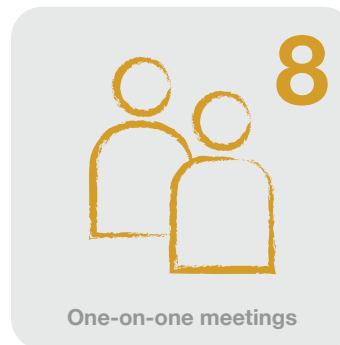
Community input has helped to identify and prioritise projects for inclusion in the UDF, and assisted Council to improve the draft to produce this final version. Consultation was held over three phases:

- **Phase 1, January–February 2021:** The goal of our first phase of community consultation was to understand the most important issues and key improvements that the community would like to see in their town.
- **Phase 2, July–August 2024:** The first draft of the UDF (June 2024) was shared to get community feedback to find out if we got it right, if anything had been missed, and any suggested improvements.
- **Phase 3, October–December 2025:** We shared the revised draft UDF (September 2024) for comment. This included a range of changes and improvements in response to submissions to Phase 2.

A wide range of community members and key stakeholders were involved, taking advantage of a variety of engagement tools including:

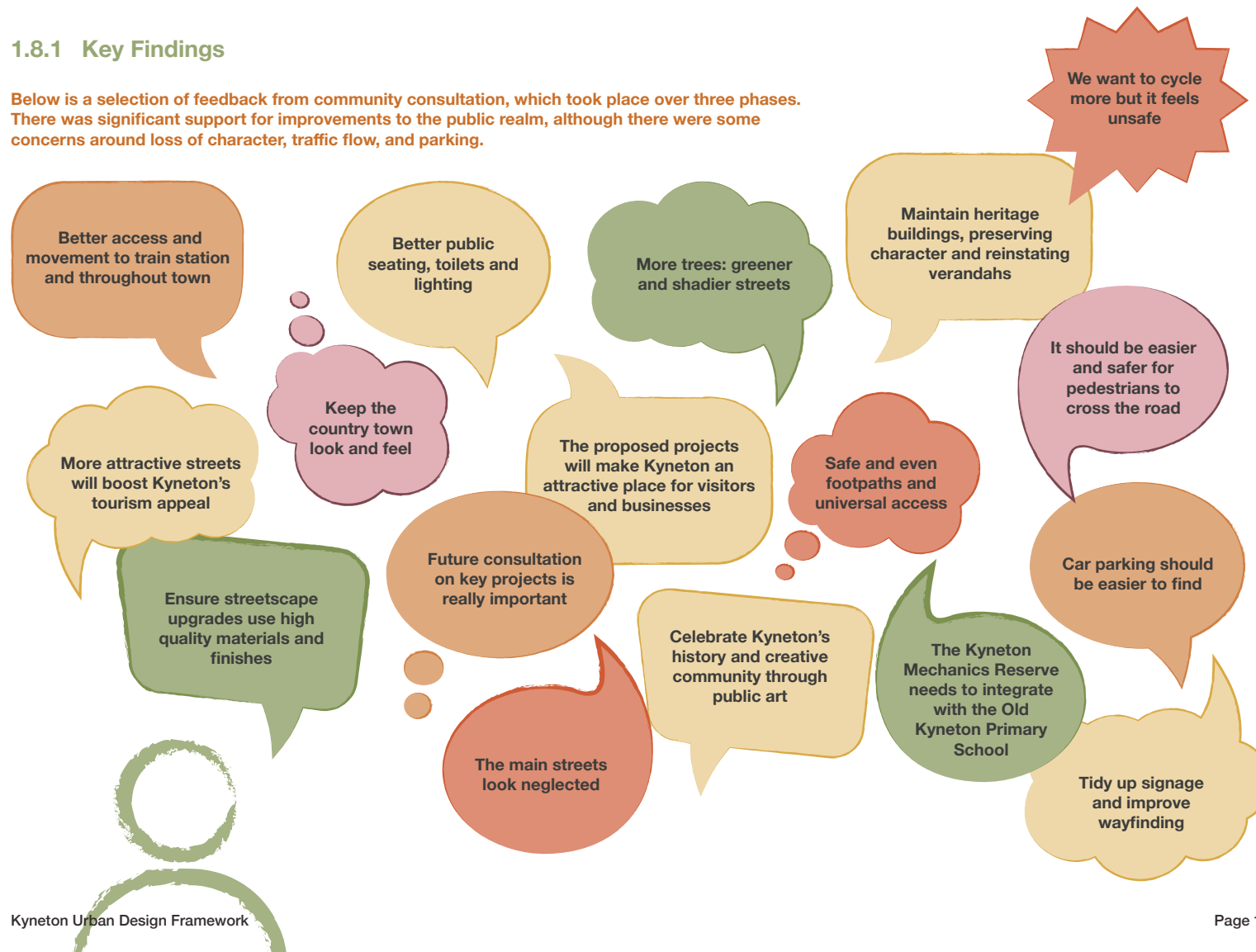
- Local media, website and social media promotion
- Drop-in sessions at the Kyneton Mechanics Institute and the Kyneton Administration Centre
- Flyer drops and one-on-one discussions with business owners
- Walking tours
- Online survey, maps and submissions
- Written submissions
- One on one meetings and phone calls.

Key feedback is summarised on the following page.



1.8.1 Key Findings

Below is a selection of feedback from community consultation, which took place over three phases. There was significant support for improvements to the public realm, although there were some concerns around loss of character, traffic flow, and parking.



2 Existing Conditions



2.1 Urban Structure & Street Network

Kyneton's built form, street layout, and natural features aid legibility and assist people in navigating through the town. The key roads, High, Mollison, and Piper Streets, are all 20 metres wide, which is narrower than most main streets in similar Victorian towns. The compact nature of these streets means that careful consideration needs to be given to ensuring balance between public realm improvements, continued economic viability of traders, and changes to the transport network. This will ensure these streets function successfully for all transport modes, and become more attractive community and public spaces.

The town centre is highly accessible from surrounding neighbourhoods, thanks to Kyneton's gentle topography and street layout (see Figure 3). Kyneton was originally laid out in a uniform grid west of Mollison Street, while the larger blocks to the east were subdivided later, with side streets roughly following the old property boundaries. As a result, the town features short, walkable blocks to the west of Mollison, with irregular blocks, narrower streets and less permeability to the east. Fortunately, the location of the town's shops, schools and community facilities means that this precinct still has good access to these key destinations.

The grid is offset at Mollison Street, such that many streets terminate in views of buildings, including significant heritage assets. This layout also enables cars to navigate from east to west safely, but results in more traffic on Mollison Street, compromising pedestrian amenity. High, Mollison and Piper Streets formed part of the Calder Highway through Kyneton until the construction of the freeway bypass in 1995. Despite this, little has been done to upgrade these streets to reflect their change in role from thoroughfares to destinations in their own right.

There are numerous formal and informal laneways in the centre of town. These provide opportunities for safe and accessible secondary and localised pedestrian movements, as well as back-of-house access for some main street businesses.

These laneways require safety and signage improvements, and formalisation of access rights in some cases.

Kyneton has a significant amount of on-street parking on the main and secondary streets, as well as several off-street parking lots, operated either by the local government or part privately (e.g. Woolworths car park in the centre of town). Some off street parking facilities are more informal in nature and not well signed. Town centre parking issues at peak times are assisted by the generally navigable secondary street network which provides opportunities to walk as an alternative to driving, as well as off-street parking a short distance from the main streets.

The township features high quality public open space and community recreation facilities, including the well utilised passive recreation areas along the river leading to the botanical gardens. Active open space facilities to the north of town, and close to the educational area, are suitably located and well utilised. There is limited open space close to the main streets however.



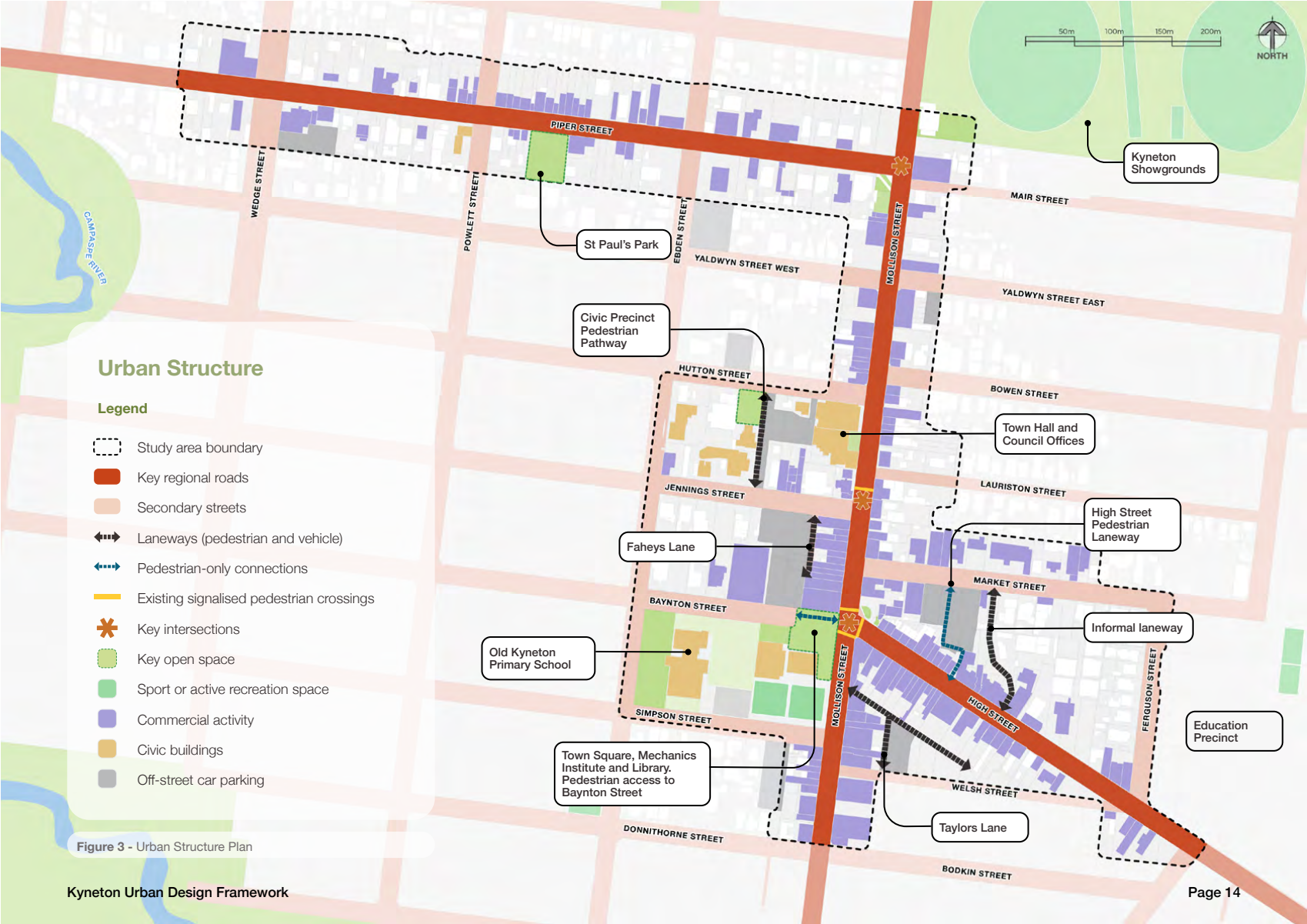
Heavy vehicles and a lack of dedicated crossing points make it difficult to cross Mollison Street

Urban Structure & Street Network Enhancement opportunities

- Consider innovative ways to incorporate space for community interaction and engagement with businesses within the town centre's narrow streets.
- Build on the principles of the Victorian State Government's 'Movement and Place' framework to elevate Kyneton's main streets as places for people and boost sustainable transport opportunities.
- Improve pedestrian safety in walkways and crossings, especially on Mollison Street, as the main north-south route for those living to the east.
- Improve the function, permeability, pedestrian safety and wayfinding signage in local laneways and off street car parks.
- Improve walking and cycling connections to active and passive open space areas.
- Explore opportunities to better frame views from side streets to striking heritage buildings through placement of street trees or other streetscape upgrades.



A pedestrian laneway connects High Street to Market Street, and is one of a few formal laneways in the centre of town



2.2 Active & Public Transport

The pedestrian and cycling network features a popular high quality shared user path along the Campaspe River, linking at various points to the local street network, but with grade separations at Mollison and Piper Streets. There are narrow cycle lanes on Mollison and High Streets, but not on Piper Street or on adjacent side streets. Footpaths are present on all of the main streets in the town centre, but missing on several side streets and on sections of the main roads beyond the study area.

Public transport options provide access between the town centre and the railway station. The railway provides V-Line services to Melbourne and beyond Bendigo approximately every hour (increasing to every 15-45 minutes at peak times, and less frequently on weekends). The station has good accessibility for pedestrians, but cycling connections between the station and the town centre need to be improved. The public bus service has four routes that all include a stop in the town centre (at Jennings Street). Public transport bus routes do not include the full length of key roads High and Piper Street (see Figure 4). The frequency of bus services in peak periods could be increased on individual routes to reduce private vehicle dependency.

Active & Public Transport Opportunities

- Improve access and wayfinding between the town centre and Kyneton Train Station, particularly for cyclists.
- Investigate improvements to the cycling network including the Campaspe River Road Bridge on Mollison Street.
- Improve pedestrian access, safety and wayfinding signage along key walkways and crossings.
- Ensure the location of bus routes and stops provides coverage across the town centre.
- Advocate for increased bus frequency at peak times and smaller sized buses at non-peak times.

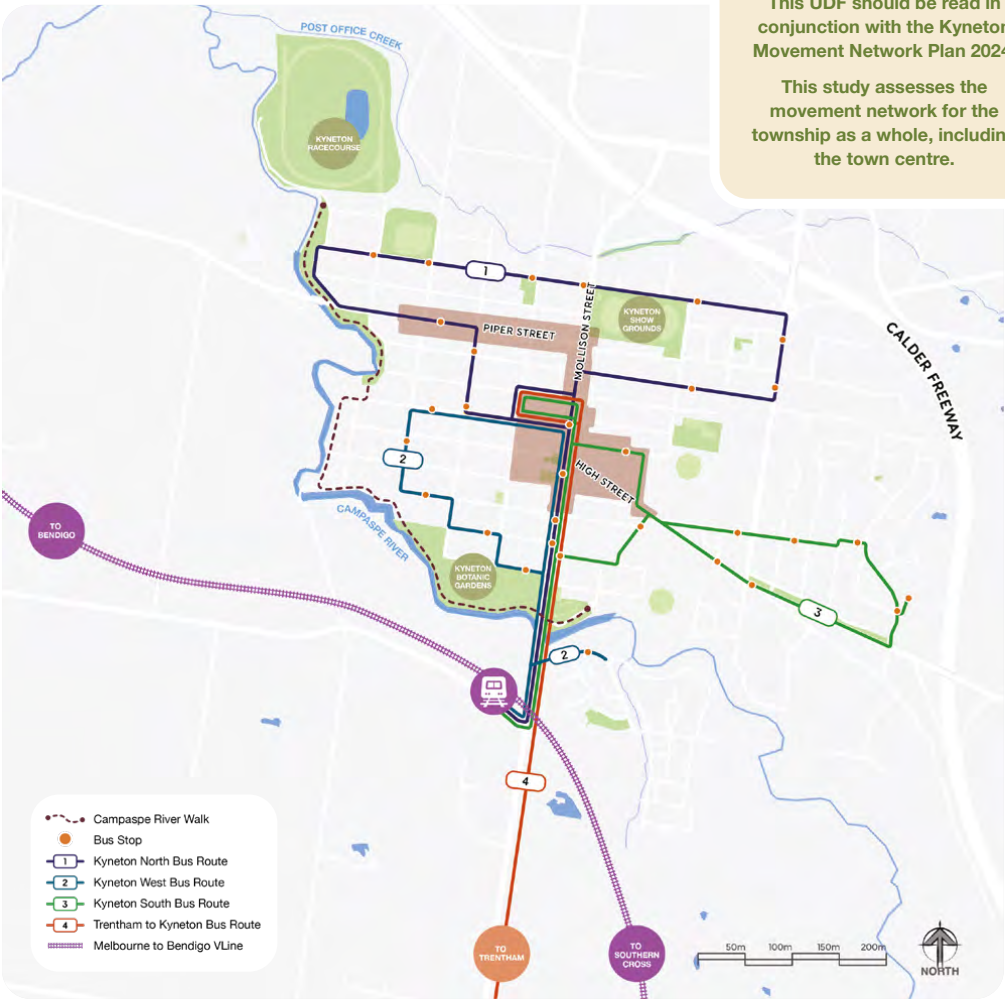


Figure 4 - Existing Public Transport Plan

2.3 Mollison Street Civic & Commercial Precinct



Mollison Street Civic and Commercial Precinct extends along Mollison Street from Donnithorne and Bodkin Streets to the south and to the edge of Kyneton Showgrounds to the north. The precinct extends west to Ebdon Street, between Simpson and Hutton Streets to include key civic, cultural and shopping facilities. The precinct encapsulates the retail and civic buildings that are known as the town centre.

The dominant characteristics of Mollison Street are the gold-rush era heritage buildings and its function as a high volume vehicular route. With the exception of the Town Square near the corner of High Street, vegetation and street trees are minimal. There are also no grassed open spaces.

There are minimal public seating areas and facilities such as rubbish bins, pedestrian crossings and pedestrian safety features (such as kerb outstands), compared to many similar town centres. The civic buildings, shopping centre and laneways in the precinct are busy areas with significant pedestrian and vehicle movement. There are minimal wayfinding signs nor high quality pedestrian paths, and some intersections such as Jennings/Mollison are difficult to safely navigate for pedestrians and vehicles alike.

The precinct provides exceptional access to services, public transport and infrastructure. With larger lot sizes and several renewal opportunity sites, there is potential for the precinct to accommodate more diverse and affordable housing in 'shop-top' style development.

Opportunities

- Provide more street trees, vegetation, and grassed open spaces.
- Upgrade and enhance existing public open spaces to make them more pleasant and usable.
- Provide more public seating, bike racks, rubbish bins, lights, and bollards.
- Make it easier for people to walk around the precinct and cross the street.
- Improve connections to the train station and river.
- Provide clear signage and wayfinding.
- Potential for alternative and affordable housing.
- Better interconnection between civic buildings, cultural areas and Mollison Street.
- Potential for an entry statement, public art and Indigenous culture and heritage recognition.
- Improve through-block connectivity west of Mollison: Old Kyneton Primary School, Faheys Lane, through to Hutton Street.

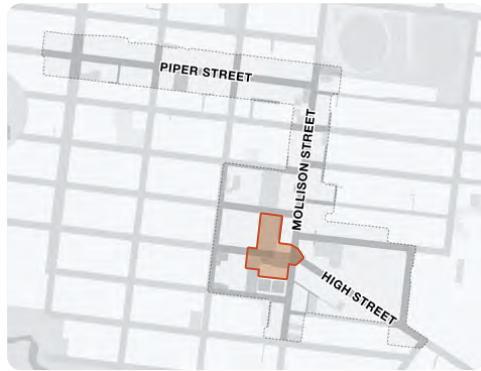


Mollison Street offers essential goods and services such as pharmacies, banks, and the post office



The Kyneton Town Hall and the Macedon Ranges Shire Council offices are located on Mollison Street

2.3.1 Central Community Area



The central community area in Kyneton includes the shops in and around the High Street and Mollison Street intersection, the Mechanics Institute building and forecourt, progressing north along Mollison Street to Kyneton Town Hall and west to include Woolworths supermarket and various civic buildings and community facilities. This UDF shall provide clever and creative opportunities to ensure this area is an attractive and safe space to spend time, undertake daily activities, and to improve connections within and around the area.

Opportunities

- Improve access, view-lines, and communal green spaces in the Mechanics Institute forecourt and surrounds, and the interface with Mollison Street.
- Implement a Kyneton township entry statement at or near the Mollison and High Street intersection.
- Improve amenity of Faheys Lane, including: prioritise pedestrians while retaining loading function; improve lighting, signage and interface between the shops and the laneway; and relocate or redesign bin cages.

- Improve the layout and function of the car park, especially for pedestrian movement.
- Deliver safer pedestrian movements and connections between Mollison Street, Woolworths, and community buildings.
- Improve connections between the Old Kyneton Primary School site and the Town Square. There should be a strong and integrated relationship between the two sites, with design collaboration and the opportunity to integrate land uses.
- Improve pedestrian focused treatments at the Mollison and High Streets traffic light crossing, such as lower vehicle speed limits and well-designed kerb outstands.



The War Memorial is a landmark in the town



The Mechanics Institute is an important heritage building and community facility



The Town Square provides a green space in the town centre, with beautiful mature shade trees

2.4 High Street Retail Precinct



The High Street Retail Precinct extends along High Street, between Mollison and Fergusson Streets. It extends north to include Market Street and south to include Welsh Street. The precinct includes key service retail activities, connections to key educational and active recreation facilities as well as housing and some mixed retail uses. High Street functions as a key vehicular route, connecting directly to the Calder Freeway and being the most commonly used entry road into the township. The street also has a high volume of morning and mid-afternoon traffic and pedestrian movements, with Kyneton High School, Sacred Heart College, and two primary schools located in the immediate area. The precinct also features an important off street parking facility, located on Market Street.

There is some vegetation and slow growing street trees on the street, and with the exception of the Mollison Street traffic lights, there are no formalised pedestrian crossings in the precinct. There are minimal public seats and rubbish bins. There are limited wayfinding signs and safe pedestrian paths in the area, particularly the existing connection between Market and High Streets.

Opportunities

- Plant more street trees and vegetation.
- Provide more public seating, bike racks, rubbish bins, lights, and bollards.
- Make it easier for people to walk around, cross the street and provide safe access to educational facilities.
- Clear signage and wayfinding.
- Improve pedestrian connectivity and safety between High Street and Market Street via the laneway and car park.
- Potential for an entry statement, public art and Indigenous culture and heritage recognition.



High Street is an important commercial strip, with an array of hospitality venues and specialty stores



A pedestrian laneway offers a pedestrian connection between High Street and Market Street, through the Market Street car park



High Street is a key vehicular route into town, and can be difficult to cross into the adjoining school precinct

2.5 Piper Street Historic Precinct



The Piper Street Historic Precinct extends along Piper Street from Mollison Street to Wedge Street, with connections down to the Campaspe River. The precinct is characterised by numerous historic buildings and tourism retail attractors that make it a distinctive and unique pedestrian environment. Piper Street is also a main connector road north to the Calder Freeway. There are no cycle lanes on the street, despite it being an important connection between the river and the town centre. The precinct features numerous cultural buildings and a monthly farmer's market.

There are very few street trees, particularly on the eastern part of the street, and while some heritage streetscape features such as bluestone gutters and flagstones have been retained, newer streetscape works are not sympathetic to this context. There is significant on street parking and some informal off street parking close to the street. There are no formalised crossings along the street, limited public seating, or other facilities. There is limited signage recognising the historic and tourism attractions, nor for wayfinding.

Public open space is limited, with St Paul's Park offering shade but no grassed area, seating or other facilities. This space is not in public ownership, and has poor accessibility for those with a disability.

Opportunities

- Plant more street trees and vegetation.
- Provide more public seating, bike racks, rubbish bins, lights, and bollards.
- Make it easier for people to walk around and cross the street.
- Improve signage and wayfinding to attractions and facilities.
- Better connection to the river and the Showgrounds.
- Potential for public art, and recognition of both Indigenous culture and heritage and colonial heritage.
- Work with the landowner of St Paul's Park to improve access and facilities.



New development on Piper Street that is sympathetic to the heritage style without trying to mimic it



Verandahs contribute to a sense of enclosure and a pleasant pedestrian experience



Heritage sign-writing is a feature of the Piper Street Historic Precinct, and there are several examples along the street

2.6 Character & Wider Urban Design

Kyneton is historically significant, the town featuring an outstanding collection of buildings from the mid to late 19th century which contribute greatly to the character of the town.

Other key characteristics are the location and landscapes including the Campaspe River, which although an important feature of the town, is not well recognised or celebrated.

The buildings within the UDF area are characterised by groupings of one and two storey shops in High, Mollison and Piper Streets, ranging from 5 to 10 metres wide. They often form a consistent street wall, providing a unique sense of enclosure and connectivity, compared to other towns in the region, which is a characteristic which should be protected and reinforced. The built form layout outside of these compact groupings is more sporadic, reducing the sense of coherence and intimacy to the main streets. Historically, Mollison Street featured at least one grand three storey building, but this was demolished some time in the 20th century.

The establishment of a streetscape environment that is more consistent and enhanced through treatments such as lower traffic speed limits, street trees, more pedestrian space, safer crossings, public seating and art features, will enhance the main streets. There is also opportunity for new development to reinforce the existing historical street wall, which will further enhance the town's character.



The consistent street wall provides a unique sense of enclosure and connectivity along Piper, Mollison and High Streets



There is an opportunity to highlight the proximity of the Campaspe River in the centre of town, and enhance connections



Redevelopment of this private commercial site complements the existing heritage character while adding interest to the street and new public seating

Street lighting along Piper, Mollison and High Streets is appropriate for a main road, designed primarily to illuminate vehicle movements. The lighting does not enhance the human character of the streetscape nor pedestrian wayfinding. There is benefit in investigating pedestrian-scaled lighting, especially in areas such as the Mechanics Institute Forecourt, Faheys Lane, and off street car parks. These types of lighting improvements will have a positive impact on the night time economy on the main streets.

Overhead cables for power and telecommunications are prevalent along the main streets, with aerial bundled cables mounted to poles or building façades in some locations. When considering streetscape upgrades, particularly tree planting, street furniture and kerb outstand programs, consideration should be given to putting cables underground wherever possible.

Commercial buildings are accessed via main streets and occasionally by rear lanes, with limited formal arrangements. Any future main streetscape upgrades will need to consider the potential impact on access and loading, and ensure that safety and accessibility remain a priority.

Large trucks use Kyneton's main streets as a north-south thoroughfare, and some businesses in and around the town centre rely on heavy vehicles for deliveries. Freight movements through town impact on the safety and amenity of the main streets. Opportunities to limit heavy vehicle traffic through the town centre are included as actions in the Kyneton Movement Network Plan.

Opportunities

- Reinforce the character of the town centre and its heritage buildings through urban design upgrades.
- Better connect the Campaspe River to the town centre through urban design upgrades.
- Investigate ways to improve the consistency of the built form on the main streets, by promoting (and requiring) consistent street wall outcomes and zero street setbacks in new developments.
- Investigate the potential to underground key utility infrastructure (such as power lines) when streetscape upgrades occur.
- Investigate improved locations, functions and access for freight movements and loading bays.
- Investigate methods to reduce unnecessary through route freight movements on the main streets.



Heritage buildings along the main streets contribute greatly to the character of the town



More efficient routes should be found for freight movement, to discourage the main streets of Kyneton being used as a thoroughfare



Woolworths loading bay on Jennings Street

3 Vision & Key Elements



3.1 Future Vision

Kyneton town centre will be a vibrant, safe and accessible place that further enhances its unique and compact main streets that provide shopping, services and activities for the local community, residents of the wider region and tourists. Importantly, Kyneton town centre will be home to lively streets and places for people in a beautiful heritage setting.

The town centre will offer plenty of opportunities for all to participate and contribute to the vibrant street and community life. It will be a town that puts people first and enhances the pedestrian experience along the main streets, public spaces and laneways.

It will recognise and celebrate its connection with local Taungurung Indigenous history, its heritage buildings, and embrace the surrounding landscapes, including the Campaspe River.

Piper Street, Mollison Street, and High Street will be easy to navigate on foot or by bicycle, provide access to public transport, and suitable parking options, with green leafy trees to provide shade and comfort. Kyneton town centre will become a true destination, where if you pop in for a quick visit, you can end up staying for the whole day.

The guiding principles on the following page outline the key considerations and aspirations for the UDF.



Kyneton Urban Design Framework

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3.2 Guiding Principles



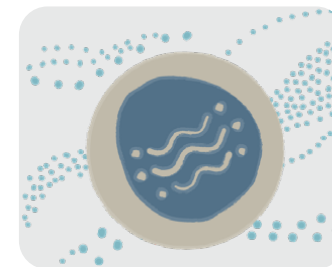
People first

Kyneton's streets are attractive, safe, and accessible to all. They are places where people want to stop and spend time. Public realm improvements encourage people to linger, generating both economic and social activity.



Thriving business and activity

The unique range of shops, cafés, restaurants, offices, pubs and niche retailers in the town centre are the beating heart of Kyneton. They will benefit from the increased activity that attractive and safe streetscapes bring.



Identity and culture

Public spaces create opportunities to celebrate Kyneton's identity. They provide a setting for local events, and public art that respects the town's indigenous history, gold rush heritage and local landscapes.



Urban greening & environmental sustainability

Quality green urban areas benefit liveability, human health and wellbeing. Sustainable development and public realm improvements will help to build a better future for the area.



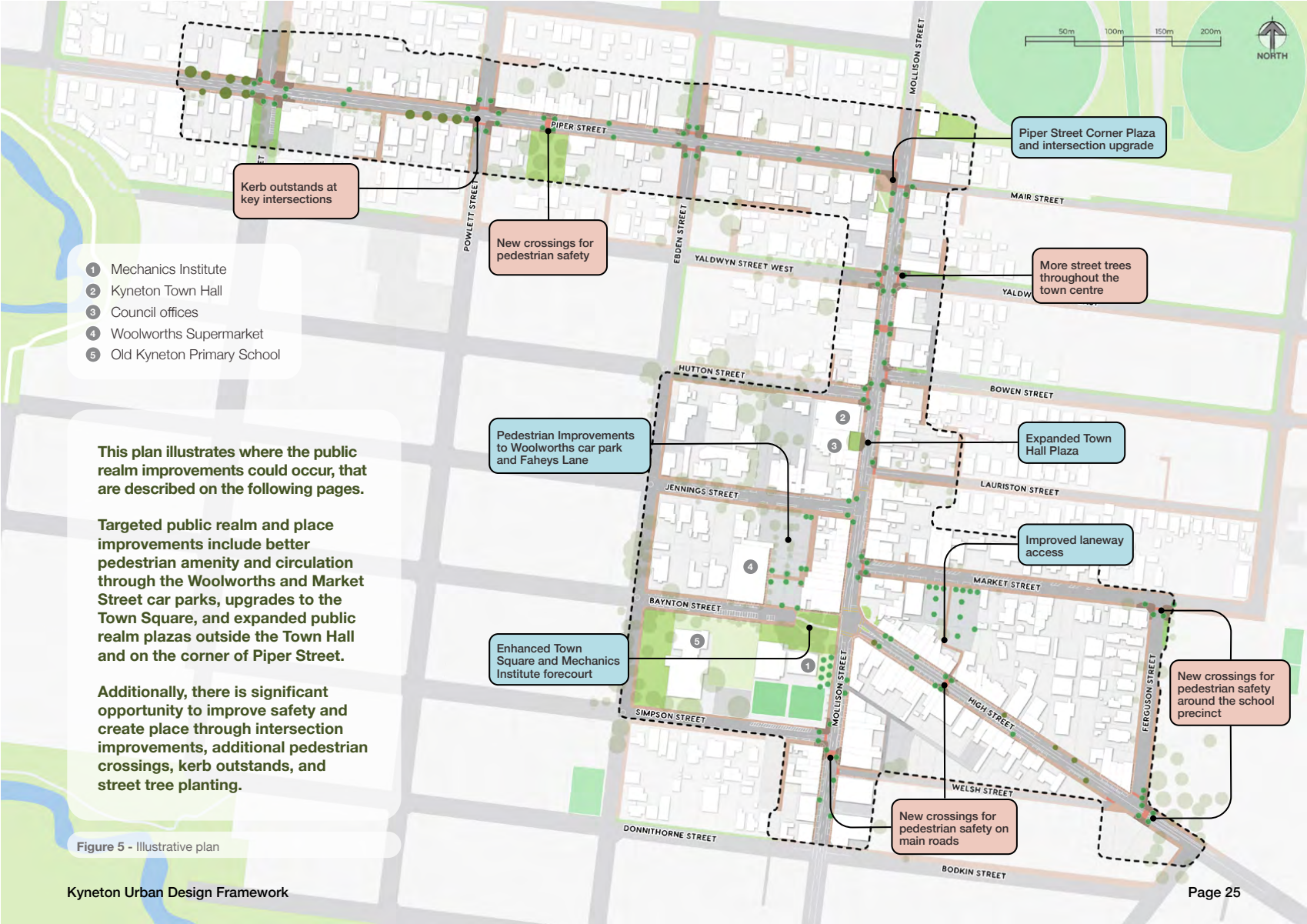
Design excellence

Well-designed and maintained buildings create a strong local identity and sense of place. Built form should respect the human scale, showcase heritage and intended character, and invite activity to spill out onto the street.



Community driven

The long term success of the UDF requires collaboration between the local community, the public and private sectors, who all have an interest in the area and benefit from ensuring it continues to thrive.



3.3 Vision and Delivery

Mollison Street Civic and Commercial Precinct

Will continue to play an important role as the key regional shopping strip and community hub against a backdrop of heritage and civic buildings. Based around a safe, leafy and people friendly environment where locals and visitors of all ages and abilities can meet, shop, rest, eat and play. It's unique built form and cultural heritage is enhanced and celebrated through a high quality public realm that connects people with nature and offers opportunities for life to spill out onto the street. Attractive and comfortable urban public spaces become important places for people to meet. Streetscape and public realm upgrades will ensure Mollison Street remains a vibrant and accessible hub for decades to come.



Kyneton Urban Design Framework

High Street Retail Precinct

Will feature a key entry statement for Kyneton and continue to provide high quality community shopping, restaurants and mixed retail services, whilst functioning as a safe and accessible transport route connecting to educational and community facilities. Streets will be well lit for pedestrians, have more street trees for shade and appropriate seating and other facilities. Access along side streets will be safe and easy.



Piper Street Historic Precinct

Will remain Kyneton's hub for tourism and hospitality, within a setting that respects, preserves and enhances the town's built heritage from the gold rush period and beyond, while embracing and enhancing Indigenous cultural heritage. Streetscape upgrades will foster a people-friendly environment by making the street easier to navigate and cross, and encouraging slower and safer car movements.



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4 Urban Design Frameworks

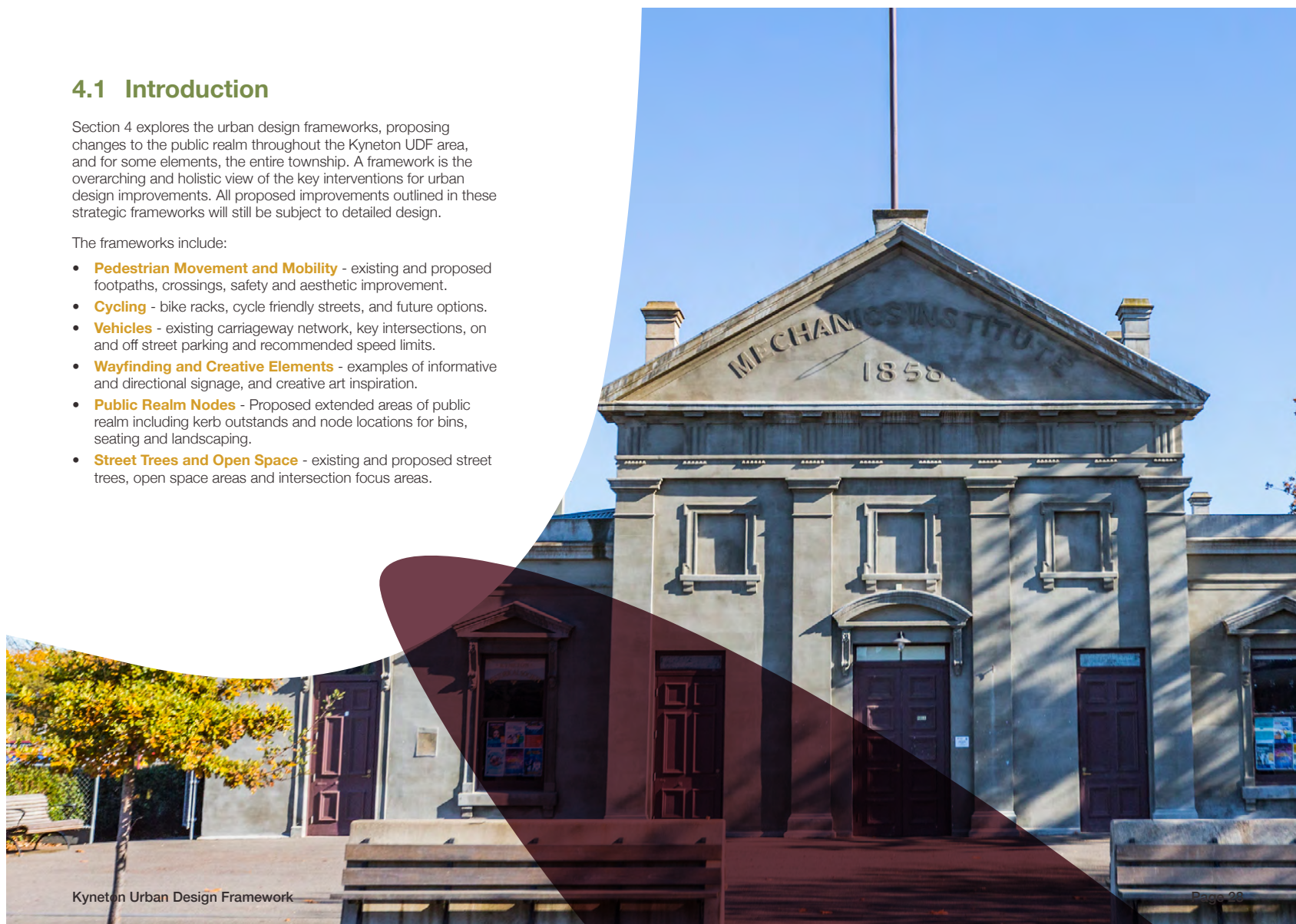


4.1 Introduction

Section 4 explores the urban design frameworks, proposing changes to the public realm throughout the Kyneton UDF area, and for some elements, the entire township. A framework is the overarching and holistic view of the key interventions for urban design improvements. All proposed improvements outlined in these strategic frameworks will still be subject to detailed design.

The frameworks include:

- **Pedestrian Movement and Mobility** - existing and proposed footpaths, crossings, safety and aesthetic improvement.
- **Cycling** - bike racks, cycle friendly streets, and future options.
- **Vehicles** - existing carriageway network, key intersections, on and off street parking and recommended speed limits.
- **Wayfinding and Creative Elements** - examples of informative and directional signage, and creative art inspiration.
- **Public Realm Nodes** - Proposed extended areas of public realm including kerb outstands and node locations for bins, seating and landscaping.
- **Street Trees and Open Space** - existing and proposed street trees, open space areas and intersection focus areas.



4.2 Pedestrian Movement & Mobility

The pedestrian experience will benefit from improving pavement for safety, placemaking, universal access and wayfinding purposes, as well as providing new pavement styles at key nodes and crossing locations. The existing street footpath network has full coverage across the town centre but could be improved to provide a better experience for users.

Off-street pedestrian connections

The off-street network includes:

- High Street to Market Street car park walkway.
- Faheys Lane to Woolworths supermarket and the Town Square. This will be a pedestrian priority shared zone that allows commercial vehicles to safely share the space with pedestrians.
- Civic precinct access path.

Improvements to these off street paths will ensure that they are easier to find, comfortable and attractive to commute through, safe to use, and help pedestrians easily reach their destination. Specific improvements are explored in the Section 5 concept plans.

Side Street Crossings

There is currently no consistent treatment of the side roads crossings. Some side streets feature a significant difference between the height and gradient of the footpath compared to the road carriageway, leading to pedestrian safety problems especially for wheelchair, scooter, and pram users. Other side streets have no change in height or treatment between the footpath and the road, leading to safety problems as drivers encroach on the footpath when turning. To avoid these crossing problems, pedestrians often use the road carriageway instead of the footpath. See Figure 12 for a typical detail of a side street crossing.

Establishing a consistent level and building kerb outstands at all crossings will create a safer and more accessible pedestrian environment by slowing vehicular traffic at the main road intersections and assisting drivers to adjust behaviour as they approach a lower speed limit environment.

Major Road Crossings

There are six major road pedestrian crossings proposed (See Figure 11 for a typical detail of a major road crossing):

- Piper Street between Powlett and Ebden Streets, in front of St Paul's Park (at grade unsignalised)
- High Street east of Ferguson Street (at grade unsignalised)
- High Street between Welsh and Mollison Streets (at grade unsignalised)
- Mollison and Piper Streets Intersection (signalised)
- Mollison Street north of Bowen Street (at grade unsignalised)
- Mollison Street near Simpson and Welsh Streets (at grade unsignalised)

There is a compelling safety justification to construct a signalised traffic and pedestrian crossing at the corner of Piper and Mollison Street. This is also a key proposal of the Kyneton Movement Network Plan 2024.

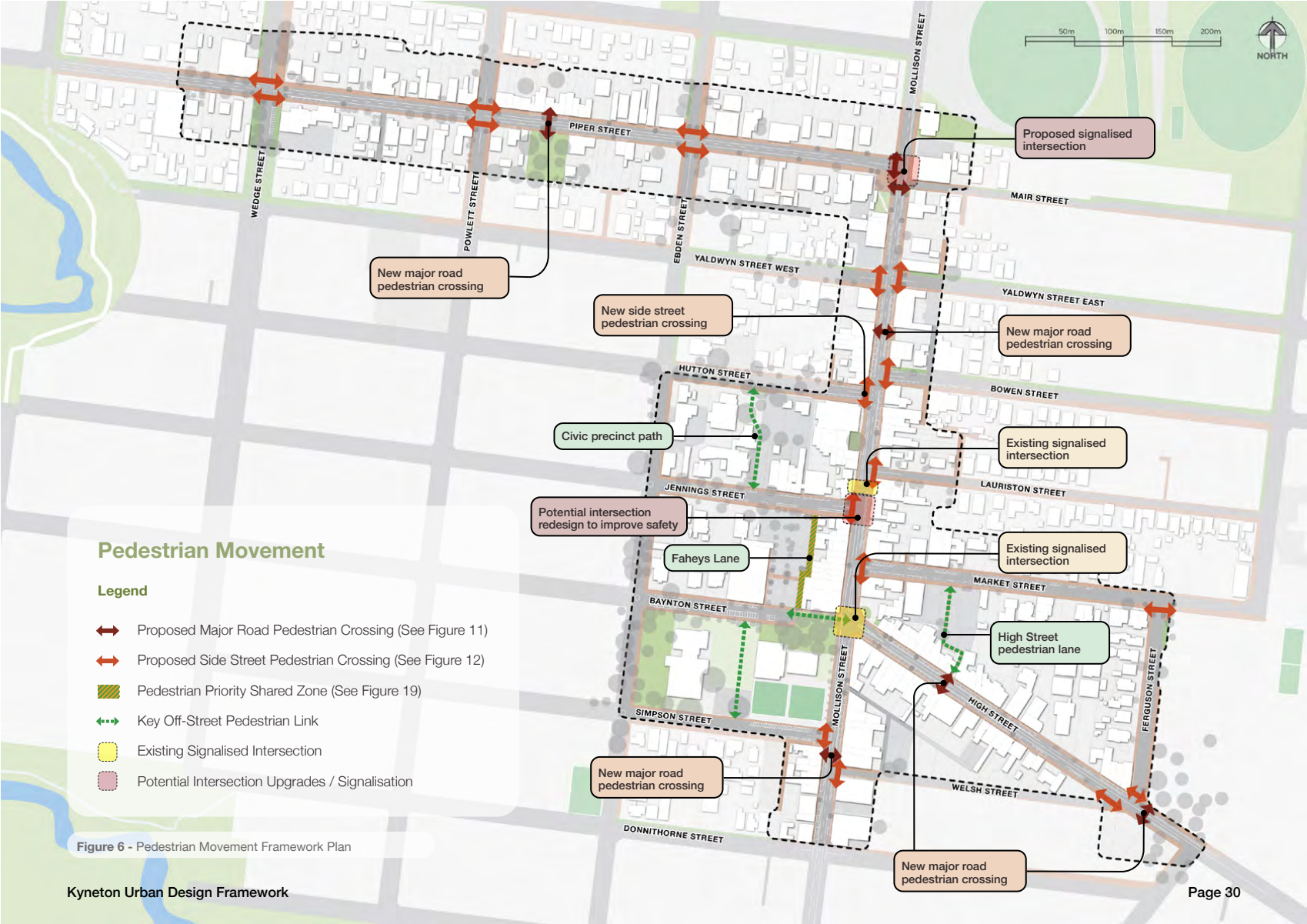
Proposed upgrades to the pedestrian network are shown on Figure 6.



Planting and kerb outstands incorporated into crossings helps to narrow the carriageway, providing a shorter crossing distance and encouraging vehicles to slow down



Pedestrian priority shared spaces help to create vibrant street life without precluding vehicle movement, such as this example in Auckland, NZ



4.3 Cycling

The existing cycling network features narrow painted cycling lanes along Mollison Street and High Street, while Piper Street has no formal cycle lane. While it is desirable to establish consistent wide cycle lanes on the full extent of Kyneton's main streets, due to the narrow road width of only 20 metres it is likely that wider cycle lanes can only be achieved through redesigning the cross section, for example by removal of car parking from one side of the street.

Instead, there are opportunities to use Kyneton's side streets to create an improved cycling network, connecting the town centre with key destinations including the schools precinct, Kyneton Train Station, Kyneton Showgrounds and the Sports and Aquatic Centre. Cycle-friendly streets could be marked with either cycle lanes or 'sharrows' to offer a quieter alternative on mostly residential streets.

Designation of bike-friendly streets should be based on the following considerations:

- Proximity to the main commercial streets
- Connectivity to important destinations both within the town and on the periphery (such as key employment precincts)
- Opportunities to connect to the wider cycle network including the Campaspe River Trail
- Topography
- Traffic volume and speed.

Other ways to improve the local cycling network:

- Slow traffic through speed limit reduction and prominent pedestrian crossings (signalised and unsignalised)
- Bike lane signage both on the carriageway and at eye level.
- Use wayfinding signs and maps to promote the cycling network
- Conveniently located bike racks, close to public nodes.
- Facilitating measures for safe, casual (slow paced) cycling on side streets, laneways and other public realm areas.



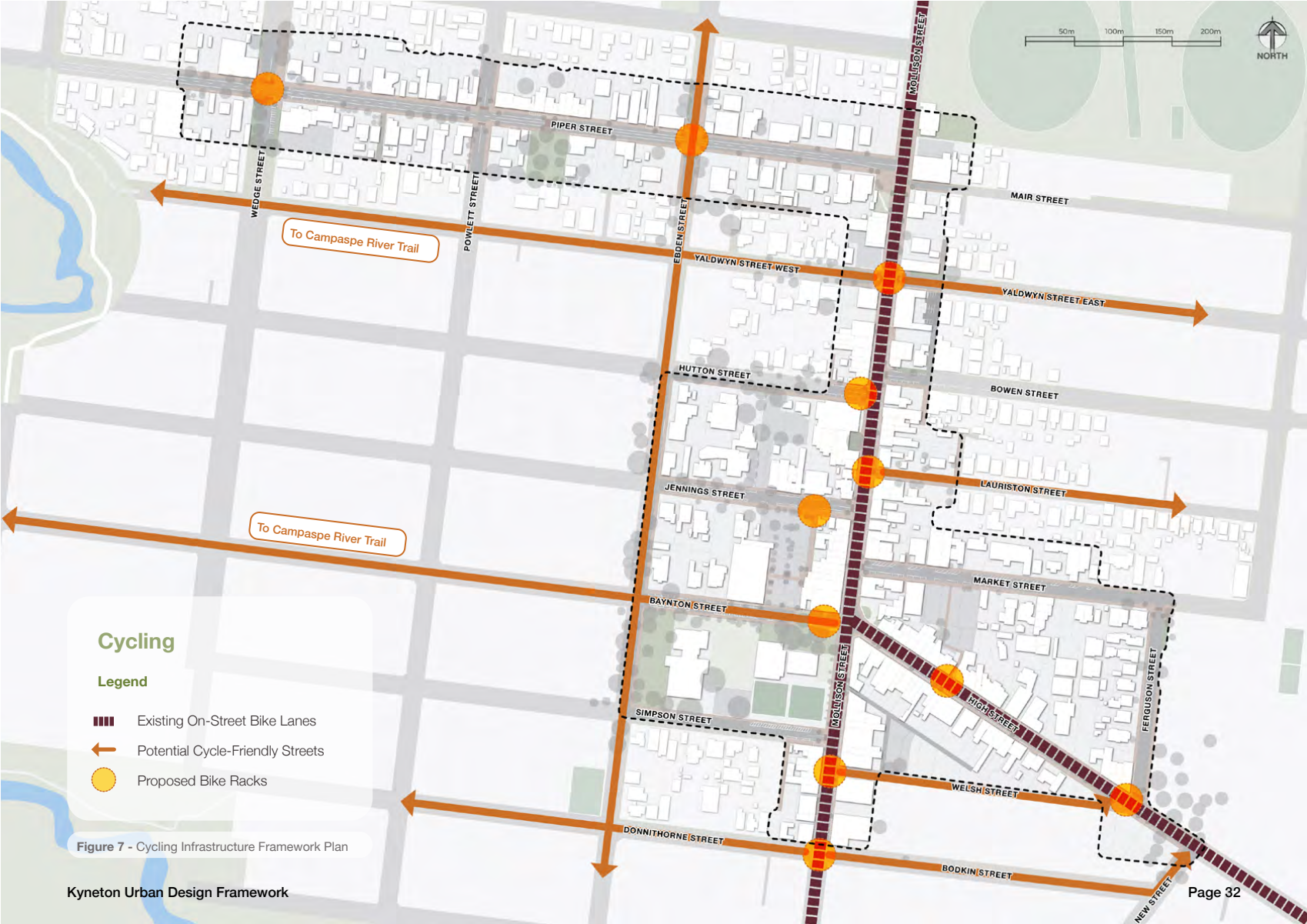
Bike racks should be incorporated into public realm improvements, and aligned with key cycling routes



Marked cycle lanes provide a clear and consistent cycling route for streets with a higher volume of traffic, where sharrows are not appropriate



'Sharrows' are appropriate on low-speed local streets where cyclists and drivers must coexist in the same lane



4.4 Vehicles

The main streets of Kyneton currently post a vehicular speed limit of 50 kilometres per hour. A primary objective of the UDF is to ensure the main streets put people first, prioritising safety, human scale and ease of access for all forms of transport.

Speed Limits

The suite of changes proposed by this UDF, including the addition of kerb outstands, pedestrian crossings in key locations, and built form recommendations, all serve to bring people closer to, and more engaged with, the street. Changes in the road standard and the surrounding environment justify a reduction in the speed limit on Mollison Street, High Street and Piper Street (within the UDF area).

Intersections

There are three key intersections in the UDF located along Mollison Street:

- The High Street signalised intersection currently functions well and can be enhanced with a creative entry statement.
- The pedestrian crossing between Jennings and Lauriston Street works well, but the nearby Mollison/Jennings intersection can be difficult for vehicles and unsafe for pedestrians. It is recommended to investigate options to redesign this space, also taking into account the impact of the Market and High Street intersections further south.
- The Piper Street intersection is currently non-signalised and due to the current speed limit and carriageway design, is dangerous for other street users. It is recommended that the Piper Street intersection be investigated for a signalised pedestrian and vehicular crossing and for kerb outstands to be extended to ensure slower and safer vehicle turning. (This is further explored in a Piper Street concept plan in Section 5.)

Kyneton Urban Design Framework

Parking

Proposed changes to car parking arrangements have been designed to ensure no net loss of parking spaces in the UDF area. On-street parking will largely remain along the main and side streets of town. A small number of bays will be removed in order to provide safe pedestrian crossings and kerb outstands. The Kyneton Movement Network Plan 2024 includes actions to increase the supply of accessible parking spaces in the town centre.

Off-street parking will be increased and improved within the precinct. The car park at the corner of Ebdon Street and Yaldwyn Street will be formalised, increasing the number of spaces to service Piper Street and the northern half of Mollison Street. It is critical that directional signage for this car park is established on the main streets.

Concept plans have been developed for the car parks at Woolworths shopping centre and the Market Street car park (see Section 5). Proposed changes are shown at Figure 8.



Traffic signals should be considered at the Mollison-Piper Street intersection, to aid both traffic flow and pedestrian movement and safety

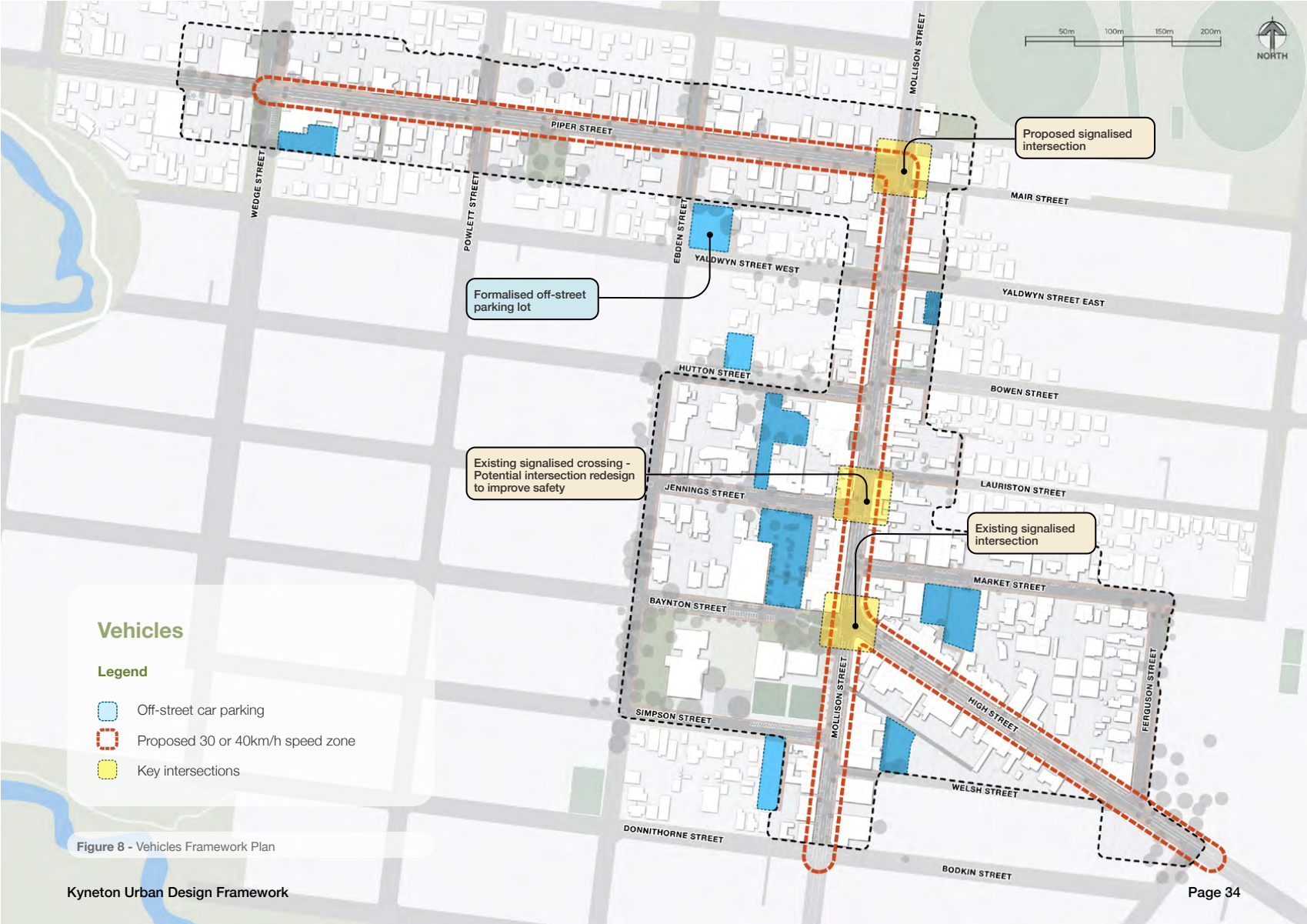


Safer crossing points near the school precinct would greatly increase safety for children crossing



Reduced speed limits are appropriate for areas of high pedestrian activity, such as the main streets of Kyneton

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4.5 Wayfinding & Creative Elements

Given the elongated form of the town centre and the three distinct main streets, improved wayfinding in Kyneton will be essential. Four different types of wayfinding are outlined below. They include directional wayfinding, as well as elements that enhance a sense of place such as entry statements, indigenous elements, and public art.

Directional Wayfinding

These concepts illustrate how unique wayfinding and signage could be implemented throughout Kyneton in order to unify the street, promote a sense of place and build on the existing character. Indicative concepts are provided to illustrate how these features could be seamlessly integrated into the streetscape, and incorporate creative cultural elements.

It is vital that a robust wayfinding strategy is established to create excellent navigation and accessibility tools across the entire township. The town centre shall be an area of focus, featuring key destination signage, navigation tools and entry statements.

High quality wayfinding outcomes in Kyneton can include:

- “You are here” location and direction maps in key township locations.
- Blade and/or bollard signs in high visitation areas, pointing out key locations and directions.
- Room to provide temporary information on wayfinding signs for special events and seasonal activities.
- Signs to show how many minutes walk a destination is, as well as how many metres.
- Existing location information engraved into pavements at intersections and key routes.

- Identity branding for Kyneton and the different precincts, in new furniture, bins and wherever possible.
- “Official” hand held maps and directional guidance showing key locations and the three township precincts, available in tourist centres, Council offices and through appropriate traders.



In-ground or pavement wayfinding can help establish a sense of place and orient people



Including walking times on wayfinding can encourage people to walk instead of drive



Example of minor wayfinding signage



Example of interpretive wayfinding signage



Example of blade wayfinding signage with a map, walking times and distances to destinations

Entry Statements

There are two locations recommended for key township entry statements, which should include iconic creative elements:

- High Street Intersection: primary entry statement, connecting the Town Square with Mollison and High Streets and to include a unique feature that is respectful to the war memorial.
- Piper Street Intersection: a key statement recognising the town centre and the historic precinct.

There are multiple approach locations that can include “Welcome” signage, precinct markers, and creative elements (see Figure 9):

- Mollison Street Approach (near train station)
- High Street Approach (Near the Welsh Street intersection)
- Piper Street Approach (near Wedge Street)



Example of a precinct entry statement



An entry statement and combine wayfinding and public art - acting as a landmark feature in the environment that helps orient people and contributes to a sense of place



An entry statement can combine wayfinding and public art - acting as a landmark feature in the environment that helps orient people and contributes to a sense of place



Example of a precinct entry statement



This catenary lighting is a subtle example of an entry statement into a public space

Indigenous Elements

Wayfinding and creative elements will include Indigenous cultural values. This includes signs and creative art that relate to Taungurung language, culture and history. Suggested outputs include:

- Recognition of Taungurung country in all signage and entry statements.
- Secondary reference naming of the Campaspe River as Yerrin.
- Artistic references to Taungurung culture, which could include references to Yerrin (Campaspe River), Bundjil the great ancestor spirit (wedge tailed eagle) and Waang, the bringer of fire and light to country (crow).
- A community engagement process to investigate re-naming some streets and other places in Kyneton, which due to past colonial actions and atrocities, are sensitive and cause distress. The goal of the process is to suggest names that are culturally appropriate and inclusive.

Ongoing engagement with the Registered Aboriginal Party (Taungurung Land and Waters Council Aboriginal Corporation) is recommended, including undertaking a cultural values workshop and a creative engagement workshop to recognise potential art installations, signage, pavement and street furniture, and ensure the appropriate and inclusive representation of Taungurung cultural values.



Yerrin (Campaspe River) is an important feature in the cultural and historical landscape

Public Art

Public realm nodes and key improvement areas (refer section 4.6) provide opportunities to incorporate public art and creative elements unique to the town centre, drawing on the talents of Kyneton's long-standing and vibrant artistic community.

These elements could include reference to:

- Gold rush era architectural design
- Kyneton's agricultural history.
- The shape and flow of the river and surrounding natural landscapes such as Hanging Rock, and the Cobaw and Wombat State Forests.

The heritage features that make the Piper Street Historic Precinct a unique and treasured environment could be interpreted and enhanced in public art along the street.



Public art can be an opportunity to collaborate with First Nations artists to incorporate storytelling, and cultural interpretation in the public realm, like the sandstone carvings at the National Museum of Australia in Canberra



'North' is an example of sculptural public art in Geelong that serves as an important landmark and enhances the sense of place



'Four Crows' is an example of public art that serves to activate blank walls and give an impression of care in under-utilised spaces



4.6 Public Realm Nodes

Public realm nodes will be constructed in areas of high visitation and public congregation, including street crossings and key improvement areas, such as the Town Hall and Town Square (see Figure 10 for details). The intention is to create more places for people to socialise and rest in the town centre, in addition to making the town centre more attractive.

Kerb outstands will offer:

- Space for expanded areas of public realm, planting, and street furniture.
- New landscaped areas to increase street greening. These could be rain gardens incorporating Water Sensitive Urban Design (WSUD) details in areas where this is appropriate.
- High quality and Kyneton branded street furniture.
- Public art and creative elements to enhance amenity and aesthetic qualities.
- Wayfinding information to improve connection between precincts.
- Improved street crossings, lighting and seating to enhance public safety and accessibility.

There are three types of kerb extensions that are described in Figures 11, 12, and 13 on the following pages.

The key improvement areas are slightly larger spaces that have higher value as recreation and meeting places, and offer greater opportunity for amenity:

- #1 - Improved Town Square
- #2 - Pedestrian Improvements to Woolworths car park
- #3 - Expanded Town Hall Plaza
- #4 - Improved Laneway Access
- #5 - Piper Street Corner Plaza

For detail on the above key improvements area, see Chapter 5 Precincts.



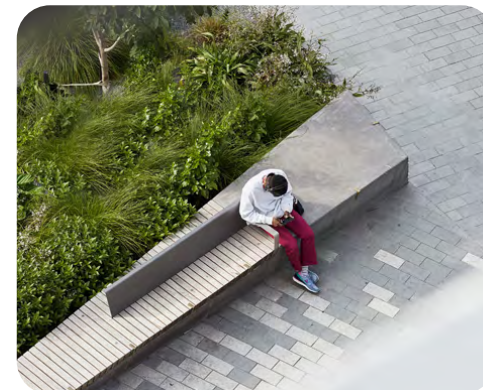
Kerb outstands create space for small public realm nodes that offer respite on a busy street and opportunities to incorporate WSUD into the town centre, like in Singleton NSW



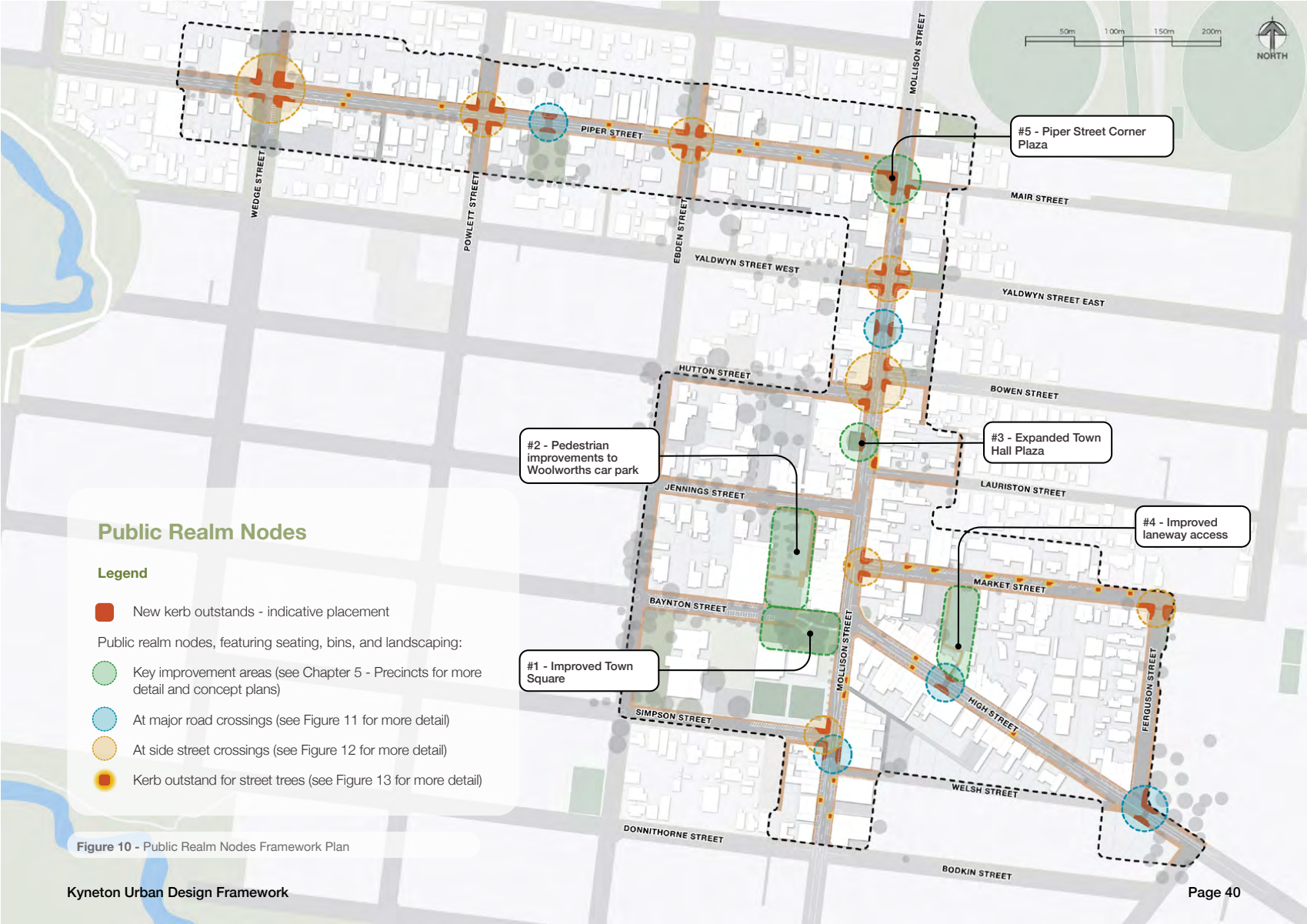
Kerb outstands are a great opportunity to incorporate WSUD and build climate resilience into urban areas, especially in areas prone to flooding like this example in South Melbourne



Amenities such as seating and bins help small spaces feel more welcoming, like the Horscroft Place Pocket Park in Moorabbin



Small public realm nodes offer respite on a busy street, like Lombard Lane in New Zealand's capital



Typical major road crossing and public realm node

The UDF proposes adding several new crossings to help people cross the main roads. These are designed to improve safety and connectivity, by shortening the road crossing distance and providing a visual signal to cars to slow down. Pedestrians can more easily access both sides of the street which boosts foot traffic to businesses. Public realm nodes with seating at either side allow people to linger on the street and create a lively street atmosphere.

Coordination with Regional Roads Victoria will be essential. Crossings could be coloured or striped. See Figure 10 for indicative locations.



Figure 11 - Typical major road crossing

Typical side road crossing and public realm node

Raised priority or “wombat” crossings help to establish a consistent, level pedestrian environment, especially aiding pram users and those with limited mobility. It can also alleviate conflict points between pedestrians and vehicles, by making pedestrians more visible and better able to make eye contact with drivers. Existing no-standing areas are converted to space for greenery and seating, extending the pedestrian zone while maintaining 2-way vehicle movements and avoiding the loss of on-street car spaces.. There is ample room to include garden areas and seating nodes. WSUD should also be considered.

See Figure 10 for indicative locations.

- 1 Raised priority crossing or ‘wombat’ crossing (subject to detailed design)
- 2 Kerb outstands
- 3 Seating and bins
- 4 Wayfinding signage
- 5 Footpath gardens
- 6 Street trees on corners
- 7 High quality paving at corners



Figure 12 - Typical side street crossing

Typical street tree kerb outstand

Street trees will be incorporated in smaller mid-block kerb outstands, with new landscaped areas to increase street greening. These could be rain gardens incorporating Water Sensitive Urban Design (WSUD) details in areas where this is appropriate. Seating should also be included on the footpath adjacent to the kerb outstand.

See Figure 10 for indicative locations.

- 1 Kerb outstands
- 2 Street trees
- 3 Landscaping - potential for WSUD rain gardens
- 4 Mid-block seating could be incorporated



Figure 13 - Typical street tree kerb outstand

4.7 Street Trees & Open Space

A carefully considered street tree planting program is proposed to significantly enhance the amenity of the main streets and open spaces in Kyneton by increasing the canopy coverage in the town.

The main streets in Kyneton have very limited numbers of existing trees, with the exception of High Street where some trees have been planted. The value of street trees is significant, as they transform the aesthetics of a street, provide shade, reduce urban heat island effect, and in the broader context they also offset carbon emissions.

The proposed planting program includes new trees in public congregation and key improvement areas, mid-block kerb outstands, and around key crossings and intersections (see Figure 14).

Proposed locations have been selected as targeted insertions into the public realm, to avoid excessive loss of parking. Street trees can be delivered incrementally over a period of years in conjunction with other capital works.

When selecting street trees, consideration should be given to:

- Selecting locally appropriate species which will thrive in the climatic conditions - an indicative selection of both indigenous and exotic species has been included below.
- Avoiding overhead powerlines - smaller tree species should be selected where these are present.
- Avoiding obscuring views of significant buildings, and using trees to frame these views.
- Sight lines at intersections should not be obscured.

- Avoiding conflict with awnings and verandahs.
- Context within the town centre - in areas with high heritage value, exotic tree and plant species may be more appropriate. However, in most instances locally indigenous species should be favoured for their specific adaptation to the climate of Kyneton and the Macedon Ranges.
- Context within the location - Structure, appearance, canopy, and height of tree should all be considered to assess if it is appropriate to the location.
- Refer to Macedon Ranges Shire Council 'Street Tree Planting - Preferred Species List'

Considerations for detailed design:

- Coincide tree planting with specific kerb outstand or improvement area construction.
- Use of appropriate tree pits or soil cell systems to ensure long-term tree health and minimise root damage to footpaths and buildings.
- Ensure trees planted at intersections are large enough to have a 2 metre clear stem.
- Ensure access to footpaths, buildings and shops are not compromised by tree locations.
- Collaboration with MRSC Open Space department during detailed design phase for species selection.

Recommended tree species:

The following small and medium tree species are recommended based on the constraints and opportunities of the town centre public realm, including its narrow street widths and existing buildings. A range of oak species may also be appropriate where there is space for a larger tree.

Small trees (4-8m high x 3-5m wide)

- *Banksia marginata* **Silver Banksia** *
- *Lagerstroemia indica* x *L. fauriei* **Crepe Myrtle** *
(smaller cultivars such as 'Sioux', 'Tuscarora', and 'Biloxi' and medium cultivars such as 'Natchez')
- *Pistacia chinensis* **Chinese Pistachio** *
- *Pyrus betulaeifolia* **Birch Leaf Pear** *
- *Acer campestre* 'Elsrijk' **Field Maple** *
- *Malus* 'Royal Raindrops' **Crab Apple** *
- *Acer platanoides* 'Crimson Sentry' **Crimson Maple** *

Medium trees (9-15m high x 6-10m wide)

- *Indigenous: Acacia melanoxylon* **Blackwood** *
- *Allocasuarina littoralis* **Black She-oak** *
- *Eucalyptus pauciflora* **Snowgum** *
- *Melia azederach* **White Cedar** *
(‘Elite’ or other non fruiting only)
- *Fraxinus pennsylvanica* 'Cimmzam' **Green Ash** *
- *Fraxinus pennsylvanica* 'Urbell' **Green Ash** *
- *Ulmus parvifolia* 'Reflection' **Chinese Elm** *

A selection of these species is shown overleaf.

* Indigenous species

* Native deciduous species

* Exotic deciduous species

Indicative tree palette

Medium trees



Blackwood
Acacia melanoxylon



Snow Gum
Eucalyptus pauciflora



Black She-Oak
Allocasuarina littoralis



Cimmaron Green Ash
Fraxinus pennsylvanica 'Cimmaron'

Small trees



Silver Banksia
Banksia marginata



Crepe Myrtle
Lagerstroemia indica



Crab Apple
Malus 'Royal Raindrops'



Chinese Pistachio
Pistacia chinensis



4.8 Wider Movement Network

The proposals identified here fall outside the UDF area, but support improved active and sustainable transport connections to and from the town centre.

The wider active transport network links the Kyneton town centre to destinations like the Kyneton Railway Station, Campaspe River Trail and Kyneton Showgrounds (Figure 15). There are opportunities to improve missing links and ensure that the benefits from delivering pedestrian and cycling upgrades in Kyneton town centre extends to the entire community and offer all-age cycling capability.

The following actions can be delivered through a holistic approach to the implementation of the UDF alongside other strategies like the Kyneton Movement Network Plan and the Shire-Wide Footpath Plan, and in consultation with major stakeholders like the Department of Transport and Planning having regard to Movement and Place principles:

- 1 Continue to extend and improve the Campaspe River Trail, increase connectivity to nearby streets and the train station, resolve the break in the path west of Mill Street near Jennings Street and upgrade to a shared user path for its full extent.
- 2 Review the road cross-section on the Mollison Street bridge to facilitate a cycle lane and/or shared path connection between the town centre and the train station.

- 3 Prioritise pedestrian movement in and around Kyneton Train Station, including enhanced wayfinding, raised priority or 'wombat' crossings and traffic calming mechanisms.
- 4 Footpath extension along Mollison Street (west side) north of Mitchell Street.
- 5 Improve the footpath on the eastern side of Mollison Street heading towards the train station.
- 6 Ensure appropriate connections with the regional cycling network.
- 7 Ensure sufficient bike racks are provided at key destinations such as the train station and the Showgrounds.
- 8 Support regular review of bus services to ensure the timetable and location of routes and stops supports community needs.
- 9 Explore opportunities for alternative heavy vehicle routes to avoid the main streets in the town centre
- 10 Explore additional opportunities for active transport connections to the railway station, e.g. via Greenway Lane / Lauriston Reservoir Road.
- 11 Undertake Movement and Place studies for key streets to determine appropriate treatments and upgrades.

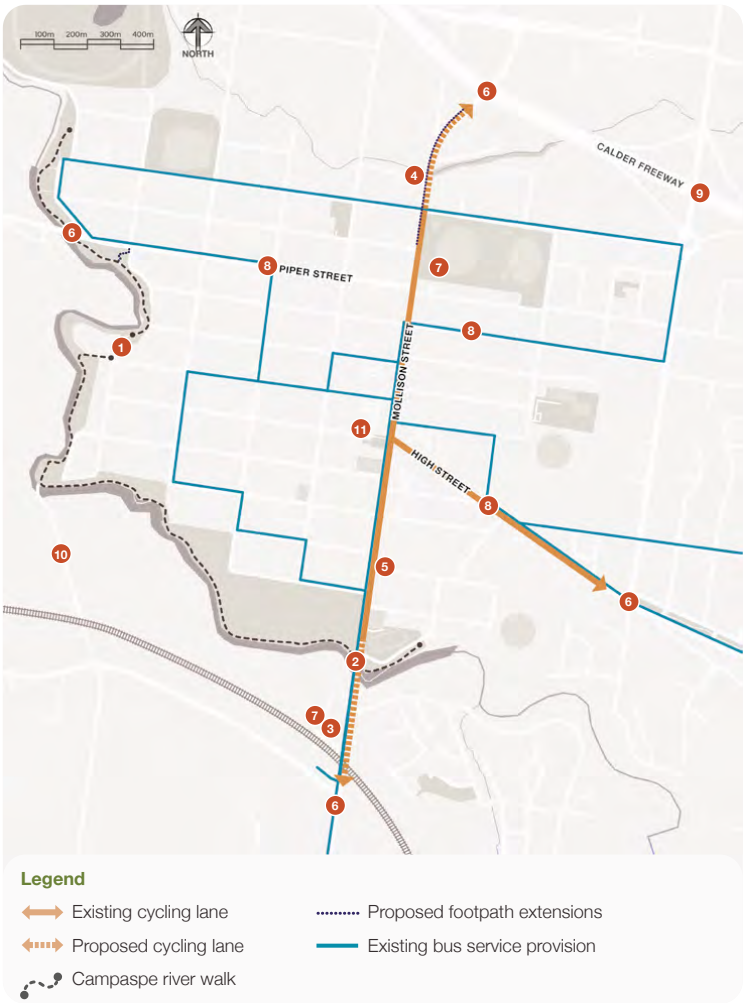


Figure 15 - Wider Movement Network Improvements

5 Precincts



5.1 Introduction

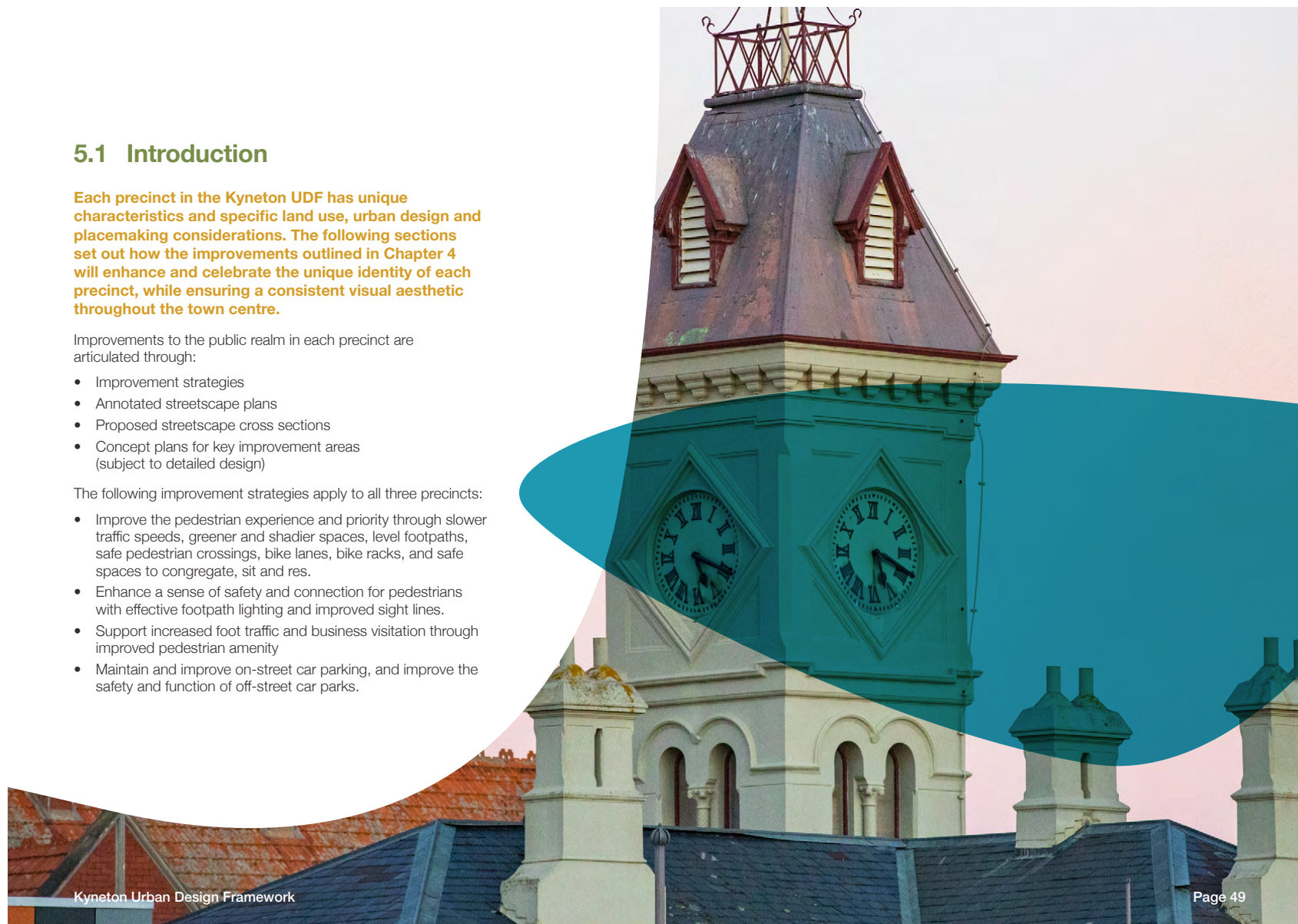
Each precinct in the Kyneton UDF has unique characteristics and specific land use, urban design and placemaking considerations. The following sections set out how the improvements outlined in Chapter 4 will enhance and celebrate the unique identity of each precinct, while ensuring a consistent visual aesthetic throughout the town centre.

Improvements to the public realm in each precinct are articulated through:

- Improvement strategies
- Annotated streetscape plans
- Proposed streetscape cross sections
- Concept plans for key improvement areas (subject to detailed design)

The following improvement strategies apply to all three precincts:

- Improve the pedestrian experience and priority through slower traffic speeds, greener and shadier spaces, level footpaths, safe pedestrian crossings, bike lanes, bike racks, and safe spaces to congregate, sit and res.
- Enhance a sense of safety and connection for pedestrians with effective footpath lighting and improved sight lines.
- Support increased foot traffic and business visitation through improved pedestrian amenity
- Maintain and improve on-street car parking, and improve the safety and function of off-street car parks.



5.2 Mollison Street Precinct

5.2.1 Improvement Strategies

- Prioritise pedestrian movement and improve connections between Mollison Street, Kyneton Town Square, Faheys Lane, Woolworths supermarket and its car park, Mechanics Institute forecourt, Kyneton Library, Old Kyneton Primary School site and the civic buildings south of Jennings Street.
- Improve the layout, function and connections with open space at Kyneton Town Square and Mechanics Institute forecourt.
- Invigorate the precinct with attractive and unique aesthetic features, better wayfinding signage and easy to navigate footpaths.

Characteristics of this Precinct:

Kyneton's central hub

Key daily retail, civic and community services

Community meeting areas

Main shopping strip

Cultural and gold rush era heritage buildings

Public transport terminal

Key on- and off-street parking

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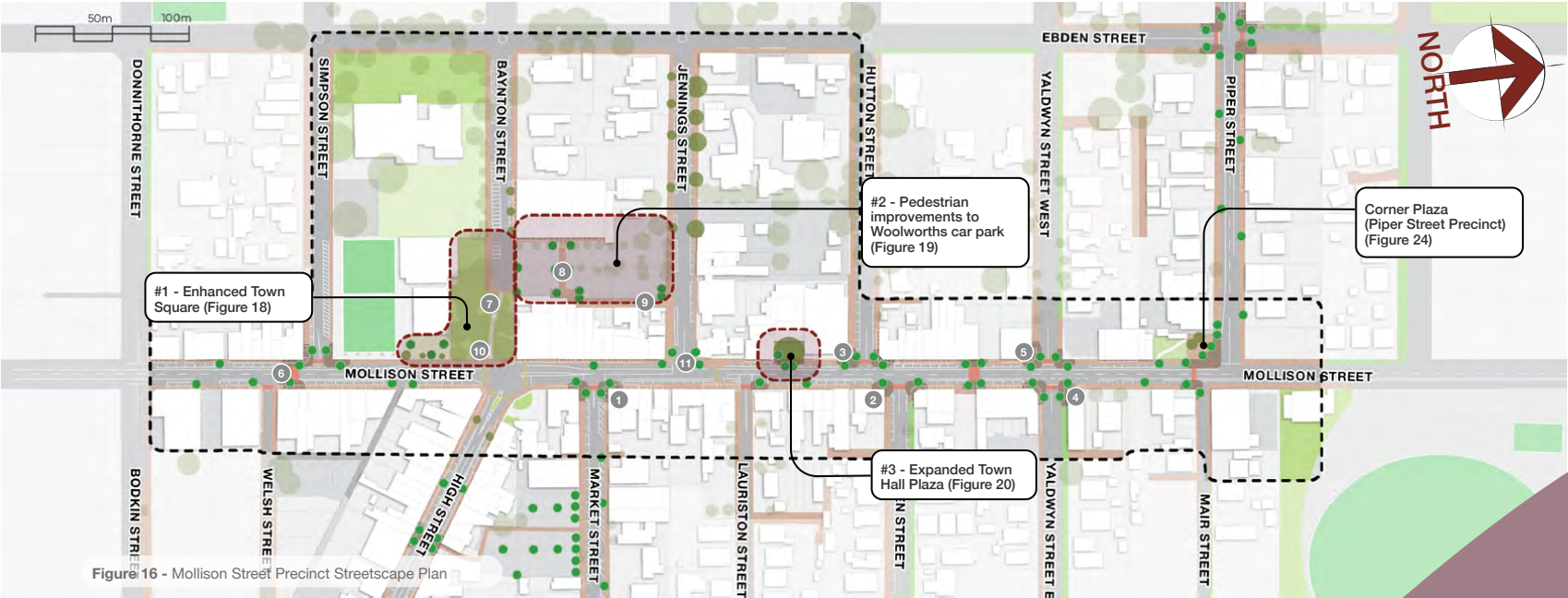


Figure 16 - Mollison Street Precinct Streetscape Plan

5.2.2 Mollison Street Streetscape Plan

The public realm improvements on Mollison Street include new kerb outstands, pedestrian crossings, additional street tree canopy, and opportunities for more street furnishings. Additionally improvements are suggested for the Town Square, the Woolworths car park, and the Town Hall Plaza.

Kerb outstands, pedestrian crossings, street trees and street furnishings at:

- 1 Market Street
- 2 Bowen Street
- 3 Hutton Street
- 4 Yaldwyn Street East
- 5 Yaldwyn Street West
- 6 Mollison Street near Simpson and Welsh Streets

Other improvements include:

- 7 Improved public realm through the Town Square
- 8 Improved pedestrian crossing through Woolworths car park
- 9 New pedestrian priority shared loading zone in Faheys Lane
- 10 Entry statement opportunity
- 11 Investigate options for improved intersection layout

The key improvements are:

- Enhanced Town Square
- Improvements to Woolworths car park
- Expanded Town Hall plaza
- Street tree planting
- Entry statement opportunity

5.2.3 Linking Key Destinations

The Kyneton Town Square is a key opportunity to link other important destinations in the town centre, creating a 'public realm precinct' that will serve as the natural gathering place in the town.

The redeveloped Old Kyneton Primary School, pedestrian-focussed Faheys Lane and the leafy green Mechanics Reserve will all have their own character. However, there should also be consideration for how people will move between these spaces, and unifying design elements that makes the area feel like a connected precinct.

Important considerations

- Viewlines between spaces are important for creating a welcoming environment that feels connected. Viewlines aid in navigation and wayfinding, and help contribute to feelings of safety. Views from Mollison Street through the Mechanics Reserve to Baynton Street and the Old Kyneton Primary School site are important for people navigating that space.
- Unifying design elements that draw people between spaces, such as similar landscaping, street furnishings, or paving patterns.
- 'Desire lines' and the paths people use to walk through the town. Connecting key off-street pedestrian links and creating a more permeable walking network through the town.

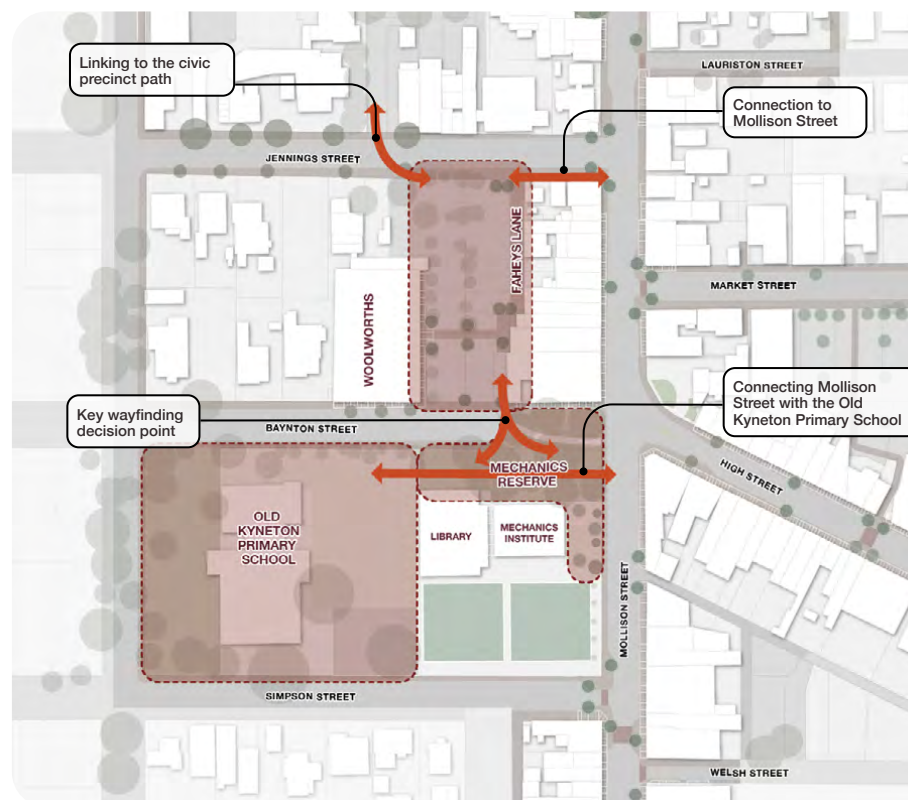


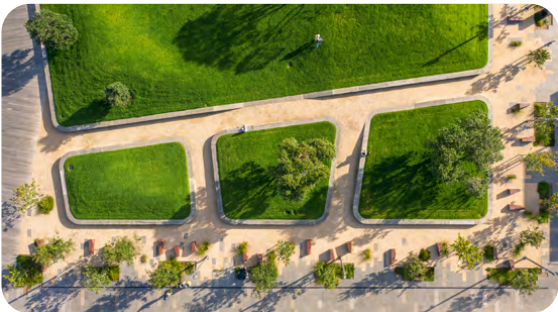
Figure 17 - Key destinations and linkages in the town centre

5.2.4 Key Improvement Area #1 - Improved Town Square

The Town Square is the key area of public open space in Kyneton's town centre. It centres on the Kyneton Mechanics Reserve and connects a range of important spaces and destinations including Mollison Street, High Street, the Woolworths supermarket, Kyneton Library and the Old Kyneton Primary School. There are opportunities to enhance this precinct through upgrades to the central reserve area while creating better connections to surrounding streets, shops and community facilities.

Proposed improvements will establish Kyneton Town Square as:

- An attractive and inviting green space, with improved pedestrian wayfinding and connections.
- The key arrival point and important destination for the township, featuring wayfinding signage and an entry statement.
- A place for everyday relaxation and socialising, as well as for public gatherings and events.
- A space that seamlessly connects with surrounding buildings and public spaces.
- A safe area with improved lines of sight and lighting.



Clear pedestrian links through areas of green space, with high quality paving and furniture, such as this example in Auckland by LandLAB

Kyneton Urban Design Framework



Figure 18 - Concept plan for town square / Kyneton Mechanics Reserve

- 1 Replace taller shrubs with lower-growing plants to improve lines of sight.
- 2 Review the current location of the Lions Club building to explore options to create a clearer physical and visual link from High Street to Baynton Street while ensuring ongoing community access to a flexible 'stall' space in a central location
- 3 Additional opportunities for bench seating along the direct link from High Street to Baynton Street.
- 4 Upgraded public realm in front of the Mechanics Institute to include more seating, greenery, and shade.
- 5 Retention of existing mature trees
- 6 Ensure clear and legible connection between the Town Square and Old Kyneton Primary School. Consideration should be given to integrated land uses and connections between the two spaces.
- 7 Upgrade the playground in front of the Library.
- 8 Potential for new entry statement that does not detract from the existing war memorial.
- 9 Retain grassed areas; reconfigure where necessary to accommodate new pedestrian links.

5.2.5 Key Improvement Area #2 - Pedestrian Improvements to Woolworths Car Park

Woolworths supermarket is the main retail attractor in Kyneton. It is important that the function of the car park and adjacent Faheys Lane is an attractive, safe and easy to access environment for pedestrians and vehicles, connecting seamlessly with surrounding areas.

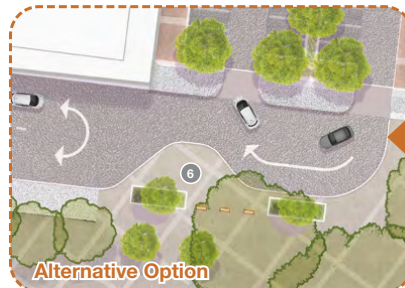
Proposed improvements will create a seamless and attractive connection to Woolworths from Mollison Street and High Street, that prioritises pedestrian safety.

- 1 Widened pedestrian crossing from back of Mollison Street shops across the car park to Woolworths, including high quality paving and new street trees.
- 2 New pedestrian priority shared zone in Faheys Lane will accommodate loading and a safe pedestrian environment with high quality paving and no private vehicle parking.
- 3 New pedestrian walk between Town Square and back of Mollison Street shops will incorporate small fenced area for bin storage, or an alternative bin storage location will be found.
- 4 Existing internal through-ways between Mollison Street and Faheys Lane.
- 5 Safer and easier access to the shop fronts on Faheys Lane.
- 6 Review opportunities to expand public open space into the Baynton Street road reserve, subject to traffic circulation and parking considerations



Raised tables and changed surface texture alerts drivers to pedestrian priority

Kyneton Urban Design Framework



Alternative Option



Figure 19 - Concept Plan for Woolworths car park and Faheys Lane

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5.2.6 Key Improvement Area #3 - Town Hall Plaza



Figure 20 - Concept Plan for Town Hall Plaza

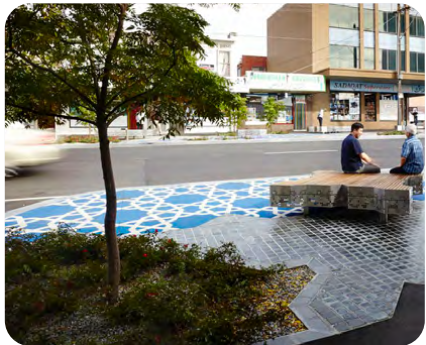
The Town Hall is a key location and congregation point on Mollison Street. The existing forecourt to the shire offices provides an opportunity for increased open space.

Proposed improvements will establish Town Hall Plaza as:

- A destination in the town centre
 - A place for people to sit and wait
 - A cool spot to linger in summer
 - An attractive approach to the Town Hall and a space to gather before and after events.
- 1 A new kerb outstand will remove three parking spaces and expand the public realm for seating and landscaping.
 - 2 New benches will provide additional seating to complement the existing seat at the base of the oak tree.
 - 3 High quality pavement will identify that this area is a destination within the town centre.
 - 4 Consider marking the parking bays directly in front of the town hall as temporary 'pick up / drop off bays' during recognised event times (e.g. weekend evenings)



High quality paving and contemporary furnishings will make the small space feel more welcoming.



Public realm upgrades and additional landscaping will provide a place for respite in the middle of the town centre

5.3 High Street Precinct

5.3.1 Improvement Strategies

- Provide safe and easy-to-navigate paths and crossings in and around High Street, improving connectivity to Kyneton's primary and secondary schools, the Sports and Aquatic Centre and Market Street services and shops.
- Enhance the connection between High Street and Kyneton Town Square.
- Improve the pedestrian experience of the laneway between High Street and Market Street through the Market Street car park.

Characteristics of this Precinct:

Key entry road

Connecting key education and recreation facilities

A high number of restaurants and local retail

Compact built form with buildings often 5 metres in width with no street setbacks

Vehicle service stations at the entry to the precinct



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5.3.2 High Street Streetscape Plan

The public realm improvements on High Street include pedestrian crossings into the school precinct, additional street tree canopy and opportunities for more street furnishings. Improved access through the pedestrian laneway connecting High Street and Market Street car park provides a safe mid-block pedestrian link.

- 1 Major road crossing on High Street east of Ferguson Street to improve safe access to school precinct.
- 2 Kerb outstands and pedestrian crossing on Ferguson Street at Market Street intersection to improve safe access to school precinct.
- 3 Pedestrian crossing on Ferguson Street at High Street intersection and on Welsh Street at High Street intersection 4 to improve safe access to school precinct.
- 5 Kerb outstand and upgraded public realm at the High Street entrance to the pedestrian laneway, including wayfinding and lighting.
- 6 Improved pedestrian access through Market Street car park.
- 7 New street trees at key locations.
- 8 Entry statement opportunity.

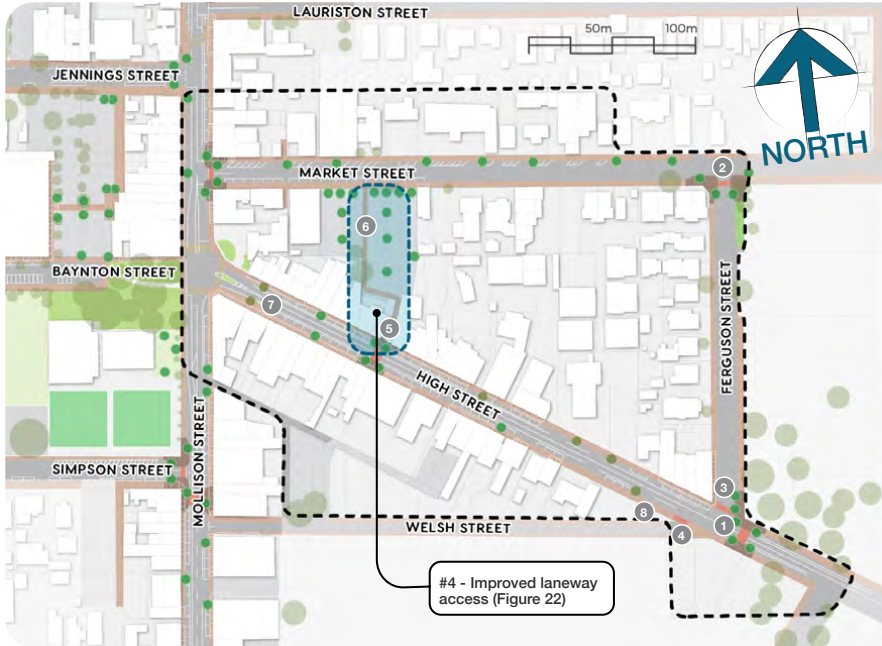


Figure 21 - High Street Precinct Streetscape Plan

The key improvements are:

Improved access through the pedestrian laneway connecting High Street with Market Street car park

Street tree planting

Safer crossings for education facilities

Entry statement opportunity

Kyneton Urban Design Framework



Public realm upgrades and improved lighting will transform the High Street pedestrian laneway into a well-used, people-friendly space, such as this example from Denver, USA.

5.3.3 Key Improvement Area #4 - High Street pedestrian laneway

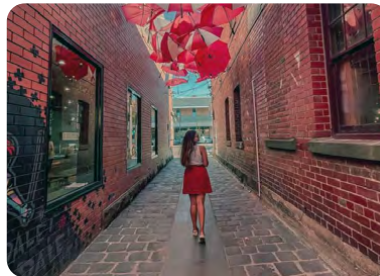
This pedestrian lane is an important link between High Street and the Market Street car park. The lane functions effectively, but lighting and aesthetic improvements will ensure it feels like a safe and comfortable space to move through. Access and safety improvements are required in the car park to ensure safe movement of both vehicles and pedestrians.

Proposed improvements include redesigning the car park to reduce the number of crossovers on to Market Street - particularly the western crossing which is a pedestrian safety hazard. The concept also proposes a safer and more logical pedestrian connection from the laneway through the car park to Market Street.

- ① Pedestrian crossing and upgraded public realm at the High Street entrance to the pedestrian laneway.
- ② Improved amenity in the pedestrian laneway, with seating, wayfinding, bins, bike racks, and upgraded surface treatments.
- ③ Opportunity for public art on laneway wall.
- ④ Clearly defined and delineated pedestrian pathway with upgraded surface treatment and crossing points.
- ⑤ Garden beds to increase amenity and provide refuge areas with trees and seating.
- ⑥ Parking layout changed to improve pedestrian safety and vehicle circulation, with parking consolidated into one area and footpath crossovers reduced from four to two.



A clearly defined pedestrian pathway through a car park can increase safety and reduce points of conflict with cars



Laneway activation could include art installations, murals, street furniture, and 'punch throughs' from neighbouring businesses

Kyneton Urban Design Framework



Figure 22 - Concept Plan for the pedestrian laneway and Market Street car park access

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5.4 Piper Street Precinct

5.4.1 Improvement Strategies

- Provide safe and easy-to-navigate paths and crossings on Piper Street, improving connectivity between the north and south sides of the street, the monthly farmers market and nearby Campaspe River.
- Flatten profile of bluestone kerb gutters in high-traffic areas to allow for smoother on-street parking and footpath access while keeping the gutters open and functional (subject to heritage considerations).
- Provide bike racks to improve active transport access on the street.

Characteristics of this Precinct:

Gold rush era heritage

Tourism activity

Restaurants, bars and retail shopping

Direct connection with Campaspe River

Open and inviting streetscape

Well-used pedestrian street

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Figure 23 - Piper Street Streetscape Precinct Plan

5.4.2 Piper Street Streetscape Plan

The public realm improvements on Piper Street include new kerb outstands, pedestrian crossings at side streets, and a new mid-block crossing at St Paul's Park. Additional street tree canopy and opportunities for more street furnishings are suggested, along with improvements to the Piper Street Corner Plaza.

- ① Upgraded Public Realm and parklet extension on corner of Piper Street and Mollison Street with pedestrian crossing point (possibly signalised)
Kerb outstands and pedestrian crossings at ② Ebdon Street, ③ Powlett Street, and ④ Wedge Street
- ⑤ Kerb outstands and mid-block crossing in front of St Paul's Park with landscaping, street furniture and wayfinding incorporated
- ⑥ Upgrade laneway to improve accessibility to St Paul's Park
- ⑦ New street trees at key locations
- ⑧ Entry statement opportunity
- ⑨ Formalisation of car park at corner of Ebdon Street and Yaldwyn Street West.
- ⑩ Consider additional major road crossings to improve connectivity across Piper Street

The key improvements are:

Enhanced Piper Street Corner Plaza
and key precinct entry statement

Formalised parking bays

Proposed cycle lane

Street tree planting

Mid-block pedestrian crossing
at St Paul's Park

5.4.3 Key Improvement Area #5 - Piper Street Corner Plaza



Figure 24 - Concept Plan for Piper Street Corner Plaza

The corner of Piper Street and Mollison Street is a key intersection in Kyneton. It acts as an entry statement and has the potential to provide a strong identifying element at the beginning of the towns historic precinct. It is currently a high vehicle traffic intersection with a tapered street corner that allows for high speed vehicle turning.

Proposed improvements for the Piper Street Corner Plaza include:

- ① Tightened corner radius at Piper Street to encourage slower vehicle speeds and acquire additional public realm. Coordination between Council and Regional Roads Victoria will be essential to realise this public realm improvement.
- ② Creation of a new urban plaza with street furniture, trees, bike racks, bins, lighting, and landscaping
- ③ Public art and entry statement opportunity, incorporating directional wayfinding and artistic elements reflecting Indigenous and gold rush era values.
- ④ New pedestrian crossing point - either signalised at the Piper-Mollison Intersection (preferred option), or an at-grade mid-block crossing south of Mair Street
- ⑤ Seamless and logical integration with the adjacent undeveloped lot (privately owned) to the immediate south of the plaza. This should be considered a strategic site for the potential future creation of a small urban green space

6 Streetscape Palette



6.1 Furnishings Palette

The Vision

The goal of these design standards is to establish a palette of furnishings and materials for the public realm and streetscapes across Kyneton that complement the character of the town.

To date, no consistent approach has been adopted in selecting new furnishings and materials for Kyneton, giving the township a mismatched appearance.

The goal of these design standards is not to completely reinvent the palette of fixtures and materials throughout the town centre, but to work with the existing palette and augment it with new complementary elements.

Existing Palette

There is an existing fairly uniform palette of furnishings across the town, consisting mainly of Furphy 'Council' seats, 'B10' bollards, and 'Corio' bin. The recommendation is to refurbish existing benches and bollards by powdercoating the frames in the existing heritage red or black for a more contemporary look.

Contemporary Palette

The contemporary palette will be used in key public spaces and public realm nodes throughout the town centre, and will provide some variation to the existing furniture palette.

This will be the standard palette for the bulk of the streetscape improvements. There is scope for custom furnishings and paving designs in key improvement areas, to be specified by a landscape architect through detailed design. Custom furnishings should complement the standard palette.



Existing Furphy Foundry 'B10' Bollards and 'Council' Seats with cast MRSC logo. The red powdercoating is old and fading



Seats, bins and bike racks in the Town Square are not consistent with furniture throughout the rest of the town centre



Corten Planters used by the pub on Mollison Street blend well with the existing palette of furnishings



Consider upgrading existing bins to a more contemporary fixture, or refurbishing existing bins by powdercoating the frames.

6.2 Standard Seating Palette

This will be the standard palette for the streetscape improvements. There is scope for custom furnishings and paving designs in key improvement areas, to be specified through detailed design.

Existing Bench Seat



Council Seat

Furphy Foundry

Existing bench used throughout the town centre, with Macedon Ranges Shire Council logo. These can be refurbished by re-staining the timber battens and powdercoating the ends, either in the existing Heritage Red or in Satin Black for a more contemporary look.

Material & Finish

Powdercoated Satin Black OR Heritage Red frame and hardwood timber battens.

Contemporary Bench Seat



Classic Plaza Seat | CMP1

Street Furniture Australia

Introducing a new contemporary bench with rounded edges for more comfortable seating and a more elegant look. Arm rests are optional, and recommended in some locations. This bench can work in conjunction with the traditional Furphy benches.

Material & Finish

Powdercoated Satin Black frame with aluminium wood grain battens in Spotted Gum.

Informal Park Bench Seat



Classic Plaza Platform | CMP9

Street Furniture Australia

Platform bench to be used in conjunction with the Classic Plaza Bench where more informal seating is appropriate.

Material & Finish

Powdercoated Satin Black with aluminium wood grain battens in Spotted Gum.

6.3 Bins, Bollards & Bike Racks

This will be the standard palette for the streetscape improvements. There is scope for custom furnishings and paving designs in key improvement areas, to be specified through detailed design.

Existing Bollard



B10 Bollard

Furphy Foundry

Existing bollard used throughout the town centre. These can be refurbished by powdercoating them either in the existing Heritage Red or in Satin Black for a more contemporary look.

Material & Finish

Powdercoated Satin Black
OR Heritage Red

Contemporary Bollard



Alfresco Bollard | SB2255

Commercial Systems Australia

Modern wooden bollard with satin black accents to match the style of both the new furniture palette and the existing refurbished benches

Material & Finish

Mild Steel frame powdercoated in Satin Black with Enviroslat Recycled composite Battens

Existing Bin



Corio Bin Surround | KF044

Landmark Products

Existing bin used throughout the town centre, with the Macedon Ranges Shire Council logo. Existing bin surrounds in poor quality should be refurbished and re-powdercoated rather than replaced, in line with Council's goal of embracing circular options and sustainable practices.

Material & Finish

Powdercoated in Macedon Ranges Shire Council Colours

Contemporary Bike Rack



Bike Leaning Rail | BR7008

Commercial Systems Australia

This bike racks hoop has been selected to match the existing bike racks provided around the Town Centre

Material & Finish

Satin Polished Stainless Steel finish with bolt fixing

6.4 Planters

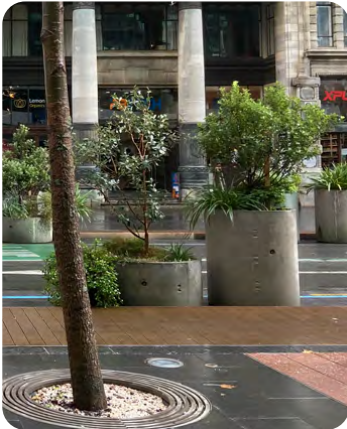
Contemporary Planter

In places where street trees are not appropriate, planters can soften the streetscape with colour and greenery, and contribute to placemaking.

Round planters can be grouped in a range of heights and diameters to add visual interest to the street. These can be designed to be moveable or fixed in place, depending on the application.

Material & Finish

Sable Corten finish, or powdercoated in colours sympathetic to the surrounding streetscape.



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6.5 Kerbs & Paving Treatments

Kerb Treatments

There is a proud history of stone masonry in Kyneton, with the stone mason on Piper Street in operation since 1893.

Where possible, local stone and craftsmanship should be used and celebrated throughout the town centre, especially in the main streets.



Local Stone Kerb

Local stone kerb is charming and historically appropriate and should be maintained and reinstated throughout the Town Centre where possible.



Heritage Bluestone Drain

The heritage drains are a beautiful feature of Kyneton, their historical aesthetic a charming part of the character of Kyneton.

All remaining drains should be retained, however they are somewhat difficult to maintain and a safety hazard in some locations. Consideration should be given to flattening the profile (as near the Ebdon Street intersection on Piper Street), particularly in high-traffic areas.

Where flattening is not possible and in quieter locations, 'bridges' across the drains could be considered. Works to bluestone drains will be subject to heritage considerations.

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Paving Treatments & Kerbs cont.

Footpath Treatments

Asphalt with Paving Bands

This should be the main paving type throughout the main streets of Kyneton. Bluestone paving bands between areas of asphalt have already been used successfully throughout the Town Centre. It is a cost effective way of covering large areas of footpath that can also be easily maintained.



Concrete

This is the standard footpath material around Kyneton, and should gradually replace the asphalt that is currently commonly used. This should be used on all areas outside of the main streets and key public realm areas. Where concrete intersects with main streets, a band of bluestone paving should be used to mark the transition.



Bluestone

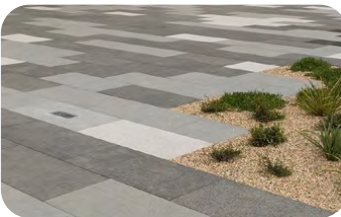
Heritage paving used in sections of Piper Street. Wherever this exists, it should be retained, and re-laid where it is uneven.



Feature Paving

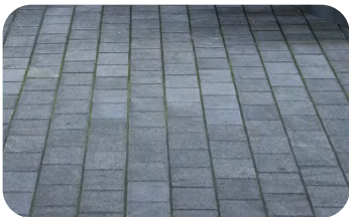
High Quality Public Realm

There is a myriad of possibilities for high quality public realm areas which should be considered as part of any specific public realm upgrade. Large pavers in the same colour palette as the blue paving bands would enhance the established aesthetic.



Shared Space

Surface treatment to be used in Faheys Lane. Smaller pavers with rougher surface can be used as tactile paving indicators, to assist visually impaired people navigating the space



6.6 Lighting

Lighting for Pedestrian Safety

Lighting plays a big role in both actual and perceived pedestrian safety.

Good lighting increases the ability of pedestrians to detect hazards on walkways and footpaths, and increases the visibility of pedestrians to motorists. It should be bright enough to improve visibility of the surroundings, without being so bright as to create glare and light spill.

Lighting can also influence pedestrians decisions on what routes to take, and whether it feels safe to walk along a road or through a public space. Appropriate quality and placement of lighting can enhance an environment and increase feelings of comfort and safety.



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Pole-Mounted Lighting

This is an example of a pedestrian scaled light fixture which could be used in key locations around the Town Centre to enhance a village atmosphere.



In-Ground Lighting

In-ground lighting can improve the perception of safety and security and also provide visual interest at night by highlighting pathways and important features like trees and heritage buildings.



Temporary Lighting

Temporary lighting such as festoon or fairy lights can be used to provide temporary activation of streets, laneways and public spaces. It is an inexpensive and effective way of creating atmosphere.



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7 Built Form



7.1 Built Form

The built form in Kyneton's town centre is relatively consistent throughout High Street, Mollison Street and Piper Street, comprising predominantly 1- and 2-storey buildings, many with verandahs overhanging the footpath below. The sense of enclosure creates a distinctive town centre atmosphere which is an unusual and attractive element for regional towns of this size. The building to street ratio creates an intimate and comfortable public realm and streetscape.

The striking characteristics of Kyneton's commercial area include:

- Groupings of one- and two-storey shops in all three precincts that form a consistent street wall and create a sense of enclosure to the street.
- A fine-grain of commercial premises (ranging between 5-10m in width).
- A number of free-standing buildings constructed of local bluestone including former primary school, churches and the Mechanics Institute.
- Buildings set out on a gridded street layout.
- Semi-consistent verandahs.

While new development should be encouraged, these existing characteristics need to be retained and strengthened.

- 1 Match prevailing street wall height (8.5m max). Consideration will be given to a higher street wall where contextually appropriate with surrounding buildings
- 2 Allow a third storey, set back to be visually unobtrusive (11.5m max)
- 3 Maximum 1.5m parapet
- 4 Include a verandah overhanging footpath

New development will:

- Comply with all existing and proposed heritage overlay requirements in the Macedon Ranges Planning Scheme, ensuring that the character and structural integrity of current and future recognised heritage buildings are protected.
- Complement the existing heritage fabric in scale, form, facade, and materials. New development should complement but not attempt to mimic heritage architecture.
- Maintain and reinforce the existing street wall character by matching the height of surrounding development within the town centre.
- Maximise the development potential throughout the town centre to establish a more consistent and continuous urban form along Piper Street, Mollison Street and High Street
- Retain and encourage restoration of heritage buildings in the Town Centre, including reinstatement of verandahs.
- Consider providing affordable housing outcomes (in accordance with the requirements of Planning and Environment Act, 1987) within the town centre, particularly in conjunction with any future Planning Scheme Amendments for potential land use change and/or density bonuses within the UDF area.

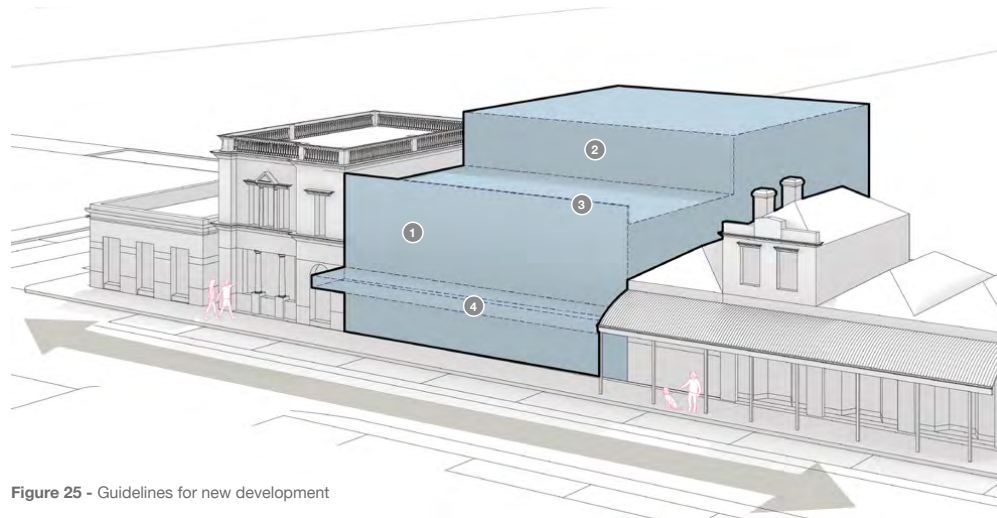


Figure 25 - Guidelines for new development

7.2 Recommendations for future built form

Form and Scale

- Promote high quality contemporary new development on developable parcels with proportions that complement the existing scale of the built form and existing heritage features.
- Strongly encourage a zero setback throughout the Town Centre to maintain a consistent built form frontage.

Building heights

- Strongly encourage new development to include a two-storey street wall in locations as identified on Figure 28.
- In other locations where built form, heights and setbacks are less consistent, new development may consider appropriate variations to setbacks and heights.
- Additional regard will be given to new development immediately adjacent to heritage fabric to ensure that it is responding appropriately.
- Two-storey new development should be no taller than 8.5m high (with a maximum 1.5m parapet).
- Allow a third storey set back to be visually unobtrusive from the street (to a maximum of 11.5m total building height) as shown on Figure 25 (likely to only be considered if formal affordable housing agreements are also in place).
- Ensure that height above the prevailing street wall is set back and is not visually dominant from the street
- Discourage new development that is only one-storey high.
- Retain substantial solar access to streets and key public open spaces.

Configuration

- Strongly discourage any new driveway crossovers on Piper Street, Mollison Street and High Street.
- Strongly encourage all servicing and vehicle access to be located on rear laneways (where possible) or side streets.
- Ensure that bin storage is accommodated in rear areas away from main shopping streets.
- Ensure that building services such as air conditioners and roof top plants are located out of sight from the main shopping streets.

New development frontages along main shopping streets (Mollison Street, High Street and Piper Street) must:

- Be interesting, inviting, and attractive at street level.
- Include an active frontage with visually permeable windows that cover 80% of the frontage.
- Take visual cues from surrounding development with regard to layout, materials, and finishes
- Have verandahs or canopy that overhangs the footpath.
- Consider appropriate lighting to provide night time security and visual interest.
- Have appropriately scaled and located advertising signage (see Figure 26).

Materials

- Encourage the use of materials and finishes that are sympathetic or complimentary to the existing heritage materials and not in competition with them.
- Consider the use of bluestone and red brick in new development that ties to existing township character.

Figure 26 - Appropriately located signage

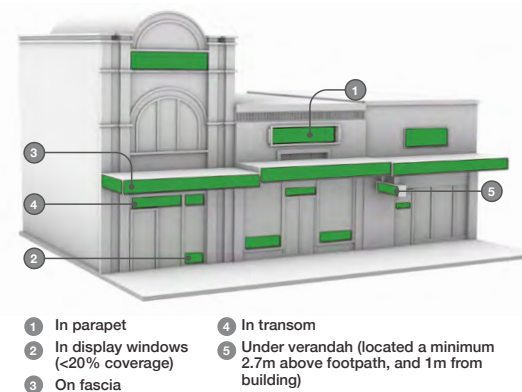
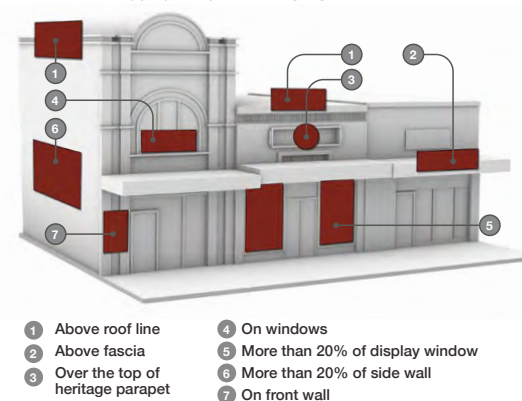
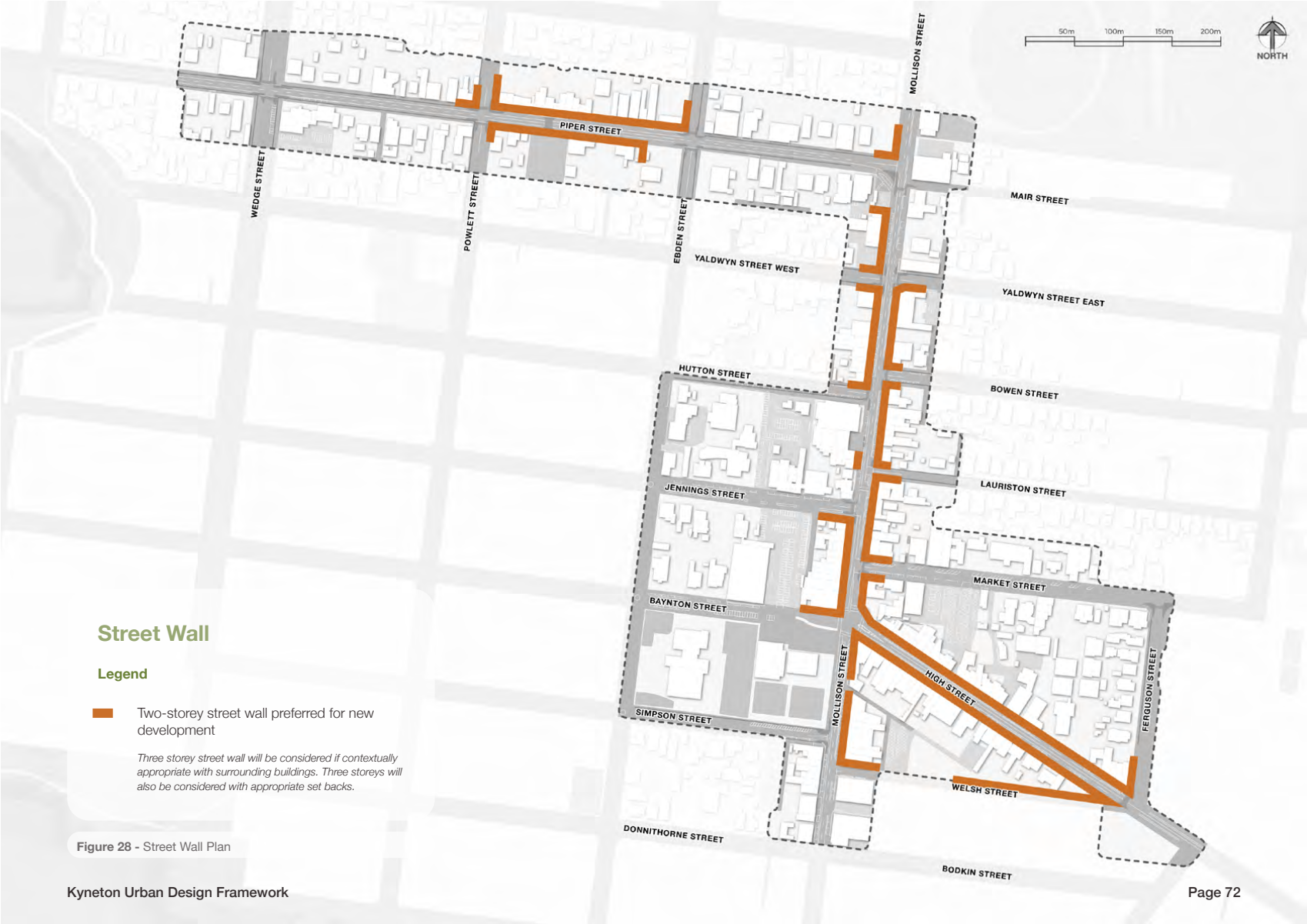


Figure 27 - Inappropriately located signage





8 Implementation



8.1 Recommended Actions

Recommended actions for the Kyneton UDF fall into three categories:

- **Strategic work**
- **Detailed design and delivery plans**
- **Capital works**

The following sections include an action plan table, as well as an overview of key considerations for individual projects, including detailed design and community consultation. Proposed actions are generally project-based and prioritise key improvement areas that will positively impact the township. The priority order is subject to change, depending on community input, project costs and funding opportunities.

The following indicative timeframes are used:

- **Short** = 0-5 years
- **Medium** = 5-10 years
- **Long** = 10+ years



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8.2 Action Plan

Category	Action	Project Name	Timeframe	Responsible department / agency and partners	Related Actions
Strategic work	S1	Indigenous cultural values consultation	Short	<ul style="list-style-type: none"> MRSC Strategic Planning / Community Strengthening Taungurung Land & Waters Council 	DD1-DD7
	S2	Wayfinding and Signage Strategy	Short	<ul style="list-style-type: none"> MRSC Strategic Planning / Economic Development and Visitor Economy State government road authorities 	All
	S3	Planning scheme amendment	Medium	<ul style="list-style-type: none"> MRSC Strategic Planning / Statutory Planning 	N/A
Detailed design and delivery plans	D1	Town square / Kyneton Mechanics Reserve detailed design and delivery plan	Short	<ul style="list-style-type: none"> MRSC Strategic Planning / Assets and Operations Heritage Victoria Goldfields Library Corporation 	S1, S2 D2, D7 CW1, CW2, CW7
	D2	Faheys Lane and Woolworths car park detailed design and delivery plan	Short	<ul style="list-style-type: none"> MRSC Strategic Planning / Assets and Operations / Finance and Reporting 	S1, S2 D1, D7 CW1, CW2
	D3	High Street pedestrian lane and Market Street car park detailed design and delivery plan	Medium	<ul style="list-style-type: none"> MRSC Strategic Planning / Assets and Operations 	S1, S2 D7 CW
	D4	Piper Street plaza detailed design and delivery plan	Medium	<ul style="list-style-type: none"> MRSC Strategic Planning / Assets and Operations State government road authorities 	S1, S2 D7 CW3, CW7, CW9
	D5	Town Hall plaza detailed design and delivery plan	Medium	<ul style="list-style-type: none"> MRSC Strategic Planning / Assets and Operations State government road authorities 	S1, S2 D7 CW5, CW7
	D6	Main street crossings detailed design and delivery plan	Medium	<ul style="list-style-type: none"> MRSC Strategic Planning / Assets and Operations State government road authorities 	S1, S2 D7 CW6-CW9
	D7	Streetscape detailed design and delivery plan	Medium	<ul style="list-style-type: none"> MRSC Strategic Planning / Assets and Operations / Economic Development and Visitor Economy State government road authorities 	S1, S2 D1-D6 CW1, CW3-CW8
	D8	Off-street parking upgrade delivery plan	Medium	<ul style="list-style-type: none"> MRSC Strategic Planning / Assets and Operations 	S2 CW10

Category	Action	Project Name	Timeframe	Responsible department / agency and partners	Related Actions
Capital works	CW1	Town square / Kyneton Mechanics Reserve construction	Medium	• MRSC Strategic Planning / Assets and Operations	D1, D2, D7
	CW2	Faheys Lane and Woolworths car park construction	Medium	• MRSC Strategic Planning / Assets and Operations	D1, D2, D7
	CW3	Piper Street plaza construction and Piper/Mollison intersection upgrade	Medium - long	• MRSC Strategic Planning / Assets and Operations	D4, D7 CW9
	CW4	High Street pedestrian lane and Market Street car park construction	Long	• MRSC Strategic Planning / Assets and Operations	D3, D7
	CW5	Town Hall plaza construction	Long	• MRSC Strategic Planning / Assets and Operations	D5, D7
	CW6	Main street crossings construction	Long	• MRSC Strategic Planning / Assets and Operations	D6, D7
	CW7	Mollison Street streetscape upgrade works	Long	• MRSC Strategic Planning / Assets and Operations	D1, D5-D7
	CW8	High Street streetscape upgrade works	Long	• MRSC Strategic Planning / Assets and Operations	D3, D6, D7
	CW9	Piper Street streetscape upgrade works	Long	• MRSC Strategic Planning / Assets and Operations	D4, D7 CW3
	CW10	Off-street parking upgrade	Long	• MRSC Strategic Planning / Assets and Operations	D8



8.3 Key Projects - Next Steps

The following provides an overview of key considerations for projects listed as 'Strategic work' and 'Detailed design and delivery plans' in the action plan. 'Capital works' projects relate to the construction phase of each delivery plan.

Action S1: Indigenous cultural values consultation

Engage with the Taungurung Land and Waters Council Aboriginal Corporation and the wider community to establish a strategy for delivering Indigenous cultural values into the design and capital works elements of the UDF. This may include elements such as:

- Naming conventions for the potential re-naming of sensitive street names and for dual naming of important cultural and landscape elements.
- Appropriate cultural elements to be included in interpretive information, signage, creative design elements and general tourism elements.



Action S2: Wayfinding and Signage Strategy

Development of a strategy for signage in the town centre including wayfinding, tourism, directional and interpretive signs. Key goals of the strategy will be to provide guidance for the development of signs that:

- Give clear direction
- Are well designed and positioned
- Minimise visual clutter
- Reflect the identity of the township including its indigenous and cultural heritage.

This may take the form of a stand-alone strategy for the Kyneton town centre, or be completed as part of a shire-wide signage strategy as per the actions identified in the Macedon Ranges Visitor Economy Strategy 2019-2029.

This work would include the following steps:

- Review of existing signage, including identification of redundant or non-compliant signs.
- Consultation with road authorities, business and tourism operators, and community.
- Development of guidelines, branding and templates.

Action S3: Planning scheme amendment

A planning scheme amendment is required in order to implement the UDF via the Macedon Ranges Planning Scheme. This ensures that the building design requirements contained in the UDF can be considered in the assessment of future planning permit applications. This work will include:

- Determining the appropriate provision through which to implement the UDF (most likely the Design and Development Overlay).
- Review of the Planning Policy Framework to determine any local policy changes required to support implementation.
- Translation of key requirements into the Macedon Ranges Planning Scheme, including the protection of existing heritage and character elements, design requirements such as height, setbacks and materials, and set out opportunities with respect to retail development, affordable housing and tourist accommodation.
- Opportunity for community consultation via formal statutory processes.

Action D1: Town square / Kyneton Mechanics Reserve detailed design and delivery plan (Key Improvement Area #1)

Responding to improvements proposed in Section 5.2.4, undertake detailed design for the town square. This will encompass the design and layout of the following elements, including plans, sections and renders as appropriate:

- Main township entry statement
- Wayfinding signage, artistic and creative elements
- Tree planting and landscaping program (including planter pit or box sizes and locations, species types, required maintenance, and proposed landscaping treatments and grass areas)
- Proposed pavement, street furniture and infrastructure treatments
- Relocation and/or upgrade of Lions Club community kiosk
- A lighting plan specifying pole locations and illumination areas
- Connection and integration with adjacent areas including the Kyneton Library, Old Kyneton Primary School, Mollison/High streets, Faheys Lane and Woolworths.
- Breakdown of all expected costs.
- Indicative schedule of works.

This work:

- Should be informed by comprehensive engagement with and input by the community and stakeholders, in conjunction with detailed design for the **Faheys Lane and Woolworths car park (Key Improvement Area # 2)**.
- Will be utilised for funding proposals and will suitably inform capital works item CW1.

Action D2: Faheys Lane and Woolworths car park detailed design and delivery plan (Key Improvement Area # 2)

Responding to improvements proposed in Section 5.2.5, undertake detailed design for Faheys Lane and the Woolworths car park. This will encompass the design and layout of the following elements, including plans, sections and renders as appropriate:

- Vehicular traffic and parking layout and design, including any potential changes to Baynton Street and associated land acquisition plan.
- Review of impacts on traffic circulation and parking, as well as any relevant lease or license arrangements.
- Final footpath design including pavement treatments, wayfinding elements and associated landscaping elements.
- Tree planting and landscaping program (including planter pit or box sizes and locations, species types, required maintenance, and proposed landscaping treatments and grass areas).
- Relocation plan for industrial bins.
- Any access easement changes required.
- Temporary treatments plan for Faheys Lane (pedestrian and loading bays), including painted pedestrian access ways and loading bays, improved lighting and reducing shrubs in some areas to improve sightlines to Woolworths.
- Final treatments plan for Faheys Lane (including final pavement treatments and landscaping outcomes).
- Connection and integration with adjacent areas including the town square, Old Kyneton Primary School, and Jennings Street.
- Breakdown of all expected costs.
- Indicative schedule of works.

This work:

- Should be informed by comprehensive engagement with and input by the community and stakeholders, in conjunction with detailed design for the **Town Square (Key Improvement Area # 2)**.
- Will be utilised for funding proposals and will suitably inform capital works item CW2.

Action D3: High Street pedestrian lane and Market Street car park detailed design and delivery plan (Key Improvement Area #4)

Responding to improvements proposed in Section 5.3.3, undertake detailed design for the High Street pedestrian lane and the Market Street car park. This will encompass the design and layout of the following elements, including plans, sections and renders as appropriate:

- Car park traffic, crossings and parking, final layout and design.
- Final footpath design including pavement treatments and wayfinding elements.
- Tree planting and landscaping program (including planter pit or box sizes and locations, plant species, and required maintenance).
- High Street pedestrian lane and adjacent kerb outstand design including pavement, street furniture and infrastructure treatments, styles and locations.
- Breakdown of all expected costs.
- Indicative schedule of works.

This work:

- Should be informed by engagement with relevant stakeholders, including car park users and adjacent businesses.
- Will be utilised for funding proposals and will suitably inform capital works item CW4.

Action D4: Piper Street plaza detailed design and delivery plan (Key Improvement Area #5)

Responding to improvements proposed in Section 5.4.3, undertake detailed design for the Piper Street Plaza. This will encompass the design and layout of the following elements, including plans, sections and renders as appropriate:

- Historic precinct entry statement.
- Land acquisition plan.
- Wayfinding signage, artistic and creative elements
- Tree planting and landscaping program (including planter pit or box sizes and locations, species, required maintenance, and proposed landscaping treatments).
- Proposed pavement, street furniture and infrastructure treatments.
- A lighting plan specifying pole locations and illumination areas.
- Integration with proposed Piper Street intersection as part of D6 (Major Road Crossings).
- Integration and potential arrangements with adjacent land to the south.
- Breakdown of all expected costs.
- Indicative schedule of works.

This work:

- Should be informed by engagement with community and relevant stakeholders, including road authorities and nearby businesses
- Will be utilised for funding proposals and will suitably inform capital works item CW3.

Action D5: Town Hall plaza detailed design and delivery plan (Key Improvement Area #3)

Responding to improvements proposed in Section 5.2.6, undertake detailed design for the Town Hall Plaza. This will encompass the design and layout of the following elements, including plans, sections and renders as appropriate:

- New pavement and outstand treatments and wayfinding elements.
- Landscaping program (including planter pit or box sizes and locations, plant species, required maintenance, and proposed landscaping treatments).
- Tree maintenance and protection
- Kerb outstand pavement, street furniture and infrastructure treatments.
- Breakdown of all expected costs.
- Indicative schedule of works.

This work:

- Should be informed by engagement with community and relevant stakeholders, including road authorities and nearby businesses
- Will be utilised for funding proposals and will suitably inform capital works item CW5.

Action D6: Main street crossings detailed design and delivery plan

This delivery plan will confirm the design and infrastructure required for major road crossings (as shown in Figure 10) and key intersection upgrades (Piper/Mollison Streets and Mollison/Jennings Streets). The plan will confirm pavement types, crossing treatments, landscaping and tree planting requirements, street furniture, infrastructure, lighting and wayfinding elements.

This work:

- Should be informed by engagement with relevant stakeholders, including road authorities and nearby businesses.
- Will be utilised for funding proposals and will suitably inform capital works item CW6.

Action D7: Streetscape detailed design and delivery plan

The streetscape delivery plan will provide construction and staging detail for general streetscape upgrades (those areas which are not within delivery plans D1 to D6). It is recommended the works program is divided into the three main streets (precincts). This will provide detail for the design and delivery of:

- Side street raised priority or 'wombat' crossings.
- Formalising street parking (particularly along Piper Street).
- Proposed undergrounding of key utility infrastructure.
- Tree planting and landscaping program (including planter pit or box sizes and locations, plant species, required maintenance, and proposed landscaping treatments).
- Proposed pavement, street furniture and infrastructure treatments.
- A lighting plan specifying pole locations and illumination areas.
- A staging plan designed to minimise disruption for traders and the community.

This work:

- Should be informed by engagement with the community, businesses and other stakeholders.
- Will be utilised for funding proposals and will suitably inform capital works items CW7, CW8 and CW9.

Action D8: Off-street parking upgrade delivery plan

This delivery plan provides design detail for the proposed car park at the corner of Ebden and Yaldwyn streets (servicing Piper and Mollison Streets). This work will include:

- Internal circulation and parking bay layout
- Road Crossovers
- Footpaths and pedestrian connections
- Tree planting and landscaping
- Wayfinding and directional signage
- Lighting Plan.

This work:

- Should be informed by engagement with community including adjacent landowners/ residents and businesses.
- Will be utilised for funding proposals and will suitably inform capital works item CW10.



Kyneton Urban Design Framework



Lancefield Park Recreation Reserve Master Plan

February 2025



*Simon*Leisure

Lancefield Park Recreation Reserve Master Plan

Lancefield Park Recreation Reserve, located on Crown land within the Macedon Ranges Shire, is owned by the Department of Energy, Environment and Climate Action and managed by the volunteer-led, Lancefield Park Committee of Management.

This document has been prepared on behalf of the Lancefield Park Committee of Management (Lancefield Park Recreations Reserve Incorporated), with support from the Department of Energy, Environment and Climate Action and Macedon Ranges Shire Council.

About this document

This document outlines the process to undertake a review and refresh of the 2012 Lancefield Park Recreation Reserve Master Plan. It includes a review of relevant background reports, findings from research and consultation, analysis of key issues and opportunities, and the rationale behind proposed park improvement projects.

This master plan document is one of three reports developed during the study period. While the content of the accompanying reports is not duplicated here, relevant summaries and references are provided where appropriate:

- Lancefield Park Recreation Reserve Master Plan Issues and Opportunities Report.
- Lancefield Park Recreation Reserve Building Condition and Compliance Report.

The 2024 master plan becomes the new 'road map' to guide the further development of the reserve, and identifies several projects and strategic directions that are required to be implemented to achieve the new vision for the site. Further investigation and feasibility of some of the proposed projects may be required depending upon their scale, likely impact and estimated cost.

It is important to note that projects proposed in the Lancefield Park Recreation Reserve Master Plan do not directly commit the Lancefield Park Committee of Management, user groups, the Department of Energy, Environment and Climate Action, the Macedon Ranges Shire Council, or any other organisations to a responsibility for their funding and implementation. Projects identified in the master plan will need to be considered against other priorities and funding capabilities

Acknowledgements

The involvement and assistance provided by the Lancefield Park Committee of Management and user groups is appreciated, as is the involvement from residents who attended the community drop-in session and provided feedback during the community engagement processes.

The project was supported by staff and Councillors from Macedon Ranges Shire Council, with their input and guidance playing a key role in the preparation of the document.

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Appendix 1 – 2012 Lancefield Park Recreation Reserve Master Plan
 Appendix 2 – Review of Background Reports and Plans
 Appendix 3 – Archaeology at Lancefield Swamp Technical Report, 2004
 Appendix 4 – User Group Meeting Write-Ups
 Appendix 5 – Feedback Received on the Draft Master Plan Concept
 Appendix 6 – Lancefield Bowling Club New Green Discussion Paper
 Appendix 7 – Equestrian Area Expansion Project Discussion Paper
 Appendix 8 – Lancefield Park Recreation Reserve Master Plan

Acknowledgement of Country

This Lancefield Park Committee of Management acknowledges the Wurundjeri Woi Wurrung Peoples as the Traditional Owners and Custodians of this land and waterways. We recognise their living cultures and ongoing connection to Country, and pays respect to their Elders past, and present.

1. INTRODUCTION

Lancefield Park Recreation Reserve (Lancefield Park), located on Crown land within the Macedon Ranges Shire, is owned by the Department of Energy, Environment and Climate Action and managed by the volunteer-led, Lancefield Park Committee of Management. Situated on Chauncey Street, south-west of Lancefield's main retail area (see Figure 1), it serves as the primary recreation and open space for the town's residents.

Figure 1 – Location of Lancefield Park



Although Macedon Ranges Shire Council does not have a formal management role for Lancefield Park, it recognises the reserve as a vital community asset, supporting the sport and recreation pursuits of residents. In October 2023, Council commissioned a review of the 2012 Lancefield Park Master Plan on behalf of the Lancefield Park

Committee of Management. Completed projects from the 2012 master plan include a perimeter walking path, playground upgrade, skate park installation, new pavilion for netball and tennis, and improvements to equestrian and bowls club facilities.

1.1. Study Aim and Objectives

The aim of the master plan is to establish a new vision for Lancefield Park in collaboration with all stakeholders, in order to respond to the changing needs of the growing Lancefield population and the sport and recreation groups based at the reserve.

The objectives of the master plan are:

1. To consider the changing needs of user groups and the community, and to ensure the park continues to be a quality destination for informal recreational and social use.
2. To assess the general adequacy of existing facilities to meet current and future needs, and to ensure they are fit for purpose by meeting the preferred facility standards of the relevant national and state sporting organisations.
3. To assess the capacity of existing sporting facilities to accommodate females, particularly change rooms and amenities.
4. To maximise opportunities for multipurpose, flexible and shared-use facilities.
5. To improve traffic and pedestrian networks throughout the park.
6. To preserve the archaeological values of the park.
7. To review current governance and Committee of Management arrangements.

The master plan has been informed by a review of existing facilities and spaces, and by engagement with the Committee of Management, user groups, residents, and Council staff and Councillors. The new master plan will guide the ongoing improvement and development of the reserve.

1.2. Study Area

Figure 2 shows the study area, which includes all of Lancefield Park except the area of the Lancefield Memorial Swimming Pool in the northwest corner, which is managed by Council and was not part of the study scope.

Lancefield Park is Crown land managed by a local volunteer committee, the Lancefield Park Committee of Management (Committee of Management), which reports directly to the Department of Energy, Environment and Climate Action (DEECA).

The trotting track to the south of Lancefield Park presents as part of the reserve, however, it is owned by the Macedon Ranges Shire Council and is currently leased to the Lancefield Harness & Trotting Club.

The following clubs and groups are based at Lancefield Park:

- Lancefield Football Netball Club
- Lancefield Junior Football Netball Club
- Lancefield Small Bore Rifle Club
- Lancefield & District Pony Club
- Romsey Lancefield Girl Guides
- Lancefield parkrun
- Lancefield Cricket Club
- Lancefield Bowling Club
- Lancefield Tennis Club
- Lancefield Equestrian Group
- Lancefield Agricultural Society

Figure 2 – Master Plan Study Area (within the red line)



1.3. Project Approach

The study was undertaken in four stages.

STAGE	TASKS
Situation Analysis	<ul style="list-style-type: none"> • Review relevant background documents • Site visit to assess layout and condition of facilities • Demographic review of Lancefield • Engagement with the Committee of Management and Council staff • Prepare Site Analysis Plan
Stakeholder Engagement	<ul style="list-style-type: none"> • One-on-one meetings with user groups • Community survey and drop-in session • Liaison with relevant sporting associations
Development of draft master plan	<ul style="list-style-type: none"> • Conduct a needs assessment • Prepare an Issues & Opportunities Report • Collate feedback and confirm directions • Prepare initial draft master plan • Committee of Management and Council review 1st draft master plan • Update the master plan and prepare study summary report
Public Exhibition and Final Master Plan	<ul style="list-style-type: none"> • Council consideration of the draft master plan and summary report • Draft master plan and summary report placed on public exhibition • Collate and review community feedback • Prepare draft master plan study report • Prepare final master plan and study report for Council consideration and Committee of Management implementation.

2. CONTEXT AND BACKGROUND

The Lancefield Park Recreation Reserve Master Plan was informed by several planning considerations. This section provides an overview of the key planning and contextual factors considered during the study.

2.1. Implementation of 2012 Master Plan

Table 1 shows the status of the implementation of the recommendations contained in the 2012 Lancefield Park Master Plan, which can be viewed in Appendix 1. In summary, of the 47 improvement projects:

- 3 have not been actioned (6%).
- 29 have been completed (62%).
- 11 referred to 2024 master plan study for consideration (23%).
- 4 were considered no longer relevant (8%).

Table 1 – 2012 Lancefield Park Master Implementation Status

Legend		
	Still to be Actioned	Actioned
	No Longer Relevant	Referred to 2024 MP
No. on MP	Project	Status
1	Complete a pavilion feasibility study to investigate the consolidation of buildings and to improve the utilisation of the Laurie Green Pavilion	
12	Consider a second entrance when completing the Pavilion Feasibility Study	
3	Develop a walking path, focussing on the front of the reserve initially	
4	Enhance and protect the Lancefield Swamp Area and install interpretive signage	
5	Relocate the Rifle Club subject to feasibility and identification of another site in the park	
6	Upgrade the existing playground	
6	Determine a new location for the small playground which was near the tennis courts	
7	BMX Track to be improved to meet standard, or removed	
7	New skate park	
9	Ongoing testing and maintenance of tennis court lighting	
10	Complete installation of cricket nets	
14	Improve the second oval	
14	Consider the trotting area as a second oval	
17	Prepare a total site landscape plan, focussing on conservation of trees and enhancement of the sites natural attributes	

No. on MP	Project	Status
Main Oval		
15	Improve hard stand and drainage between the pavilion and the main oval	
2	Complete a full lighting assessment	
2	Retain and maintain the all season wicket	
2	Repair and paint the perimeter fence	
Netball Facilities		
8	Develop new netball changeroom/ club facilities in partnership with the tennis club	
8	Complete lux level lighting assessment for netball courts	
8	Investigate the possibility of using the two asphalt tennis courts for netball training and competitions	
General Reserve Landscaping		
11	Maintain and develop front entrance	
11	Install directional information signage, with some signage for historical avenue of trees	
11	Tree works and management	
11	New landscaping to be developed to ensure ease of mowing and maintenance	
11	Ensure structures are maintained and safe for community access	
11	Improve park furniture	
Equestrian Area		
13	Horse wash area adjacent to toilets	
13	Enlarge stone dust arena	
13	Replace fencing around sand arenas with rails, remove wire mesh	
13	Horse yards to be replaced with steel fencing	
13	New horse yards along fence - park side	
13	Upgrade cross country course to Level 1 (from Level 3)	
13	Parking and yards need a better surface	
13	Outdoor lighting to arenas	
13	Add veranda to clubhouse to provide shade	
13	Enlarge kitchen	
13	Create office space	
13	Concrete floor surface	
Bowls Facility		
16	Timers for the irrigation system	
16	New ditches around green	
16	New iron on the roof of the clubhouse	
16	External walls on clubhouse	
16	New kitchen	
16	Renovate the interior of the clubhouse	
16	Undercover BBQ area	
16	Expansion of the area to cater for storage of soils	

LANCEFIELD PARK RECREATION RESERVE MASTER PLAN

6

2.2. Background Reports and Plans

The following planning reports and strategies are important references to inform the future planning of Lancefield Park.

State Plans

- Active Victoria 2022-2026, Sport and Recreation Victoria.
- The Value of Community Sport & Active Recreation Infrastructure, Sport and Recreation Victoria (2020).
- Fair Access Policy Roadmap (2022).
- State Sporting Association facility standards/ guidelines.

Council Plans and Strategies

- Council Plan 2021-2031 (Year Four 2024-25).
- Municipal Public Health and Wellbeing Plan 2021-2025 (Year Three Action Plan 2023-24).
- Fair Access Policy (2024).
- Sport and Active Recreation Strategy 2018-2028.
- Macedon Ranges Community Equestrian Facilities Plan (draft 2024).
- Macedon Ranges Shire Skate and BMX Strategy (2023).
- Domestic Animal Management Plan 2021-25.
- Walking and Cycling Strategy (2014).

Other Documents

- Laurie Green Pavilion Feasibility Study (2014).
- Lancefield Megafauna Interpretation Centre (2020).

A full review of each planning report is available in Appendix 2, with a summary of key findings below.

Key findings from the State Plans

- *Active Victoria* has the objective that all Victorians have access to high quality environments and appropriate participation opportunities and that the sport and active recreation workforce create positive experiences for people. Outcomes include that Victoria has inclusive, accessible, and respectful places and spaces for sport and active recreation.
- The *Value of Community Sport and Active Recreation Infrastructure Report* outlines the economic, health and social benefits that community sport and active recreation infrastructure provides for individuals, communities and society. The findings make the case at a micro-level for residents of the Macedon Ranges Shire, community sport and active recreation infrastructure deliver outcomes that make people happier, healthier and more productive to improve social cohesion, and contribute directly and indirectly to a stronger local economy.
- The *Fair Access Policy Roadmap* provides clear and defined lanes for organisations to build a gender equitable access and use policy. Women and girls will have equitable access to community sport infrastructure which is welcoming and safe and they can fully participate.

Key findings from Macedon Ranges Shire Council Plans and Strategies

- The *Council Plan (Year Four 2024-25)* provides the framework to support Council's decisions on budget allocation and service delivery. Two Year Four actions relevant for the master plan are:
 - Finalise the Lancefield Park Recreation Reserve Master Plan.
 - Optimise accessibility and usage of open space and facilities, through a program of development and renewals for open space, playgrounds and sporting infrastructure.
- The following two actions from Goal 2 of the seven goals of the *Public Health and Wellbeing Plan 2021-2025 (Year Three Action Plan 2023-24)* best inform the master plan study.

- Invest in infrastructure that provides low-cost activity options that can be used by all members of the community.
- Create sporting and physical activity options with clubs and sporting organisations.
- The scope of Council's *Fair Access Policy* is to support Council in taking positive action towards achieving gender equity in the access and usage of community sports infrastructure. The policy supports and commits to the six Fair Access Principles developed by State Government Agencies, and is underpinned by three policy objectives, of which one strongly informs the master plan process:
 - Ensure that Macedon Ranges venues are safe, inclusive, accessible and catering for the needs of men, women, boys, girls and gender diverse participants and visitors.
- The *Sport and Active Recreation Strategy* sets out the framework to enhance the health and wellbeing of residents through services and facilities aimed at supporting and encouraging participation in physical activity, active recreation, and sport. Several themes and actions directly inform the master plan, including the need to provide compliant sports lighting and facilities, such as change rooms, and the importance of providing social family recreation spaces at reserves, such as play spaces and skateparks.
- The *Draft Macedon Ranges Community Equestrian Facilities Plan* reviewed all equestrian facilities and programs in the Shire, and investigated opportunities to improve facilities and grow participation. An improvement plan was developed for the equestrian precinct at Lancefield Park, and these recommendations have helped inform the directions for the equestrian precinct in the master plan.

- The *Macedon Ranges Skate and BMX Strategy* will guide the future provision of skate and BMX facilities in Macedon Ranges Shire through to 2040. The strategy classifies the Lancefield Skate Park as a District level facility and rates its condition as 'Good'. The Bike Track is classified as a Local level facility and is rated as 'Fair'. The recommendations relating to these two facilities have been largely incorporated in the master plan.
- There are no specific recommendations for Lancefield Park in the *Domestic Animal Management Plan* and the *Walking and Cycling Strategy*.

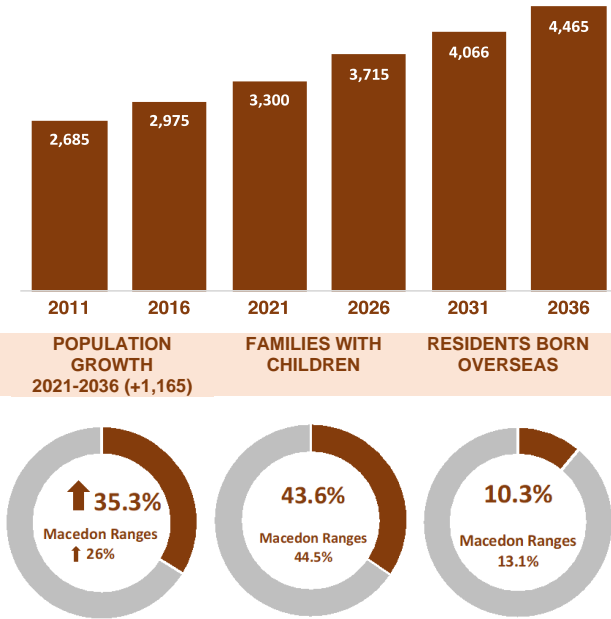
Key findings from Other Documents

- The *Laurie Green Pavilion Feasibility Study* notes that there is strong support from the Lancefield Park user groups and the Committee of Management for the development of a shared vision for Laurie Green Pavilion. The key components of the collective vision for an improved pavilion are:
 - Provision of a larger central function/ activity space.
 - Functional kitchen and bar facilities.
 - Refurbishment of the shed to support sporting activity and broader community activity.
 - Provision and refurbishment of change rooms, toilets and showers, and first aid/ medical rooms.
 - Provision of office and meeting room space.
 - Substantially improved storage facilities.
- The *Lancefield Megafauna Interpretation Centre Study* was commissioned to better understand the opportunity that exists to create a game-changing destination attraction in the Shire, using the Lancefield Park Megafauna fossil site as the catalyst. The study lacks any significant detail on capital and likely operational costs, and is largely a concept for the development of a Megafauna Interpretation Centre in Lancefield.

2.3. Demographic Characteristics - Lancefield District

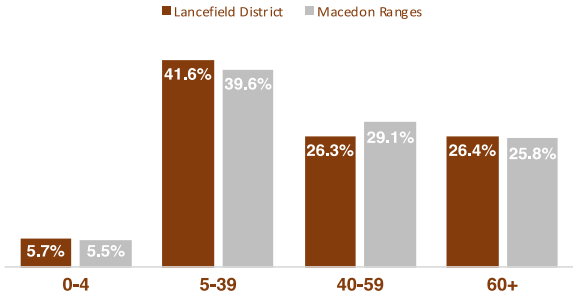
A review of the demographics for Lancefield District¹ identified the following relevant data.

POPULATION CHANGE



¹ Source: Community Profile and Forecast Population, id consulting, 2023

POPULATION COHORTS



IMPLICATIONS

There will continue to be **strong demand for sport and for active recreation** infrastructure in Lancefield, given the continued population growth and the relatively high proportion of the population who are in the 'active age cohort' (5-39 years), the age group containing a high proportion of all club-based sports participants.

Sports currently available at Lancefield Park will continue to be popular for the Lancefield community, as there is low cultural diversity.

Sport and recreation offerings **suitable for older adults will also be important**, such as Bowls and Walking, due to the higher than Shire average of residents aged 60+ years in Lancefield. The pedestrian path network will continue to be important, as well as the availability of appropriate park furniture, such as seating, shade, and drinking fountains, and convenient access to toilets.

2.4. Land Ownership and Zoning

Lancefield Park is approximately 18.6 hectares in size, and is Crown land managed by a volunteer Committee of Management reporting directly to the Department of Energy, Environment and Climate Action (DEECA). Figure 3 shows that Lancefield Park is zoned *Public Park and Recreation Zone* (PPRZ), an appropriate zoning for the current sport, recreational and cultural uses of the park.

All of Lancefield Park is subject to a Heritage Overlay (Schedule 52) in the Macedon Ranges Shire Planning Scheme (see pink shade right), which protects the significance of the place to the shire; it is not registered on the Victorian Heritage Register.

The purpose of the Heritage Overlay is:

- 1. To conserve and enhance heritage places of natural or cultural significance.
- 2. To conserve and enhance those elements which contribute to the significance of heritage places.
- 3. To ensure that development does not adversely affect the significance of heritage places.
- 4. To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

A permit may be required for some projects, including demolishing or removing a building, constructing a building or carrying out other works to buildings and structures, and removing or lopping trees.

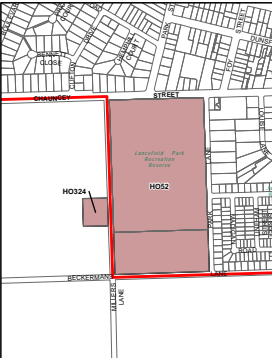
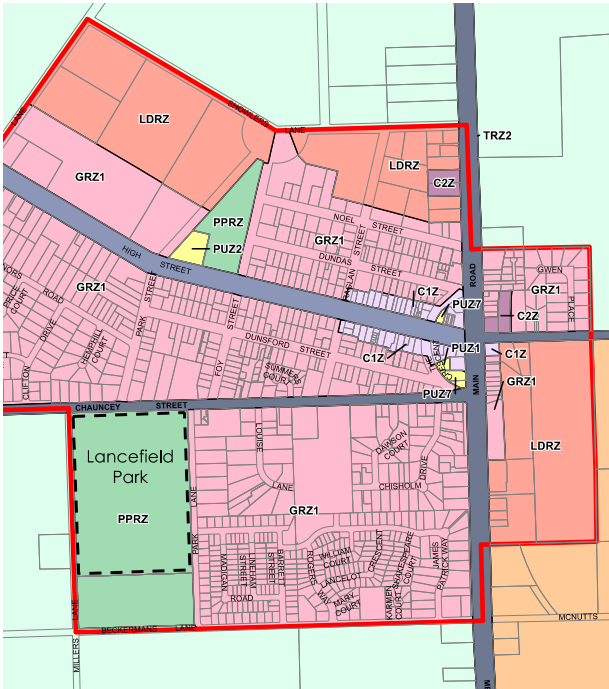


Figure 3 – Lancefield Planning Zones



The significant heritage elements of Lancefield Park as noted in the Heritage Overlay Ordinance, the Schedule 52, and the *Macedon Ranges Cultural Heritage and Landscape Study 1994* are:

- the row of elm trees,
- Aboriginal heritage place, and
- Megafauna site.

Figure 4 shows that a majority of Lancefield Park is covered by the 'cultural heritage sensitivity' layer (the dark green shading), meaning it is mapped for Aboriginal cultural heritage sensitivity, as there is potential for Aboriginal material to be present.

Figure 4 – Lancefield Park Cultural Heritage Sensitivity Layer

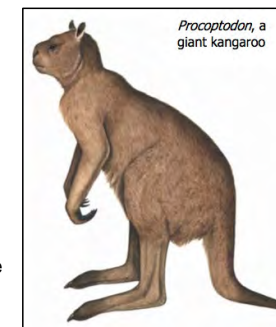


² Sources: Archaeology at Lancefield Swamp Technical Report, Joe Dortch University of Sydney, 2004; Lancefield Megafauna Interpretation Centre Feasibility Study, Hirst Projects, 2020

2.5. Megafauna Site²

The Lancefield Swamp, located in the southeast corner of Lancefield Park, is a significant archaeological Megafauna fossil site. It was first discovered in 1843 when giant bones from very large extinct animals (now known as Megafauna), were found.

Authorised archaeological excavations occurred within the Lancefield Swamp environs in the 1970s, 1990s and in 2004. Research suggests that most of the fossils found on site are between 45,000-60,000 years old. Many of the fossils are from the adult giant kangaroo Megafauna (see right). Thousands of fossils have been extracted over the years and most (approx. 4,500) are housed in the State Collection at the Melbourne Museum.



The precise extent of the Megafauna site in Lancefield Park is still unknown. There is general consensus that only 20% of the site has been excavated at this stage. It is regarded as the best Megafauna site in Victoria and one of the top five sites in Australia.

The site is a very important resource for science and for communicating the past, including stories of climate change, extinction and survival. There is continual scientific interest in the site and the potential for future excavations, as the site is easily accessible and the fossils are close to the surface.

To ensure that future research can continue, it is important that the site is protected from any actions and uses that could be detrimental to the fossil bed.

See Appendix 3 for the full version of the 'Archaeology at Lancefield Swamp Technical Report' by Joe Dortch, Department of Archaeology, University of Sydney, 2004.

3. LANCEFIELD PARK EXISTING CONDITIONS

3.1. Sporting and Recreation Facilities

A high-level condition and compliance assessment of buildings was carried out by representatives from Brand Architects, and the sporting and recreation facilities by representatives from Simon Leisure and Fraser Design Collaborative.



OVAL 2

Size: 113m x 75m – non-compliant for senior football and senior cricket matches

Surface

- Surface uneven, and in winter is in poor condition with no drainage
- Oval synthetic wicket is in good condition

Services

- No drainage and irrigation

Supporting Infrastructure

- One non-compliant floodlight
- No perimeter oval fence, player shelters or scoreboard

Usage

- Summer: Lancefield Cricket Club Monday to Saturday for training and matches
- Winter: Lancefield Junior Football Club for Under 9 matches on Sundays



MAIN OVAL

Size: 173m x 130m – compliant for senior football and cricket matches

Surface

- Poor condition in winter with inadequate drainage and some water ponding
- Oval synthetic wicket is in good condition

Services

- Poor sub-surface drainage

Supporting Infrastructure

- Four compliant floodlights to football training standard
- Player shelters are non-compliant (too small) and in average condition
- Perimeter oval fence in very poor condition
- Electronic scoreboard recently installed
- Three lane cricket practice nets in average condition

Usage

- Summer: Lancefield Cricket Club seven days a week training and matches
- Winter: Lancefield Football Netball Club for training Tuesday and Thursday nights and Saturdays for matches; Lancefield Junior Football Club for training on Monday to Thursday nights and Sundays for matches



LAURIE GREEN PAVILION

Type of construction

Pavilion hall: steel portal frame structure with cold-form steel purlins and girts forming the roof and wall infill structure. Clad with colourbond steel.
Social room, kitchen, and change rooms: timber frame roof and walls.
Both parts of building are on a concrete slab at ground level.

Condition

- Entire structure is in sound condition.
- Aerial photographs show that the multipurpose pavilion hall roof is in poor condition.

Compliance and Functional Issues

The pavilion hall appears to have been originally designed as a Class 10 structure (shed, garage). The implication of this is that the structure does not meet current requirements for a Class 9 building (places of assembly) particularly for earthquake loads, and the lack of insulation and other facilities limits its use in extreme weather.

Disabled toilet and some of the doorways are non-compliant for DDA access.

Usage

Lancefield Park Committee of Management, Lancefield Football Netball Club, Lancefield Junior Football Netball Club, Romsey Lancefield Girl Guides, Lancefield Show, various community events

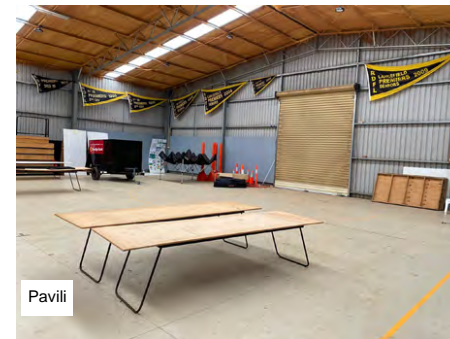
Tenancy Arrangements

Booked by each user group on a sessional basis with the Committee of Management.

Comments

Overall, this building is in sound condition although there are concerns about the condition and functionality of the Pavilion hall, particularly the remaining life span of the external cladding, the ability of the slab to take an additional sprung floor finish, and the lack of insulation.

The front portion of the building consists of the social/ multipurpose room, kitchen/ canteen, and change rooms which are all in reasonable condition, and should remain suitable for use for many years to come. Consideration should be given to minor upgrades to the kitchen/ canteen and change rooms and associated amenities to address compliance and functionality issues.



Pavili



Kitchen



OVAL CHANGE ROOM and RIFLE RANGE

Type of construction

Oval change room component of the building is constructed as a single skin concrete block building with a timber floor and timber roof structure. The building structure is supported by a number of concrete columns at structural intervals along the building. The roof is colourbond metal deck.

Rifle Range component comprises two main areas: the control booth, firing lanes and secure storage (this part is the brick lean-to of the building); and the range which is lined by fence palings with colourbond exterior cladding.

Condition

Oval change room component: the structure appears to be sound although the form of construction is not up to current standards and the quality is quite poor. Internal quality of fabric is poor with painted block work showing signs of wear and tear. The ceiling to the internal areas appears to be either plaster or asbestos cement sheet. It is showing signs of significant sag and wear, along with areas of mould and other degradation cause by lack of insulation in the building.

Rifle Range component: the control booth and rifle range while simple structures are in sound condition.

Compliance and Functional Issues

There are a number of fit out and fabric issues which means the building has a limited ongoing life in its current form. A major upgrade would be required to bring the building into line with current Australian Football League (AFL) requirements, particularly around gender neutrality. The building has a number of Disability Discrimination Act (DDA) compliance issues and lacks an accessible toilet.

Usage

Lancefield Football Netball Club, Lancefield Junior Football Netball Club, Lancefield Cricket Club, Lancefield Small Bore Rifle Club

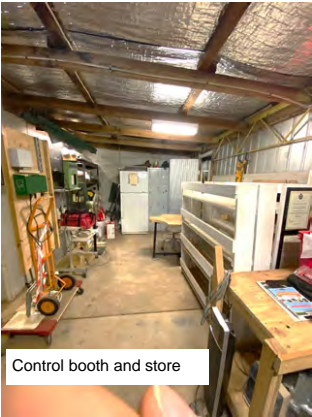
Tenancy Arrangements

Not known

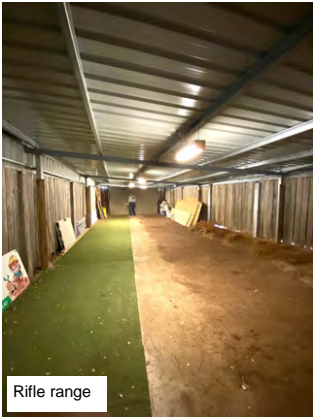
Comments

The overall condition of this building is poor, and it is recommended that the football change rooms be relocated to new compliant facilities or that a major upgrade occurs to this building to make it compliant with current codes. Ideally, this building should be demolished, however, the cricket club still require use of it, and the rifle club still requires access to the control booth and amenities, and the change room is the club's 10m Air Rifle Range.

A previous investigation into the potential relocation of the rifle range concluded that the current building was licensed as a rifle range, and that it is unlikely that any new location in the park would be granted a licence.



Control booth and store



Rifle range



CRICKET CLUBROOM

Type of construction

Timber structure with pitched rooves of various angles. The western end of the clubroom is the original structure, with additional structures added to form verandas and the eastern wing. The fabric of the building is entirely colourbond custom orb which appears not to be the original.

Condition: Good

Compliance and Functional Issues

- DDA compliance issues, including no accessible toilet
- Lack of a furniture store impacts the functional use of the social area
- No change rooms within

Usage: Lancefield Cricket Club

Tenancy Arrangements

Not known

Comments

Overall, this building is in very good condition and has been well maintained by the club. No significant works are required apart from consideration being given to the installation of an accessible toilet and provision of a furniture store. The building should have a long lifespan provided maintenance regimes are maintained.



TENNIS CLUBROOM

Type of construction

Timber frame structure with brick veneer walls and metal deck roof.

Condition: Good

Compliance and Functional Issues

- Generally compliant with current regulations
- DDA access compliance issue with threshold steps at each doorway
- No internal toilet

Usage: Lancefield Tennis Club

Tenancy Arrangements

Leased to the Lancefield Tennis Club

Comments

The building is in good overall condition and has been well maintained and should have a long lifespan provided maintenance regimes are maintained. Consideration should be given to installing a compliant ramp to access the main social space, and a small extension to the building to provide an accessible toilet.



NETBALL/ TENNIS CHANGE ROOM

Type of construction

The building is a steel framed structure with metal deck roof.

Condition

As new

Compliance and Functional Issues

The building appears to be fully compliant apart from some minor maintenance issues in the disabled toilet.

Usage: Lancefield Show, Lancefield Football Netball Club (netball section), Lancefield Tennis Club

Tenancy Arrangements

Not known

Comments

The building is in almost 'as new' condition apart from minor maintenance requirements and should have a long lifespan provided maintenance regimes are maintained.



TENNIS & NETBALL COURTS

Size: Dimensions and run-offs of all courts are compliant, except the end run-offs of the main netball court which are short.

Surface

- Tennis courts: sand-filled synthetic grass
- Main netball court: asphalt
- Tennis-netball courts: synpave (acrylic)

Condition

- Tennis courts: court surface is good; perimeter fencing is in poor condition on the car park side and the clubroom side. A facility audit conducted by Tennis Victoria in 2020 rated the fencing and the 4 court surfaces requiring renewal by 2030 and 2025, respectively
- Main netball court: average to poor (surface condition and water ponds)
- Tennis-netball courts: good condition

Supporting Infrastructure

- Main netball court: Non-compliant lighting to training standard
- Tennis-netball courts: Lack of player shelters and spectator seating

Usage: Lancefield Tennis Club, Lancefield Football Netball Club, Lancefield Junior Football Netball Club

Comments

Main netball court needs resurfacing and training standard floodlights (100 lux). Usability of the tennis-netball courts could be improved by installing player shelters and spectator seating (subject to spatial assessment).



BOWLING CLUBROOM

Condition

- Good
- Club is progressively updating the building: the men’s toilet and the kitchen have been recently updated, with the women’s toilet next

Compliance and Functional Issues

- Disabled toilet is not compliant
- Women’s toilet cubicle door widths are too narrow

Usage: Lancefield Bowling Club

Tenancy Arrangements

Leased to the Lancefield Bowling Club

Comments

Overall this building appears to be in good condition and should have a long lifespan provided maintenance regimes are maintained.



BOWLING GREEN

Size: Approx. 36.5m x 36.5m – within range of compliance for bowls competition

Surface

- Natural grass
- Good condition

Supporting Infrastructure

- Floodlights attached to the clubroom verandah are not compliant
- Two shade cloth shelters; east side shelter is in average condition
- Four steel player shelters in good condition

Usage: Lancefield Bowling Club during summer months only

Tenancy Arrangements

Leased to the Lancefield Bowling Club

Comments

Outdoor facilities and equipment are in overall good to excellent condition and should have a long lifespan provided maintenance regimes are maintained.



EQUESTRIAN CLUBROOM

Type of construction

Building has been constructed in two parts with the social space and storage constructed first (2005), and the amenities block added later. The social and storage component appears to be a converted metal garage with a simple steel frame forming the main structure. The amenities block is constructed from concrete blocks (single skin) with timber frame metal deck roof.

Condition

Both building structures appear to be in fair condition with no major structural defects identified.

Compliance and Functional Issues

- Building appears functional for its use as a clubroom
- Access and fit-out of the accessible toilet is not compliant

Usage: Lancefield Equestrian Group, Lancefield & District Pony Club

Tenancy Arrangements

Not known

Comments

Overall this building appears to be have been built in an ad hoc way over time, but should have a long lifespan provided maintenance regimes are maintained.



EQUESTRIAN FACILITIES

Facilities

Sand arena 60m x 20m fenced; sand arena 100m x 70m unfenced; sand arena 60m x 40m unfenced; Round Yard approx. 18m diameter fenced; cross country jumps area

Supporting Infrastructure

- 44 steel-framed horse yards
- Two horse wash bay
- 2 supplementary arenas inside the trotting track

Usage

- Lancefield Equestrian Group: 4th Wednesday & 2nd Sunday each month
- Lancefield & District Pony Club: 1st Sunday each month
- Available to hire by other clubs: 3rd & 4th Sunday each month

Tenancy Arrangements

Not known

Comments

Outdoor facilities and equipment are in overall good condition and should have a long lifespan provided maintenance regimes are maintained.

YOUTH PRECINCT (Skate Park and BMX Track)

(description and assessment has been referenced from the Council's *Skate and BMX Strategy 2023*)

Facilities

- Skate Park (built 2017): comprises street and transition style elements, including a 12 metre long half-pipe, a funbox, quarter pipes, hubbas, volcano, ledges, rails, and stair set, and a short distance pump track - is designed to cater for a wide range of users and varying skill levels
- BMX Track: earthwork/ gravel track with pump bumps/ rollers and berms

Supporting Infrastructure

- Block seating and refuge area in good condition
- Bleacher seating in poor condition

Condition

- Skate Park: good condition, excellent function and variety
- BMX Track: overgrown, berms and pump bumps/ rollers were identifiable, but appeared to be dilapidated to the point where they may be hazardous to use

Comments

Overall condition of the skate park is good to excellent, and with continued maintenance should have a long lifespan, but lacks supporting infrastructure such as shelter and access paths.

BMX Track requires immediate maintenance to improve its safety and functionality.



3.2. User Groups

Refer to Table 2 for a detailed breakdown of participant numbers for all Lancefield Park user groups in 2023/24. Approximately 800 people are involved across these groups, with the Lancefield Agricultural Society also based at the reserve, drawing thousands of visitors each year. The participation data highlights that:

- The proportion of junior (45%) to adult participants (55%) is skewed to adults, which is not consistent with State-wide participation averages that show a higher rate of participation by people aged under 18 years in organised sport compared to adults.
- The proportion of males (55%) to female participants (45%) is skewed to females when compared with State-wide participation averages that have the gender split for sports club-based participation at males: 64% and females: 36%³.

Table 2 –Lancefield Park User Group Membership/ Participation*

Club	No. of Teams						No. of Players				
	Senior Men	Senior Women	Junior Boys	Junior Girls	Junior Mixed	Total	Male	Female	Senior	Junior	Total
Lancefield Football Netball Club (football)	2	0	-	-	-	2	88	0	88	0	88
Lancefield Football Netball Club (netball)	-	4	-	-	-	4	0	32	32	0	32
Lancefield Junior Football Netball Club	-	-	5	12	0	17	130	100	0	230	230
Lancefield Cricket Club	3	2	0	1	4	10	107	45	72	80	152
Lancefield Tennis Club	4	3	0	0	0	7	40	40	75	5	80
Lancefield Small Bore Rifle Club	-	-	-	-	-	0	10	4	13	1	14
Lancefield Bowling Club	4	1	-	-	-	5	36	7	43	0	43
Lancefield Equestrian Group	-	-	-	-	-	-	10	81	91	0	91
Lancefield & District Pony Club	-	-	-	-	-	-	7	23	0	30	30
Romsey Lancefield Girl Guides	-	-	-	-	-	0	0	8	0	8	8
Lancefield parkrun	-	-	-	-	-	0	15	15	24	6	30
TOTAL	13	10	5	13	4	45	443	355	438	360	798

³ Source: AusPlay data, 2023 *Lancefield Agricultural Society Visitation not applicable.

Table 3 shows all clubs have experienced either stable participation or an increase in player participation numbers during the past few years. No clubs reported a decrease in player numbers.

Table 3 – Lancefield Park User Group Membership/ Participation Trends*

Club	Stable	Increasing	Declining
Lancefield Football Netball Club (football)		◆	
Lancefield Football Netball Club (netball)		◆	
Lancefield Junior Football Club		◆	
Lancefield Cricket Club		◆	
Lancefield Tennis Club	◆		
Lancefield Small Bore Rifle Club	◆		
Lancefield Bowling Club		◆	
Lancefield Equestrian Group	◆		
Lancefield & District Pony Club	◆		
Romsey Lancefield Girl Guides	◆		
Lancefield parkrun	◆		

4. STAKEHOLDER ENGAGEMENT

A key aspect of the study was the extensive stakeholder engagement conducted with the Committee of Management, park user groups, Lancefield community groups, residents, Council officers, councillors, DEECA and other stakeholders.

The stakeholder engagement program mainly comprised of two rounds of engagement, although there was ongoing informal liaison with many groups throughout the study to 'test' options and scenarios identified as potential improvement projects.

4.1. First Round Stakeholder Engagement

The first round of engagement focused on the following:

1. Who is using Lancefield Park and when, and for what purposes?
2. Are existing facilities and open spaces meeting needs?
3. Suggestions for improving Lancefield Park.

The stakeholder engagement can be summarised as follows.

Date (2023)	Engagement
10 November	Meeting with Lancefield Park Committee of Management
24 November	Liaison with State/ Region Sport Associations Lancefield Primary School DEECA
5 December	Meetings with the 11 park user groups Letter to adjoining property owners
10 December	Community Drop-In Session (6 attendees) Interview with 3 skatepark users

See Sections 4.3 - 4.5 for a summary of information collected during the first round stakeholder engagement.

4.2. Second Round Stakeholder Engagement

The focus for the second round of engagement was to receive feedback on preliminary concept plans, draft master plans, and then the final draft Lancefield Park Master Plan.

Date (2024)	Engagement
19 February	Meeting with Lancefield Park Committee of Management to receive feedback on the Issues & Opportunities report
April	Liaison with Council officers to receive feedback on preliminary park concept plans
8 May	Meeting with Lancefield Park Committee of Management to receive feedback on the 1 st draft master plan
4 June	Councillor briefing session with Macedon Ranges Shire Council to present a final draft master plan and receive feedback
25 July-22 Aug	Public Exhibition of final draft master plan

See Appendix 5 for a review of the Public Exhibition process and the feedback received.



Park Committee meeting, 10 November 2023

4.3. User Group Consultation

Below are the key issues identified by each user group during the first round of meetings in December 2023 and are the views of the user group representatives who attended meetings. See Appendix 4 for the full write-up of user group meetings.

LANCEFIELD FOOTBALL NETBALL CLUB & LANCEFIELD JUNIOR FOOTBALL NETBALL CLUB

- Main oval requires drainage upgrade
- Main oval perimeter fence needs replacing
- Main oval player shelters are not fit for purpose (too small)
- Senior club is in need of a compliant second oval
- Main netball court floodlighting needs upgrading and the court requires resurfacing
- Home change rooms are in poor condition, are non-compliant and not female-friendly; the away change rooms are too small and umpire rooms are not female-friendly

LANCEFIELD FOOTBALL NETBALL CLUB & LANCEFIELD JUNIOR FOOTBALL NETBALL CLUB (cont.)

- Current shared-use of the Laurie Green Pavilion during winter creates challenges for both football clubs, ie. canteen, social room, office arrangements; clubs are required to set-up and pack-down before and after each use
- Storage for both clubs is inadequate in the Laurie Green Pavilion and the Main oval change room building
- Traffic management is a concern, particularly the 'blind corner' adjacent to the rifle range, and the road between the Main oval change room and the Laurie Green Pavilion when cars are angle parked on both sides of the road

LANCEFIELD CRICKET CLUB

- Main issue is the cricket nets; they require upgrading; and three lanes does not cater for club needs
- Club requires compliant change rooms, particularly female-friendly change rooms
- Lack of a furniture store in the Cricket Clubroom impacts its functionality
- Main oval fence needs replacing
- Horses associated with equestrian events are often tethered to floats on the oval side of the equestrian area security fence, thereby creating a safety risk

LANCEFIELD EQUESTRIAN GROUP & LANCEFIELD & DISTRICT PONY CLUB

- Noise and sight of the trotters spooks many equestrian horses; special arrangements are required to manage the risks
- Sand arenas dry out during day-long events and require spray irrigation
- A covered arena is required; the small instructor arena is the one preferred to be covered
- Walkers with dogs off lead and bike riders using the perimeter walking path create safety issues when the equestrian precinct is in use
- Insufficient parking during large events is a constraint; an estimated additional 50 cars & float parks are required; potential long term solution is to utilise the trotting track area

LANCEFIELD AGRICULTURAL SOCIETY

- Require additional onsite storage
- Require additional power access points throughout the park
- Upgrade/ seal some of the internal roads

LANCEFIELD BOWLING CLUB

- Facility generally meets the needs of the club
- Full green lighting is required to expand usage
- Potential long-term need for an additional 4 rinks
- Park entrance is dangerous as a single lane

LANCEFIELD TENNIS CLUB

- Club is happy with the shared change room arrangement with netball, but considers there is now a need for a unisex toilet inside the tennis clubroom
- Court fencing needs replacing on the clubroom and car park sides
- Poor landscape and external seating area for players and spectators

LANCEFIELD SMALL BORE RIFLE CLUB

- Facility generally meets the needs of the club
- Disabled access needs to be improved; no accessible toilet and the access ramp and the disabled car park are not compliant

ROMSEY LANCEFIELD GIRL GUIDES

- Laurie Green Pavilion meets the group's needs although a larger permanent store is required

LANCEFIELD PARKRUN

- Path network is adequate as long as it is properly maintained

4.4. Community Consultation

The purpose of the community engagement was primarily to understand how residents and visitors currently use Lancefield Park, whether the facilities and open spaces being used were meeting needs, and to invite suggestions on how Lancefield Park can be improved.

1. A **Community Drop-In Session** was held 10 December 2023, 10.00am to 1.00pm at the Laurie Green Pavilion – six people attended. It was promoted via the Lancefield Town Crier and Council social media, and by notices displayed throughout Lancefield Park and in the windows of High Street traders.



Community Drop-In Session



Promo notices in the park

2. **Property owners abutting Lancefield Park** in Chauncey Street, Park Lane and Millers Lane where letterbox dropped a notice advising residents of the commencement of the master plan project and inviting their input – three emails were received.
3. Informal meeting of **skatepark users** on 10 December 2023 – three young people were interviewed.

The following summarises the input, feedback and suggestions received through these community interactions.

Community Input

- The organisers of the Lancefield Historic Truck Show (held in February) would like a fence erected just north of the first vehicle gate off Park Lane to assist with event operations.
- Grass cutting and general maintenance needs to be improved around the Megafauna sculptures off Park Lane.
- The Megafauna area needs to be protected and interpretive signage renewed/ replaced. The use of the area for equestrian activities is a concern.
- The development of the equestrian facilities north of the equestrian boundary fence is a concern in relation to both the loss of public open space and public safety.
- The pedestrian perimeter path has a missing link between the park entrance and the path adjacent to the cricket practice nets.
- Stormwater coming into Lancefield Park from the Millers Lane side needs to be better controlled.
- Landcare would like to use the swamp area for Junior Landcare and Upper Deep Creek Network activities.
- Suggestion for new toilets and a sheltered BBQ and seating facilities beside the playground.
- Suggestion to extend the playground with equipment that is suitable for older children.



Playground

Abutting Property Owners' Input

- Suggestion to install a fenced dog off-leash exercise area.
- Suggestion to erect shade over the playground.
- Suggestion to provide undercover seating at the skatepark, access paths, and a drinking fountain.
- Suggestion to widen the perimeter walking path, and provide rest/ viewing benches at regular intervals, and additional drinking fountains.
- Suggestion to provide an additional pedestrian access gate opposite the corner of Park Lane & Barrett Street to better accommodate residents from the new estate.

**Skate Park Users' input**

- Skate park is a well-used facility, and meets the needs of skaters: an estimated six boys use the skate park every two-to-three days, and on some weekends up to 15-20 skaters.
- Skaters would like the BMX circuit to be reinstated and regraded with the inclusion of some dirt jumps.
- Eastern public toilets need upgrading.

4.5. Other Stakeholders

The following eight groups responded to invitations to provide input.

Council's Heritage Planner

Provided clarity in relation to the Heritage Overlay (Schedule 52) and background information concerning past and current activities dealing with the park's Megafauna site.

Much of Section 2.4 was prepared with assistance from Council's Heritage Planner.

Lancefield Neighbourhood House

Provided valuable background information concerning past and current activities dealing with the park's Megafauna site.

Lancefield Primary School

The primary school utilises the reserve annually in March for a whole-school cross country event, and classes also visit, periodically throughout the year. The school mainly uses the Main oval, the perimeter path, and the public toilets.

Department of Energy, Environment and Climate Action (DEECA)

DEECA reported that it had no matters that require attention but requested that the draft master plan be forwarded to DEECA for comment in its capacity as the landowner of Lancefield Park.

Cricket Victoria

Cricket Victoria was comfortable that the issues and opportunities raised by the Lancefield Cricket Club in its meeting covered-off Cricket Victoria's planned input. It requested continued involvement throughout the project, particularly when a draft master plan was available for review.

Riddell District Football Netball League

Lancefield Park was previously used regularly as a venue for senior and junior football netball finals. Current constraints with facilities include the poor condition of the surface of the main oval, the poor change room facilities, and the small size of oval 2 making it unusable for matches.

The new electronic scoreboard, the main oval floodlights upgrade, and the two acrylic netball courts are all recent improvements that will help support the park's future use by the RDFNL, as well as resolving or mitigating the constraints identified above.

Tennis Victoria

Tennis Victoria provided a copy of a 2020 condition assessment report of the Lancefield Tennis Club. It was comfortable that the issues and opportunities raised by the Lancefield Tennis Club in its meeting covered-off Tennis Victoria's planned input. It requested continued involvement throughout the project, particularly when a draft master plan was available for review.

Lancefield Harness & Trotting Club

The club currently has six trainers that regularly use the trotting track to work their horses. At the time of the consultation with the club in March 2024, the track was also being used by some Kilmore trainers, as the Kilmore trotting track was being upgraded and was not available for use.

The club has no issues with the activities and uses of Lancefield Park, except that occasionally some unleashed dogs run from the reserve into the trotting track area creating potential safety issues for drivers and horses when in work.

5. ANALYSIS OF ISSUES AND OPPORTUNITIES

Five key issues or considerations for Lancefield Park were investigated during the master planning study.

1. Sustainable football facilities.
2. Traffic management.
3. Care for the Megafauna area.
4. Future management of Lancefield Park.
5. Future use of the adjoining Trotting Track.

5.1. Sustainable Football Facilities

Currently, the key off-field facilities in the park utilised by the football sections of the Lancefield Football Netball Club and the Lancefield Junior Football Netball Club are not consolidated into one building or within close proximity.

- Both clubs utilise the main oval change room on training nights and on match days.
- Visiting teams and umpires utilise the two change rooms in the Laurie Green Pavilion.
- Both football clubs use the kitchen/ canteen in the Laurie Green Pavilion on match days.
- The senior football club uses the social/ multipurpose room in the Laurie Green Pavilion for its committee meetings, player meals and team announcements on Thursday evenings, and is the venue used for after match drinks.

As well as the facilities being dispersed, the main oval change room building, the visiting team change room, and the umpires change room are all not fit for purpose, and are not female-friendly.

In addition, the social/ multipurpose room is too small for the current uses by the senior football club, and the current arrangement

whereby the senior football club has to share the space during the football season creates a significant burden on the club committee and volunteers. All of the above issues – whether they be the inadequacies of the facilities or the shared use of the social/ multipurpose room – combine to create an unsustainable operating environment for the club's committee, players and supporters. The repercussions are 'volunteer fatigue' for club personnel (eg. there have been multiple one-year club presidents in the past ten years), challenges to retain players, difficulties in recruiting new players, and constraints in developing a strong club culture and pride in the facilities.

To combat the small size of the social/ multipurpose room, the club in recent seasons has set up a marquee in the pavilion hall with tables and chairs to supplement the social/ multipurpose room. Whilst this arrangement might appear adequate, it has the following constraints: there is no heating in the pavilion hall; patrons in both areas are segregated (an issue when speeches are made); and access to the kitchen, bar and toilets is only available from social/ multipurpose room.

The key challenges with the shared-use arrangements are:

- The club committee and volunteers are required to set-up and pack down the space for each use, including the club's temporary bar which is required to be wheeled into place and stocked, and then wheeled away for each use.
- The club committee and volunteers are required to clean the space after each use, on the off-chance that the space may be required the next morning.
- The club committee are restricted in their ability to utilise the space at short notice for unplanned uses, as it is the Committee of Management that manages the use/ bookings of the social/ multipurpose room, and the Laurie Green Pavilion generally.
- The display of club memorabilia, sponsor paraphernalia, and other notices is not possible, or restricted at best.

Whilst it is not unreasonable for the social/ multipurpose room to be a shared space during the football season, a more effective arrangement would be for the Committee of Management to allocate the use of the social/ multipurpose room to the Lancefield Football Netball Club during the football season, and for all uses of the space by others to work around the core needs of the football club, and following approval by the football club (requests not to be unreasonably declined).

A related consideration for the Committee of Management is to transfer the Romsey Lancefield Girl Guides to the cricket clubroom for the winter period when the Lancefield Football Netball Club is assigned the usage of the social/ multipurpose room. The Guides are the only regular user of the room, and their Monday evening use places additional challenges on the two football clubs as the room has to be cleaned and all football equipment removed by Monday afternoon.

One option to improve the football facilities is to upgrade or replace the main oval change room building. However, this does not resolve the separation of the home change room from the umpires and visiting teams' change rooms in the Laurie Green Pavilion, nor the separation between the home change room and the social room. Also of note is the fact that the current main oval change room is the rifle club's 10m Air Rifle Range, and it generally meets the change room and amenity needs of the cricket club. Female cricketers have access to the adjacent netball change room building during the cricket season, therefore the female-friendly issues and constraints with the building are not as critical for the cricket club. Whilst the building does not meet all the needs of the two football clubs, it is generally meeting the needs of the rifle club and cricket club in its current form.

A second option to improve the football facilities is to upgrade and expand the Laurie Green Pavilion. The key benefit of this option is that it consolidates all core off-field football facilities into the one building, and at the same time provides the opportunity to resolve a range of current non-compliant and functionally inadequate spaces within the Laurie Green Pavilion.

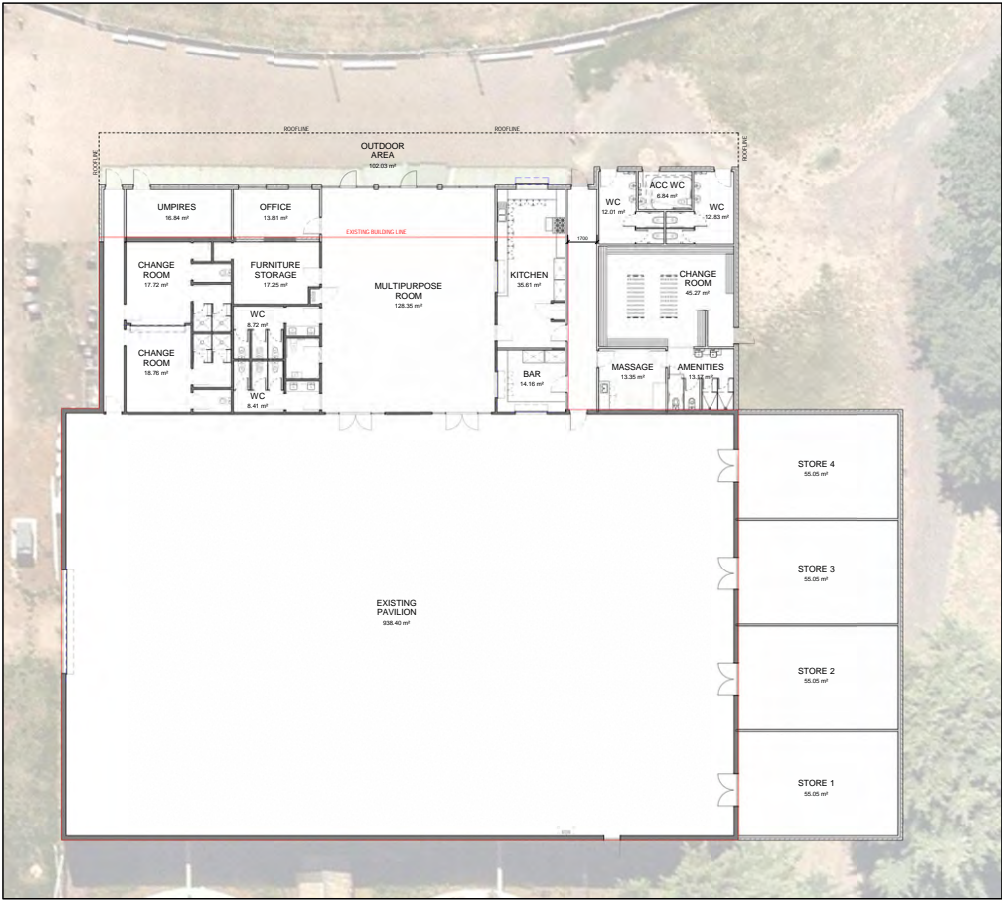
Brand Architects carried out a high-level assessment of how the Laurie Green Pavilion could be expanded and upgraded with minimal impact to the existing structure and internal fit-out. Figure 5 shows a concept floor plan for the redevelopment of the building to achieve a more functional facility not only for the two football clubs, but for use by other park tenant groups and the community.

The red line on the plan shows the current footprint of the Laurie Green Pavilion and shows the extension towards the main oval to just short of the depth of the existing verandah and incorporating the current unused space beside the pavilion in the southeast corner. The plan shows (from left):

- New umpires change room.
- Upgraded visitor change rooms with separate amenities but with capacity to allow one large change room by installing a roller door between.
- New externally accessed public toilets, including Accessible Toilet.
- New shared office.
- Re-purpose the existing office/ store into a furniture store.
- Expanded social/ multipurpose room.
- New (permanent) bar with separation from an expanded canteen/ kitchen with access from a new passage.
- New compliant home change room and associated facilities.
- New massage/ medical room with direct access from the home change room and a second access from the passage to allow netballers and others to access the medical staff other than via the change room.

The plan also shows four new stores (allocation to be determined) with door or roller door access to the pavilion hall, which will enable equipment currently stored in the hall or onsite in shipping containers to be removed and the hall programmed for community use.

Figure 5 – Concept Floor Plan for the Redevelopment of the Laurie Green Pavilion



5.2. Traffic Management

The main entry at Lancefield Park is single lane only, and ideally needs to be widened to allow two-way traffic. This will facilitate a more efficient flow of vehicles into and out of the park on major event days, especially to reduce the build-up traffic on Chauncey Street that is turning into the park.

The vehicle circulation in some sections of the park is not well defined and is confusing, particularly just inside the main entrance where two internal roads intersect. Both sections of roads are two-way, meaning two lines of cars converge on the one-lane opening to exit the reserve, and cars entering the park can opt to either continue along the road beside the bowls club or crossover to the road beside the tennis club and onto the Laurie Green Pavilion.

The stretch of road between the two ovals is the busiest section of the internal road network, as it services the Laurie Green Pavilion and is the preferred car parking area on football match days. Despite not being wide enough to do so, cars park on both sides of the road which reduces the road to one lane. To compound the issue, when the available parking is exhausted, cars need to do a U-turn and attempt to head back against oncoming traffic.

There is also a blind spot on the roadway adjacent to the rifle range, which is a safety hazard.

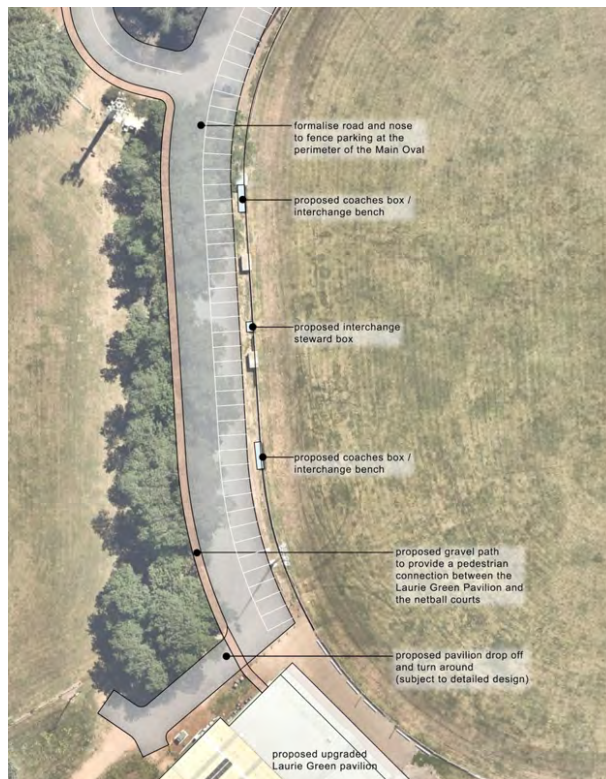
To assist the traffic flow just inside the entrance, it is recommended that the internal road around the 'island park' become one-way, that is, all traffic entering the park keeps left and continues passed the bowls club, and all traffic exiting from the eastern section of the park needs to remain left of the southern end of the 'island park' before turning right into the road passing by the tennis club to exit (see Figure 6). The plan also shows how the blind spot around the rifle range can be made safer - it is recommended that this section of the road is sealed and widened to six metres, and a white centre line applied to better define both carriageways around the corner. This will require the pine log fence along the path located east of the gravel path adjacent to the cricket practice nets to be relocated back to or near where the line of free-standing pine bollards are situated.

Figure 6 – Recommended New Traffic Management Park North



In relation to the stretch of road between the two ovals, it is recommended that this road be constructed to six metres wide and sealed, and a row of 'nose to fence' car parking be provided on the main oval side (see Figure 7). Along the western edge of the road adjacent to oval 2, a gravel path is to be installed.

Figure 7 – Recommended New Traffic Infrastructure Between Ovals



LANCEFIELD PARK RECREATION RESERVE MASTER PLAN

It is also recommended that a passenger drop-off/ pick-up zone is formed adjacent to the Laurie Green Pavilion, and a three-point turnaround be formed just beyond the passenger loading area to enable vehicles to U-turn safely before heading back to find a park or to exit the park. This U-turn is required, as on match days the park entrance off Millers Lane just beyond the Laurie Green Pavilion is closed.

An alternate to providing sealed car parks along this road is to install gravel car parks. This will help to reduce costs and to reduce the extent of asphalt in the park from an aesthetics benefit. Figure 8 shows how the car parking spaces can still be defined, by painting car park guides onto the road surface.

It is unlikely that any existing trees will need to be removed as part of the implementation of all of the recommended traffic improvement projects.

Figure 8 – Gravel Car Parking Adjacent to a Sealed Roadway



5.3. Care for the Megafauna Area

As described in Section 2.5, the southeast corner of Lancefield Park is a significant archaeological Megafauna fossil site. The site remains largely unprotected, and is currently being used for activities not permitted, such as an equine cross-country course, and as a park maintenance area (see Figure 9). To ensure that future research can continue, it is important that the site is protected from any actions and uses that could be detrimental to the fossil bed and to access.

Figure 9 – Megafauna Site and Cross Country Use



LANCEFIELD PARK RECREATION RESERVE MASTER PLAN

5.4. Future Management of Lancefield Park

The Lancefield Park Committee of Management recognises that maintaining and caring for the reserve, including the playing surfaces, significant trees, and play spaces, is becoming increasingly challenging due to the capabilities, skills and availability of volunteers.

It might be timely for the Committee of Management, DEECA and Council to review the overall management of Lancefield Park, with an option being that Macedon Ranges Shire Council is approached to consider being appointed by DEECA to become the Committee of Management of the reserve and assume all management and maintenance responsibilities.

Council is Committee of Management for all other major recreation reserves throughout the shire that are Crown land reserves, with their management in accordance with Council's *Sport and Recreation Infrastructure Development and Maintenance Policy*.

It would be prudent due diligence for any negotiations between all parties for the potential transfer of the management responsibilities of Lancefield Park to Council to also include a commitment of significant financial assistance from the State Government. The form such assistance might take will be a matter for the negotiations, however, it could be a capital grant to enable current non-compliant facilities to be upgraded over a period of multiple years, or it could be a reducing annual maintenance subsidy to offset the initial impact on Council of additional maintenance costs having to be budgeted for Lancefield Park, or a combination of both.

Although assessing the cost implications of transferring full maintenance responsibilities to Council is beyond the scope of this study, it is worth noting that Council currently provides the Committee of Management with an annual maintenance grant of \$20,000. Should Council assume the role of Committee of Management, it may choose to review the reserve Master Plan to align with applicable infrastructure guidelines and its resource capacity.

31

5.5. Future Use of the Adjoining Trotting Track

The Lancefield Trotting Track, located on the land adjoining the south of the reserve, is owned by Macedon Ranges Shire Council. The site is leased to the Lancefield Harness and Trotting Club, which holds full maintenance responsibilities. A condition of the lease prohibits the stabling of horses onsite.

Currently, six trainers use the track daily to exercise trotters, and the site is utilised by the Lancefield equestrian groups on major event days through an agreement between user groups.

Some of the issues and opportunities raised by stakeholders during the consultation process, with regards to the trotting track include:

- There is an impact on equestrian activities when the trotting track is being used for training trotters.
- The land could potentially resolve some of the 'sports pressures' being experienced (and emerging) at Lancefield Park as a result of the increasing population of Lancefield and surrounds, and subsequent increase in demand for sporting facilities.
- The equestrian clubs currently utilise the trotting track on major event days to set up two temporary arenas and for car/ float parking. The current direction to restrict the use of the Megafauna site will impact the equestrian clubs as they currently utilise some of this area for their cross-country instruction and events. Opening up access to the trotting track on a permanent basis would relieve current pressures on the equestrian club.

Considering the above, it is acknowledged that this land is outside the scope of the current master plan study. However, it is recommended that the Committee of Management advocate to Council for access to the Lancefield Trotting Track after the current lease agreement ends to enhance community benefit.

Figure 10 – Master Plan Study Area (red line) – Lancefield Trotting Track to the south



6. LANCEFIELD PARK MASTER PLAN

6.1. Plan Development

This section describes the key directions of the master plan, which have been grouped into five themes.

1. Park-Wide Improvements
2. Access and Movement
3. Sport and Recreation
4. Environment and Open Space
5. Other Recommendations

Each numbered item below corresponds with the number on the Lancefield Park Master Plan, and should be read in conjunction with the master plan drawing (refer Appendix 8).

6.2. Park-Wide Improvements

- Provide additional bench seating along the pedestrian path network (nominal 400m spacing)
The installation of regular bench seating will encourage the use of the perimeter pedestrian path by people of all ages, particularly the elderly.
- Develop a planting strategy for Lancefield Park prepared from a botanical approach
Such a strategy will guide a sustainable approach to new and replacement planting, and should increase the overall presentation of the park.
- Increase the power supply to the park
There is currently insufficient power supply to the site which impacts the use of floodlights and delivery of large events.
- Install traffic calming measures in locations where pedestrian safety is an issue, and where such measures will be effective
Although difficult to implement where park roads would allow cars to swerve around speed humps, they are recommended in locations where they could be effectively installed, eg. on the roads south of the park entrance.

6.3. Access and Movement

Vehicle Movement and Car Parking

1. Widen the main entrance to two lanes; remove cattle grid

This will enable the main entry to allow for dual entry, which will improve traffic flow into and out of the park (refer Section 5.2). Given the location of the street tree at the entrance, the widening will need to occur to the west. To widen the entrance, the steel bollard will need to be removed and relocated, and the west side of the stonewall dismantled and re-built.

The cattle grid is no longer required (see right).



2. Implement one-way traffic around the 'island park'

As described in Section 5.2 and Figure 6, the vehicle circulation just inside the main entrance is confusing, as two internal roads intersect. Both sections of roads are two-way, meaning two lines of cars converge on the one-lane opening to exit the park, and cars entering the park can opt to either continue along the road beside the bowls club or crossover to the road beside the tennis club.

It is recommended that the internal road around the 'island park' become one-way, that is, all traffic entering the park keeps left, and all traffic exiting the park uses the road that passes by the tennis club.

3. Widen, seal and line mark the roadway to better define both carriageways around the rifle range shed

There is a blind spot on the roadway adjacent to the rifle range. By sealing and widening the road at this location to 6 metres, and applying a white centreline, the two carriageways will be better defined and wider to safely accommodate two-way traffic (refer Section 5.2 and Figure 6).



4. Formalise the road and nose-to-fence car parking along the main oval, and construct a new path. Install a passenger drop-off/ turn around at the pavilion

There is currently insufficient space to accommodate angled parking on both sides of the roadway between the main oval and oval 2 (see image below). Formalising the car parking on the main oval side only, and constructing a pedestrian path on the oval 2 side will make this area safer for cars and pedestrians, and will provide a formal pedestrian link between the Main oval change room and netball court, and the Laurie Green Pavilion (See Section 5.2 and Figure 7).



5. Continue to utilise the adjoining trotting track grounds for overflow car parking (subject to agreement with Lancefield Harness and Trotting Club)

Overflow car parking is required during some rally days and large equestrian events, and the proximity of the trotting track to the equestrian precinct makes it an ideal location for the provision of overflow car parking.

Community Access and Pedestrian Movement

6. Install a pedestrian path to complete the park perimeter path network

The perimeter pedestrian path is incomplete in the northern section of the park between the netball pavilion and the eastern side of the front entrance (est. distance is 180 metres). Installing a gravel pedestrian path in this location that incorporates some of the sealed path around the Netball/ Tennis Change Room building will complete the park-wide perimeter pedestrian path.

7. Provide gravel paths to connect to the skate park

The skate park and BMX track have no paths connecting them with the pedestrian entrances off Park Lane or the park-wide pedestrian path. A connecting path will assist skateboarders, bike riders and pedestrians to access this activity precinct.

8. Install new pedestrian entries off Park Lane

The two proposed new pedestrian entries off Park Lane will provide more convenient access points into Lancefield Park for residents in the new housing estate east of Park Lane.

9. Install permanent signage explaining restricted pedestrian access to sections of the perimeter path during equestrian events

During equestrian events it is important for the safety of the public and horse riders that no community access into the equestrian precinct occurs. The following five sites on the pedestrian path require signage to be installed to remind walkers, especially dog walkers, that access through the equestrian precinct is not permitted when equestrian activities are in progress:



- The two access points along Park Lane.
- The two access points along Millers Lane.
- The location on pedestrian path southeast of the Laurie Green Pavilion where there is a fork in the path.

Permanent signage with a message similar to the current temporary signs need to be installed (see above).

6.4. Sport and Recreation

Sporting Facilities

10. Install floodlights to 100 lux

Installing floodlights will enable increased opportunities for club bowling, which may mitigate the need for the future expansion of the green (refer No. 11).

The club currently has non-compliant and largely ineffective lighting installed on the clubhouse (see right). New floodlights to provide all-green coverage will enable the club to expand its social/ corporate bowling program, which is a trend of use of bowling greens as a means of raising revenue. There is also evidence of social bowling being a successful strategy to attract new permanent club members.



11. Potential future additional bowling green

The current natural grass green meets a majority of the current demand for bowling in Lancefield. However, the Lancefield Bowling Club wishes to expand its bowls offerings during winter, and to do so requires a synthetic green with floodlights. This additional green will also future-proof the bowling club for future growth. The Committee of Management and club understand the new green will require the removal of trees, it will reduce the overall area of the playground, and will require the removal or relocation of the outdoor exercise equipment (refer Appendix 6).

12. Enlarge the existing internal cricket store to provide for furniture storage

The cricket clubroom currently has no furniture store which impacts the flexibility and functionality of the social space as furniture cannot be removed. There is capacity to extend the existing storeroom (see right).



13. Renew the surface of all courts, and replace the perimeter fence

The facility audit conducted by Tennis Victoria in 2020 rated the fencing and the 4 court surfaces requiring renewal by 2030 and 2025, respectively, however, the tennis court fencing is failing on two sides so may need replacing sooner.

14. Extend the tennis clubroom to include an accessible toilet

There is currently no toilet in the tennis clubroom. Whilst the tennis club initially approved the plan to combine club toilets and change rooms with the new netball change room and public toilet building to the south, it now accepts that at least one toilet within the clubroom building will better meet current community standards and expectations, and provides a safer alternative to children. It is proposed that one accessible and unisex toilet be constructed at the eastern end of the clubroom.

15. Resurface the main netball court and install compliant floodlighting

The court surface is in average condition and it has poor drainage which results in water ponding on the court. The floodlights do not comply with the minimum 100 lux training standard.

16. Construct new four lane cricket nets (subject to detailed review of adjacent cedar tree) and resolve the drainage issue between the nets and the tennis-netball courts

The cricket nets are in poor condition and need replacing, and 3 lanes are insufficient to cater for the size of the cricket club. The current width of the nets is greater than what is required (3.6 metres), therefore the current footprint plus some additional meterage will be required for a new 4 lane practice facility.

An assessment of the required root zone for the adjacent cedar tree to the east will be required to ensure that the tree is protected. The other option, if required, is to partially extend to the west as part of the solution to resolve the drainage and level issues between the tennis-netball courts and the cricket nets. The stormwater run-off from the tennis-netball courts currently floods the cricket nets.

17. Install a new open shelter

The tennis-netball courts currently have no shelters along the sidelines mainly due to a lack of space. The junior football netball club has identified that this is currently a constraint for the club to use these courts for matches. The master plan is supporting the installation of an open shelter to the south of the courts.

18. Install floodlights to football training standard (50 lux)

Installing floodlights to oval 2 will provide a more functional winter football training venue for both football clubs, and would take some of the training load off the main oval.

19. Remove the old scoreboard

The main oval has a new electronic scoreboard. The removal of the old scoreboard will open up the northern end of the oval to views from the park access road. Whilst the old scoreboard has a function as a back-up scoreboard when the electronic scoreboard is inoperable, a temporary portable scoreboard could cater for this need on the few occasions it is required.

20. Replace the main oval perimeter fence and both player shelters

The main oval perimeter fence has come to the end of its functional life, and is in disrepair and a danger to players and the public.

The player shelters are no longer fit for purpose, and do not comply with AFL Victoria's preferred player benches (4.8m long x 1.2m wide, seat 8 people).



21. Install new sub-surface drainage to the main oval

The main oval has poor drainage and often becomes unusable during the winter season.

22. Expand and upgrade the Laurie Green Pavilion to provide a larger social/ multipurpose space, bar, and kitchen/ canteen, two fit-for-purpose football change rooms, and a gender neutral umpires change room

The current arrangements for football change rooms and social room are not sustainable and are functionally inadequate for both football clubs. New and upgraded change rooms and umpires rooms are required to meet AFL standards, and the social room expanded to better meet the contemporary needs of the football clubs. Refer Section 5.1 for a comprehensive review of the current facilities, and the concept plan showing new and upgraded facilities in the Laurie Green Pavilion.



Temporary bar

23. Upgrade the pavilion hall to permit ongoing community and sport uses

Brand Architects assessed the pavilion hall as not complying with current requirements for a Class 9 building, and it lacks insulation and other fittings which limit its use in extreme weather (refer the *Building Condition and Compliance Report*, Brand Architects). As well as these constraints, the concrete floor is not conducive to sports use or other physical activity. Upgrades to the pavilion hall, including the installation of an all-purpose flooring system will enable increased community use, such as basketball, netball, futsal, and other ball games, and social and cultural uses.

24. Expand the pavilion hall to provide a separate store for each user group

This need to provide pavilion hall storage has been identified by the Committee of Management and user groups for some years. The lack of adjoining storage results in tables, seats and other large items being permanently stored in the hall, which reduces the usability of the hall for community uses. Figure 5 in Section 5.1 shows a plan for 4 large stores to be added to the southern end of the pavilion hall, each with a roller door connection to the hall (or other similar large opening). These stores will allow separate and secure storage for the Committee of Management, the Lancefield Agricultural Society, the two football clubs, and a miscellaneous store for groups such as the Romsey Lancefield Girl Guides and parkrun.

25. Re-align the equestrian area fence and park pedestrian path to incorporate the round yard and the horse yards with northern gates

The round yard and the northern bay of horse yards adjacent to the round yard (see below) are currently located outside the fenced equestrian precinct, and present as safety risks to the public and other user groups in the event of a horse becoming loose.

The re-alignment of the fence will eliminate this risk and will also help to increase the car/ float parking capacity of the equestrian area. Access for all user groups to the storage beside the Laurie Green Pavilion will not be affected. The project will require a new pedestrian path to be constructed outside the new fence line (refer Appendix 7).



26. Install spray irrigation to the main sand arena

This project will improve the functionality of the main sand arena, particularly on days of high temperatures.

Informal Recreation Facilities**27. Diversify the play equipment to better suit all ages**

Other than the flying fox, the playground provides play opportunities for younger children only. Diversifying the range of play equipment will better provide for all ages.

28. Re-form the BMX Track

The BMX Track has not been maintained adequately and now requires to be re-formed to become usable. Council's *Skate and BMX Strategy* supports the upgrade and re-shaping of the circuit to create a more consistent flowing track.

29. Install a half-court basketball pad, undercover seating and a drinking fountain within the skate/ BMX precinct

The Skate Park and BMX Track require support infrastructure to improve the functionality and amenity of the active precinct for skaters and riders, and for others watching. These additions are also supported in the *Skate and BMX Strategy*. The addition of a basketball half-court will further enhance active recreation offerings for young people in Lancefield (site to be determined).

30. Upgrade the public toilet block

The eastern toilet block requires upgrading to better meet contemporary community standards and expectations. It is the main public toilet for visitors to Lancefield Park during times when the park is not in event mode. The toilet block does not have an accessible toilet, however, the accessible toilet in the netball change room and public toilet building just inside the park entrance is open for use at all times.

6.5. Environment and Open Space**31. Protect significant trees with appropriate barriers/ understorey planting**

Lancefield Park has many significant trees, some of which require protection from vehicles. Installing natural barriers and/ or understorey planting will prevent cars from driving over root zones and damaging trunks. Trees adjacent to the internal roads and car parks are the ones at most risk of damage.

**32. Remove the former croquet shed, the old tiered seating, and tree logs**

These items are clustered between the main oval and Park Lane and generally detract from the overall amenity of the park (see right).

Removing these items will enhance the presentation of the park and may enable this area of the park to be activated for some other community use.

**33. Improve environmental biodiversity around the swamp area**

The swamp is an ephemeral wetland, and improving the environmental biodiversity of the space will further enhance the flora and fauna habitat and its interest as a location for nature-based activities, such as bird watching and Landcare environmental and education activities.

34. Develop a management plan for the Megafauna site, and cease non-permitted uses of the site

As outlined in Section 2.5, the southeast section of Lancefield Park is an area of archaeological significance. Commissioning the development of a management plan for the site will assist to confirm the extent of the area to be protected, how the site should be managed, what uses other than archaeological ones might be possible and what opportunities there might be to enhance the educational outcomes for visitors.

Until the management plan has been completed, all current uses that have the potential to adversely impact the archaeological values of the site should cease, including equestrian activities and uses associated with park maintenance. The management plan should consider fencing the protection area to help prevent unauthorised access.

35. Renew the interpretive signage for the Megafauna site

The current interpretive signage is in poor condition and difficult to read, and requires renewal. This could be a project that is subject to the outcome of the Megafauna site management plan (No. 34).

36. Review the effectiveness of the open swale draining into the swamp from Millers Lane

The natural stormwater overland flow in the southwest section of the park is from Millers Lane. Currently, during persistent rain the area between the equestrian

clubroom and the trotting track is prone to flooding; the effectiveness of the drainage of this overland flow to the swamp needs to be reviewed.

6.6. Other Recommendations

- That the Committee of Management allocate the use of the Laurie Green Pavilion social/ multipurpose room to the Lancefield Football Netball Club and the Lancefield Junior Football Netball Club during each football season.
- That DEECA, the Committee of Management, and Council review the overall management arrangements of Lancefield Park, with an option being that the Macedon Ranges Shire Council is approached to consider being appointed the Committee of Management of the park by DEECA and assumes all management and maintenance responsibilities (refer section 5.4).
- That the Committee of Management advocate to Council for access to the Lancefield Trotting Track (refer section 5.5).

7. MASTER PLAN COSTINGS

The Lancefield Park Master Plan recommends more than 40 separate projects for the park. The total estimated cost for full implementation of the master plan is approximately \$7,465,000.

The practicality and order of implementation of most projects will be subject to a number of factors and criteria before proceeding, including:

- Availability of funding.
- Current and future priorities of the Committee of Management, DEECA, user groups, and Council, and the broader needs of the community.
- Further investigation, research and consultation.

The estimated capital cost and suggested prioritisation for each improvement project is shown in Table 4. The item numbers assigned to the projects corresponds with numbers on the master plan drawing.

The project prioritisation of **High**, **Medium** and **Low** is an indication of the relative importance of a project compared to the other projects, and should not be interpreted or aligned to any specific timeframe or years to be implemented.

Notes about the Master Plan Costings

- **The directions contained in the master plan do not commit the Committee of Management, DEECA, user groups, Macedon Ranges Shire Council or other organisations to a responsibility for funding.**
- All capital cost estimates shown in the table are based on works being undertaken by professional contractors.
- The cost estimates have been provided as indicative costs, based on similar projects undertaken in the past 18 months. No detailed plans have been prepared for any of the proposed upgrades, which are typically required to calculate more accurate cost estimates.
- Cost exclusions include:
 - Design and construction contingencies.
 - Any costs/ loss of income, which may be incurred by the Committee of Management and/or user groups during construction of projects.
 - Goods and Services Tax (GST).
- It should be noted that some capacity might exist for cost savings during the implementation of the capital improvement program by packaging multiple projects into one larger contract.

Table 4 - Master Plan Cost and Prioritisation

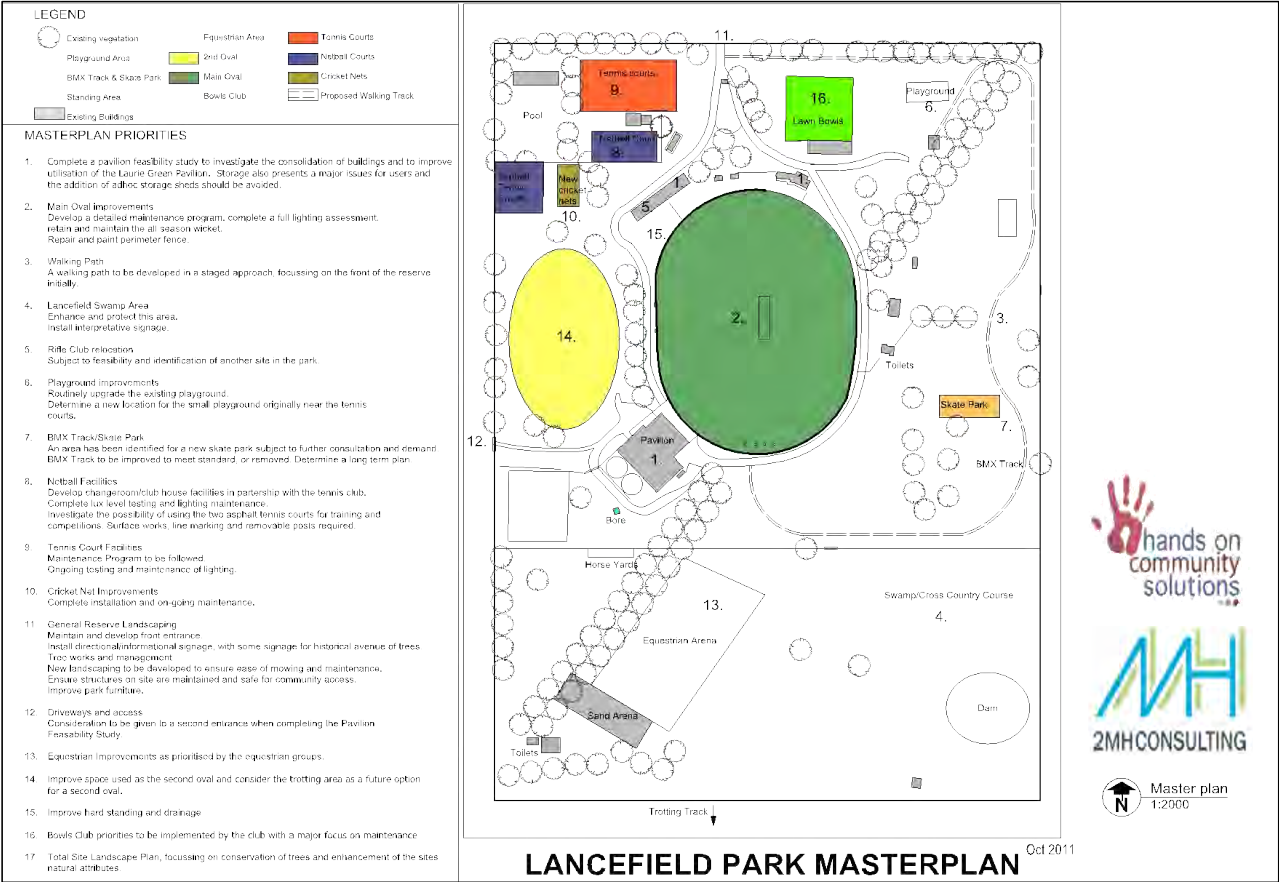
Item No. on Plan	Improvement Project	Project Description / Specification	Priority	Estimated Cost
1	Widen main entrance to two lanes; remove cattle grid	- Remove existing crossover (\$7,500) - Remove and relocate the western side of the feature rockwall (\$20,000)	Low	\$27,500
2	Implement one way traffic around the 'island park'	- Line marking road with arrows (\$10,000) - Installation of directional signs (\$15,000)	Low	\$25,000
3	Widen, seal and line mark the roadway	- Siteworks, demolition (\$5,000) - Asphalt road 6m wide with no kerbs or drainage, approx. length 200m = 1200sqm @ \$120 (\$144,000) - Line marking (\$7,500)	High	\$156,500
4	Formalise the car parking along the Main Oval, and construct a new path. Install a passenger drop off/ turn around point	- Siteworks, demolition (\$10,000) - Asphalt road 6m wide with no kerbs or drainage, approx. length 150m = 900sqm @ \$120 (\$108,000) - Granitic gravel car parking bays, 120m x 5m deep parking bays = 600sqm @ \$100 (\$60,000) - Line marking road and parking bay guides on the road (\$10,000) - Granitic gravel path 130m x 2.0m = 260sqm @ \$100 (\$26,000)	Medium	\$214,000
5	Continue to use the trotting track grounds for overflow parking		-	\$0
6	Install a pedestrian path to complete the path network	- Granitic gravel path 120m x 2m wide = 240sqm @ \$100	High	\$24,000
7	Provide gravel paths to the skate park	- Granitic gravel paths 100m x 1.5m wide = 150sqm @ \$100	Low	\$15,000
8	Install new pedestrian entries off Park Lane	- Install 2 new pedestrian gates in the perimeter fence (\$10,000) - Granite gravel paths combined total 25m x 1.5m wide = 37sqm @ \$100 (\$3,700)	Medium	\$13,700
9	Install permanent signage to explain restricted access	- Fabricate and install 5 signs @ \$3,000	High	\$15,000
10	Install floodlights to 100 lux	- 4 poles and LED lights	Medium	\$150,000

Item No. on Plan	Improvement Project	Project Description / Specification	Priority	Estimated Cost
11	Potential future additional bowling green	<ul style="list-style-type: none"> - Demolition and site works, including the removal of the outdoor exercise equipment (\$15,000) - Construct new 4 rink synthetic green, including terrace wall to existing east fence (175,000) - Install new fence and make good surrounds (\$15,000) - Ramp access between both greens (\$7,500) - 2 poles and LED lights (one each end) (\$90,000) - Relocate play equipment impacted, and extend soft fall area (\$5,000) 	Low	\$307,500
12	Enlarge the internal cricket store	- Extension to cricket clubroom	Medium	\$40,000
13	Upgrades to the tennis courts	<ul style="list-style-type: none"> - Removal of existing fence (\$15,000) - Install 3,600mm high chain mesh fencing 400m @ \$250 (\$100,000) - Allowance for tree pruning (\$15,000) 	Medium	\$130,000
		- Replace synthetic surface on all courts (4 No.)	Low	\$200,000
14	Extend the tennis clubroom to include an accessible toilet	- Extend clubroom and install a unisex accessible toilet, including water and sewage connections	High	\$275,000
15	Resurface the main netball court and install floodlighting	<ul style="list-style-type: none"> - Resurface netball court (asphalt) and line marking (\$75,000) - Install LED floodlights to competition standard (200 lux) (\$150,000) 	Medium	\$225,000
16	Construct 4 lane cricket nets and resolve the drainage issue between the nets and the tennis-netball courts	<ul style="list-style-type: none"> - New 4 lane cricket practice nets (\$250,000) - Allowance for drainage solution (\$20,000) 	High	\$270,000
17	Install a new open shelter	<ul style="list-style-type: none"> - Supply and install open shelter approx. 25m x 3m (\$50,000) - Concrete floor 75m2 @ \$250 (\$18,750) - Supply and install 4 bench seats @ \$2,500 (\$10,000) 	Medium	\$103,750
18	Install floodlights to Oval 2	- New LED floodlights to training standard 50 lux	High	\$200,000
19	Remove the old scoreboard	- Demolish the scoreboard and make good the surface	High	\$25,000
20	Replace the Main Oval fence and player shelters	<ul style="list-style-type: none"> - Removal of existing fence (\$20,000) - New oval fence (post and chain-mesh in-fill) approx. 520m @ \$175 (\$91,000) - 2 new player shelters with concrete base @ \$35,000 (\$70,000) 	High	\$181,000

Item No. on Plan	Improvement Project	Project Description / Specification	Priority	Estimated Cost
21	Install new sub-surface drainage to Main Oval	- New sub-surface drainage system and associated off-oval plumbing works	High	\$160,000
22	Expand and upgrade the Laurie Green Pavilion	- Design development by architect, and preparation of construction drawings	High	\$45,000
		- Preliminaries and overheads (\$200,000) - Upgrade of existing change rooms, kitchen/ bar, social / multipurpose space and office/ store; approx. 250sqm @ \$3,500 (\$875,000) - Extension to the pavilion to provide new change rooms and amenities, new umpires change room, new office and new public toilets and circulation space; approx. 200sqm @ \$5,500 (\$1,100,000) - Design & construction contingency (10%) (\$200,000)	High	\$2,375,000
23	Upgrade the Hall to permit sports and recreation uses	- Upgrades to include ventilation and lighting (allowance \$200,000) - New durable multipurpose flooring and line marking to allow sports use allowance \$150,000) - Sporting infrastructure/ equipment (\$120,000)	Low	\$470,000
24	Expand the Hall to provide storage	- Extension to the pavilion to provide 4 separate stores with 4m high roof and roller door connection with Hall; est. 250sqm @ \$1,500	High	\$375,000
25	Re-align the equestrian area fence and park pedestrian path	- New farm-style fence to match existing (post and wire) approx. 80m @ \$50 (\$4,000) - Supply and install one new farm gate (\$4,000) - Granitic gravel path approx. 50m x 2m wide = 100sqm @ \$100 (\$10,000)	Medium	\$18,000
26	Install spray irrigation to main arena	- Install sprinkler equipment (\$45,000) - Water connections (\$15,000)	Low	\$60,000
27	Upgrade the play equipment	- Removal of 3-4 items (\$5,000) - Allowance for supply and install 3-4 new items (\$15,000)	Low	\$20,000
28	Re-form the BMX track	- Confirm the design (\$5,000) - Equipment hire and re-grading the BMX track (\$15,000)	Low	\$20,000
29	Upgrades to the active recreation zone	- Supply and install a shelter (\$15,000) - Supply and install 2 bench seats @ \$2,500 (\$5,000) - Supply and install 1 drinking fountain, and water connection (\$7,500)	Medium	\$27,500
		- New basketball half-court	Low	\$125,000
30	Upgrade the public toilet block	- Replace fixtures and fittings (\$7,500) - Allowance for retiling/ painting where required (\$7,500)	Medium	\$15,000

Item No. on Plan	Improvement Project	Project Description / Specification	Priority	Estimated Cost
31	Protect significant trees	- Allowance for fencing/ barriers (\$15,000) - Allowance for understorey planting/ landscaping (\$7,500)	High	\$22,500
32	Remove the former croquet shed, the old tiered seating and tree logs	- Allowance for demolition and removal	Low	\$12,500
33	Improve environmental biodiversity around the swamp area	- Allowance for plantings/ landscaping	Low	\$10,000
34	Develop a management plan for the Megafauna site	- Engagement of an expert consultant	High	\$35,000
35	Install new interpretive signage for the Megafauna site	- Fabricate and install 3 signs @ \$5,000	High	\$15,000
36	Make good the open swale draining into the swamp from Millers Lane	- Allowance for plumbing/ grading services	High	\$10,000
-	Install additional bench seating along the paths	- Supply and install 10 bench seats @ \$1,250	Low	\$12,500
-	Develop tree planting strategy	- Engagement of an expert arborist	High	\$35,000
-	Upgrade the power supply into the park	- Allowance	High	\$250,000
-	Install traffic calming measures	- Allowance for 4 installations @ \$3,500	Low	\$14,000
	SUB-TOTAL			\$6,724,950
	Professional fees (10%)			\$672,495
	Authority fees and charges (1%)			\$67,250
TOTAL MASTER PLAN COSTS (ex GST)				\$7,464,695

Appendix 1
2012 Lancefield Park Master Plan



LANCEFIELD PARK RECREATION RESERVE MASTER PLAN

Appendices

Appendix 2

Review of Background Reports and Plans

The following reports and strategies provided important context and background for the master plan.

State Plans

- Active Victoria 2022-2026, Sport and Recreation Victoria.
- The Value of Community Sport & Active Recreation Infrastructure, Sport and Recreation Victoria (2020).
- Fair Access Policy Roadmap (2022).
- State Sporting Association facility standards/ guidelines.

Council Plans and Strategies

- Council Plan 2021-2031 (Year Four 2024-25).
- Municipal Public Health and Wellbeing Plan 2021-2025 (Year Three Action Plan 2023-24).
- Fair Access Policy (2024).
- Sport and Active Recreation Strategy 2018-2028.
- Macedon Ranges Community Equestrian Facility Plan (draft 2023).
- Macedon Ranges Shire Skate and BMX Strategy (2023).
- Domestic Animal Management Plan 2021-2025.
- Walking and Cycling Strategy (2014).

Other Documents

- Laurie Green Pavilion Feasibility Study (2014).
- Lancefield Megafauna Interpretation Centre (2020).

The following is a summary of the key implications for the future planning for the Lancefield Park as identified from the above reports.

State Planning Reports

Active Victoria, Sport and Recreation Victoria 2022-2026	
Report Purpose	Relevance to the Master Plan
<p>Active Victoria, is the State Government's strategic framework for sport and recreation in Victoria.</p> <p>Its vision is:</p> <p><i>'To build a thriving, inclusive and connected sport and active recreation sector that benefits all Victorians.'</i></p>	<p>Active Victoria is underpinned by three objectives and six outcomes to guide activities and investment in sport and active recreation. The first two objectives and their outcomes are relevant to this project.</p> <p><u>Objective 1: Connecting Communities</u></p> <p>All Victorians have access to high-quality environments and appropriate participation opportunities.</p> <p>Outcomes</p> <ul style="list-style-type: none"> – More Victorians participate equitably in sport and active recreation – Victoria has inclusive, accessible, and respectful places and spaces for sport and active recreation <p><u>Objective 2: Building Value</u></p> <p>The sport and active recreation workforce create positive experiences for people</p> <p>Outcomes</p> <ul style="list-style-type: none"> – The sport and active recreation workforce is highly skilled and leads a strong, sustainable workforce – Sport and active recreation is a safe, inclusive, and resilient sector

The Value of Community Sport & Active Recreation Infrastructure (2020)	
Report Purpose	Relevance to the Master Plan
<p>This report considers the economic, health and social benefits that community sport and active recreation infrastructure can add to individuals, communities and society. These benefits are generated from the construction and operation of these facilities and spaces, and the activities that take place within them.</p> <p>The annual value supported by community sport and active recreation infrastructure in Victoria is at least \$7.04 billion.</p> <p>The findings make the case at a micro-level for residents of the Macedon Ranges Shire, community sport and active recreation infrastructure deliver outcomes that make people happier, healthier and more productive to improve social cohesion, and contribute directly and indirectly to a stronger local economy.</p>	<p><u>Economic Benefits</u></p> <p>The construction and operation of community sport and active recreation infrastructure makes a direct impact on Victoria's economy through a number of different channels. These facilities create employment and generate economic activity both through spend on the facilities and at the facilities. The economic benefits supported by community sport and active recreation infrastructure in Victoria have been estimated at \$2.1 billion on an average annual basis.</p> <p><u>Health Benefits</u></p> <p>The health benefits of community sport and active recreation infrastructure are driven by the physical activity this infrastructure supports. The many health benefits of being physically active are well documented. The health benefits supported by community sport and active recreation infrastructure has been estimated at \$2.3 billion annually.</p> <p><u>Social Benefits</u></p> <p>The social benefits of community sport and active recreation infrastructure are driven by two factors: firstly, the social connections that this infrastructure creates through events, programs and activities; and secondly, the role that infrastructure plays in communities in which it is located. The social benefits supported by community sport and active recreation infrastructure have been estimated at \$2.6 billion on an average annual basis.</p>

Fair Access Policy Roadmap	
Report Purpose	Relevance to the Master Plan
The Fair Access Policy Roadmap has been developed by the Victorian Government in partnership with local governments, the state sport and active recreation sector, and other key stakeholders to improve gender equitable access and use of publicly owned community sports infrastructure across Victoria.	<p>Six Fair Access Principles have been developed to provide clear and defined lanes for any organisation to build a gender equitable access and use policy. The relevant principles for this study are:</p> <ul style="list-style-type: none"> – Community sports infrastructure and environments are genuinely welcoming, safe, and inclusive – Women and girls can fully participate in all aspects of community sport and active recreation – Women and girls will have equitable access to and use of community sport infrastructure

State Sporting Association facility standards/ guidelines	
Report Purpose	Relevance to the Master Plan
Most National and State Sporting Associations now have adopted facility standards and guidelines for their sport to assist LGAs, Park Committees and other facility providers to develop facilities that are uniform, equitable and consistent in their type and quality.	<p>Relevant State Sporting Association facility standards/ guidelines that were referred to and referenced during the development of the master plan are as listed below.</p> <ul style="list-style-type: none"> – AFL Preferred Facility Guidelines, AFL (2024) – Community Cricket Facility Guidelines, Cricket Australia (2023) – Facilities Manual, Netball Victoria (2017) – Tennis Infrastructure Planning, Tennis Australia (2019) – Bowling Green Construction Guidelines (2011)

Council Reports, Strategies and Plans

Council Plan 2021 – 2031 (Year Four 2024-25)	
Report Purpose	Relevance to the Strategy
<p>The plan guides the Council's direction and activities. It provides the framework to support Council's decisions on budget allocation and service delivery.</p> <p>The Macedon Ranges Shire Community vision is:</p> <p><i>'With our unique regional identity, Macedon Ranges Shire embodies a caring, resilient approach to community through our robust local economy, protection of the natural environment and a collaborative commitment to inclusivity for all.'</i></p> <p>Four community vision themes have been used to shape the Council Plan:</p> <ul style="list-style-type: none"> – Connecting Communities – Healthy Environment, Healthy People – Business and Tourism – Delivering Strong and Reliable Government 	<p>The 'Connecting Communities' and 'Healthy Environment, Healthy People' themes are the most relevant to inform the Lancefield Park Master Plan study.</p> <p><u>Theme: Connecting Communities</u></p> <p>Strategic Priorities: Improve connectivity and movement, and provide transport choices to the community, including walking trails and bike paths</p> <p>Provide well-designed, fit-for-purpose, multi-use open spaces and infrastructure where the community to connect, engage and participate in a financially responsible way</p> <p>[2024/25 Action: Finalise the Lancefield Park Recreation Reserve Master Plan]</p> <p><u>Theme: Healthy Environment, Healthy People</u></p> <p>Strategic Priorities: Provide opportunities to experience open space and bushland reserves</p> <p>[2024/25 Action: Complete the Macedon Ranges Community Equestrian Facilities Master Plan]</p> <p>Encourage active and healthy lifestyles for people of all ages and abilities</p> <p>[2024/25 Action: Optimise accessibility and usage of open space and facilities, through a program of development and renewals for open space, playgrounds and sporting infrastructure]</p>

Municipal Public Health and Wellbeing Plan 2021-2025 (Year Three Action Plan 2023-24)	
Report Purpose	Relevance to the Master Plan
<p>The plan outlines the role that Council will play in improving the health and wellbeing of Macedon Ranges Shire residents.</p> <p>The plan identifies seven goals, and associated actions.</p>	<p>The goal and actions that best inform the master plan study are as follows.</p> <p><u>Goal 2: An environment that supports people to eat well and be physically active</u></p> <p>Rolling Actions: Invest in infrastructure that provides low-cost activity options that can be used by all members of the community</p> <p>Create sporting and physical activity options with clubs and sporting organisations</p>

Fair Access Policy-2024	
Policy Purpose	Relevance to the Strategy
<p>The policy aims to progressively build the capacity and capabilities of Macedon Ranges Shire in identifying and eliminating systemic causes of gender inequality in policy, programs, communications, and delivery of services relating to community sports infrastructure.</p> <p>The scope of the policy is to support Council in taking positive action towards achieving gender equity in the access and usage of community sports infrastructure.</p>	<p>The policy applies to the all community sports facilities where Council is owner, land manager and/or operator of the facility, including:</p> <ul style="list-style-type: none"> – Leisure centres and aquatic centres – Sports reserves <p>The policy supports and commits to the six Fair Access Principles developed by the Office for Women in Sport and Recreation, Sport and Recreation Victoria, and VicHealth, and is underpinned by three policy objectives, of which the following two objectives are relevant to the master plan development:</p> <p>Objective 2 Ensure that Macedon Ranges venues are safe, inclusive, accessible and catering for the needs of men, women, boys, girls and gender diverse participants and visitors</p> <p>Objective 3 Promote and encourage gender equity at club committee level to achieve a minimum split of 40% by gender</p>

Sport and Active Recreation Strategy 2018-2028	
Report Purpose	Relevance to the Strategy
<p>The role of the strategy is to set out a framework for enhancing the health and wellbeing of residents through services and facilities aimed at supporting and encouraging participation in physical activity, active recreation, and sport. The strategy is an important planning tool that will help guide Council's future resource priorities and major projects and initiatives to support participation in community sport and active recreation.</p> <p>The vision for provision of active recreation and sport is: <i>'To provide all residents, regardless of gender, age or ability, with opportunities to participate in a range of sport and active recreation activities.'</i></p> <p>Four Key Themes and related actions respond to the recreation objectives and identified needs of the community:</p> <ul style="list-style-type: none"> – Informal sport, active recreation and physical activity – Support for sports clubs, groups and organised recreation – Active recreation and sport facilities – Management and planning 	<p>Themes and Actions relevant to the master plan study are:</p> <p><u>Theme 1 - Informal sport, active recreation and physical activity</u></p> <p>Action 1.1.2 Develop social family recreation space at Lancefield Park</p> <p>Action 1.1.8 Continue to improve current skate park facilities in major settlements as opportunities arise</p> <p><u>Theme 3 - Active recreation and sport facilities</u></p> <p>Action 3.1.17 Undertake an ongoing program in conjunction with sports clubs to progressively provide Australian standard sports lighting at all sports ovals used by senior football and soccer clubs, club tennis courts, football netball courts (one per town), regional netball complex and synthetic lawn bowls facilities</p> <p>Action 3.2.3 Progressively upgrade change rooms at sports fields to maintain asset and at the same time provide for female and umpire friendly facilities, including netball change facilities where applicable. Prioritise senior AFL and soccer facilities</p> <p>Action 3.2.4 Audit existing tennis court conditions and surrounds at Macedon, South Gisborne, New Gisborne, Romsey and Lancefield to determine the scope of works required to ensure compliance with relevant competition standards and renewal requirements in conjunction with tenant clubs, and support improvement initiatives as required subject to available funding</p> <p>The strategy provides recommendations for selected sports, with those relevant to Lancefield Park being:</p>

Sport and Active Recreation Strategy 2018-2028	
	<p>Australian Football</p> <p>Council's emphasis should be on the improvement of current facilities particularly change rooms and lighting.</p> <p>Demand for participation by women and girls can be expected to grow significantly over the next 10 years. There are adequate ovals to accommodate additional use, however increasing female participation will drive demand for improvements to existing support facilities that are suitable for females, particularly change rooms.</p>
	<p>Cricket</p> <p>Undertake a program of staged upgrade/renewal of cricket practice nets throughout the Shire based on an audit of current cricket training facilities to determine priority.</p>
	<p>Equestrian</p> <p>No specific references relevant to Lancefield Park.</p>
	<p>Lawn Bowls</p> <p>No additional greens are required across the Shire during the life of this plan.</p>
	<p>Netball</p> <p>For football netball venues, Council considers a minimum core level of provision to be one conforming court, with lighting and access to appropriate change room facilities at Country Football Netball senior venues in the life of this plan. Junior AFL/ netball would make use of senior venues as a preference.</p>
	<p>Skateboarding</p> <p>Continue to improve current facilities.</p> <p>Installation of flood lighting at existing skate parks is currently not supported due to limited demand and existing availability during day light hours (particularly over the warmer months) but could be considered in the above Skate Park Facilities Plan.</p>
	<p>Tennis</p> <p>The emphasis is on improving existing facilities in order to maximise usage, including court resurfacing and lighting, rather than additional court provision.</p> <p>A number of tennis facilities are permanently locked when not in use by resident clubs, which prevents informal use /access by the community. Council should encourage clubs to support Tennis Victoria's new online court booking system, 'Book a Court', which enables flexible time access for non-members whilst providing income and security for the home club through hire fees.</p> <p>No additional/new tennis courts are required. Therefore it is recommended that Council establish a tennis court improvement program to upgrade/renew court surfaces, surrounds and increase lighting provision.</p>

Sport and Active Recreation Strategy 2018-2028	
	Priority projects include auditing the existing court conditions and surrounds at Lancefield Park and supporting improvement initiatives as required

Macedon Ranges Community Equestrian Facilities Plan (draft 2024)	
Report Purpose	Relevance to the Strategy
The purpose of this plan is to review equestrian facilities and programs in the Shire and investigate opportunities to improve facilities and grow participation.	<p>The draft plan supports a two-tier hierarchy of equestrian facilities: Shire-wide level and Local level. As the equestrian facility at Lancefield Park is on Crown land and managed by a volunteer Committee of Management, the plan has not assigned it a hierarchical classification.</p> <p>An improvement plan has been developed in the draft plan for the equestrian precinct at Lancefield Park, with the key improvement projects being:</p> <ul style="list-style-type: none"> – Work with the clubs to complete a thorough safety and compliance audit of cross-country course – Protect the Megafauna area in cross country precinct through a Management Plan for the area – Improve parking to allow all weather access for large vehicles and access to trotting track on event days – Plant a screen and windbreak between the harness and equestrian areas to minimise horse distraction during dressage – Address the conflict with dogs off leash along the walking track adjacent to equestrian facilities via signage or re-routing the walking track

Macedon Ranges Shire Skate and BMX Strategy (2023)	
Report Purpose	Relevance to the Strategy
The strategy will guide the future provision of skate and BMX facilities in Macedon Ranges Shire from 2024 through to 2040, and focuses on the provision of facilities that best meets the unique demographic and physical distribution of the population of the Shire, which is made up of a range of large towns across a large distance.	<p>The strategy classifies the Lancefield Skate Park as a District level facility and rates its condition as 'Good'. The Bike Track is classified as a Local level facility and is rated as 'Fair'.</p> <p>The following recommendations for the facilities are outlined in the strategy.</p> <ul style="list-style-type: none"> – Cut back vegetation surrounding the skatepark so features are clear, and debris can be swept away from skate areas, monitor cracks and repair as required – Consider adding a formalised access path, and repair of bleacher seating adjacent to the skatepark – Cut overgrown grass/ foliage around the bike track, reshape gravel/ earthwork features to create a more consistent flowing track, remove any larger rocks/ debris, address drainage/ ponding issues through landscaping, where possible – Undertake consultation, design, documentation, and construction of new local bike track considering re-shaping of the track, sealed surfacing, integration with the skatepark, inclusion of spectator seating

Domestic Animal Management Plan 2021-25	
Report Purpose	Relevance to the Strategy
<p>The plan aims to ensure that people and pets can live harmoniously in our community.</p> <p>The plan is designed to respond strategically to community needs as a whole, and help protect the natural environment that makes the Macedon Ranges such a special place to live and work.</p>	<p>There are no specific references to Lancefield Park in the plan.</p>

Walking and Cycling Strategy (2014)	
Report Purpose	Relevance to the Strategy
<p>The strategy aims to increase walking and cycling opportunities in the Shire and promote healthy active lifestyles.</p>	<p>Having regard to Council's vision, goals and overarching values, the following core principles will guide Council's commitment to walking and cycling:</p> <ul style="list-style-type: none"> - Creating walking and cycle friendly environments is integral to achieving Council's vision, goals and values - Council is committed to progressively improving provision of walking and cycling environments - Opportunities to maximise participation in walking and cycling will be encouraged - Further development of partnerships and collaboration with relevant agencies and community groups will be critical to achieving the vision, goals and values <p>There are no specific references to Lancefield Park in the strategy.</p>

Other Documents

Laurie Green Pavilion Feasibility Study (2014)	
Report Purpose	Relevance to the Strategy
The report presents the findings from a feasibility study to assess future options for the development of the Laurie Green Pavilion.	<p>The study describes pavilion components requiring improvement, and the aspirations of each user group. The study concluded that there is strong support from the Lancefield Park user groups and the Committee of Management for the development of a shared vision for Laurie Green Pavilion. This vision is focused upon redeveloping and expanding the pavilion to achieve a multiuse community facility that will have a primary role to support the programs and activities of user groups, and a secondary role to support broader community activity in Lancefield.</p> <p>The key components of the collective vision for an improved pavilion are:</p> <ul style="list-style-type: none"> – Provision of a larger central function/ activity space – Functional kitchen and bar facilities – Refurbishment of the shed to support sporting activity and broader community activity – Provision of change rooms, toilets, other amenities and first aid/ medical rooms – Provision of office and meeting room space – Substantially improved storage facilities – Achieving a more sustainable building

Lancefield Megafauna Interpretation Centre (2020)	
Report Purpose	Relevance to the Strategy
This study was commissioned to better understand the opportunity that exists in the Macedon Ranges to grow Victoria's cultural and tourism profile, create a game-changing destination attraction and build economic resilience in the region, using the Lancefield Park Megafauna fossil site as the catalyst.	<p>The study explains that under the Lancefield swamp lie the remains of some of the largest animals that have roamed the earth; Australian Megafauna lived and died there, and many of their remains still lie there, preserved below the ground.</p> <p>It is proposed that the Lancefield Megafauna Interpretation Centre be centred around three connected experiences in Lancefield:</p> <ol style="list-style-type: none"> 1. An Exhibition Experience: telling the story of the Megafauna, their discovery at the Lancefield Swamp and possible answers to their death in that place. 2. A Walk Experience: providing a way for visitors to engage with deep time, the concept of 40,000 years 3. A Site Experience: offering a means of imaging the past, looking at the site now, using digital media and sculptural forms to enhance the imagined experience. <p>The study lacks any significant detail on capital and likely operational costs, and is largely a concept for the development of a Megafauna Interpretation Centre in Lancefield.</p>

Appendix 3

Archaeology at Lancefield Swamp Technical Report, 2004

LANCEFIELD PARK RECREATION RESERVE MASTER PLAN

Appendices

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Archaeology at Lancefield Swamp

Report of the February 2004 excavations

Joe Dortch, Department of Archaeology, University of Sydney

Introduction and research background

Lancefield Swamp is a highly significant archaeological site located in the town of Lancefield, 70 km north of Melbourne. It was discovered in 1843 when James Mayne, a well-digger, found giant bones from very large extinct animals now known as megafauna. Along with many other megafauna discoveries around the world at about the same time, the finding of fossils from Victoria provoked two questions that researchers are still trying to answer. What caused the extinction of these strange animals, and when did they die out?



Excavations in February 2004

The high water table at Lancefield prevented further investigation in the nineteenth century, and large-scale excavations using pumps only began in the 1970s. These excavations uncovered thousands of bones of giant kangaroos and other animals. Radiocarbon dates on charcoal found underneath the bones suggested that the bones were less than 26,000 years old. Two stone artefacts were found amongst the densely packed bones.



The Lancefield bone bed, exposed in 1975
(Photo: R.V.S. Wright collection)

These findings suggested that the animals died during the last ice age, 30-19,000 years ago, when the climate was cold and dry. This was well after Aboriginal people had arrived in the area, more than 40-45,000 years ago.

Archaeology at Lancefield Swamp – February 2004

If the Lancefield megafauna died at a time of climatic change, when people had already been around for thousands of years, then it seemed that climate change was the likely cause of animal extinctions. Hunting or firing by people would not have been the main primary cause of the extinctions.

In the 1990s, two other bone deposits were excavated at Lancefield, both some 150 m east of the 1970s excavations. Excavators found broken bones lying in gravel, evidence for the bones being washed in by a stream or by a type of mud flow. In an area named the Mayne site, teeth from *Diprotodon*, the largest marsupial of all time, were dated to 30-60,000 years. The 1990s excavators argued that the Lancefield bones came from an ancient bone bed. If so, the true age of the bones was uncertain, and their presence at Lancefield did not prove climate was responsible for the extinctions after all.



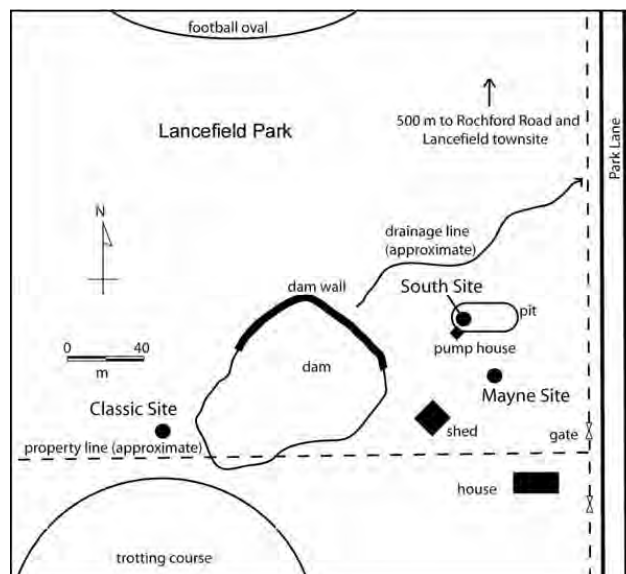
Procoptodon, a giant kangaroo

Illustrations by Anne Musser



Diprotodon weighed about 3 tonnes

The different opinions about the age of Lancefield are based on excavations in several parts of a large site. Were the various excavators talking about different things? This situation called for a re-assessment of the whole site. In 2003 a team of researchers and volunteers was organised, representing the Universities of Sydney, Melbourne, and La Trobe, and the Australian National University. The current field project began in February 2004.

Archaeology at Lancefield Swamp – February 2004

Map of Lancefield Swamp, after a plan by Matt Peel (2001)

The 2004 excavations

The main aim of the 2004 excavations was to re-open the excavations in the original or "Classic" site and the "Mayne" site (see map) so that samples for dating could be collected and claims for water or mud transport of bones could be assessed. New techniques, not available to the previous researchers, could be applied to dating and sediment studies. Furthermore, the condition of the bones could be assessed, and another search could be made for artefacts lying amongst the bones of extinct animals.

Finding the old excavations was the first challenge. Landmarks recorded by the original excavators, such as trees and fence-lines, had long since vanished. The team used an excavator to scrape over a large area without damaging the bones, which are located well below the surface. Black soil filling old trenches was clearly visible in the reddish-brown soil surface. Several trenches were then re-excavated: a long trench providing a cross-section of the swamp, a small trench providing a sample of a layer rich in charcoal, suitable for radiocarbon dating, and the recent trenches in the Mayne Site.



Archaeologists Peter White and Jon Lushey assist digger driver Doug Kindred

Archaeology at Lancefield Swamp – February 2004

After cleaning back the trench walls, the excavation team planned the layers and the positions of the bones.

Specialists took sediment samples to determine the age of the deposit and the bones. After being exposed to tiny amounts of natural soil radioactivity for long periods, many buried items acquire a small, measurable energy charge. To date sand grains, Matt Cupper from Melbourne University will use Optically Stimulated Luminescence dating, while at the Australian National University, Rainer Grün will use Electron Spin Resonance dating to work out the age of fossil teeth. Natural radioactivity of the soil was measured for the dating studies.

Sediment samples were collected to determine how sediments were deposited. Small grains will indicate low energy deposition, as in a swamp, while large grains will indicate a high energy stream. Looking at thin sections of soil under a microscope will show whether sediment grains were heavily rolled and where they might have come from.



Michelle Stoddart and Peter White plan the walls of Square H, where a charcoal-rich layer is visible



Matt Cupper hammers in tubes to collect sediments for luminescence dating



Alandra Tasire and Jodie Mitchell excavate the bone bed

Bones were collected to find out what species are present and to show whether bones were badly disturbed or not. This will show whether bones of extinct animals were disturbed by natural processes. Researchers will examine bones to see whether they are badly weathered or abraded, whether broken bones were fresh or weathered when they broke, which bones are present, and whether individual bone fragments can be refitted. The way bones were lying (horizontal, sloping, or vertical) and the direction they were pointing was also recorded, to see whether they had been sorted or aligned by water flow.

Archaeology at Lancefield Swamp – February 2004

Tierney Rose and Suzanne Pollock prepare bones for removal

Before they removed fragile bones, excavators patched them with resin and gauze. Foam and plaster jackets were used to protect large, fragile bones. After removal, the positions of the bones were recorded with a survey instrument.

While some sediment was retained for detailed analysis, most was sieved through 5 and 3 mm screens in water. This enabled the collection of smaller bones, teeth, and stone artefacts.



Sifting at the sieve pond: Syd Green, Robyn Buckley, Julia Thurston, Michelle Stoddart, Lily Withercombe-Taperell

Survey of the whole site and surrounding land was carried out to assess the natural topography, which helps indicate where water flowed in the past. The survey will be combined with previous research that documents ancient water channels.

While the work was going on, numerous people visited the excavations, including Wurundjeri people, former excavators at Lancefield, staff from Aboriginal Affairs Victoria and the Department of Sustainability and Environment, and children from nearby primary schools. An Open Day was held and local residents stopped by.



Robyn Buckley speaks to students from Lancefield Primary

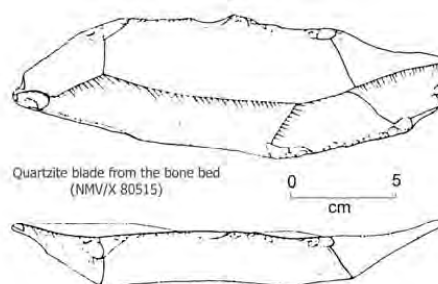
*Archaeology at Lancefield Swamp – February 2004***Results**

Analyses are continuing, but some preliminary comments can be made. Firstly, the area in the Classic Site contains few broken or damaged bones, and little gravel, as reported at the Mayne site. The bones in the Classic Site are either complete or only broken into a few pieces. If they are broken, the broken pieces are still close together. The bones lie in a dense, interlocked pile. If these bones had been carried far by water, it would be hard to imagine these bones being deposited without other large objects like pebbles being deposited with them. But the deposit is mostly clay and silt, with a few quartz and laterite (buckshot) grains that could have washed in from the edges of the swamp under relatively calm conditions. The bones appear to be in good condition, showing little sign of abrasion.

Although no artefacts were found with the bones, some were found higher up in the deposit. This showed that people were probably visiting the swamp, or the swamp edges, after the bones had been laid down. The artefacts found in the 1970s showed that people also visited the site before the bones were laid down. The fact that no artefacts were found in the bone bed in 2004 is probably because the number of artefacts is small to start with, and a relatively small area was excavated compared with previous excavations.



The bone bed in the bottom of a trench. Bones in the centre foreground have been removed. Scale is 50 cm long.



Quartzite blade from the bone bed
(NMV/X 80515)

A stone artefact found in the bone bed in 1974.

Archaeology at Lancefield Swamp – February 2004

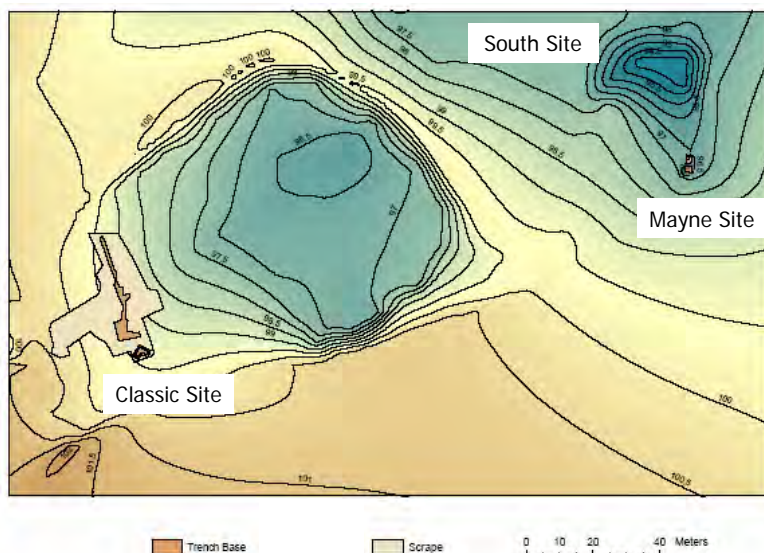
The black clay, the bone bed, and the yellow-green clay in the Classic Site

As noted in the 1970s, the Classic Site contains one main layer rich in bones. This layer lies beneath a black clay and above a yellow-green clay. Dating the two clays is a major aim of the current analysis.

In the Mayne Site, there appear to be several layers containing bones, including a gravelly layer and a black clay layer. The gravelly layer lies underneath the black clay and contains small bone fragments and teeth. The black clay is similar to the clay lying over the bone bed in the 1970s excavation and contains bones in good condition. They are also positioned high in the deposit, which may be significant if it can be shown that they are not disturbed. This is the subject of continuing investigations.



The black clay and a silty, sandy layer in the Mayne site, being excavated by Dale Owen



Topographic survey showed how the land falls away to the north-east (medium shading). The darkest shading shows the dam and the deep pit at the South Site. The area scraped over to reveal the trenches in the "Classic Site" is outlined.

Archaeology at Lancefield Swamp – February 2004

Further studies to be undertaken include:

- A study of past vegetation from pollen grains in the soil, directed by Jon Grindrod at Monash University, will indicate the type of environment the megafauna lived in.
- A study of the population age profile and disease and drought stress. This was done on previous samples collected from Lancefield. Previous researchers also identified bones gnawed by *Thylacoleo*, an extinct predator sometimes called the marsupial "lion". Similar studies on the recently excavated bones will help determine the causes of death among the kangaroos and other animals, and to test whether they came from a healthy population or otherwise.
- Possible radiocarbon dating of bone protein (collagen). The good condition of some bones suggests that tiny amounts of collagen may survive in them. Radiocarbon is the most favoured dating method in archaeology, but it is rarely used on bones because most fossil bones contain very little collagen. The collagen content of the Lancefield bones is now being measured.



Dale Owen has a break while Syd Green looks on

Conclusion

The 2004 excavations at Lancefield Swamp suggest that megafauna bones are in good condition and were not badly disturbed. If so, the age estimates of the sediments and charcoal beneath the bones should indicate the maximum possible age for the time when these animals died. New age estimates for these materials are now being determined. In addition, age estimates for the bones themselves are also being determined. Combined with a variety of studies of sediments, pollen, and ancient and present-day landforms, it will be possible to make informed judgements about how and when the Lancefield megafauna died.

*Archaeology at Lancefield Swamp – February 2004***Acknowledgments**

Many people and organisations made the recent fieldtrip a success. The Wurundjeri Tribe Land Compensation and Cultural Heritage Council approved of the research and helped stimulate wider interest: Alan Wandin, Annette Xiberras and Doreen Garvey are thanked in particular. The Department of Sustainability and Environment, and the Lancefield Park Committee of Management authorised excavation in the Lancefield Reserve. Park committee members Syd Green, Bruce Nottman and John McCarthy also helped with accommodation, equipment, and their invaluable local knowledge. Lachlan Milne, Macedon Ranges Shire Council, helped organise maps and an equipment loan. Michelle Balthazar and colleagues at the Lancefield Neighbourhood House helped with publicity for the Open Day. Previous excavators of the site, including Rob Glennie, Richard Wright, Matt Peel, Sanja van Huet, Phil Macumber and David Horton, and colleagues at Sydney University, Judith Field, Richard Fullagar, and Peter White, provided insightful advice and stimulating discussions. Volunteer excavators, who did almost everything with enthusiasm and skill, were Robyn Buckley, Beth Charles, Dirima Cuthbert, Mary Dallas, Paul Dawson, Lynne Dorre, Gabrielle Ewington, Tania Hardy-Smith, Jenny Howes, Rochelle Johnston, Jonathan Lushey, Julia Malloni, Alan Matthews, Jodie Mitchell, Bernice Ngo, Fay Norton, Ursula Noye, Dale Owen, Steve Pollock, Suzanne Pollock, Pip Rath, Jess Reid, Tierney Rose, Joe Runciman, Amy Stevens, Michelle Stoddart, Alandra Tasire, Peter White, Lily Withycombe-Taperell, and Sonia Wright. The University of Sydney and the Australian Research Council funded the fieldwork and the continuing laboratory analyses. All involved are sincerely thanked.

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Appendix 4

User Group Meeting Write-Ups

Group	Findings
Lancefield Agricultural Society Meeting date: 5 December 2023	<p>The Lancefield Show is 150 years old, however, has not run continuously during that period.</p> <p>The Show has operated in its current form for approx. 20 years, with the 2023 Show being the first one for 3 years due to COVID and floods.</p> <p>It is held on the 3rd Sunday of October each year.</p> <p>It attracts an estimated 3,500 – 5,000 attendees.</p> <p><u>Facility Use</u></p> <ul style="list-style-type: none"> The entire park and the trotting track are used for the Lancefield Show. Most areas used are flexible but the following describes the layout for the 2023 Show: <ul style="list-style-type: none"> -Organisation displays around Bowling Club (eg. Landcare etc.) -Food Vans near the playground -Dog Trials – east of Main oval -Poultry and Sheep – shelter near toilet block -Woodchop – south of toilet block (permanent location) -Skate park – exhibition and lessons -Tractor Pull – dirt road south of Skatepark -Animal Nursery south side of Main oval -Megafauna area – archaeological displays/ demonstrations -Laurie Green Pavilion - Arts and Crafts -Oval 2 – has been used as a rodeo venue -Main oval – carnival rides -Equestrian area – all used for equestrian events -Trotting Track – horse events in centre of track <p><u>Facility Issues/ Opportunities</u></p> <ul style="list-style-type: none"> Require onsite storage for equipment, which is currently stored off site at a committee member's property. Two days are required pre-Show to transport equipment from offsite and one day returning it to the off-site storage. For the sustainability of the Show and its volunteers, an onsite storage solution is required.

Group	Findings
	<p>Estimated storage need is the equivalent to approx. 2 x large containers.</p> <ul style="list-style-type: none"> Getting access to the trotting track is difficult. Power bollards - there is one near the cricket clubrooms one near the phone tower, and power is available from the Laurie Green Pavilion. Additional power access points are required throughout the park – ideally near the scoreboard and one near the public toilets. Tree management is an ongoing issue. Upgrading or sealing some of the internal roads is supported.
Lancefield Small Bore Rifle Club Meeting date: 5 December 2023	<p>Club was established in 1953 and moved to Lancefield Park in 1956. It is affiliated with Target Rifle Victoria.</p> <p>Club accommodates the following disciplines: Air Rifle (10m & 20m), Prone Rifle (20m) and Bench Rest (20m)</p> <p><u>Facility Use</u></p> <p>Monday: 7.30pm – 10pm Wednesday: 7.30pm – 10pm Competition season is winter.</p> <p>Club uses the football home change room as its 10m Air Rifle range, and also the First Aid room is shared.</p> <p><u>Facility Issues/ Opportunities</u></p> <ul style="list-style-type: none"> The football clubs leave equipment in the change room which means that the Club cannot set up their air rifle equipment. Biggest clash is during summer when the football clubs conduct pre-season training on Monday & Wednesday. No disabled facilities are available. Disabled access needs to be improved; the access ramp and the disabled car parking are not compliant.
Lancefield Equestrian Group	<p>Lancefield Equestrian Group (LEG) was established in 1985, and is affiliated with Horse Riding Club Association of Victoria</p>

Group	Findings
Lancefield and District Pony Club Meeting date: 5 December 2023	<p>Lancefield and District Pony Club (Pony Club) was established in 1973, and is affiliated with Pony Clubs Victoria)</p> <p><u>Facility Use</u></p> <p>Wednesday: LEG every 4th Wednesday Sunday: Pony Club 1st Sunday LEG 2nd Sunday Other clubs 3rd and 4th Sunday</p> <ul style="list-style-type: none"> The grounds and facilities comprise: <ul style="list-style-type: none"> -1 large sand arena (accommodates 4 dressage arenas) -1 enclosed sand arena (for instruction) -1 sand arena used for warm ups (and is used for show jumping) -1 round yard (for young riders) -Cross country course -44 steel horse yards (4m x 4m) -2 arenas inside the trotting track, mainly used for dressage and show jumping on competition days only Clubhouse (seats 40 or more) comprises an office, kitchen, BBQ facilities, toilets with a shower. Other clubs that hire the facility include Bullengarook ARC, Seymour Dressage and Showjumping Club, Riddells Creek ARC, Gisborne ARC, Kyneton & District ARC, Bolinda Riding Club, Macedon Pony Club, Plenty Valley Quarter Horse Association, Australian Endurance Riders Association, and PCV competitions. Also LEG conduct 2 dressage days annually and 1 combined training day, and LEG and the LDPC conduct events during the Lancefield Show. All members are able to ride on the grounds any day of the week, providing they book in. Every competition event has approximately 100 participants plus they bring helpers which would be equal to at least 250. The Pony Club is part of the Central Zone. When it hosted a combined training for the Central Zone there were 98 horses; parking is difficult on these event days. <p><u>Facility Issues/ Opportunities</u></p>

Group	Findings
	<ul style="list-style-type: none"> The noise and sight of the trotters spooks many equestrian horses. The trotters are not meant to work their horses between 10am and 1pm on the 1st or 2nd Sunday of the month, however they often do. This is a major issue on competition and rally days. Special arrangements are required to manage the risks, and some people don't register for events due to the trotters and some with young horses don't join the club. The sand arenas need spray irrigation due to the dust at rallies/ clinics and competitions, and also when they need to be harrowed. First preference for irrigation is the larger arena. An indoor arena with open sides is required to give instructors and riders certainty around bookings – the small instructor arena is the one designated for cover. Dogs off leads and bike riders using the perimeter walking track are a concern. Whilst the clubs have put up notices asking pedestrians to close the gates and to not use the path during equestrian use, the signs are often ignored, and have been taken down by the public in some instances. It would assist if Council could erect permanent signs. In heavy rains the bridge between the trotting track area and the equestrian area struggles to cope with the flow of water from Deep Creek. It generally flows into the dam but in heavy flow it has flooded the back of the clubrooms. Parking is an issue during large events and access to space for an additional 50 cars/floats is required – best option would be the trotting track area. <p><u>Management Model</u></p> <p>The Pony Club slashes the area which takes about 8 hours each time. Access to the mowers is difficult as there is no booking system controlled by the Committee of Management.</p>
Lancefield Bowling Club Meeting date: 5 December 2023	<p>Club signed a lease with the Committee of Management in 1961 and built the pavilion and the green.</p> <p>Club is a member of the Ballarat Highland Region.</p>

Group	Findings														
	<p>Lease area includes land for car parking between the green and Chauncey Street, however members do not use this.</p> <p><u>Facility Use</u></p> <table> <tr> <td>Monday</td><td>-</td></tr> <tr> <td>Tuesday</td><td>Pennant and training</td></tr> <tr> <td>Wednesday</td><td>-I</td></tr> <tr> <td>Thursday</td><td>Training 2.30pm onwards</td></tr> <tr> <td>Friday</td><td>Barefoot Bowls every 2nd week (est. 60 people)</td></tr> <tr> <td>Saturday</td><td>Pennant</td></tr> <tr> <td>Sunday</td><td>Some tournaments</td></tr> </table> <p>The green is used for 7 months of the year.</p> <p><u>Facility Issues/ Opportunities</u></p> <ul style="list-style-type: none"> Facility generally meets the needs of the Club, but would like to set aside land towards playground for an additional 4 rinks in the future. There is insufficient power in the park. Club has lights mounted on the pavilion veranda for Barefoot Bowls which is sufficient. Full green lighting is an aspiration. Clubroom is used by community groups, eg. Parkinsons Support Group once a month, Christmas functions, funeral wakes, Neighbourhood House. Club has plans to replace shade cloth on east shelters. Club fills its water tank from the park bore. Park entrance is dangerous as a single lane. Some caravans use the park, particularly during the Truck Show and Swap Meet, and this could become an ongoing use with an honesty payment system. <p><u>Management Arrangement</u></p> <ul style="list-style-type: none"> As of this year each club has a representative on the Committee of Management, and the Club considers the Committee to be now more innovative and going well. 	Monday	-	Tuesday	Pennant and training	Wednesday	-I	Thursday	Training 2.30pm onwards	Friday	Barefoot Bowls every 2 nd week (est. 60 people)	Saturday	Pennant	Sunday	Some tournaments
Monday	-														
Tuesday	Pennant and training														
Wednesday	-I														
Thursday	Training 2.30pm onwards														
Friday	Barefoot Bowls every 2 nd week (est. 60 people)														
Saturday	Pennant														
Sunday	Some tournaments														
<p>Lancefield Girl Guides</p> <p>Meeting date: 5 December 2023</p>	<p>Group amalgamated with Romsey Girl Guides 25 years ago.</p> <p>Before Lancefield Park, the group was based at the rear of the Mechanics Pavilion hall, and when they relocated to the</p>														

Group	Findings										
	<p>park they initially used the cricket clubrooms, and are now based in the Laurie Green Pavilion.</p> <p>Currently 8 girls, numbers have not recovered since the COVID pandemic; most are Lancefield residents.</p> <p><u>Facility Use</u></p> <ul style="list-style-type: none">Monday night during school term, 5.00pm – 6.30pm.Typically start their session in the carpeted room and then play games either on the oval or in the pavilion hall.Use most of the park for nature-based activities, etc. <p><u>Facility Issues/ Opportunities</u></p> <ul style="list-style-type: none">The Bottle Brush behind the park entry booth was planted by Lady Baden-Powell in November 1957.Laurie Green Pavilion meets the group's needs although a larger permanent store is required to store equipment, such as tents which are stored offsite. The group currently has a cupboard in which mainly craft equipment and materials are stored. Required storage area is approximately half a single garage size.Cattle grid at the park entrance needs to be dug out.										
Lancefield Cricket Club	<p>Club was established in 1878, and is affiliated with the Gisborne District Cricket Association.</p> <p><u>Facility Use</u></p> <table><thead><tr><th></th><th>Nets</th><th>Oval 1</th><th>Oval 2</th><th>Pavilion</th></tr></thead><tbody><tr><td>Monday</td><td>4.30-6.30</td><td>4.30-6.30</td><td>4.30-6.30</td><td>-</td></tr></tbody></table>		Nets	Oval 1	Oval 2	Pavilion	Monday	4.30-6.30	4.30-6.30	4.30-6.30	-
	Nets	Oval 1	Oval 2	Pavilion							
Monday	4.30-6.30	4.30-6.30	4.30-6.30	-							
Meeting date: 5 December 2023											

Group	Findings																														
	<table><tr><td>Tuesday</td><td>4.30-7.30</td><td>4.30-7.30</td><td>4.30-7.30</td><td>7.00-9.00</td></tr><tr><td>Wednesday</td><td>4.30-6.30</td><td>4.30-6.30</td><td>4.30-6.30</td><td>-</td></tr><tr><td>Thursday</td><td>4.30-7.30</td><td>4.30-7.30</td><td>4.30-7.30</td><td>7.00-9.00</td></tr><tr><td>Friday</td><td>-</td><td>4.30-7.00</td><td>4.30-7.00</td><td>4.30-7.00</td></tr><tr><td>Saturday</td><td>-</td><td>8.30-6.30</td><td>8.30-6.30</td><td>8.30-6.30</td></tr><tr><td>Sunday</td><td>-</td><td>9.30-3.30</td><td>-</td><td>9.30-3.30</td></tr></table> <ul style="list-style-type: none">▪ Use change rooms on Sat for senior men but not midweek for juniors. Most women come changed but just use the clubroom toilets to change.	Tuesday	4.30-7.30	4.30-7.30	4.30-7.30	7.00-9.00	Wednesday	4.30-6.30	4.30-6.30	4.30-6.30	-	Thursday	4.30-7.30	4.30-7.30	4.30-7.30	7.00-9.00	Friday	-	4.30-7.00	4.30-7.00	4.30-7.00	Saturday	-	8.30-6.30	8.30-6.30	8.30-6.30	Sunday	-	9.30-3.30	-	9.30-3.30
Tuesday	4.30-7.30	4.30-7.30	4.30-7.30	7.00-9.00																											
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Sunday	-	9.30-3.30	-	9.30-3.30																											
	<p><u>Facility Issues/ Opportunities</u></p> <ul style="list-style-type: none">▪ The main issue is the cricket nets: they require upgrading due to their condition and safety issues; and a 4th lane is required. Additional storage adjacent to the cricket nets would be ideal.▪ Club requires compliant change rooms (particularly female-friendly change rooms), however the Club does not want to leave their current clubroom.▪ Internal clubroom storage is required for chairs and tables, etc., and the kitchen needs upgrading.▪ The Main oval fence needs replacing due to its condition and it is dangerous.▪ Horses associated with equestrian events are often tethered to floats on the oval side of the equestrian area security fence, thereby creating a safety risk if a horse gets spooked gallops through the sports area endangering other park users (which has occurred).																														
Lancefield Football Netball Club	Lancefield Football Netball Club was established in 1873 and is affiliated with the Riddell District Football Netball League.																														
Lancefield Junior Football Netball Club	Lancefield Junior Football Netball Club was established in 2008 and is affiliated with the RDFNL.																														
	<p><u>Facility Use</u></p> <table><tr><td></td><td>Main oval</td><td>Oval 2</td><td>Netball</td></tr></table>		Main oval	Oval 2	Netball																										
	Main oval	Oval 2	Netball																												

Group	Findings			
Meeting date: 5 December 2023	Monday	Junior	-	Junior
	Tuesday	Junior Senior	-	Junior
	Wednesday	Junior	-	Junior
	Thursday	Junior Senior	-	Junior Senior
	Friday		-	
	Saturday	Senior	-	Senior
	Sunday	Junior	Junior	Junior
	<ul style="list-style-type: none">With the introduction of Senior Women's in 2024 the club may need to spread training over more nights.Senior club trains on Monday and Wednesday nights during pre-season.The ovals are shared between the football and cricket clubs and the communication between the clubs is good and all are understanding of each other's needs.			
	<u>Facility Issues/ Opportunities</u>			
	<ul style="list-style-type: none">Junior club only use the canteen and toilet facilities in the Laurie Green Pavilion; have very little use of the pavilion hall as the concrete floor can be quite dangerous for children.Senior club is in need of a compliant second oval, as Oval 2 is very small and in poor condition. Supports another oval inside the trotting track.Main oval has very poor drainage which renders it unusable for weeks at a time during winter. Oval 2 is very uneven and only has 4 small floodlights which restricts use. Both ovals are in desperate need of drainage upgrades and a commitment to annual turf maintenance to have them become 'fit for purpose'.Main oval perimeter fence is failing and needs replacing; clubs support a white picket fence to enhance the 'village' feel of the park.The main netball court floodlighting needs upgrading and the court requires resurfacing.Traffic management is a concern, particularly the section of road close to the change rooms and the 'blind corner'. The section of road between the change rooms and the Laurie Green Pavilion is also unsafe for			

Group	Findings
	<p>pedestrians, and could include some shelter for spectators.</p> <ul style="list-style-type: none"> ▪ Parking is a concern when cars double park along the section of road between the main oval and oval 2, and this issue makes it unsafe for pedestrians as well. ▪ Stormwater management is a significant issue for all users. The roads become flooded, ovals unusable, pedestrians have to navigate large puddles, and the entire ovals precinct is virtually unusable for any members/ visitors who are mobility impaired. ▪ The trees throughout the park require significant maintenance; currently, the overhanging trees along the roads are dangerous with limbs falling regularly. ▪ Away teams currently use the Laurie Green Pavilion change rooms; both clubs' teams use the standalone change room on the Main oval; and umpires use a change room in the netball change/ public toilet building. ▪ The Main oval change room building is inadequate and unsuitable for female use. A set of female change rooms are required. ▪ Senior netballers mostly use the tennis-netball courts for training as they have better lighting, but play matches on the asphalt court because it is located next to the netball change rooms. Using the new courts would be difficult, as there is no power, seating, shelters, etc. If that infrastructure was available, the junior netballers would use those courts. ▪ Water ponds on both sets of courts. ▪ The Laurie Green Pavilion is inadequate for the Senior Club's needs; it is too small, the Club needs to set-up and pack-down before and after each use, including the canteen, and too many other people and groups have access to the Bar room for it to be secure. ▪ Storage is inadequate in the Laurie Green Pavilion and change rooms. ▪ Interchange benches are inadequate; they are not big enough, and they flood. ▪ There is insufficient power to the park, which impacts the oval floodlighting and appliances when all are being used concurrently.

LANCEFIELD PARK RECREATION RESERVE MASTER PLAN

Group	Findings
	<p><u>Management Model</u></p> <ul style="list-style-type: none"> ▪ Both clubs support the potential for Council taking over the responsibility for the maintenance of the main oval and oval 2.
<p>Lancefield parkrun</p> <p>Meeting date: 5 December 2023</p>	<p>Group was established in 2018.</p> <p><u>Facility Use</u></p> <ul style="list-style-type: none"> ▪ parkrun is held every Saturday at 8am with set-up from 7.20am. Cones are set out to mark the course. The group finishes around 9.15am. ▪ The course uses the gravel path network. ▪ Use the tennis clubroom for storage, which is adequate. <p><u>Facility Issues/ Opportunities</u></p> <ul style="list-style-type: none"> ▪ The path is adequate as long as it is properly maintained and the weeds don't encroach onto the paths to make it difficult for runners to pass each other. ▪ Only a few clashes with other user groups: there are issues when the equestrian group has events and use the Miller Lane gate and also park along the track. parkrun has an alternative route for this situation, however is not always aware when equestrian events are being held. ▪ Pedestrian gate in Millers Lane should remain unlocked. ▪ Stormwater management is an issue especially on the paths close to the dam.
<p>Lancefield Tennis Club</p> <p>Meeting date: 10 December 2023</p>	<p>Low number of juniors as the junior program hasn't recovered from the COVID pandemic, and the Club has had trouble securing a coach.</p> <p>Four front courts were replaced in 2012, and the lighting upgraded to LED a couple of years ago. The two new tennis-netball courts were constructed in 2018.</p> <p><u>Facility Use</u></p> <p>Monday Social 6pm – 8pm (10-12 people)</p>

Appendices

Group	Findings
	<p>Tuesday Ladies morning comp (Mountain District Ladies Tennis Association)</p> <p>Wednesday Night comp (Macedon Ranges Tennis Association)</p> <p>Thursday Night comp (MRTA) 2 teams Sometimes up to 4 teams - use 6 courts</p> <p>Friday</p> <p>Saturday Comp (MRTA) 1 team</p> <p>Sunday</p> <p><u>Facility Issues/ Opportunities</u></p> <ul style="list-style-type: none"> Tennis clubroom has no internal toilet facility; an available toilet is the public disabled toilet in the netball-tennis pavilion across the netball court; this building also contains male and female tennis change rooms. Club is happy with the change room arrangement, but considers there is now a need for a unisex toilet in the tennis clubroom. The court fencing needs replacing on two sides: the clubroom and carpark sides. Long-term vision for a minimum of 2 indoor tennis courts to be available in the park due to the wet/ cold winter conditions in Lancefield – suggests that the new courts could be enclosed.

Appendix 5
Feedback Received on the Draft Master Plan

The draft Lancefield Park Recreation Reserve Master Plan was endorsed by Council to be placed on public exhibition at its Council Meeting held 24 July 2024. All stakeholders, including the broad community, had an opportunity to review the draft master plan and provide feedback during the period 25 July 2024 to 22 August 2024.

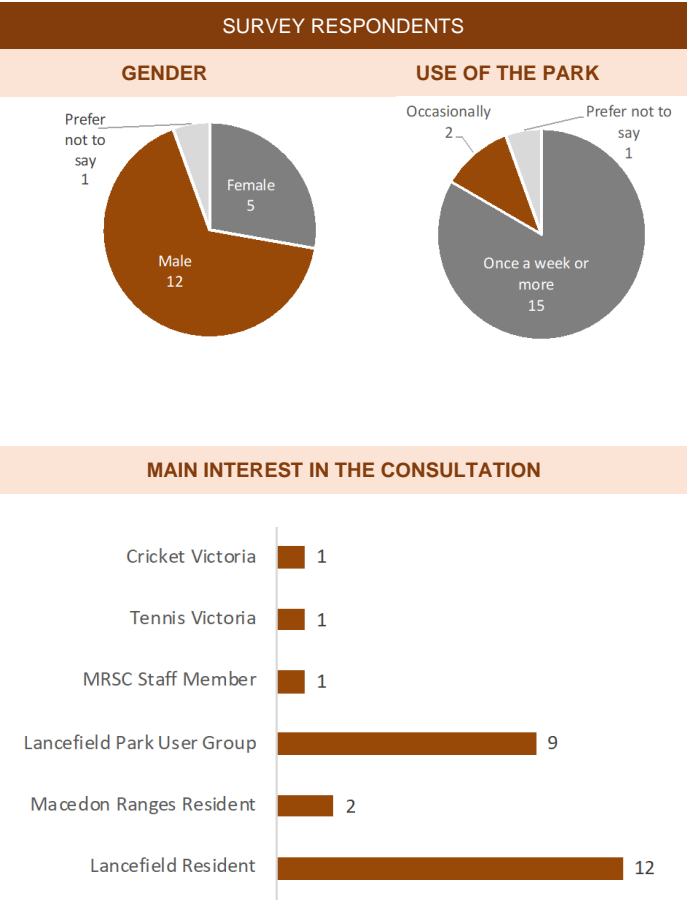
Council set up a page on its online engagement hub, ‘Your Say’, which included:

- A Project Summary Report with the draft Master Plan attached (downloadable document).
- Online Feedback Survey.

Key stakeholders were advised by email on 25 July 2024 that the draft master plan was open for community consultation.

At the conclusion of the master plan exhibition period, 18 feedback surveys had been completed, and one email response. The charts and table to the right profile the survey respondents, and are followed by a table that includes a summary of all feedback received, the assessment of the feedback, and whether the master plan is to be revised as a result of the feedback.

For privacy reasons, the names and other personal details of respondents has not been published.



Respondent Number	Feedback from Respondent	Discussion / Recommendation to amend draft master plan
1	<p>Traffic flow management and parking has not been adequately addressed.</p> <ul style="list-style-type: none"> The idea of the circular traffic path indicated on the master plan in blue does not seem to be a practical or serious attempt to solve what is a complex problem. The amount of parking provided would not even meet 50% of what is currently required on a junior or senior football / netball training night. There is an option to put in sealed, lit, parking between the current change rooms and the cricket rooms. This is an unused space with a few trees that could remain, located on the way 'in' which draws traffic away from proceeding further into the main congestion space. Similarly there is the option of sealed, lit and marked parking being added east of the tennis courts, currently gravel. This is a convenient netball pick-up point that again pulls traffic away from the worst traffic point of the park, namely the corner of the rifle range. Unfortunately, user groups are held to ransom by a few users of the small bore rifle range. Surely if it could be moved to another point in the park where it has the same or better building standards (albeit not to the scope of what a brand new club may require) this would be a common sense solution. 	<p>This proposal is to implement a consistent and safer and less confusing entry and exit sequence at the park's main entry.</p> <p>This open space area is currently fenced off. Cars are already parking in the space north of the pine log fence, so there would be no material gain by cars parking closer to the oval between the cricket clubroom and the store, and the cars would be more likely to get damaged from footballs kicked through the goals. The open space leaves room for football spectators and for the cricket club to use as an extension to their clubroom.</p> <p>This gravel area is already used as a car park, and whilst sealing it and line marking it may marginally increase the car parking capacity, the expense to seal it would not be worth the gain.</p> <p>The small number of rifle club members makes it highly unlikely that there will ever be support to construct a new rifle range in another location in the park. The most likely scenario to remove the rifle range would be if the club disbanded in the future.</p> <p>No change required to the master plan.</p>
2	<p>Council's Domestic Animal Plan 2021-25 action plan outlines the need to identify potential sites for fenced dog parks within the Shire. As there is a lack of suitable land within Lancefield for a fenced dog park, the master plan should consider if there is a suitable location for a fenced dog park within the reserve.</p>	<p>Council's website identifies the following two locations for dog exercise in Lancefield: James Patrick Way Reserve and the Park Street Road Reserve. There was one comment received during the community engagement for a fenced dog park to be considered for Lancefield Park.</p> <p>The open space area between the Main oval and Park Lane, north of the skate park (including the former croquet green site), is an area with potential for a fenced dog park. During the assessment of the public exhibition feedback, it was suggested to the Committee of Management that this site be shown on the master plan as a potential new fenced dog park. The Committee of Management did not support this project, as the site is required for the Lancefield Show and the annual Lancefield Historic Truck Show.</p> <p>No change required to the master plan.</p>

Respondent Number	Feedback from Respondent	Discussion / Recommendation to amend draft master plan
3	Include speed humps on all access roads to control speeding traffic.	<p>This will be difficult to implement, as most park roads are not confined to the main carriageway, which would enable cars to swerve around speed humps. However, in locations where speed humps could be effectively installed, this is supported, eg. on the roads south of the park entrance, and on the roads recommended for sealing around the rifle range (No. 3) and to the Laurie Green Pavilion (No. 4).</p> <p>Recommend that the master plan include a new Reserve-Wide Improvement project, "Install traffic calming measures in locations where pedestrian safety is an issue, and where such measures will be effective".</p>
4	<ul style="list-style-type: none"> Replacing all four sides of tennis fencing should be considered. Why is tennis court surface renewal not included, given that they have 3-4 years left of asset life before renewal is required. Key issues with the sporting facilities identifies the cricket nets are failing, and there are insufficient lanes to meet current demand. The plan is to construct a new four lane cricket practice facility and resolve the drainage issue between the nets and the tennis-netball courts. One problem we see with this site is poor access to the multi-use tennis-netball courts (blocked by the cricket nets, trees and boundary fencing) and, given the plan to reconstruct the cricket nets, there's an opportunity to move them to another location and open up the multi-use courts to greater use. The multi-use courts are only six years old so, depending on their condition and the netball club's willingness to use them as their main court, it may mean the standalone netball court wouldn't need to be resurfaced and lit, and could possibly be repurposed for other use. It may already have been investigated, but it may be worth asking if relocating the cricket nets has been considered. 	<p>The facility audit conducted by Tennis Victoria in 2020 rated the fencing as 'good', but requiring renewal by 2030. Given this assessed evidence of wear and tear, and the economies-of-scale achieved by bundling the complete replacement as one contract, plus the enhanced presentation by having all perimeter fencing uniform in type and condition, it is agreed to vary annotation No. 13 to include all perimeter fencing to be replaced.</p> <p>Similarly, the facility audit in 2020 rated the 4 court surfaces as 'good', however requiring renewal by 2025. Therefore, it is agreed to include a recommendation in the master plan to renew all courts.</p> <p>This suggestion has a lot of merit, however, a review of the current and proposed layout of Lancefield Park identifies no available site to accommodate a new 4 lane enclosed cricket practice facility of minimum dimensions 14.4m wide x 33m. Any new location needs to ideally be conveniently located to the cricket clubroom and also needs to be clear of trees to the west. The unused area beside Park Lane, east of the Main oval, would a potential location, but it is still required for the Lancefield Show and the annual Lancefield Historic Truck Show.</p> <p>The senior and junior netballers use the tennis-netball courts for training, but not for matches. The senior netballers prefer the asphalt court as it is adjacent to the netball/ tennis change room building, and the junior netballers are reluctant to use the courts whilst no player shelters are available, and this is proposed to be rectified (see No. 17).</p> <p>Recommend that master plan annotation No. 13 be revised, "Renew the surface of all courts, and replace the perimeter fence".</p>

Respondent Number	Feedback from Respondent	Discussion / Recommendation to amend draft master plan
5	<ul style="list-style-type: none"> The grounds need to be able to have a wider usage for youth in the area. Fitting out the Laurie Green Pavilion hall to provide basketball, indoor soccer, futsal, volleyball, badminton just to name a few, would increase the physical, social and spiritual connection of the young people to the community. Upgrading the BMX track and potentially providing an outdoor basketball court are all considerations. The football change rooms are very outdated and are in need of a desperate upgrade. The town will only continue to grow and more infrastructure is desperately needed for the youth of the town. 	<p>Noted (see No. 23)</p> <p>Adding a half-court basketball pad to the youth precinct is a good suggestion, as access will be restricted to an upgraded pavilion hall in the Laurie Green Pavilion. Noted (see No. 22)</p> <p>Noted, and the master plan supports new and upgraded facilities for young people.</p> <p>Recommend that the master plan include a new direction to install a half-court basketball pad.</p>
6	<ul style="list-style-type: none"> We need a basketball court, or at the very least a half court. We also need a fenced off-leash dog area to allow dogs to train and socialise safely whilst the park and oval are being used. 	<p>It is proposed that a full court be provided in the Laurie Green Pavilion (see No. 23), and a half-court basketball pad to the youth precinct – refer Respondent No.5. This suggestion is not supported – refer Respondent No. 2.</p> <p>No change required to the master plan.</p>
7	<p>Cricket Victoria agree with the site issues identified in the master plan document. The enhancements suggest rectifying the identified issues will significantly increase the playability of the reserve for the local clubs, association and broader community.</p> <p>The upgrades strongly aligns with Pillar 1 of the <i>Victorian Cricket Infrastructure Strategy</i> which aims to maximise the carrying capacity and activation of cricket grounds and facilities.</p>	<p>Cricket Victoria's overall support for the directions for cricket are noted.</p> <p>No change required to the master plan.</p>
8	<ul style="list-style-type: none"> There needs to be immediate protection of the Megafauna site and swamp area. Burn off piles on the site are affecting soil pH and likely impacting palaeontology. Mulch and soil dumps on site are also damaging. Disrespectful of aboriginal archaeology values of site. Fill-in large drains cut through site and reinstate original drainage and hydrology. Remove exotic trees planted on site and replace with natives. Upgrade of toilets near the skate park is a high priority and they should be open to public at all times. Additional lighting needs to be managed to reduce light pollution to surrounding residence. 	<p>The master plan is recommending that a management plan be developed for the Megafauna site (refer No. 34), and also suggests that all non-permitted activities, such as the equine cross country course and park maintenance, be discontinued in lieu of the management plan being completed.</p> <p>The master plan is recommending that the eastern toilet block is upgraded. Its hours of use is a Committee of Management decision.</p> <p>The design development of any new or upgraded sports field lighting will consider impacts on adjoining properties and the environment.</p>

Respondent Number	Feedback from Respondent	Discussion / Recommendation to amend draft master plan
	<ul style="list-style-type: none"> A plan for replanting exotic heritage trees in the rest of park is required; current plantings are ad hoc and not always in keeping with the original species planted. 	<p>This is a good suggestion, and is required to guide all future plantings. It is recommended that the master plan include a direction to prepare a planting strategy from a botanical approach.</p> <p>Recommend that master plan direction in Reserve-Wide Improvements relating to tree planting be varied to, “Develop a planting strategy for Lancefield Park prepared from a botanical approach”.</p>
9	<ul style="list-style-type: none"> Happy to have more power to Lancefield Park. Would be wonderful to have the Laurie Green Pavilion updated as a multi-purpose space. Diversify the playground would have such a positive impact for families. Reforming the BMX track would be wonderful for all especially the youth in the area and having seats and drinking fountain. Upgrading the public toilet block is another must! 	<p>Overall support for the directions of the master plan is noted.</p> <p>No change required to the master plan.</p>
10	<p>Main observations:</p> <ul style="list-style-type: none"> Park is not well-maintained, disused equipment in a number of areas, large piles of green waste, oval perimeter road no better than a mud bath, facilities always look dirty and have debris scattered nearby. Horse droppings in many areas are a health hazard. Pond is no better than a swampy puddle. Any plantings are in poor condition, not maintained, large amount of waste timber where trees have been felled, not pleasant to observe. Park needs a complete overhaul and needs to be regularly maintained to a much better standard. 	<p>All of these items are park maintenance issues. The master planning study has reviewed the current management arrangements as well as the adequacy of facilities and associated infrastructure.</p> <p>The study is recommending that DEECA, the Committee of Management, and Council review the overall management of Lancefield Park, including options that Council assume all responsibility for the care and maintenance of the two ovals, the playground, and the park tree stock.</p> <p>No change required to the master plan.</p>
11	<ul style="list-style-type: none"> Consider removing the rifle range all together. This facility is used by 3 or 4 people and is holding up much needed improvements. Consider segregating the equestrian area from the rest of the park. They take up too much valuable space. 	<p>It is not the role of a planning consultant and the master plan to make decisions on the future existence of clubs/ user groups.</p> <p>The Lancefield Small Bore Rifle Club has 14 members, including 1 junior, and they have as much right as all other user groups to remain in the park. The size of the club and the generally low overall participation in shooting sports would make it unviable to spend the money required to re-locate the club to a new facility in another location within Lancefield Park or outside of the park. The master plan includes recommendations to make the road around the rifle range safer (refer No. 3).</p> <p>The study has identified as an issue (for safety reason) that the equestrian clubs have expanded beyond the current fence line across the park that separates the equestrian area from the balance of the park – refer Respondent 19.</p>

Respondent Number	Feedback from Respondent	Discussion / Recommendation to amend draft master plan
	<ul style="list-style-type: none"> Consider a complete rebuild of change rooms and the Laurie Green Pavilion. 	<p>The master plan has recommended several projects to improve the operational sustainability of the football clubs, including improved, compliant change rooms, and associated upgrades to the Laurie Green Pavilion that can be achieved without a full rebuild of the building (see No.s 22 - 24).</p> <p>No change required to the master plan.</p>
12	<p>Well done, covers most issues.</p> <ul style="list-style-type: none"> I think there is a call for an entrance at the south west corner onto Millers Lane. This would enable runners who might like to do a lap or two of the park and then extend their run on the dirt roads south of the park. There is a small gate but it is locked. If the perimeter track is extended then it would give parkrun the option to improve the course as long as it was safe to run past the tennis courts (shouldn't be a problem) and there is a pedestrian crossing that links to the east side of the driveway and the existing track. <p>The report does not look at funding at all. Will the money come from user groups?</p> <ul style="list-style-type: none"> Protection of the Megafauna area – how will this be done? Do the equestrian areas affect this? There is a plan, facilitated by the Lancefield Mercury, to investigate the area at the back near the tractor storage shed. I would like to see the option of a fenced off-leash dog area investigated. 	<p>Noted</p> <p>The decision to lock/ unlock the existing pedestrian gate adjacent to the equestrian area off Millers Lane, is a Committee of Management matter.</p> <p>This is the intent of project No. 6, to complete the perimeter path around the park.</p> <p>The responsibility for funding projects will be determined once a project is further investigated and scoped; it is expected that funding of most projects will be one or a combination of the Committee of Management, DEECA, user groups, Macedon Ranges Shire Council, and government grants.</p> <p>The master plan is recommending that a management plan be developed for the Megafauna site (refer No. 34).</p> <p>This suggestion is not supported – refer Respondent No. 2.</p> <p>No change required to the master plan.</p>
13	<p>The most important thing is that the trees are not be removed, and that more trees will be planted.</p>	<p>This suggestion is being supported through a new master plan recommendation to prepare a planting strategy – refer Respondent No. 8.</p> <p>No change required to the master plan.</p>
14	<ul style="list-style-type: none"> I would like to see a control of spaces used by the equestrian club. It appears that this club has grown over the last 2 years taking over a large proportion of the end of the park. I would like to see synthetic surface that could be used for all sports, eg. soccer and hockey. 	<p>The master plan has identified as an issue (for safety reason) that the equestrian clubs have expanded beyond the current fence line across the park that separates the equestrian area from the balance of the park - refer Respondent 19.</p> <p>There was no demand identified for soccer and hockey throughout the study, and Council's <i>Sport and Active Recreation Strategy</i> notes that "there is no evidence of demand for hockey facilities in the Shire. The strategy also notes that "Residents from smaller settlements and rural areas may be required to travel to larger population centres in order to access relevant clubs".</p>

Respondent Number	Feedback from Respondent	Discussion / Recommendation to amend draft master plan
	<ul style="list-style-type: none"> The archaeological site is of significant importance and needs to be celebrated with new signage and penned off areas. It should not be accessed by horses as it is an important site. Melbourne Museum have identified its importance and it is a wonderful area to bring tourists to. It is also important as an education area for our children. The watering hole is of historical significance and again can be made a feature. Benches in the park need to be cleaned and maintained. 	<p>The master plan is recommending that a management plan be developed for the Megafauna site (refer No. 34).</p> <p>These items are park maintenance issues.</p> <p>No change required to the master plan.</p>
15	<ul style="list-style-type: none"> The plan doesn't have any specifics around how the Megafauna site will be protected. I also believe the master plan should consider reallocation of the equestrian area to another part of the town; horses are floated to the park, and floating them to an alternative location would be minimal change and allow more space within the park for other activities of more benefit to the broader community, eg. an ecotherapy park, native garden space, etc. I also feel there needs to be pedestrian access from Millers Lane into the park; there are gates but they are generally locked. 	<p>The master plan is recommending that a management plan be developed for the Megafauna site by industry experts (refer No. 34)), and also suggests that all non-permitted activities, such as the equine cross country course and park maintenance, be discontinued in lieu of the management plan being completed..</p> <p>Whilst the study has identified that the expansion of equestrian facilities beyond the current equestrian area is an issue for safety reasons (refer Respondent 19), it is not a valid reason to relocate equestrian off the park. It is agreed that the equestrian clubs should not continue to expand their offerings when the equestrian area is clearly at capacity. The opportunity for the equestrian area to expand is if the trotting track land to the south has a change of use and becomes incorporated within Lancefield Park. The master plan study is recommending, "That Council undertake a review of the current use and community benefit of the Lancefield Trotting Track".</p> <p>The decision to lock/ unlock the existing pedestrian gate adjacent to the equestrian area off Millers Lane is a Committee of Management matter.</p> <p>No change required to the master plan.</p>
16	Important for equestrian safety that round yards are not too close to the arenas as this will impact usage of both facilities. Round yards are often used for settling high energy horses but if this happens too close to the arenas it can impact calm horses on the arenas.	<p>The study has concluded that the decision by the Committee of Management to approve a site outside the fenced equestrian area for the installation of the round yard was an error of judgement, as the use of the park outside the equestrian fenced area for equestrian activities increases the safety risk to other park users from horses that escape and their riders. To resolve this issue, a new direction to re-align the equestrian area fence around the round yard is being added to the master plan. (Refer to Respondent No. 19).</p> <p>No change required to the master plan.</p>
17	Public car parking and public access is not acceptable when we have horses training at the trotting track every day between dawn and dusk. We close the track to members on the first and second Sunday every month between 10.00am and 1.00pm for the equestrian clubs.	<p>It is the respective user groups' responsibility to adhere to agreed management arrangements for the use of the trotting track and the equestrian area.</p> <p>No change required to the master plan.</p>

Respondent Number	Feedback from Respondent	Discussion / Recommendation to amend draft master plan
18	<p>The draft plan allocates the area to the west of the bowls club for expansion of the bowling green, however it is not viable as it is too small an area to install a suitable secondary bowling green.</p> <p>This area is our allocated parking area and if removed will create further parking congestion with other park users, eg. the cricket club.</p> <p>The area discussed in talks is to the east of the club which would only marginally impact on the playground area.</p>	<p>The meeting with the club in December 2023 identified a possible future need for an additional 4 rinks, not a separate green. The draft master plan shows the space required to the west to expand the current green by 4 rinks (No. 11).</p> <p>During the assessment of the public exhibition feedback, the Committee of Management requested that a meeting be convened with representatives from the Lancefield Bowling Club to clarify their needs and to discuss options to increase their bowling capacity.</p> <p>An onsite meeting was held on 24 October 2024 and confirmed that the club is in fact wanting a new 4 rink synthetic green, not an expansion of the existing natural grass green. This clarification requires a new response, as a new 4 rink green will require a larger footprint to incorporate the green, the ditch surrounding the green playing surface, and player circulation space around the green - a total area of minimum 25m wide x 47m long is required for a new synthetic green. The open space to the west of the bowls facility is now not a feasible location for a new green due to it being too narrow.</p> <p>Whilst the Committee of Management notes the impact on trees and to the space surrounding the playground, it supports the future expansion of the bowls facility to the east to accommodate a new 4 rink synthetic green.</p> <p>Recommend that the master plan be amended to remove the proposed expansion of the bowling green to the west, and a new 4 rink synthetic green with floodlights be shown to the east of the bowling facility.</p>
19 (via email)	<p>Feedback from the equestrian user groups on the draft Lancefield Park Master Plan:</p> <ul style="list-style-type: none"> The Equestrian user groups re-state the importance of retaining the round yard in its current location: it involved significant effort to install, including the removal of a large stump, surface preparation with sand, and the construction of the round yard itself; it is used to introduce young horses to the facility and to assist young Pony Club riders who require guidance while on their ponies; and the clubs investigated all potential locations within the equestrian area but found no site suitable. Losing the round yard will be detrimental to both clubs, as it plays an integral part in our training and development programs. 	<p>Whilst the importance of the round yard is accepted, the inherent safety issues created by its location outside the fenced equestrian area cannot be understated and have been raised by other park user groups and the community.</p> <p>During the assessment of the public exhibition feedback, the Committee of Management requested that a meeting be convened with representatives from the two equestrian groups to discuss options for the relocation of the round yard. An onsite meeting was held on 24 October 2024 and confirmed that an alternate site was not available for the round yard within the fenced equestrian area that was both large enough or sufficiently removed from the arenas and the cross country area.</p> <p>An alternate proposal was presented to the Committee of Management to resolve the public safety issue from the use of the round yard and the northern row of horse yards. The Committee of Management subsequently supported this proposal, which includes the re-alignment of the equestrian security fence to the southern side of the access road at the rear of the Laurie Green Pavilion from a point north of the main arena.</p> <p>A key impact of the fence realignment is the permanent loss of a section of the park pedestrian path. To offset this, it is proposed that this section of path also be realigned to ensure a continuous path is maintained behind the Laurie Green</p>

Respondent Number	Feedback from Respondent	Discussion / Recommendation to amend draft master plan
	<ul style="list-style-type: none"> The equestrian clubs support the installation of spray to the main sand arena Parking within Lancefield Park is insufficient for equestrian competitions and club rallies, and the equestrian clubs ask that additional parking areas be included on the master plan, which may come from either within the park itself, or from the adjacent trotting track land which is owned by Council. That a formal licence agreement be entered into between the relevant parties to provide some certainty over occasional usage of the adjacent trotting track land for overflow parking. The equestrian clubs strongly consider that the ongoing provision of the cross course in the park is essential in order to meet the growing needs of the local equestrian community. Without the cross country course, both clubs will be seriously jeopardised in terms of the training. 	<p>Pavilion. Access for all user groups to the current and future storage attached to the Laurie Green Pavilion will not be affected by the fence re-alignment.</p> <p>Noted</p> <p>The equestrian clubs need to plan for events that are within the capacity of the equestrian area and the broader park environs. Notwithstanding this principle, the scenario outlined above to increase the size of the equestrian area behind the Laurie Green Pavilion will provide some additional float/ car parking.</p> <p>This is an operational matter for Council and the relevant equine clubs.</p> <p>The use of part of the Megafauna site as an equine cross country course is not a permitted activity. As a consequence, the equestrian clubs need to revise their cross country offerings to fit within the confines of the designated equestrian area. In the future, any re-purposing of the use of the trotting track land may present opportunities for the groups to expand the cross country course, and programs and other offerings.</p> <p>Recommend that the master plan include a new direction to re-align the fenced equestrian area and park pedestrian path that will have the round yard and the horse yards with northern gates located within the enclosed equestrian area, and will increase the available in-park car/ float parking capacity.</p>

Appendix 6

Lancefield Bowling Club New Green Discussion Paper

LANCEFIELD PARK RECREATION RESERVE MASTER PLAN

Appendices

Lancefield Park Master Plan

Further information relating to Respondent #18 in the public exhibition report – **referring to the Lancefield Bowling Club not supporting the suggested location for the future expansion of the green by 4 rinks.**

Prepared by Richard Simon, 25 October 2024

As requested by the Park Committee, I have met with representatives from the Lancefield Bowling Club to discuss an alternate location for the potential future second bowling green on Thursday 24 October 2024.

A recap of the issues surrounding the proposed new bowling green:

1. whilst the club is generally satisfied with the current facilities, the committee identified the following improvement projects:
 - the need for compliant sports lighting for the current green, and
 - the potential future need for an additional 4 rinks
2. both projects will cater for future demand generated by increasing membership, and will also enable the club's successful social bowls program to expand
3. during the first meeting with the club committee in December 2023, the committee favoured an expansion of the club's green to the east, as the open space to the west serves as the club's main car park
4. during the preparation of the draft Lancefield Park Master Plan, the consultant team assessed options to accommodate an expansion of the bowling green by up to 4 rinks. The consultant team was concerned with the following constraints with any plan to expand the current green to the east:
 - the impact on the play space environs and the outdoor fitness equipment,
 - the need to remove 5 – 6 trees,
 - the grade change between the level of the current bowling green and the ground surface east of the bowling club; a terrace wall will need to be constructed which would further impact the views from the play space and will likely significantly increase the project cost.
5. the consultant team opted for the west side of the bowls facility to accommodate any future expansion of the bowling green by up to 4 rinks. Whilst the consultant team accepted that there would be a loss of car parking, it also believed that some car parking could continue along the relocated western fence line, car parking could utilise the area outside the northern fence line (land within the club's leased area), and the open space southeast of the bowling club.

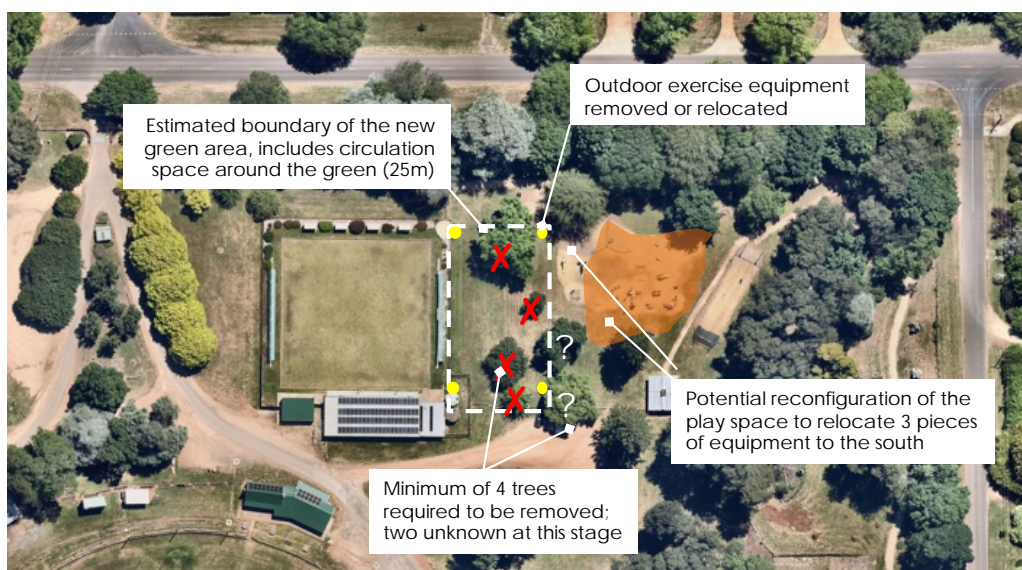
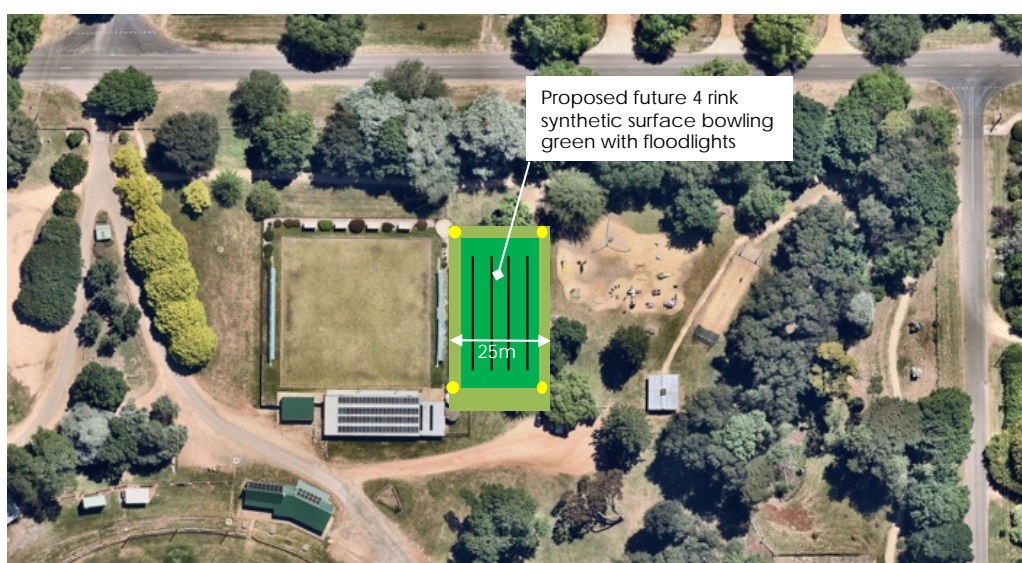
After speaking to the bowling club reps last Thursday, I gained a clearer understanding of the bowling club's aspirations for an expansion of the green by up to 4 rinks; the club is in fact wanting a new 4 rink synthetic green, not an expansion of the existing natural grass green. This clarification requires a new response, as a new 4 rink green will require a larger footprint to incorporate the green, the ditch immediately surrounding the green playing surface, and player circulation space around the green.

A total area of minimum 25m wide x 47m long is required for a new synthetic green and the circulation space around the green (the area just for the green measures 18m x 37m). The total minimum width of 25m is calculated by allowing for the following items (from east to west: new terrace wall along the existing eastern boundary of the bowls compound (0.4m wide) + circulation space (3m) + ditch (0.3m) + 4 rinks (18m) + ditch (0.3m) + circulation space/fence (3m).

The open space to the west of the bowls facility is now not a feasible location for the new green due to it being too narrow.

The plans below show the alternate proposal for a new green, and can be read in conjunction with the following additional information:

- the new green can be constructed at the surface level of the open space to the east of the bowls facility, with a ramp connection to the higher ground level of the current bowls facility.
- a key impact from locating the new green to the east is the need to remove 4 – 6 trees: these trees are a mix of elms, oaks and other exotic varieties (see photos p.3). These trees are not included in the scope of the Arborist' Report carried out in 2017, so their condition and value is not known (*Assessment of Trees at Lancefield Park Reserve, the Swimming Pool and the Men's Shed*, AXIOM Tree Management Pty Ltd, 2017).
- secondary impacts are the loss of open space supporting the play space, the likely need to relocate at least 3 pieces of play space equipment (see p.3), and the removal or relocation of the outdoor exercise equipment (see p. 3).





The 4 trees requiring removal



The decision for the Park Committee is to determine if it supports the future expansion of the bowls facility to the east to accommodate a new 4 rink synthetic green.

The site to the east is the only option that can accommodate the necessary footprint and still ensure that users of the new green will have direct access to the existing 'off-green' bowling facilities.

Appendix 7

Equestrian Area Expansion Project Discussion Paper

LANCEFIELD PARK RECREATION RESERVE MASTER PLAN

Appendices

Lancefield Park Master Plan

Further information relating to Respondent #19 in the public exhibition report – **referring to the Equestrian Round Yard.**

Prepared by Richard Simon, 25 October 2024

As requested by the Park Committee, I have met with representatives from the equestrian user groups to discuss a potential new location for the Round Yard within the current equestrian area onsite on Thursday 24 October 2024.

A recap of the issues surrounding the Round Yard:

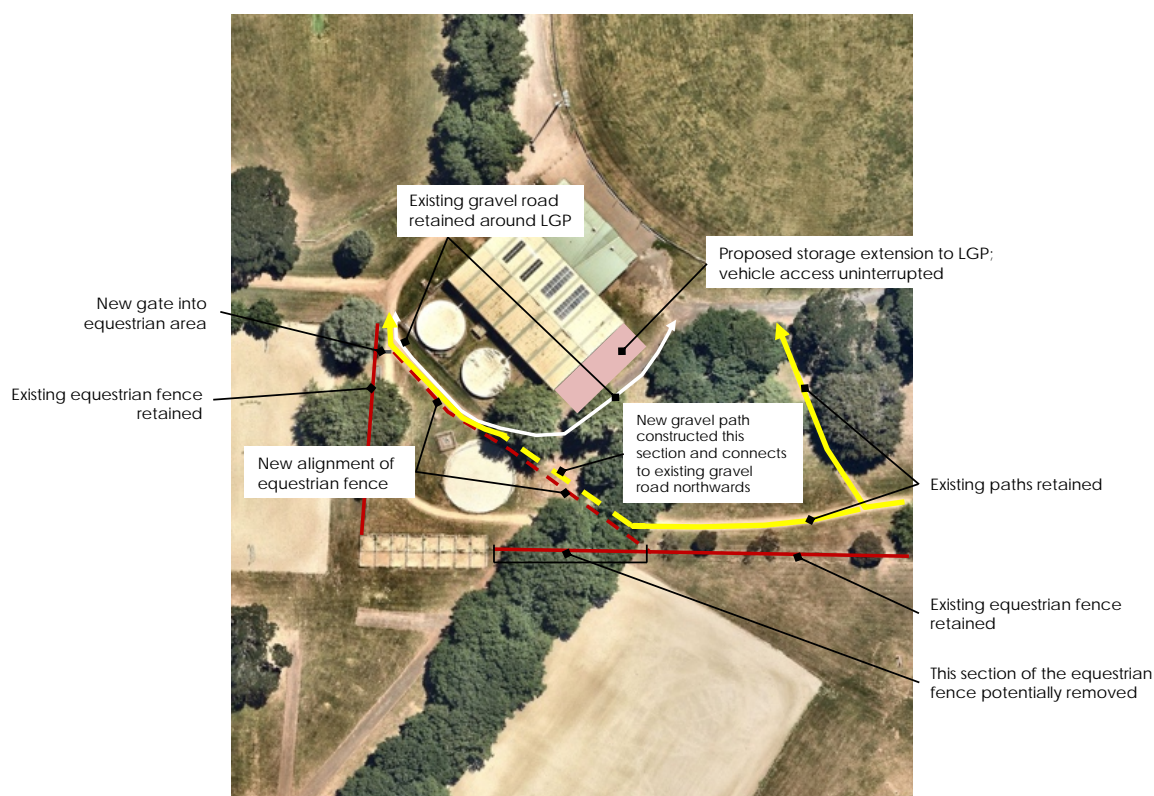
1. the Round Yard is currently located outside the fenced equestrian area, as is the access to the northern row of horse yards adjacent to the Round Yard. The Park Committee, some user groups, and the community have identified that the movement of horses throughout this unfenced area is a safety issue for other park users in the event of a horse becoming loose – *this is a legitimate public safety issue.*
2. the Round Yard is an important facility for the equestrian groups; it is used to introduce young/ inexperienced horses to the equestrian facility environs and to assist young/ new riders who require early guidance to gain confidence and riding competency.
3. the equestrian groups were unable to identify a suitable site within the fenced equestrian area when planning for the Round Yard, ie. a 'quiet' site removed from the sand arenas and the cross country area.
4. the equestrian groups claim that they received permission from the Park Committee to construct the Round Yard at its present site, which was an otherwise underutilised area of the park, and an 'untidy' area due to the two old tree stumps (one removed to construct the Round Yard).
5. the Round Yard required significant resources to install (financial and volunteer hours) and it will not be an easy task to relocate it.

I reviewed the equestrian area last Thursday with the equestrian reps and I was unable to identify an alternate site for the Round Yard that was both large enough or sufficiently removed from the arenas and the cross country area.

Following the meeting last Thursday with the equestrian reps and reflecting on the proposed solution outlined in my public exhibition feedback report that was not supported by the Park Committee, I have developed a revised proposal that may meet all needs, ie. it eliminates the public safety concerns, the Round Yard is retained, and the user group/ public access around the rear of the Laurie Green Pavilion is retained.

The plan over the page outlines the alternate proposal, and should be read in conjunction with the following descriptions:

- realign the current equestrian fence to incorporate the Round Yard and the gates of the north facing horse yards.
- from the northern end, the fence realignment follows the south side of the existing gravel road behind the Laurie Green Pavilion, connecting at the southern end with the existing fence; this alignment does not impede vehicle access to the rear of the Laurie Green Pavilion.
- a key impact of the fence realignment is the permanent loss of a section of the park pedestrian path. To offset this, it is proposed that this section of path also be realigned to ensure a continuous path is maintained behind the Laurie Green Pavilion.
- this proposed new path will require the southern section of approximately 40 metres to be newly constructed, with the existing gravel road to assume a dual function as a shared road and path for the northern section of the realigned path.
- a new gate to access the equestrian area through the northern section of the realigned fence will be required to allow horse floats to access the northern row of horse yards.



My rationale for advocating for the proposed realignment of the equestrian fence:

1. for all clubs and user groups based at Lancefield Park, it has been my objective throughout the master planning process to ensure sustainable sporting and recreation facilities will result this project proposal is an example.
2. incorporating the Round Yard and the access to the northern row of horse yards within the fenced equestrian area future-proofs the public safety from any instances of horses becoming loose at both the Round Yard and the horse yards. Relocating or removing the Round Yard won't directly address the public safety risk from horses that might become loose when the northern row of horse yards are being used.
3. the benefit from the Round Yard to the riders and club instructors appears substantial, and provides a significant point of difference to other equestrian facilities within the region.
4. the cost and effort to construct the Round Yard appears to have been significant, a cost which would again have to be borne by the equestrian clubs should it have to be relocated (particularly the volunteer 'cost').
5. the site, I understand, was underutilised prior to the Round Yard being constructed; based on this information it would seem that alienating this triangular section of open space from the public may not have any real implications, particularly as the adjacent park road and pedestrian path network will be largely unimpacted.

I commend the above plan to the Park Committee and the equestrian clubs as a practical solution to a legitimate public safety concern, but which retains the unique equestrian learning facility at the park but with little impact on the functionality of the adjacent spaces at the rear of the Laurie Green Pavilion for other park user groups and the public alike.

Appendix 8
Lancefield Park Recreation Reserve Master Plan

LANCEFIELD PARK RECREATION RESERVE MASTER PLAN

Appendices



- ACCESS AND MOVEMENT**
Vehicle Movement and Car Parking
 - 1 Widen main entrance to two lanes; remove cattle grid
 - 2 Implement one way traffic around the 'island park'
 - 3 Widen, seal and linemark the roadway to better define both carriageway around the rifle range shed
 - 4 Formalise the road and nose to fence parking along the Main Oval, and construct a new path. Install a passenger drop off / turn around at the pavilion
 - 5 Continue to utilise the adjoining trotting track grounds for overflow car parking**Community Access and Pedestrian Movement**
 - 6 Install a pedestrian path to complete the park perimeter path network
 - 7 Provide gravel paths to connect to the skate park
 - 8 Install new pedestrian entry path off Park Lane
 - 9 Install permanent signage explaining restricted pedestrian access to sections of the perimeter path during equestrian events
- SPORT AND RECREATION**
Sporting Facilities
 - 10 Install floodlights to 100 lux
 - 11 Potential future expansion for additional bowling rinks
 - 12 Enlarge the existing internal cricket store to provide for furniture storage
 - 13 Renew the surface of all courts, and replace the perimeter fence
 - 14 Extend the tennis clubroom to include an accessible toilet
 - 15 Resurface the main netball court and install compliant floodlighting
 - 16 Construct new four lane cricket nets (subject to detailed review of adjacent cedar tree) and resolve the drainage issue between the nets and the tennis-netball courts
 - 17 Install a new open shelter
 - 18 Install floodlights to football training standard (50 lux)
 - 19 Remove the old scoreboard
 - 20 Replace the Main Oval perimeter fence and both player shelters
 - 21 Install new sub surface drainage to the Main Oval
 - 22 Expand and upgrade the Laurie Green Pavilion to provide a larger social/multipurpose space, bar and kitchen / canteen, two fit for purpose football change rooms, and a gender neutral umpires change room
 - 23 Upgrade the Hall to permit ongoing community and sport uses
 - 24 Expand the Hall to provide a separate store for each user group
 - 25 Realign the equestrian area fence to incorporate the round yard and horse yards, and construct a new pedestrian path along the northern side of the new fence
 - 26 Install spray irrigation to the main sand arena**Informal Recreation Facilities**
 - 27 Diversify the play equipment to better suit all ages
 - 28 Re-form the BMX track
 - 29 Install a half-court basketball pad, undercover seating and a drinking fountain within the skate/ BMX precinct
 - 30 Upgrade the public toilet block
- ENVIRONMENT AND OPEN SPACE**
 - 31 Protect significant trees with appropriate barriers / understorey planting
 - 32 Remove the former croquet shed, the old tiered seating and tree logs
 - 33 Improve environmental biodiversity around the swamp area
 - 34 Develop a management plan for the Megafauna site, and cease non-permitted uses of the site
 - 35 Renew the interpretive signage for the Megafauna site
 - 36 Review the effectiveness of the open swale draining into the swamp from Millers Lane
- PARK - WIDE IMPROVEMENTS**
 - Provide additional bench seating along the pedestrian path network (nom 400m spacing)
 - Undertake tree planting throughout the park
 - Increase the power supply to the park

LANCEFIELD PARK MASTER PLAN

FINAL DRAFT MASTER PLAN

SCALE: 1:1000 @ A1 | 1:2000 @ A3 LSK03 - 12.11.2024



Macedon Ranges
Shire Council

