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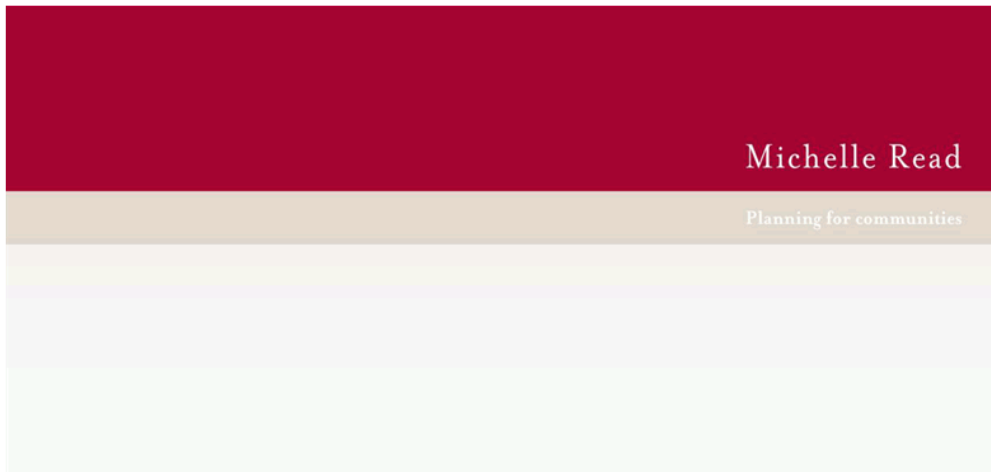
Ordinary Meeting

18 August 2015

Agenda Item 6.1 Shepparton Cycling Precinct Draft Master Plan

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Masterplan 183**



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DRAFT Master Plan Shepparton Cycling Precinct

Prepared for the Greater Shepparton
City Council

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1.0 INTRODUCTION

This Master Plan has been prepared to provide Greater Shepparton City Council and the Shepparton Cycling and BMX Clubs with a clear plan for the future development, management and use of cycling facilities in the Shepparton Cycling Precinct. The Master Plan considers the needs of both the local community and visitors, recognising the value of cycling and BMX events to the local economy. Importantly it considers management and participation needs along with infrastructure requirements.

The process of developing the Master Plan has included:

- A detailed assessment of the strengths, weaknesses, opportunities and threats for the Precinct. This has been informed by a visual assessment of the Precinct and consultation with the Shepparton Cycling and BMX Clubs, Council officers, and Wanganui Park Secondary College.
- An assessment of the demographic characteristics of the Greater Shepparton community and cycling participation rates and trends.
- A review of key documents to understand the strategic priorities Greater Shepparton City Council, Shepparton Cycling and BMX Clubs, and Cycling Victoria have in relation to community infrastructure, community wellbeing, sport and recreation.
- Consultation with the Shepparton Cycling and BMX Clubs, Council officers, Wanganui Park Secondary College and Cycling Victoria.

The information gathered from these steps has been used to:

- Develop guiding principles to assist Council in making decisions and establishing priorities for the Cycling Precinct
- Develop recommendations for the future management, use and development of the Precinct
- Provide a graphic representation of the Master Plan.

2.0 THE PRECINCT

Located in the Greater Shepparton Regional Sports Precinct, the Shepparton Cycling Precinct is home to the Shepparton Cycling Club and the Shepparton BMX Club. Positioned opposite the Wanganui Park Secondary College, the Precinct is bounded by equestrian facilities to the north, sporting fields to the east and largely undeveloped private and public land to the west.

The Cycling Club facilities are located at the eastern end of the Precinct while the BMX Club facilities are located at the western end. Facilities include:

- A two storey pavilion / clubroom incorporating meeting space, a canteen, toilet / change rooms and storage facilities. Located on the first floor, the meeting facilities are modern with significant refurbishment works undertaken in 2011 as a consequence of storm damage to the building. The first floor has floor to ceiling windows providing excellent viewing over the velodrome track. The canteen, toilet / change room and storage facilities are located on the ground floor.
- A velodrome track approximately 30 years old which includes lighting and a small amount of tiered seating on the north and south side of the track. The seating on the north side of the track is covered. In the centre of the velodrome is a grassed area with a concrete strip running through the middle.
- A shipping container located at the eastern end of the Precinct which the Cycling Club uses for storage.
- An international standard BMX track that was constructed in 2010 incorporating a 5 metre start hill and finish line.
- Shipping containers located on the south side of the BMX track which provides storage and very simple canteen facilities for the BMX Club.

3.0 Wider Context

As part of planning for development of the Shepparton Cycling Precinct, it is important to understand the broader context within which the Precinct operates. In particular it is important to understand the relevance and possible impacts of:

- Strategic priorities Greater Shepparton City Council, local Cycling Clubs, and peak sporting bodies may have in relation to community infrastructure, community wellbeing, sport and recreation
- The changing social and demographic structures of the Greater Shepparton community.

This chapter explores each of these areas identifying implications that may need to be considered in planning for the development of the Cycling Precinct.

3.1 Strategic Priorities

A review of key strategic documents prepared by Greater Shepparton City Council, the Shepparton BMX and Cycling Clubs and Cycling Victoria has identified that Council has a clear focus upon building an active and engaged community. Improved liveability is essential to this and will be achieved through building community capacity, providing quality community infrastructure and focusing upon social inclusion. Specific priorities for Council are:

- Developing Shepparton as the regional sporting capital of Victoria,
- That the Shepparton Sports Precinct (in which the Cycling Precinct is located) should primarily cater to the higher levels of competition sport.
- Valuing and supporting the economic and tourism benefits that come from attracting regional, interstate and intrastate sporting events
- Investing in sporting facilities, particularly where participation is maximised, strong partnerships are formed and maintained, multiuse and a community hub approach will be implemented and facilities are not used exclusively by clubs. Council's investment in facilities will be greater where these outcomes are occurring.

Importantly the Council's Cycling Strategy (2013 – 2017) recognises and articulates the value of cycling as a means of transport and for recreational purposes, particularly highlighting the health, economic and tourism benefits for the community. Further it highlights the benefits that can occur when cycling disciplines, the broader community and business sectors work together to grow cycling opportunities, particularly cycling tourism opportunities. The Strategy specifically identifies

opportunities and recommendations about how to encourage and support growth in the membership base of the Shepparton Cycling and BMX Clubs and participation in cycling in general. Infrastructure priorities related to the Cycling Precinct include:

- Resurfacing the velodrome and upgrading the public grandstand seating, especially the northern side
- Supporting the development and running of criterium races within the overall Shepparton Sports Precinct
- Developing a long term master plan for the velodrome and BMX facilities
- Installing lighting and an 0.8m standing start for the BMX track
- Giving consideration to developing informal facilities that the general public can use at their own convenience. Based upon guidelines outlined in Council's Playground Provision Strategy, this priority is likely to be difficult to achieve with insufficient land in a visually prominent location to support informal cycling or playground infrastructure.

The recently developed Joint Strategic Plan for the BMX and Cycling Clubs also identified as a key priority substantial improvements to the facilities in the Cycling Precinct.

- The Shepparton Cycling Club identified securing substantially improved velodrome and road cycling facilities as a key goal for the Club. Specific priorities include:
 1. Removal of the concrete strip running through the centre of the grassed area and drainage works to allow the grassed area to be used for other activities eg: soccer, Cyclo-cross etc.
 2. Upgrade / replacement of the existing seating and shelter on the northern side of the track, and construction of additional covered seating close to the clubroom / pavilion
 3. Upgrade / replacement of the velodrome track.
- The Shepparton BMX Club identified securing world class track and support facilities as a key goal for the Club. Specific priorities include:
 1. Lighting to support training after school / evenings during winter months.
 2. A UCI standard 8 metre start hill and associated track.
 3. Canteen, toilet and storage facilities.

4. Central clubroom / meeting and viewing space.

- A joint priority is to explore whether there is opportunity for the development of a shared multipurpose clubroom / pavilion and seating / shelter that can be used by both clubs.

Interestingly, while infrastructure improvements were clearly priorities for the Clubs, the number one shared priority was the establishment of a whole of sport model for all cycling disciplines in Shepparton. The development of a shared multipurpose clubroom / pavilion is clearly consistent with this and is consistent with a key objective from Cycling Victoria's Strategic Plan (2013 – 2016):

to integrate the disciplines of Mountain Bike, BMX, Road, Track and Cycle-Cross.

This suggests there may be value in widening the multiuse nature of any facility in the Cycling Precinct to include other cycling disciplines.

Other relevant objectives from the Cycling Victoria Strategic Plan include:

- Improving access to facilities to enhance participation, and
- Enhancing Victoria's reputation as the leader in cycling events.

More detailed information about each of the planning documents that have been reviewed can be found in Attachment A.

3.2 Participation and Demographic Profile

3.2.1 Demographic Characteristics

Located approximately 180 kilometres north of Melbourne, the Greater Shepparton covers 2,422 square kilometres. Shepparton is the major town centre with a series of smaller townships and rural land making up the remainder of the municipality. Consistent population growth is a feature of Greater Shepparton, with the population projected to increase from 60,442 in 2011 to 80,080 by 2031. With this, comes increasing demand for sport and recreation opportunities and facilities, however, this is also impacted by the age profile of the community.

While there is some evidence the population will age between 2011 and 2031, this is fairly moderate. In addition, participation by older adults in sport and recreation activities has steadily increased in recent years. This is expected to continue and will drive increased demand for sport and

recreation opportunities in Greater Shepparton, as will the large number of children and young adults.

There are however, a number of other factors which will impact upon the demand for sport and recreation opportunities, and influence an individual's capacity to participate. These include education and income levels and the ethnicity and cultural background of the population. Participation rates are generally lower where household income and education levels are low. In addition, people born in non-English speaking countries are less likely to participate in sport and recreation pursuits, as are people from an indigenous background.

Greater Shepparton, is characterised by:

- Declining household incomes
- Low but increasing education levels
- High levels of ethnicity, and
- A significant Aboriginal and Torres Strait Islander population.

These factors suggest that intervention may be required to support some members of the community to participate in sport and recreation activities, in particular to overcome barriers such as cost, lack of knowledge about the benefits of participating in sport and recreation pursuits and cultural barriers.

See Attachment B for more detailed information about the demographic profile of Greater Shepparton.

3.2.2 Participation Trends

In relation to trends in sport and recreation participation the 2001 - 2010 ERASS data (Exercise, Recreation and Sport Survey) has been reviewed. This data provides the most continuous and consistent assessment of sport and recreation participation in recent years. The ERASS data shows that:

- Overall participation in sport and recreation is increasing.
- There is increasing participation in non-competitive and passive activities rather than traditional formal sports. Plus there is declining participation in some team and small group sports eg: tennis and lawn bowls, with a move towards non-competitive but active pursuits such as cycling, walking, and swimming.

- There is increased demand for more flexible and diverse leisure pursuits rather than a commitment to a small number of activities.
- Non-organised physical activity has much higher rates of participation than organised physical activity eg: in Victoria in 2010 participation in non-organised cycling was 12.1 percent compared to 1.6 percent for organised cycling.
- Participation is highest for people aged 15 – 24 years, with significant declines from 25 years of age onwards.
- Male participation is much higher than female participation eg: in Victoria in 2010 participation in cycling by males was 16.9 percent compared to 8.6 percent for females.
- There are notably lower rates of participation for those not in the workforce, and for those living in households where a language other than English is spoken.
- Participation in cycling experienced a small but steady increase between 2001 and 2010 eg: in Victoria participation increased from 12.1 percent to 12.7 percent and across Australia, from 9.5 percent to 11.9 percent.

See Attachment B for more detailed information about sport and recreation participation trends.

3.2.3 Implications for the Shepparton Cycling Precinct

1. The increasing population and the consistently large proportions of children and young adults, combined with consistent growth in cycling participation will help drive increased demand for cycling, and possibly increased demand for cycling infrastructure. However, the high levels of ethnicity and cultural diversity, low incomes in the community and the trend towards non-competitive and non-organised sport and recreation activities, particularly in relation to cycling, present some challenges and will moderate any increase in participation. Programming and community development responses which reduce barriers to participation are likely to be more critical than new or redeveloped infrastructure.
2. Demand for cycling opportunities is likely to increase from older members of the population who will be seeking opportunities to remain physically active and involved in their local community. While their interest is more likely to be in non-organised and less structured cycling activities, research by Cycling Victoria shows that safety is a key factor in cycling participation by older adults. The velodrome is a venue that could provide a safe environment for older adults to both learn and continue to participate in cycling, however as above, programming and community development responses will be critical to addressing this opportunity.

3. With very low rates of participation in cycling by females, an opportunity exists to identify strategies which will fundamentally improve participation by females. Programming and community development responses such as the Breeze program, (a Cycling Victoria initiative which creates riding safe and welcoming opportunities for women), will be critical. However, consideration also needs to be given to the physical infrastructure available, particularly in the Cycling Precinct. Improving the safety, accessibility and visual appeal of the Precinct are key to creating a physical environment in which female riders feel safe and comfortable. Specific improvements that should be considered are improved lighting and sightlines in and around the Precinct, improved pathways and vehicle access, upgraded female toilet and change facilities, and improved presentation and landscaping of the Precinct.
4. A similar opportunity exists in relation to junior participation, particularly the retention of junior riders as they move into older age categories. Like female participation, programs and community development initiatives that focus upon reducing barriers to participation are critical. But the provision of high quality, accessible, safe and well-presented facilities are key to retaining participation in cycling and BMX. For example the development of an 8 metre start hill for BMX will not only ensure the Club has international standard facilities, but will provide access to a high quality training venue for local riders, encouraging their continued involvement and opportunity to excel in the sport. For track cyclists a velodrome track which is smooth, safe and well maintained will also encourage their continued involvement and provide an opportunity to excel in the sport.
5. The move towards more flexible and diverse leisure pursuits presents a particular challenge for the Cycling Precinct. The Cycling Precinct is currently fully fenced and only accessible for club based events and activities as determined by the BMX and Cycling Clubs. This compromises flexibility and does not allow general access for the public. As part of developing the Master Plan, consideration should be given to whether and / or how more flexible access to the Precinct could be achieved.

4.0 Consultation Findings

To help ensure the Master Plan for the Cycling Precinct considers a wide range of issues and opportunities, consultation was conducted with the Shepparton BMX and Cycling Clubs, Cycling Victoria, the Wanganui Park Secondary College and several Council service areas.

Key areas explored were:

- The strengths and weaknesses of the Precinct
- The infrastructure requirements / wishes for the Precinct
- Leasing and management arrangements
- Linkages to the wider sporting precinct
- Use and participation including increasing access to the Precinct
- Multiuse / collocation opportunities
- The role of the Precinct – local participation and economic benefit.

The key messages gathered from these discussions were:

- Strengths of the Precinct include the newly refurbished pavilion, the collocation of the velodrome and BMX tracks, the capacity for expansion in the Precinct, and its location away from residential areas.
- Weaknesses of the precinct include the lack of connectivity to the wider sporting and school precinct, a lack of signage, a lack of and poorly defined car parking, drainage and flooding in the velodrome and along Packham Street, the poor landscaping and presentation of the precinct.
- Both clubs have a number of specific infrastructure needs / wishes. For the BMX Club these include replacing the existing start hill and corners (berms) on the track because of safety concerns, development of an 8 metre start hill, development of canteen / clubroom facilities, and installation of security and track lighting. For the Cycling Club infrastructure needs / wishes include additional storage, upgrading the grand stand seating on the south side of the track, upgrading / replacing the surface of the velodrome track, installation of security and precinct lighting and upgrading and improving track lighting.

- Non infrastructure related issues raised by the Clubs include the high cost to the Clubs of maintaining and operating the velodrome and BMX track facilities and surrounding areas, the lack of use the pavilion receives, the difficulty of maintaining an effective committee and parent involvement.
- That the Cycling and BMX Clubs would be willing to consider moving away from their current lease agreements with Council to a licence agreement.
- The Precinct is underutilised because participation in BMX and track cycling is low and the facilities are not open to the general public. There is some interest in removing the perimeter fencing and opening the Precinct up to the general public. This will require some consideration of safety and changing the current leasing arrangements the clubs have with Council.
- There is a disconnect between community participation and the state and national BMX events which occur in the Precinct. The events attract large numbers of participants and spectators and consequently provide a significant economic return / impact for Shepparton, however there are few joint strategies to increase participation in BMX at the local level.
- The Clubs appear to have limited capacity to develop and grow participation opportunities. Cycling Victoria identified that working with the Clubs to grow their capacity in this area should be a key focus for the Master Plan, rather than infrastructure improvements. Wanganui Park Secondary College has expressed strong interest in working with the Clubs to develop joint cycling / BMX programs and access the cycling / BMX facilities.
- Improving multiuse and collocation options is recognised as a priority for the precinct, although relocating the BMX track to inside the velodrome track is not viable. A staged approach to achieving a multiuse building will be important.

See Attachment C for more detailed information about the consultation discussions.

5.0 Assessment of the Precinct

This section has been compiled after preparation of a SWOT analysis of the Cycling Precinct, and giving careful consideration to the findings identified earlier in the Master Plan. A copy of the SWOT Analysis can be found in Appendix D.

The assessment examines a range of issues and opportunities for the Precinct including:

- Use and participation
- Leasing and management arrangements
- Integration and connections both within the Cycling Precinct and the broader Sporting Precinct
- Visual appeal and landscaping
- The condition and accessibility of infrastructure.

5.1 Use and Participation

The velodrome track, pavilion and BMX track are used almost solely by the Shepparton Cycling Club and Shepparton BMX Club. As at November 2014, the Cycling Club had 102 members and the BMX Club 100 members.

While the facilities in the Precinct are used by the clubs most weeks, regular use is limited, particularly for the velodrome track.

- The Cycling Club conducts twice weekly training sessions and monthly Club Track events between October and March. These activities typically attract 5 – 10 riders. The track is also used as part of an annual regional cycling series held between Christmas and New Year. This event attracts up to 200 riders.
- The BMX track receives a higher level of use, but regular use remains moderate. Training sessions are held twice weekly and usually attract 15 – 20 participants. Club Events are held 15 - 17 times per year attracting between 45 and 50 riders, and the quarterly Inter Club Challenge attracts around 80 riders.
- The toilet / change facilities are used by both clubs for training, club activities and events.

- The meeting room and canteen at the velodrome are used very little. The Cycling Club estimates they use the meeting room about once a month and the canteen even less than this.
- The central grass area inside the velodrome track receives very little use at all, largely because of the concrete strip running through the centre, plus drainage is poor and the ground becomes boggy and unusable in wet weather.

Where use of the BMX track differs most significantly from the velodrome track is that it hosts several state and national BMX events each year. These events attract between 400 and 1,400 riders and up to 4,000 visitors per event. Council plays a key role in pursuing and conducting these events as it recognises the substantial economic benefit generated for the Shepparton community. A recent economic impact assessment suggests that hosting 15 state and national BMX titles over the next 4 years will generate a \$20 million return to the Shepparton economy. This has been a key driver for investment in the BMX track over the past 4-5 years.

However, these events produce very little return in terms of community participation. Following major events, the BMX Club usually experiences a spike in participation, however this swiftly declines, largely because the club is not able to offer new or additional programs / activities that might attract and retain participants. With a small committee and few volunteers, the Club uses much of its energy and resources to support the major events, leaving little capacity to focus upon increasing participation. In addition, there is no consideration of possible leverage opportunities for or with the Cycling Club.

A final aspect to be considered in relation to use and participation is the lack of interaction with the Wanganui Park Secondary College. Despite being located directly opposite the Cycling Precinct, neither the Cycling nor BMX Clubs have any connection with the school. Through the consultation process, the school has expressed strong interest in developing a relationship with the clubs to deliver programs and activities and access the cycling and BMX facilities.

5.2 Leasing and Management

The Precinct is managed by the Cycling and BMX Clubs under two separate lease agreements Council has with the Clubs.

- The Cycling Club leases the eastern end of the precinct which incorporates the velodrome track, surrounding area and the pavilion.

- The BMX Club leases the western end of the precinct which incorporates the BMX track and surrounding area.

Under these agreements, the clubs are responsible for managing and maintaining the tracks, buildings and surrounding grounds eg: mowing lawns, landscaping, rubbish etc. Both Clubs have indicated that with limited man power and financial resources, it is difficult to maintain the facilities and grounds. The impact of this is evident throughout the precinct with poor presentation and maintenance levels.

Both Clubs pay a leasing fee to Council with the Cycling Club paying a significantly higher fee to cover the cost of Council maintaining public liability insurance for the pavilion. While this is a requirement under Council's Community Facilities Leasing Policy, it has been identified as an area of concern for the Cycling Club causing financial stress.

The exception to these leasing arrangements is in relation to the hosting of state and national BMX events. When these events occur, Council provides specific resources and infrastructure to ensure the BMX facilities and Cycling Precinct overall are well presented and able to cater for these events.

As part of developing the Master Plan, the idea of moving from a lease agreement to a licence agreement has been discussed with the clubs as a way of removing or reducing maintenance responsibilities for the clubs. Their primary concern with this option is whether the costs to the club will increase, and how their use / access to the precinct may change. There is clearly uncertainty around the possible cost implications of this option.

5.3 Integration and Connections

Integration and connections are a weakness within the Cycling Precinct. In particular:

- The positioning of the Pavilion overlooking the velodrome track means that there is no visual connection and limited physical connection to the BMX track, and the abutting road south of the Precinct.
- There is a lack of visual connection between the BMX track and the velodrome because of the large mound in the centre of the Precinct separating the two sites.
- Pathways around the perimeter and throughout the Precinct are largely poor or non-existent.

- The Cycling Club has sole use of the Pavilion (with the exception of the change room) and the BMX Club operates out of shipping containers. This raises fundamental issues of fairness and equity and is completely at odds with Council priorities in relation to multi use community facilities. In addition, it highlights the overall lack of integration and connection between the Cycling and BMX Clubs. While the Clubs have some informal connections, they largely operate as separate entities. There is clear opportunity to change this to share resources and strengthening the capacity of both clubs and potentially all cycling disciplines through a whole of sport approach. While this issue is considered to be largely outside the scope of a Master Plan, it is a fundamental priority consistently raised by the Cycling and BMX Clubs and consequently must be considered.

In addition to the lack of connections within the Precinct, overall the Precinct is not connected to the broader sporting and community precinct. Its location at the South West end of the broader Sporting Precinct means that it can be difficult to find and is somewhat isolated from the other sporting facilities. This is exacerbated by limited pathways and signage. While there is a pathway connecting the cycling facilities to the playground, picnic facilities and wetland to the west of the Cycling Precinct, the pathway runs through a fairly barren area which includes a shipping container.

These factors mean that the Cycling Precinct appears isolated, lacks passive surveillance and consequently is frequently subject to vandalism. While the Precinct is fully fenced, this does not act as a deterrent to vandals, and as part of developing this Master Plan, careful consideration has been given to removing the existing fencing from around the perimeter of the Precinct to provide increased access to the tracks and improve passive surveillance. Taking this approach will also require an investment in lighting infrastructure.

5.4 Visual Appeal and Landscaping

The Precinct has a poor visual profile:

- The facilities are difficult to see from Packham Street (the north south section) because the east of the velodrome is screened by trees and the high embankment around the velodrome track. It would be ideal to develop clear visual markers in this area, identifying the Cycling Precinct and linking the cycling facilities to the broader sporting precinct.
- Signage is poor e.g. there is no signage or visual marker on the corner of Packham Street and Brauman Street / Parkside Drive to indicate the location of the cycling facilities.

- It is difficult to work out where to enter the site and the clubroom building. The back of the clubroom faces Packham Street (the east west section) and there are a number of gates along Packham Street with no signage to indicate which is the preferred entry gate.

The Precinct is also poorly presented and maintained:

- The wire and chain fencing is ugly and in poor condition and means that the general community cannot access site.
- There is limited shade and tree coverage and many weeds and rubbish around the site which is a direct reflection of the resourcing capacity of the Cycling and BMX Clubs. Increased landscaping, canopy trees and maintenance levels would significantly improve the visual presentation of the precinct.
- There is minimal lighting which negatively impacts upon safety in and round the Precinct
- There are a number of dead spaces around the Precinct eg: the western end of the Precinct behind the BMX track, the eastern end of the Precinct outside the velodrome track and cycling fence. As noted above, this would be an ideal location to install clear visual markers, to identify the Cycling Precinct and link the cycling facilities to the broader sporting precinct

5.5 Infrastructure Condition and Accessibility

In recent years, investment in the Cycling Precinct has been significant, but this has almost solely centred on the BMX track facilities to accommodate state and national BMX events. Key strengths of the existing infrastructure are:

- The collocation of the velodrome track and BMX track. This is unique and adds to the desirability of the Precinct as a venue for the state and national BMX events ie: BMX riders warm up on the velodrome track.
- The modern meeting room in the pavilion. While currently underutilised, it is a modern and pleasant space which could support a range of community activities.
- The lack of fixed infrastructure in the Precinct, particularly around the BMX track provides good flexibility to cater for major events.

Overall however, development in the Precinct has occurred incrementally without a clear plan and this is evident with the materials used and the general condition of the site eg: shipping containers used for BMX storage, clubroom and racing infrastructure. In addition there are a number of

concerns about the condition, age and safety of some infrastructure in the Precinct. Key areas of concern are:

- The age and condition of the velodrome track. It is around 30 years old and while still functional, the surface is deteriorating. In addition it is impacted by gravel from the BMX start hill washing onto the track. The complicating factor is that demand for track cycling in Shepparton is not increasing and any future increase is likely to be very moderate.
- The velodrome track lighting is also approaching 30 years old, is expensive to operate and requires a higher level of maintenance. The BMX track does not have track lighting restricting the clubs ability to hold evening training sessions and compromising its suitability as a venue for state and national BMX events.
- As noted previously, the central grass area inside the velodrome track has a concrete strip running through the centre, and with poor drainage the ground becomes boggy and unusable in wet weather.
- The deteriorating condition of the BMX start hill and the corners on the track. The retaining wall structure supporting the start hill is moving, raising concerns about its ongoing safety, and the corners on the track (the berms) are lifting and disintegrating. Both of these issues will need to be addressed in the short to medium term to continue using the track for state and national events.
- A lack of car parking at the eastern end of the Precinct (velodrome end). The car parking is poorly defined – gravel surface, no lines etc. and consequently car parking is not maximised. Plus people visiting the precinct make poor choices about where they park their cars e.g. parking over the footpath making access difficult for pedestrians and parking in the centre median area on Packham Street.
- Drainage and flooding problems including poor drainage in the centre of the velodrome (grassed area), flooding in Packham Street during heavy rain fall which cuts off access to the cycling facilities, and flooding of the drainage channel at the west of the Precinct during heavy rainfall.
- The poor condition of several smaller pieces of infrastructure in the Precinct including the bollards around the BMX track, the covered grandstand beside the velodrome, the broken fencing around the perimeter of the site.
- The undulating nature of the site means it is difficult for people with a disability to access significant parts of the site. While both the velodrome track and BMX track have easily accessible flat areas that support people with a mobility impairment to have good vision of the tracks, universal access is not a strength of the precinct.

- The lack of an accessible toilet facilities in the Precinct.

6.0 FUTURE MANAGEMENT, USE AND DEVELOPMENT

This Section focuses upon identifying the framework and specific actions for the future management, use and development of the Shepparton Cycling Precinct. It:

- Recommends a number of *Guiding Principles* to assist Council in making decisions and establishing priorities for the Cycling Precinct, particularly when issues arise in the future which are outside those identified through this Master Plan
- Outlines the recommended strategies and actions for the future management, use and development of the Cycling Precinct, and
- Provides a graphic representation of the Master Plan.

6.1 Guiding Principles

The *Guiding Principles* have been developed in recognition that a clear policy framework is needed:

- To guide the development of recommendations for this Master Plan, and
- To assist Council in making decisions about the future management, use and development of the Precinct, particularly when issues or opportunities arise which are outside the scope of those identified through the Master Plan.

While the recommendations outlined in this Master Plan will provide specific guidance about the steps to be taken to improve the Precinct, it is recognised that the Precinct is a dynamic environment, and that new issues will continue to emerge and need to be responded to by Council. The *Guiding Principles* will assist Council in determining the priorities for the Precinct. Each decision made in relation to the Precinct should be tested and compared against the *Guiding Principles*, to ensure the decisions are consistent with the policy framework. The recommendations outlined in section 6.2 following have been developed giving careful consideration to the *Guiding Principles*.

The following *Guiding Principles* are recommended:

- **Community Participation:** Any investment in the Precinct will seek to maximise local community participation.
- **Economic Benefit:** The economic benefit of sporting events and activities in the Precinct is recognised and valued.
- **Balance:** Decisions about the management, use and development of the Precinct will seek to balance the needs of all users giving particular consideration to how to achieve both community participation and economic outcomes.
- **Co-location and Multi-Use:** Encouraging and facilitating opportunities for the joint use and sharing of facilities including the integration and co-location of facilities.
- **Accessibility:** The Precinct will be managed to ensure safe, equitable, quality access for all the community.
- **Connectivity:** Ensure the Precinct is developed and managed as an integrated part of the broader sporting and community precinct.
- **Quality:** Decisions with regard to the Precinct will seek to ensure that high quality facilities, open spaces and user experiences are achieved.

6.2 Recommendations and Priorities

This section outlines the recommendations for the Shepparton Cycling Precinct. The recommendations have been grouped into 5 themes consistent with those outlined in the Assessment of the Precinct:

1. Use and Participation
2. Leasing and Management
3. Integration and Connections
4. Visual Appeal and Landscaping
5. Infrastructure Condition and Accessibility.

The following table outlines:

- The DRAFT recommendations
- A priority ranking for each recommendation (1,2 or 3)

- The organisation or department responsible for ensuring the implementation of each recommendation.
 - Greater Shepparton City Council (GSCC)
 - Shepparton BMX Club (SBMXC)
 - Shepparton Cycling Club (SCC)
- An opinion of probable costs. These costs are provided GST free and do not include project management fees. They are intended to provide Council with a guide only of the likely costs and it is strongly recommend that Council seek more detailed costs estimates before proceeding with any of the recommendations.

Some funding may be available for infrastructure works through Council's Our Sporting Future Funding Program. Under this program, clubs can apply for matching funding for specific projects.

Careful consideration has been given to defining what constitutes a priority 1, 2 and 3. Consideration was given to allocating a timeframe, however instead it is proposed instead that a series of test points be used to determine the priority for each recommendation. These are outline below:

Priority 1: Will increase participation in BMX and Cycling by the local community.
 Will help deliver a whole of sport approach to cycling.
 Will improve the capacity and sustainability of the Cycling and BMX Clubs.
 Will address fundamental safety concerns.

Priority 2: Will provide a springboard to facilitate other recommendations for the Cycling Precinct.
 Will address the aesthetic appeal of the Cycling Precinct.
 Will improve connections to the broader sporting and community precinct.
 Will facilitate partnerships and a multiuse approach to the Precinct.

Priority 3: Will result in a fundamental change in the infrastructure provided in the Cycling Precinct.
 Will address the needs of an individual cycling discipline.
 Will provide an economic return for Greater Shepparton.

No.	Recommendation	Priority	Responsibility	Cost Implication
1	Use and Participation			
1a	<p>Establish a working group with representatives from all cycling disciplines in Shepparton to explore the development of a whole of sport model for cycling. Key aspects to be explored include:</p> <ul style="list-style-type: none"> • What a whole of sport model could look like eg: an entirely new organisation or retention of existing organisations with agreement about how the clubs will work together. • Understanding the pros and cons of a whole of sport model. • Looking at examples of the whole of sport model at work eg: Ballarat Sebastopol, Wangaratta Cycling Club and investigating possible organisational structures for a whole of sport model. • Examining what support is available to pursue and implement a whole of sport model eg: Council, Valley Sports, Cycling Victoria. 	1	GSCC – Sports Dev. and Strat. Planning & Active Living	\$5,000 Assumes external support provided
1b	<p>Facilitate one or more planning session/s with Shepparton Cycling and BMX Clubs, Cycling Victoria and Goulburn Valley Sport Assembly, with a focus upon identifying strategies to:</p> <ul style="list-style-type: none"> • Help the Cycling and BMX Clubs to work together more consistently and strategically in relation to programming, publicity and promotion, and shared use of the pavilion. • Increase the capacity of the Cycling and BMX Clubs including developing stronger committees, increasing volunteer involvement, improved programming, and alternate financial models to fund program development and delivery. <p>It should be noted, this recommendation may be contingent upon the outcomes from pursuing a whole of sport model for cycling.</p>	1	GSCC – Sports Dev. and Strat. Planning	\$1,500 Assumes external support provided. Cost is per session

No.	Recommendation	Priority	Who	Cost Implication
1c	Undertake an integrated review of the current planning for and delivery of state, national and international BMX events in Shepparton. The review should have a strong focus upon: <ul style="list-style-type: none"> • Identifying strategies for changing and most likely reducing the reliance Council has upon the BMX Club assisting in the delivery of these events. • Establishing clear communication protocols within Council and with the Clubs in relation to planning for and the delivery of events. • Increasing community participation and capacity building outcomes for the local community eg: conducting community participation events in the lead up to the major events such as come n try days or a program with local schools and exploring leverage opportunities for the Shepparton Cycling Club. • Establishing a clear and agreed process for seeking funding from Council's capital budget. 	1	GSCC - Investment Attraction and Active Living, SBMXC and SCC	To be resourced internally by Council
1d	Cease using the grassed area inside the velodrome track for equestrian activities, and explore options for it to be used for sports training and informal recreation eg: soccer, Auskick, touch footy.	2	GSCC - Parks, Sport & Rec.	To be resourced internally by Council
1e	Work with Wanganui Park Secondary College to develop cycling and BMX programming and partnership opportunities, and facilitate use of the cycling and BMX track facilities by the school.	2	SCC and SBMXC	To be resourced by the Cycling and BMX Clubs

No.	Recommendation	Priority	Who	Cost Implication
2	Leasing and Management			
2a	Review the current management arrangements and explore changing from lease to licence agreements between the BMX and Cycling Clubs and Council. As part of this review consider: <ul style="list-style-type: none"> The financial implications for the Clubs and Council Access to the facilities by the Clubs The opportunity for increased use of the Precinct by other user groups or individuals The maintenance requirements and presentation of the Precinct The opportunity for more shared use of the pavilion facility. 	1	GSCC – Sports Dev. and Strat. Planning	To be resourced internally by Council
3	Integration and Connections			
3a	As an interim measure, facilitate better access to the pavilion by the BMX Club.	1	GSCC – Sports Dev. and Strat. Planning	Not applicable
3b	As an interim measure, improve the pathways and visual connection between the pavilion and the BMX track.	1	GSCC – Parks, Sport and Rec.	31,600 Pathway connection & replanting

No.	Recommendation	Priority	Who	Cost Implication
3c	<p>Subject to the review of the current management arrangements for the Precinct, explore the feasibility of removing the 6 foot high chain mesh fencing around the Precinct. As part of assessing the feasibility consider:</p> <ul style="list-style-type: none"> • The need for any safety treatment to minimise risk management issues eg: installing a lockable gate across the BMX start hill. • The increased access and capacity for participation and multi-use • The implications for maintenance of the Precinct • The likely increased passive surveillance and security of the site. 	2	GSCC – Sports Dev. and Strat. Planning	\$30,000 Removal of fence only
3d	As a medium to long term measure, replace the existing pavilion with a centrally located multi use facility that can be shared by the Cycling and BMX clubs and possibly serve as a central hub for all cycling disciplines in Shepparton. While a detailed consultation and design process will be needed to determine the specific requirements of the facility, it should be located to provide clear sightlines to both track facilities, and will likely require a canteen, a meeting / club room, office facilities, accessible toilet and change facilities and storage facilities.	3	GSCC – Sports Dev. and Strat. Planning	\$807,000
3e	Develop pathway connections between the Cycling Precinct and the other sporting facilities in the broader sporting precinct. The Master Plan for the broader sporting precinct does not provide pathway connections from the south eastern corner of the Cycling Precinct to the broader sporting precinct.	2	GSCC – Parks, Sport and Rec.	\$25,440
3f	DO NOT proceed with the recommendations in the Master Plan for the broader sporting precinct which propose that a roadway be developed between the cycling facilities and the equestrian facilities, and a storage shed be constructed at the south eastern end of the Cycling Precinct. These are critical to providing	2	GSCC – Sports Dev. and Strat. Planning	Not applicable

	capacity for future expansion and improving the integration and connection with the broader sporting precinct.			
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No.	Recommendation	Priority	Who	Cost Implication
4	Visual Appeal and Landscaping			
4a	Establish a visual gateway on the vacant land at the south eastern corner of the Cycling Precinct that includes precinct directional signage and planting to highlight the entry to the Precinct. As part of this utilise the existing sporting precinct signage concept developed in the Shepparton Sports Precinct Master Plan.	2	GSCC – Parks, Sport and Rec. and Projects Department	\$30,000
4b	Improve landscaping and canopy coverage throughout the Precinct, with a focus upon areas surrounding the tracks, ensuring that sightlines are maintained and species selection is appropriate for the track cycling and BMX environment.	2	GSCC – Parks, Sport and Rec.	\$185,250
4c	If the Precinct remains under lease agreement, identify strategies for working with the Cycling and BMX Clubs to improve the landscaping and maintenance levels around the precinct.	2	GSCC – Parks, Sport and Rec.	Not applicable
4d	Replace the timber post and rail fencing around the BMX track, ensuring the new fencing can be used to support signage displays.	2	GSCC – Investment Attract. and SBMXC	\$38,110
5	Infrastructure Condition and Accessibility			
5a.	Repair / improve the retaining wall at the BMX start line to stop the gravel washing onto the velodrome track.	1	GSCC – Investment Attract.	\$5,000
5b	Undertake infrastructure improvements works to the BMX track to ensure the track retains its capacity to host international, national and state level BMX competitions. Specific works required include:	1		

No.	Recommendation	Priority	Who	Cost Implication
I.	Replacement of the three corners (Berms) to address safety concerns about track lifting	1	GSCC –Investment Attract.	\$450,000 Estimate provided by Council
II.	Replacement of the start hill to address safety concerns about the start hill and associated retaining wall structure moving.	1	GSCC –Investment Attract.	Council to seek advice from BMX track expert
III.	Upgrade the power supply and install track lighting to meet the requirements of the adopted BMX Australia Lighting Policy.	3	GSCC –Investment Attract. and SBMXC	\$200,000 for light poles. Power supply upgrade cost unknown
IV.	The construction of an additional start hill subject to demand. The Shepparton BMX Club has indicated a preference for an 8m start hill, however the need for this is yet to be established.	3	GSCC –Investment Attract. and SBMXC	Council to seek advice from BMX track expert
V.	The construction of a commentary tower.	3	GSCC –Investment Attract. and SBMXC	\$50,000
VI.	The construction of a new finish line.	3	GSCC –Investment Attract. and SBMXC	Council to seek advice from BMX track expert

No.	Recommendation	Priority	Who	Cost Implication
5c	Undertake infrastructure assessment and improvements works for the velodrome track including:	1	GSCC – Parks, Sport and Rec. and SCC	\$10,000
	I. Conducting an audit of the velodrome track to assess its condition, safety and ongoing maintenance requirements. The audit should include an assessment of the track lighting to determine alternatives for more environmentally sustainable lighting.			
	II. Subject to the audit of the velodrome track and lighting, upgrade the track lighting to more environmentally sustainable lighting infrastructure.	1	GSCC – Parks, Sport and Rec. and SCC	Subject to the outcome of the audit
	III. Replace the existing seating on the south side of the velodrome track with new compliant seating that includes shade coverage.	2	GSCC – Parks, Sport and Rec. and SCC	\$65,000
	IV. Upgrade the grassed area inside the velodrome track removing the concrete strip and upgrading the drainage.	2	GSCC – Parks, Sport and Rec and SCC	\$73,000
V. Remove the grandstand on the north side of the velodrome track and landscape this area to provide a space suitable as a viewing area for track cycling events.	1	GSCC – Parks, Sport and Rec and SCC	\$49,000	
5d	Address pedestrian safety and car parking constraints by:	1	GSCC – Parks, Sport and Rec.	\$87,700
	I. Providing defined car parking on the southern side of the BMX track. This area is currently used for car parking but lacks any clear markings. As part of this, explore options for providing a drop off / pick up zone for parents delivering children to and from training.			

No.	Recommendation	Priority	Who	Cost Implication
	II. Providing defined car parking on the Department of Education land opposite the velodrome, at the south eastern end of the Precinct. This area is currently used for car parking but lacks any clear markings. As this is an area used both by people attending the Wanganui Secondary College and users of the cycling facilities, there may be scope to share the cost between Council and the Department of Education.	2	GSCC – Sports Dev. and Strat. Planning	\$74,955
	III. Providing planting or bollards to discourage vehicles from parking along footpaths and the central median Strip.	1	GSCC – Parks, Sport and Rec.	\$14,300 Bollards only
	IV. Providing semi defined car parking at the western end of the precinct. This could be achieved through a combination of planting, bollards and car park markings. Essential to this will be the provision of safe vehicle entry, connecting pedestrian pathways and lighting.	3	GSCC – Parks, Sport and Rec.	\$213,000
5e	As a short term measure provide an accessible toilet and change room facility connected to the existing pavilion.	1	GSCC – Parks, Sport and Rec.	\$30,000 Allowance only
5f	Consider the feasibility of installing solar panels on the existing pavilion as a means of offsetting costs associated with existing and possible future track lighting. As part of assessing the feasibility, it will be important to consider whether the panels could be relocated to the proposed shared multipurpose facility.	3	GSCC – Sports Dev. and Strat. Planning, SBMX and SCC	Subject to feasibility assessment
5g	Provide security lighting throughout the Precinct to assist in addressing problems associated with vandalism and to help make the precinct safer for users at night time.	1	GSCC –Infrastructure Dep.	\$150,000 for light poles. Power supply upgrade cost unknown

No.	Recommendation	Priority	Who	Cost Implication
5h	Where possible improve the pathways and accessibility of the Precinct for people with a mobility impairments and parents with prams.	2	GSCC –Infrastructure Depart.	\$107,960

6.3 Landscape Plan

The Landscape Plan is provided as a separate attachment.

6.4 Opinion of Probable Cost

- Contractor set up and establishment. Attendance at regular Council Project Management meetings \$ 30,000
- Council Project Management and attendance at site meetings \$ 20,000
- Demolition of existing buildings and removal of shipping container, allow \$ 15,000
- Removal of existing perimeter post and chain link fence and dispose off site
969LM @ \$30/LM \$ 29,070
- Construction of an accessible toilet and change room and change room \$ 30,000
- Installation of security lighting to the perimeter of the entire cycling precinct \$ 150,000
- Excluding any major upgrade to the existing power supply
- Construction of shared club house 40 x 25 metres single storey
330sqm @ \$2,400/sqm \$ 792,000
- Pedestrian pathway to connect into the existing pathway network within the precinct excluding path between the existing pavilion and the BMX track
Asphalt path and base preparation
898LM @ 2m width = 1,796sqm @ \$60/sqm \$ 107,760
- Pedestrian pathway between the existing cycling pavilion and the BMX track
Asphalt path and base preparation
140LM @ 2m width = 280sqm @ \$60/sqm \$ 16,800
- Pedestrian pathway to connect to the adjoining sporting precinct.
Asphalt path and base preparation
170LM @ 2.5 m width = 424 sqm @ \$60/sqm \$ 25,440
- Replacement of existing post and rail fence to the perimeter of the BMX track.
Removal of fence and disposal off site \$ 6,000
New fence cyclone mesh to 1.2m height, 247LM @ \$130LM \$ 32,110
- Construction of a gravel car park as overflow car parking at the western end of the precinct.
Sub base, base and compaction over crushed rock surface 2,550sqm @ \$60/sqm \$ 153,000
- Provision of 12 lights to the overflow car parking at the western end of the precinct,

12 lights at \$5,000	\$ 60,000
Excludes any major upgrade to the existing power supply	
• Gravel road to gravel car park including base preparation 153sqm @ \$70/sqm	\$ 10,710
Construction of two gravel car parks and entrances including sub base, base preparation and drainage	
West side of clubhouse south of access road 1,176sqm @ \$60/sq	\$ 70,560
1,010sqm @ \$60/sqm	\$ 60,600
• Provision of bollards to the southern end of the cycling precinct to prevent cars from parking on the footpath	\$ 14,300
Bollards to car park , west of clubhouse	
165LM = 118 timber bollards @ 1.4m centres	\$ 11,800
Bollards to car park, south side of access road	
126LM = 90 timber bollards @ 1.4m centres	\$ 9,000
• Spectator viewing mound 750sqm fill soil at average depth of 2 metres	
1,500 cubic metres @ \$30 /cubic metre	\$ 45,000
Sowing grass and 26 weeks maintenance	\$ 4,000
• New tower at start of BMX track	\$ 50,000
• New structure at finish line of BMX track	\$ 25,000
• Reprofile grassed surface to improve drainage of the internal areas	\$ 25,000
• Construction of additional timber sleepers to the existing retaining wall to prevent gravel from washing onto the velodrome track	\$ 5,000
• Provide lighting at 8 locations to the perimeter of the BMX track	\$ 200,000
Excludes any major upgrade to the existing power supply	
• Remove concrete strip and dispose off site	\$ 3,000
• Drainage pipework and pits to edge of grassed area	\$ 15,000
• Velodrome internal space grassed surface and 26 weeks maintenance	
6,700sqm	\$ 30,000
• 13 Velodrome seats to be upgraded, allow	\$ 65,000

• Grassed areas external to velodrome and BMX track		
Sown grass and 26 weeks maintenance		\$ 25,000
• Native grass planting to several areas of the perimeter of the BMX track and the velodrome including cultivation, herbicide and maintenance		\$ 30,000
• Native grass planting to the long central median strip parallel to the access road 1350sqm @ \$20/sqm		\$ 27,000
Allowance of 4,200sqm of native grasses @ \$20/sqm		\$ 84,000
• Deciduous trees: 68 trees minimum. Supply and plant advanced trees		\$ 37,400
• Evergreen trees: 37 trees minimum. Supply and plant semi advanced trees		\$ 9,250
• Reinstated grassed areas including two mounded areas near proposed clubhouse		
Allow		\$ 15,000
• Construct a feature gateway on the vacant land to be revegetated at the south east corner of the cycling precinct. Incorporate a sculptural element and signage		\$ 30,000
• Sub Total (Includes GST)		\$ 2,368,800
• Contingency Sum 10% (Includes GST)		\$ 236,880
TOTAL (Includes GST)		\$ 2,605,680

ATTACHMENT A: Strategic and Policy Context

As part of planning for the possible development of community infrastructure, it is important to understand the existing strategic and policy context for Council and local communities. This section examines several strategic plans and documents developed by Greater Shepparton City Council, the Shepparton BMX and Cycling Clubs and Cycling Victoria including:

- Council Plan 2013 - 2017
- Municipal Health and Wellbeing Action Plan 2013 - 2014
- Greater Shepparton Housing Strategy 2011
- Sport 2050 Strategic Plan
- Greater Shepparton Cycling Strategy 2013-2017
- Shepparton Cycling Club Strategic Plan January 2012 – December 2014
- Shepparton Cycling and BMX Clubs Strategic Plan November 2014
- Greater Shepparton Playground Provision Strategy 2006 – 2018.

A.1 Council Plan 2013 – 2017

The Council Plan is the key tool Council uses to guide resourcing and determine how Council can achieve the community's vision for the City. It is important to consider this Plan in relation to the BMX and Cycling Clubs because it identifies Council's aspirations for the community and provides the strategic context for Council's decision making. In a new initiative, the Council Plan 'reflects the integration of health and wellbeing matters at a strategic level to strengthen Council's commitment to building a healthier community'. A Municipal Health and Wellbeing Action Plan has been prepared and this is discussed in section A.2 below.

The Council Plan has five strategic goals and these are:

- Active and engaged community: We will improve liveability through social and recreational opportunities, a range of inclusive community services and activities, and valuing our diversity.
- Enhancing the environment
- Economic prosperity
- Quality infrastructure
- High performing Organisation.

While all of these goals are important, of greatest relevance to the development of the Strategic Plans for the BMX and Cycling Clubs are:

- *Active and engaged community:* We will improve liveability through social and recreational opportunities, a range of inclusive community services and activities, and valuing our diversity.
- *Economic Prosperity:* We will promote economic growth through working with existing businesses and industries, encouraging new business development and diversification, attracting and supporting education within our city, and strengthening the agricultural industry.
- *Quality infrastructure:* We will provide and maintain urban and rural infrastructure to support the development and liveability of our communities.

Key priorities in relation to these goals are:

- *Continue to enhance community capacity building:* We will work with all our communities to assist them to create opportunities whereby the community can develop, implement and sustain actions which allow them to exert greater control over their physical, social, economic and cultural environments.
- *Ensure liveability options are always considered in our decision making activities:* Council will work with the community in partnership and collaboration, to enable the provision of infrastructure that reflects the needs of the community.
- *Make Greater Shepparton the regional sporting capital of Victoria and a leading sporting destination:* Through ongoing development of high quality sporting infrastructure throughout Greater Shepparton and facilitating the conduct of regional, intrastate, interstate and national sporting events we will become the sporting capital of Victoria.
- *Ensure the community has access to high quality facilities:* Council will continue to provide for the development and maintenance of high quality facilities to enhance the opportunities for community participation in a broad range of activities at both a passive and active level.

Specific relevant strategies for 2013/2014 include:

- Pursue opportunities for Greater Shepparton to be the location for major sporting events.
- Continue the development of the Shepparton North sporting precinct.

A.2 Municipal Health and Wellbeing Action Plan 2013 - 2014

The Municipal Health and Wellbeing Action Plan identifies specific goals and strategies Council and other lead agencies have committed to in order to improve the health and wellbeing of the Greater Shepparton community. Goals include:

- *Social Environment - Active and engaged communities*: Provide equitable access to health services, increase civic engagement, volunteering and leadership, promote community health and wellbeing, improve health literacy, prevent family violence, in socially inclusive, resilient and supportive community environments
- *Natural Environment – Enhancing the Environment*: Increase smoke free environments, decrease pollution, raise awareness of climate change and promote river health strategies that continue to celebrate the cultural significance of our local heritage and significant landmarks.
- *Economic Environment – Economic Prosperity*: Encourage supportive learning environments and education opportunities, to improve school retention rates, expand retail trading opportunities adding value to local tourism, community events and local business.
- *Built Environment – Quality Infrastructure*: Improve open spaces, urban environments and places to encourage healthy lifestyle choices, social inclusion opportunities, pedestrian mobility and universal access; including safe public amenities
- *Governance and Leadership – High performing organisation*: Encourage cross-sector collaborative partnerships across Greater Shepparton to advocate for improved safety, tourism, refugee settlement services and inclusive workplace improvements'

A.3 Greater Shepparton Housing Strategy 2011

Developed between 2007 and 2009, the Housing Strategy was revised and re-adopted by Council in 2011 following recommendations from the C93 Panel Report. The Strategy is designed to guide the long term identification and provision of residential land within the municipality. It identifies key issues and challenges including the impact of an increasing population and changing community profile upon housing needs / demands. Importantly it identifies objectives and strategies including:

- Ensure an Adequate Supply of Appropriate Land for Residential Development
- Improve the Quality and Performance of Future Residential Development.
- Promote Active and Healthy Living Environments
- Achieve a Wide Choice of Affordable and Market Housing
- Promote Leadership, Innovation and Learning.

The objective to 'promote active and healthy living environments' is of greatest relevance to the development of strategic plans for the Shepparton Cycling and BMX Clubs. This objective emphasises the importance of giving priority to active modes of transport (walking and cycling), particularly emphasising that open space should be readily accessible by walking and cycling. Quality infrastructure which creates a network of footpaths and cycling paths was identified.

The Strategy also highlights that open space should be thought of as multi-functional with the capacity to be used for more than just recreation purposes eg: community food production, rainwater harvesting etc.

A.4 Sport 2050 Strategic Plan – Volume 2

Adopted in 2011 the Sport 2050 Strategic Plan is largely focused upon traditional sporting infrastructure eg: sportsgrounds, tennis courts, netball courts and indoor stadium facilities. There is little mention of cycling, and this is perhaps best demonstrated by the lack of acknowledgement of the cycling facilities located on the fringe of /within the Shepparton Sports Precinct.

Despite this, the Plan provides important information about the demographic profile of the community and the implications for the provision of sporting infrastructure and opportunities, examines what Council's role should be in relation to sport, and identifies key principles and strategic directions for sport in Shepparton. It highlights that:

- Increasingly people are moving towards participating in unorganised sport / physical activity and 'pay as you play' sport, resulting in declining club based participation. This change has been driven by aging infrastructure, and changes in volunteering and employment.
- The population is increasing and will likely retain a younger age profile, resulting in increased participation in sport. However, key factors that will impact upon the participation rates for sport in Greater Shepparton are cost (particularly for low income households), cultural background (particularly people born overseas), disability and indigenous people.
- Council has a key role in providing local and district level facilities, supporting the development of regional sporting facilities as a driver for economic development and tourism in the City, and pursuing partnership opportunities that focus upon supporting participation in sport and funding for sporting infrastructure.

- All facilities should be incrementally made accessible to people with a disability, both genders, and people of all cultural backgrounds.
- Sports facilities with multiple playing fields / courts and hubbed together with other community facilities will be more viable, and more easily maintained to a higher quality than others.
- Shepparton Sports Precinct should primarily cater to the higher levels of competition sport.
- It is advantageous for a range of sports to be supported by Council in order to enhance opportunities for the greatest range of the population to find suitable and enjoyable activities in which to participate. However, Council cannot support all sports equally, and provide infrastructure at all levels of the hierarchy.
- Council's investment in sports facilities will give priority to maximising and supporting participation rates.
- Smaller sports can share facilities with larger sports.
- Sportsgrounds should generally be licensed not leased to ensure sharing and flexibility of use.
- If facilities are available to the community and not used exclusively by a club/sport, local or state government should generally share the cost for capital works.

A.5 Greater Shepparton Cycling Strategy 2013 - 2017

Prepared in 2013, the Cycling Strategy is a revised version of the 2006-2011 Cycling Strategy. The Strategy identifies that there is growing support for bicycle use both as a legitimate form of transport and for recreational purposes, with benefits including preventative health measures, tourism and economic development. However, a number of barriers were identified including the lack of infrastructure available to support cycling, and community attitudes and behaviours to cyclists sharing the road network.

The Strategy has a strong emphasis upon the bicycle network and cycling tourism initiatives and opportunities in and around Shepparton. There is a lesser focus upon cycling sports however, the Strategy identifies the value of the cycling disciplines and the broader community and business sectors working together to grow cycling opportunities in Greater Shepparton, particularly cycling tourism opportunities.

Importantly the Strategy identifies the contribution and value of the Shepparton Cycling Club and Shepparton BMX Club, with specific opportunities and recommendations about how to encourage and support growth in the membership base of the two clubs and participation in cycling in general.

Specific actions identified in relation to the Cycling Club are:

- Resurface the velodrome, as it is almost 30 years old
- Upgrade the public grandstand seating, especially the northern side as it is currently in a poor state
- Support the Cycling Club in developing and running criterium races within the overall Shepparton Sports Precinct.
- Support Shepparton Cycling Club to develop a long term master plan for the velodrome.

Specific actions identified in relation to the BMX Club are:

- Install lighting at the track to enable activities to occur in the evenings during winter
- Install an 0.8m standing start which would make the facility comparable to the best facilities in Australia.
- Aim to secure an annual two-day national BMX event and potentially the National titles on a two or four year basis.
- Give consideration to developing informal facilities that the general public can use at their own convenience. Much like a skateboard park, such a facility would help encourage the introduction of the sport to potential users.
- Support the Shepparton BMX Club in regards to developing a regional BMX academy based in or at least frequently visiting Greater Shepparton
- Support the Shepparton BMX Club to develop a long term master plan for the BMX facility.

A.6 Shepparton Cycling Club Strategic Plan January 2012 – December 2014

Prepared in late 2011, the Strategic Plan identifies the strategic goals and priorities for the Cycling Club for 2012 – 2014. Key Goals and objectives identified in the Plan are:

- Building and maintaining an efficient operating structure
- Developing robust and sustainable income streams
- Establishing a clear picture of clubs financial position
- Providing easy access to club branded apparel by members
- Using the media to promote the club and its events
- Actively seek new members

- Maintaining communication with all members
- Using social media to share information with members
- Providing benefits for recreational and non-riding members
- Increasing participation in club events
- Improving member satisfaction
- Actively promote the SCC to local schools
- Providing at least 2 coaches available to club members
- Supporting members who excel
- Promoting safe cycling

The Club has progressed a number of these goals and objectives during the past 3 years, however many remain relevant for future planning. In particular:

- Increasing membership numbers and participation in Club events and activities
- Raising the profile of the Club and cycling in general
- Ensuring robust structures to support the operations of the Club.

A.7 Shepparton Cycling and BMX Clubs Strategic Plan November 2014

Prepared in 2014, the Strategic Plan was developed to provide clear direction and priorities for the continued growth and development of the Shepparton Cycling Club and Shepparton BMX Club. The Plan examined the operating conditions of both organisations and key external factors impacting upon the organisations before identifying key goals and objectives for each organisation and an action plan outlining how the Clubs will achieve their goals and objectives.

A key priority for both Clubs is to secure improvements to the cycling and BMX facilities and infrastructure. The Strategy identified as a priority action for the BMX and Cycling Clubs to work with the Greater Shepparton City Council to develop a Master Plan for the cycling precinct which identifies infrastructure priorities as follows:

- For the Shepparton Cycling Club securing substantially improved velodrome and road cycling facilities including:
 1. Removal of the concrete strip running through the centre of the grassed area and drainage works to allow the grassed area to be used for other activities eg: soccer.

2. Upgrade / replacement of the existing seating and shelter on the northern side of the track, and construction of additional covered seating close to the clubroom / pavilion
 3. Upgrade / replacement of the velodrome track.
- For the Shepparton BMX Club securing world class track and support facilities including:
 1. Lighting to support training after school / evenings during winter months.
 2. A UCI standard 8 metre start hill and associated track.
 3. Canteen, toilet and storage facilities.
 4. Central clubroom / meeting and viewing space.
 - A joint priority is to explore whether there is opportunity for the development of a shared multipurpose clubroom / pavilion and seating / shelter that can be used by both clubs.

Another key shared priority for the Clubs is the establishment of a whole of sport model for all cycling disciplines in Shepparton. This priority reinforces the importance of pursuing the development of a shared multipurpose clubroom and suggests there may be value in exploring widening the multiuse nature of this facility to include other cycling disciplines.

A.8 Greater Shepparton Playground Provision Strategy 2006 - 2018

Initially prepared in 2003, this Strategy was updated in 2006 and recommends a safety first approach to playground management and development with a focus upon strategies aimed at reducing Council's public liability risk and exposure. Importantly however, the Strategy outlines key factors which should be considered when assessing request and / or the need for playground facilities including:

- Priority in playground provision should be given to locations with the most number of children, where family incomes are low and where housing density is highest.
- A minimum of 0.75 hectares is required for effective playground development
- Playgrounds should be in visually prominent sites.

These factors are important in considering whether there is capacity to informal cycling and / or playground infrastructure as part of the Cycling Precinct. There is insufficient land available in the precinct in a visually prominent location to support informal cycling or playground infrastructure. In

In addition, the precinct has low levels of housing density, largely due to the surrounding sporting infrastructure and Wanganui Park Secondary College.

A.9 Cycling Victoria Strategic Plan 2013 - 2016

Developed in 2013, the Cycling Victoria Strategic Plan identifies the priorities and approach Cycling Victoria will take to developing, supporting and promoting cycling in Victoria. A key objective of the Strategic Plan that is relevant to the Shepparton Cycling Precinct Master Plan is to *integrate the disciplines of Mountain Bike, BMX, Road, Track and Cycle-Cross*. This objective is consistent with that identified by the Shepparton Cycling and BMX Clubs ie: the establishment of a whole of sport model for all cycling disciplines in Shepparton.

Other relevant objectives in the Cycling Victoria Strategic Plan include:

- Improving access to facilities to enhance participation, and
- Enhancing Victoria's reputation as the leader in cycling events.

**ATTACHMENT B: Detailed Demographic Profile and Participation
Trends**

B.1 Population Size and Growth – Greater Shepparton 2006 - 2031

	2006	2011	2016	2021	2031	Change
Greater Shepparton	57,088	60,442	67,004	71,510	80,080	22,992
Urban Centre	31,572	30,293	32,778	34,491	37,513	5,941

Source: profile.id Community Profile and forecast.id Population Forecasts City of Greater Shepparton

B.2 Age Profile – Greater Shepparton 2006 - 2031

	2006		2011		2021		2031		Change	
	No.	%	No.	%	No.	%	No.	%	No.	%
Babies and pre-schoolers (0 to 4)	3,770	6.6	4,307	7.1	5,105	7.1	5,470	6.8	1,700	45.1%
Primary schoolers (5 to 11)	6,198	10.9	5,877	9.7	7,089	9.9	7,794	9.7	1,596	25.8%
Secondary schoolers (12 to 17)	5,397	9.5	5,545	9.2	5,482	7.7	6,211	7.8	814	15.1%
Tertiary education and independence (18 to 24)	4,676	8.2	5,060	8.4	5,622	7.9	6,050	7.6	1,374	29.4%
Young workforce (25 to 34)	6,885	12.1	7,067	11.7	8,867	12.4	9,348	11.7	2,463	35.8%
Parents and homebuilders (35 to 49)	12,315	21.6	12,411	20.5	14,694	20.5	16,694	20.8	4,379	35.6%
Older workers and pre-retirees (50 to 59)	7,323	12.8	7,812	12.9	8,995	12.6	10,181	12.7	2,858	39.0%
Empty nesters and retirees (60 to 69)	4,912	8.6	6,009	9.9	7,376	10.3	8,337	10.4	3,425	69.7%
Seniors (70 to 84)	4,666	8.2	5,103	8.4	6,986	9.8	8,565	10.7	3,899	83.6%
Elderly aged (85 and over)	939	1.6	1,251	2.1	1,294	1.8	1,430	1.8	491	52.3%
Total	57,081	100	60,442	100	71,511	100	80,080	100	22,999	

Source: profile.id Community Profile and forecast.id Population Forecasts City of Greater Shepparton

B.3 Household Incomes – Greater Shepparton 2006 - 2011

	2006	2011	2011 Regional Vic
Lowest Group	28.2	30.2	32.0
Medium Lowest	28.2	29.7	29.0
Medium Highest	26.5	24.8	23.5
Highest Group	17.1	15.4	15.6

Source: profile.id Community Profile City of Greater Shepparton

B.4 Education Levels (Tertiary and Vocational) 2006 - 2011

	2006	2011
Greater Shepparton	31.1	35.5
Regional Victoria	35.2	40.4
Victoria	40.8	45.6

Source: profile.id Community Profile City of Greater Shepparton

B.5 Culture and Ethnicity – Greater Shepparton 2006 - 2011

	2006	2011
Born overseas	10.8	13.1
Non English speaking background	7.7	9.9
Arrived within the last 5 years	13.4	27.0
Identify as Aboriginal or Torres Strait Islander		3.4

Source: profile.id Community Profile City of Greater Shepparton

B.6 Trends in Leisure and Recreation Pursuits

In the last two decades there have been significant changes in the leisure and recreation interests of the community and in the types of leisure and recreation opportunities available to the community. These changes have been driven by higher education levels, changed work and business hours, greater community affluence, a willingness to pay for high standard experiences, insurance and litigation issues, the changed cultural mix of the community, greater expectations of quality and professional service, a greater awareness of the benefits of recreational involvement, and the ageing of the population.

There has been an increasing shift towards participation in non-competitive and passive activities rather than traditional formal sports, and increased demand for more flexible and diverse leisure pursuits rather than a commitment to a small number of activities. This has resulted in declining participation in some traditional team and small group sports such as tennis and lawn bowls, and a move towards non-competitive but active pursuits such as cycling, walking, travel and swimming.

Overall participation in sport and recreation activities is occurring across a wider period of the day and week, with a major move to week day evening sports participation. There is also far greater diversity and variety in the recreation opportunities available and a growing trend for families to share recreational activities or to pursue related activities at one venue rather than pursuing a wide range of different activities.

To assist in developing a greater understanding of how participation in exercise, recreation and sport is changing, and particularly how participation in cycling is changing, the *Standing Committee on Sport and Recreation – Participation in Exercise, Recreation and Sport Annual Report (ERASS) - 2001, 2004, 2008 and 2010* has been examined. While the ERASS survey was last completed in 2010, it provides valuable comparative data across a ten year period, and consequently is considered to be the most reliable source of data for the development of the Strategic Plan.

B.7 General Participation Trends

Overall participation in physical activity in Victoria increased between 2001 and 2010, and this pattern was generally consistent with participation rates across Australia. However, as people age participation clearly declines. For example in Victoria in 2010, 90.2 percent of 15 – 24 year olds participated in some form of physical activity. By comparison, the participation rate for those aged 65 years and over was only 73.1 percent. Despite this, there is also clear evidence that participation

in exercise, sport and recreation by older adults has grown. In 2001 the participation rate in Victoria for those aged 65 years or more was 61.1 percent compared with 73.1 percent in 2010.

Other key participation trends include:

- Significantly higher rates of participation in non-organised physical activity (70.8 percent in Australia in 2010) compared to organised physical activity (40 percent in Australia in 2010).
- Substantially higher rates of participation in organised physical activity for those aged 15 – 24 year, with a significant decline from 25 years and onwards.
- Notably higher rates of participation for males compared to females in all age categories with the exception of 65 years and older when female participation is higher than males.
- Notably lower rates of participation for those not in the workforce, and for those living in households where a language other than English is spoken.
- Increasing rates of participation as education levels rise.

B.8 Cycling Participation Trends

Between 2001 and 2010 participation in cycling increased in both Victoria and across Australia as a whole (the participation rate in Victoria increased from 12.1 percent to 12.7 percent and across Australia, from 9.5 percent to 11.9 percent). Cycling also had the fourth highest participation rate in exercise, recreation and sporting activity in Victoria and Australia.

Significantly:

- Participation in non-organised cycling activity was substantially higher than organised cycling activity. In 2010 the participation rate for non-organised cycling activity in Victoria was 12.1 percent compared with 1.6 percent for organised cycling activity, and participation in non-organised cycling in Australia increased by 46 percent between 2001 and 2010. This highlights that participation in cycling largely occurs in informal settings ie: not as part of a club. Further reinforcing this, cycling was NOT one of the top ten club based exercise, recreation or sporting activities during this timeframe.
- There are notable differences in cycling participation rates between males and females. In Victoria in 2010 the participation rate for males was 16.9 percent compared with 8.6 percent for females.

**B.9 Total Participation in exercise, recreation and sport for Victoria and Australia 2001
- 2010**

Age	2001		2004		2008		2010	
	Victoria %	Australia %	Victoria %	Australia %	Victoria %	Australia %	Victoria %	Australia %
15 – 24	87.1	88.8	91.5	91.7	90.5	90.1	90.2	87.7
25 – 34	82.8	85.3	87.8	85.4	85.6	86.1	86.6	86.1
35 – 44	82.6	80.6	85.3	84	85.7	85.9	86	85.1
45 – 54	75.8	75.4	85.7	81.9	82.9	82.9	82.7	82.1
55 – 64	68	70.2	79.5	79.1	81.3	80.4	79.9	78.7
65 plus	61.1	60.1	77.6	71.6	72.8	73.4	73.1	72.2
Total	77.4	77.8	85.1	82.8	83.4	83.4	83.4	82.3

Source ERASS Annual Report 2001, 2004, 2008 and 2010

**B.10 Participation in selected exercise, recreation and sport in Victoria and Australia
2001 - 2010**

Activity	2001		2004		2008		2010	
	Victoria %	Australia %	Victoria %	Australia %	Victoria %	Australia %	Victoria %	Australia %
Walking	27.5	28.8	39.9	39.0	38.8	39.2	36.6	35.9
Aerobics/fitness	14.8	13.0	21.2	17.1	24.2	23.5	24.7	23.5
Swimming	13.7	16.0	16.5	16.5	13.2	14.5	13.5	13.0
Cycling	12.1	9.5	11.6	10.5	13.8	11.6	12.7	11.9
Running	7.8	7.2	9.3	8.3	10.1	9.9	12.7	10.6
Golf	9.3	8.2	8.6	7.9	7.6	7.1	7.3	6.7
Tennis	9.2	9.2	9.2	8.4	7.2	0.8	6.8	6.0
Bushwalking	4.1	5.3	4.7	5.2	5.7	6.4	4.6	4.8
Soccer (outdoor)	3.1	3.7	2.6	4.2	3.4	5.2	3.5	4.8
Netball	4.4	4.1	4.0	3.6	4.9	3.9	3.8	3.7

Source ERASS Annual Report 2001, 2004, 2008 and 2010

ATTACHMENT C: Detailed Consultation Findings

C.1 Outcomes from Consultation with Shepparton BMX and Cycling Clubs

Attendees

Organisation	Person
Shepparton BMX Club	Luke Bromley
Shepparton BMX Club	Graham Walkden
Shepparton BMX Club	Deanne McNair
Shepparton Cycling Club	Edward Dalle Nogare
Shepparton Cycling Club	Steve Fairless
Greater Shepparton Council	Stacey Cole
Master Plan Consultant	Michelle Read

Strengths of the Precinct

The focus of this conversation was the Precinct as a whole, not just the specific infrastructure available to the BMX and Cycling Clubs. Strengths identified were:

- The pavilion: Its newly refurbished and generally supports the Cycling Clubs activities very effectively
- The collocation of two quality cycling tracks side by side.
 - During events, the BMX riders appreciate having access to the velodrome track to warm up. The Clubs were not able to identify any other venue in Victoria where this is possible.
 - The collocation of the tracks is likely to be more beneficial as the Cyclocross discipline grows. This cycling discipline combines BMX style riding with track riding.
 - The collocation provides opportunities for the Cycling and BMX Clubs to develop joint programs and initiatives and encourage riders to move between cycling disciplines.
- There are good sized areas of largely un-used land providing capacity for further expansion and flexibility to cater for major events.
- The Precinct is not located in a residential area and consequently traffic issues are minimal. The Clubs do not have to manage or respond to noise concerns and major events can be very well contained in the Precinct, minimising the impact on surrounding areas.

- The lack of fixed infrastructure in the Precinct, particularly around the BMX track provides good flexibility to cater for major events.
- The fact that there is a Cycling Precinct has been critical to the longevity of both the BMX and Cycling Clubs. The BMX Club has been operating for over 30 years and the Cycling Club for 67 years.
- The Precinct provides reasonable accessibility for people with mobility impairments. In particular flat and accessible areas are available on the South side of the Precinct to view activities occurring on the velodrome track and BMX track.

Weaknesses of the Precinct

The focus of this discussion was the Precinct as a whole, rather than the specific infrastructure needs of the BMX and Cycling Clubs:

- A lack of physical and visual connectivity to the wider sporting precinct. This creates security problems for the Clubs eg: storage facilities broken into and equipment stolen, vandalism etc. This is compounded by a lack of secure fencing and a lack of security lighting. There is street lighting in Packham Street and some lighting on the pavilion but none otherwise throughout the Precinct.
- There is a lack of signage directing visitors to the cycling facilities and the signage which exists is poorly located eg: there is a sign on the corner of Packham Street directly beside the facilities but no sign at the corner of Packham Street and Brauman Street, or Brauman and Numurkah Road.
- There is concern about car parking in the area surrounding the Cycling Precinct.
 - There is a lack of car parking, particularly at the eastern end of the Precinct (velodrome end).
 - Much of the car parking that exists is poorly defined – gravel surface, no lines etc and consequently car parking is not maximised.
 - People visiting the precinct make poor choices about where they park their cars eg: parking over the footpath and making access difficult for pedestrians and parking in the centre median area on Packham Street because of the shade from the trees in the median.
 - Possible solutions or initiatives that could be considered as part of the Master Plan are:
 - Creating a drop off zone for parents to drop off children or for participants to unload equipment. This would be helpful for day to day activities but not during

major events when Packham Street is closed to vehicle traffic to maximise pedestrian safety.

- Creating more car parking at the eastern end of the Precinct ie: the unused land that provides the entrance into the cycling precinct.
 - Providing better car parking options a little further away eg: associated with the newly developed soccer fields or equestrian facilities.
- The precinct has some drainage and flooding problems:
 - The drainage in the centre of the velodrome (grassed area) is poor and frequently floods or is too wet to walk on.
 - Packham Street (alongside where the cycling facilities are located) floods easily during heavy rain fall and consequently access to the cycling facilities is cut off.
 - The drainage channel at the west of the Precinct is prone to flooding during heavy rainfall.
 - Landscaping throughout the Precinct is poor with weeds overtaking much of the grassed area. Under the lease agreements the BMX and Cycling Clubs have with Council, the clubs are responsible for maintaining the Precinct, however a lack of funds and manpower means that any maintenance of the grounds is minimal. In addition, there is no irrigation for the grounds surrounding the tracks making it difficult to grow and maintain grass, vegetation and trees.
 - The timber fencing on the northern side of the BMX track is uneven and in poor condition. This is largely because land upon which it is located has moved causing the fencing to move. It should be noted that this fencing works well for temporary signage during major events.
 - There is no accessible toilet and change facilities, nor baby change facilities.

Club Specific Infrastructure Needs / Issues

This discussion focused upon the specific infrastructure needs / issues for the BMX and Cycling Clubs. As part of the discussion, participants were asked to identify both the infrastructure required and why it is needed. The clubs were encouraged to think about whether the infrastructure required was a wish list item, would address a safety issue, would provide economic benefit to the wider community, would increase participation, would address a specific community need or demand, would improve accessibility, would improve the sustainability of the precinct or clubs, was an issue of fairness or equity.

Cycling Club

What Infrastructure	Why it is needed?
Construction of a retaining wall to stop the gravel from the BMX start hill being washed onto the velodrome track. An alternative would be to replace the gravel with asphalt.	<p>This issue presents a major safety concern for cyclists using the velodrome track and requires the Club to sweep off the track at regular intervals.</p> <ul style="list-style-type: none"> This was identified as a priority area by the Cycling Club participants attending the workshop.
Additional storage for equipment.	<p>The amount of equipment the Cycling Club has is growing in direct response to increasing junior participation and consequently additional storage is required. Currently the Club has a shipping container in the Precinct to address the immediate need.</p> <ul style="list-style-type: none"> This was identified as priority area by the Cycling Club participants attending the workshop.
Upgrade of grand stand seating. In particular to provide shade covering over seating on the southern side of the velodrome and address the condition of the covered seating on the northern side.	<p>The seating on the south side of the track lacks shade and is the prime viewing location for parents and spectators. It is this seating which receives the highest level of use.</p> <p>The seating on the north side of the track has a shade cover and is only used a handful of times each year. It has exposed concrete footings, rotting timber and is poorly maintained and landscaped. One option would be to remove the seating and shelter and replace it with landscaped grass / garden area, with capacity to house temporary seating or shade structures for key events.</p>
Upgrading or replacing the surface of the velodrome including painting.	<p>The velodrome track is 30 years old and has had minimal maintenance in that time. Consequently the track is cracked and not level.</p> <p>While there is no clear evidence of demand for improved track facilities, junior participation is increasing as a result of targeted junior coaching programs. The Club believes that the provision of</p>

What Infrastructure	Why it is needed?
	<p>Continued.....</p> <p>upgraded facilities would in itself be an attractor for new participants.</p> <ul style="list-style-type: none"> • This was identified as a top priority by Cycling Club participants attending the workshop.
<p>Improvements to the drainage in and around the Precinct.</p>	<p>Specific issues identified were:</p> <ul style="list-style-type: none"> - The drainage in the centre of the velodrome (grassed area) is poor and frequently floods or is too wet to walk on. - Packham Street (alongside where the cycling facilities are located) floods easily during heavy rain fall and consequently access to the cycling facilities is cut off. - The drainage channel at the west of the Precinct is prone to flooding during heavy rainfall.
<p>Security and precinct lighting and motion detector cameras.</p>	<p>A lack of security and precinct lighting compounds issues created by the isolation of the Cycling Precinct from the broader sporting precinct, leaving the Clubs and facilities vulnerable to vandalism and theft.</p>
<p>Upgrade / improvement to the track lighting.</p>	<p>While there are already track lights surrounding the velodrome, they are 20 years old, are expensive to operate and have received no maintenance thus globes are starting to blow and are not being replaced. Upgrading the lights to ensure they are energy efficient will assist in improving the financial sustainability of the Cycling Club and address issues of environmental sustainability.</p> <ul style="list-style-type: none"> • This was identified as a priority area by the Cycling Club participants attending the workshop.
<p>Installation of solar panels on the pavilion.</p>	<p>This will assist to reduce or remove power costs for the precinct and improve the financial sustainability of the Clubs.</p>

BMX Club

What Infrastructure	Why it is needed?
Replacement / upgrade of the existing start hill.	<p>The Club has significant safety concerns. The storage container which acts as a retaining wall for the start hill is moving and there is concern about how this is undermining the integrity of the start hill.</p> <ul style="list-style-type: none"> This was identified as a top priority by BMX Club participants attending the workshop.
Upgrade / replacement of the corners on the track.	<p>The track was built in haste and without the correct compacting and preparation on the corners consequently the surface is uneven and is lifting. Temporary repairs are completed for major events but a more permanent solution is needed to address safety concerns.</p> <ul style="list-style-type: none"> This was identified as a top priority by BMX Club participants attending the workshop.
Development of an 8 metre Olympic standard start hill. This would be located alongside the existing start hill.	<p>There are only 2 x 8 metre BMX start hills in Australia. This would substantiate Shepparton's position as a leading provider of elite standard BMX facilities and provide ongoing economic benefit to the wider community through attracting elite riders for training, and securing state, national and international events. It will also allow the club to provide riding pathways from grass roots through to elite in a way that few other clubs can offer across Victoria and Australia.</p>
Development of canteen / clubroom facilities including toilets and storage.	<p>This was identified as a wish list item but is also critical to the sustainability of the BMX club. The lack of secure storage facilities means that the club is unable to obtain insurance for its equipment. The lack of canteen / catering facilities means that the club has minimal revenue raising capacity and misses out on the funds which could be generated through hosting local, regional and major events.</p>

What Infrastructure	Why it is needed?
Security lighting	A lack of security and precinct lighting compounds issues created by the isolation of the Cycling Precinct from the broader sporting precinct, leaving the Clubs and facilities vulnerable to vandalism and theft.
Track Lighting	To support BMX training, particularly outside daylight saving time. To support major events. There is some concern in the Club that the ongoing operation of the lighting would be costly and may be too much of a burden on the Club.
Consider removing the fencing around the BMX track. This would require a lockable gate to be installed across the start line.	The key advantage of this approach is that the track then becomes available for community use and consequently Council takes a more active role in managing the site. The key concern about this approach is the increased risk of vandalism. An option would be to only consider this as part of providing pavilion facilities for the BMX Club and improved security lighting around the precinct.

Non Infrastructure Issues

In the discussion about the infrastructure needs of the BMX and Cycling Clubs, it was also identified that there are some non-infrastructure related issues which should be considered as part of developing a Master Plan for the Cycling Precinct and these were:

- The cost to the Clubs of maintaining and operating the facilities within the Cycling Precinct. In particular the Cycling Club raised concern about the financial burden on the Club as a consequence of Council's requirement that the Club pay for the cost of public liability insurance for the velodrome and pavilion. This is a requirement for any sporting club who has a lease for a Council facility. The cost is \$2,000 - \$2,500 per annum and the BMX Club pays a portion of this through the fee it pays to the Cycling Club for use of the toilet and change facilities (\$800 PA). The Cycling Club also estimates that the cost to maintain the grounds ie: lawn mowing, weed removal etc is around \$1,000 - \$1,500 per annum.
 - This was identified as priority area by the Cycling Club participants attending the workshop.

- The lack of use the pavilion receives. The Cycling Club makes minimal use of the upstairs clubroom and the BMX Club does not access this space at all. The Cycling Club has not been able to generate interest from other users.
- The BMX Club struggles to maintain an effective and active committee and encourage parent involvement. While attracting major BMX events is exciting, Council places great expectations upon the Club each time Council secures an event. The Club struggles to secure enough manpower to manage the event.
- Perhaps the Clubs should consider moving away from a lease agreement to a licence agreement with Council. A key factor to be considered with regards to this is the likely cost implications eg: it will reduce direct maintenance and insurance costs for the Clubs but how significant will the licencing costs be?

Multi Use / Shared Facilities

The purpose of this discussion was to explore the idea of developing one central building with change rooms, storage, kitchen / canteen and clubroom facilities that are shared by the BMX and Cycling Clubs. There were mixed views expressed about this concept with some concerns about how the Clubs would successfully share the facilities especially given:

- Poor relations between the Clubs in the past and the difficulty some long standing members have in moving past this.
- The overlapping times for training.

The discussion explored:

- Where a shared facility might be located in the Precinct. Suggestions included:
 - Locating a building on the rise between the velodrome track and the BMX track
 - Locating a building between the entry to the velodrome and the BMX track with sightlines across both tracks.
- What would happen to the existing pavilion / clubroom.
- The whole of sport model for cycling and whether a shared facility was one way of moving towards this model.
- Whether it would be appropriate to consider other cycling disciplines making use of a shared facility for equipment storage and clubs meetings or functions.

A visionary idea suggested was to relocate the BMX track inside the velodrome track. This would mean the existing pavilion could remain in its current location and be upgraded to accommodate

both clubs, including additional storage and accessible change / toilet facilities. This approach would also provide space for additional car parking where the existing BMX track is located.

Linkages to the Wider Precinct

Key suggestions raised in relation to linkages to the wider sporting precinct were:

- The provision of safe and accessible footpaths between facilities
- Signage directing people from different parts of the wider precinct to the cycling facilities
- Providing safe crossing points on Packham Street for Pedestrians, once the new road is constructed.

C.2 Outcomes from Consultation with Officers from Greater Shepparton City Council

Attendees – Stacey Cole, Mel Sporry, Anthony Nicolaci, Kevin Jones (Greater Shepparton City Council and Michelle Read (Master Plan Consultant)

The purpose of consulting with Council officers was to tap into their knowledge and understanding of the Cycling Precinct and priorities Council may have in relation sport and recreation, participation, community facilities and the economic benefit of state and national sporting events to the local economy. In addition discussion was held about the infrastructure priorities for the Precinct and a series of issues and ideas were tested including:

- The role of the Precinct – participation versus economic generator
- The condition of facilities versus the demand for facilities
- Bringing facilities and the clubs together
- Relationships and connections to the broader sporting and school precinct
- The impact of cost and manpower barriers for the Cycling and BMX clubs
- Opening up the cycling facilities for community use.

Description / Impressions of the Precinct

- The cycling facilities are a good part of the overall sporting precinct.
- The infrastructure in the Cycling Precinct is in reasonably good condition.
- The improvement to facilities has occurred because of the momentum from the state and national BMX events held in the Cycling Precinct.

- There is a disconnect between the economic benefits of the state and national BMX events and community participation.

Bringing facilities and the clubs together

One idea explored was to rebuild the BMX track inside the velodrome track. Issues raised included:

- How practical would this be to achieve - Not sure if there is sufficient space to accommodate the BMX track inside the velodrome
- Overall there may not be sufficient space to accommodate the space requirements of the state and national BMX events.
- It would be difficult to achieve good viewing space for spectators
- It would limit any growth in facilities and consequently participation.

Officers were invited to consider the idea further and provide any additional feedback via email. The following additional feedback was received:

- This idea was investigated in 2008 and found not to be viable because of space constraints.
- Concerns that the velodrome may cease to be used in future years because of low participation rates.

The role of the Precinct – participation versus economic generator

Officers acknowledged that there has been an emphasis upon economic benefit rather than participation when attracting state and national BMX events. Council invests around \$125,000 (net) to host the national BMX titles, with the economic return to the community estimated at around \$2 million. A recent assessment suggests that attracting 13 state and national events between now and 2019 will have a \$20 million economic impact for Shepparton.

Officers indicated also that the BMX Club receives significant benefit which assists with their viability and capacity around participation. Additional information provided by email highlighted benefits such as:

- The opportunity to raise funds through catering, doing security on pre event activities, and commission from the events
- The opportunity to participate in national accreditation for officiating – only one member of the club has taken this up
- Council taking responsibility for maintenance and cleaning up the BMX facilities prior to major events

Council also provides annual support to the Cycling Club including:

- Funding for the Shepparton Junior tour event (around 2k) and Lake Criterium Series which helps offset the majority of key operational costs such as traffic
- Between 2008 and 2012 Council ran an event with a private promoter called Australasian Schools Cycling Cup that included many cycling disciplines.
- Construction of a retaining wall to minimise impact upon the velodrome from the BMX track.

A key outcome from discussion about this topic was the need for the Master Plan to reflect both economic and community participation outcomes.

Opening up the cycling facilities for community use.

Discussion about this topic explored changing the current management arrangements from a lease to a licence agreement which would provide the opportunity for:

- Improved maintenance of the Precinct
- Removal of the fencing to allow broader community access to the site and better connection to the broader sporting precinct
- Council to retain and reinvest more of the income generated from any major events held in the Precinct.

It was acknowledged that the Clubs have some concern about the financial impact of this approach and loss of control and access to the Precinct, but it was also acknowledged that this may help to increase membership numbers.

Infrastructure Requirements for the Precinct

- It is understood that the 3 corners (berms) on the BMX track are in poor condition and need to be replaced at an estimated cost of \$450,000. Council's Investment Attraction team has made a bid in Council's capital budget for \$150,000 per annum for the next three years to address this issue. This along with installation of track lighting is considered essential to secure ongoing state and national BMX events. Council's Investment Attraction team were unaware of the concerns about the condition of the existing start hill and acknowledge repair or replacement of this will also be essential to retaining state and national events.
- It is likely that the power to the precinct will need to be upgraded to install track lighting. This could occur as part of the power upgrade to the broader sporting and community precinct.
- The development of an 8m start hill (an aspiration of the BMX Club) is not considered to be essential for state and national events.

- While it is acknowledged the velodrome is deteriorating, there is little demand to warrant investment significant investment in the infrastructure. However, investment in maintenance should be a priority.

Master Plan Priorities

- Need to consider a staged approach to moving towards a multi-use building for the Precinct eg: improve access to the existing building (pathways and use) with a longer term vision for a centralised building that could be used for all cycling disciplines.
- Ensure any recommendations are consistent with the Master Plan for the broader sporting precinct and / or address any issues that have not been effectively considered eg: the storage facility at the eastern end of the Cycling Precinct and the impact of installing a road behind the Cycling Precinct.
- Consider the opportunity for a criterium track in and around the broader sporting precinct – suspect this will be difficult to achieve given the high level of use occurring in the precinct on weekends.

C.3 Outcomes from Consultation with Cycling Victoria

A telephone discussion was held between Michelle Read, Master Plan Consultant and Kip Kaufman, Chief Executive Officer of Cycling Victoria. The discussion included outlining the findings of the Master Plan and exploring some particular issues and opportunities. Key messages from the discussion included:

- One of the key reasons that people hesitate to try cycling is concerns about safety. With both the BMX and velodrome facilities in Shepparton underutilised, there is a significant opportunity to give people a chance to try cycling and BMX in a safe environment and therefore significantly increase local participation.
- Cycling Victoria has tried to encourage the Cycling and BMX Clubs to develop participation programs but without success because of an unwillingness to change their current approach to program development.
- Cycling Victoria is of the view that increased participation / activation of the Precinct should be the key area of focus for the Master Plan rather than infrastructure improvements. Cycling Victoria has the capacity to support the clubs in developing participation programs. Once participation increases then investment in infrastructure could occur.

- The BMX and Cycling Clubs have limited commercial acumen and therefore do not understand how they can get participation programs to pay for themselves including someone to organise and run them. Cycling Victoria can help the Clubs to develop this knowledge and skill.
- Most Cycling / BMX facilities in regional Victoria do not have club rooms and particularly do not have female change facilities.
- Removal of the fencing round the Precinct should be pursued to help increase participation.
- Multi-use facilities are the way of the future and should be pursued for the precinct. In addition, establishing the Cycling Precinct as a hub for all cycling disciplines should be pursued.
- There is a lot of growth occurring in road cycling. Designated training roads are a priority. Could these be considered within the broader sporting precinct?

C.4 Outcomes from Consultation with Wanganui Park Secondary College

Attendees: Ken Murray – Principal Wanganui Park Secondary College, Stacey Cole – Greater Shepparton City Council, Michelle Read – Master Plan Consultant.

- Currently there is no interaction between the Cycling and BMX Clubs and the Wanganui Secondary College. The principal indicated the school would be very interested to talk with the Cycling and BMX Clubs about working together to develop programs and access the cycling and BMX facilities.
- The only area of cross over between the cycling / BMX facilities and the school is the roadway in Packham Street. This road is used as the drop off / pick up point for the school buses and for car parking by school staff and year 12 students, particularly mid to later in the year when more students have obtained their drivers licence. When the state and national BMX events are occurring, the buses and car parking are relocated to Packham Street ie: directly off Brauman Street. The school is comfortable with this arrangement.
- The roadway is not a public road. It is partially owned by the Education Department and partially by Council ie: the boundary runs down the middle of the roadway.
- The school agrees that removal of the fences from around the cycling / BMX precinct would be beneficial. Their experience is that fences do not deter vandals and removal of fencing tends to increase passive surveillance.

ATTACHMENT D: SWOT Analysis

Introduction

The following SWOT (strengths, weaknesses, opportunities and threats) has been prepared to document the planning team's views about the constraints and capacities of the Shepparton Cycling Precinct. The SWOT has been prepared on the basis of a walk through assessment of the Precinct by the planning team, a workshop with the Shepparton BMX and Cycling Clubs and discussions with Council officers. It aims to document the key issues and opportunities associated with the Precinct, any areas of concern, and any opportunities to enhance or develop the Precinct.

The SWOT Analysis has been broken into a number of key areas and these are:

- Facilities
- Integration, connections and access
- Visual Appeal

	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
FACILITIES	<ul style="list-style-type: none"> The national standard BMX track which has hosted both national and state titles and will continue to do so in 2014 and 2015. The track will continue to be a strength, provided it is maintained at a high national level. The modern meeting room in the pavilion. While currently underutilised, it is a modern and pleasant space which could support a range of community activity. The collocation of the cycling and BMX tracks is unique allowing BMX riders to warm up during BMX events. 	<ul style="list-style-type: none"> The development in the precinct has occurred incrementally without a clear plan or approach. This is evident with the materials used and the general condition of the site eg: shipping containers used for BMX storage, clubroom and racing infrastructure. Some of the infrastructure in the precinct is in poor and / or unsafe condition eg: the bollards around the BMX track, the covered grandstand beside the velodrome, the broken fencing around the perimeter of the site. The BMX track has two major safety concerns – the deteriorating condition of the start hill and the corners on the track. 	<ul style="list-style-type: none"> The grassed area in the middle of the velodrome is currently underutilised. Removal of the concrete will allow the space to be programmed for activities such as soccer. The underutilised area at the west end of the precinct could be used for overflow car parking and / or landscaped to create a more usable and visually appealing area. The collocation of the cycling and BMX tracks will be beneficial as the cycling discipline Cyclocross grows – this combines BMX style riding with track riding. It also provides opportunity for the Cycling and BMX Clubs to joint programs and initiatives. 	<ul style="list-style-type: none"> The risk of injury to participants or visitors to the site because of unsafe or inappropriate infrastructure eg: covered grandstand beside the velodrome. Community pressure for Council to provide separate clubroom facilities for the BMX Club, resulting in increased capital and operating costs for the site. Loss of state and national BMX title events because the infrastructure is not developed and maintained to an appropriate standard. Potential vandalism to the existing facilities and/or future facilities.

	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
FACILITIES continued....	<ul style="list-style-type: none"> The lack of fixed infrastructure in the Precinct, particularly around the BMX track provides good flexibility to cater for major events. 	<ul style="list-style-type: none"> The velodrome track and lighting is around 30 years old and while still functional, the surface is deteriorating because of its age and is impacted by gravel from the BMX start hill washing onto the track. In addition the track lighting is expensive to operate and requires a higher level of maintenance. There is no accessible toilet or baby change facilities. Both Clubs have insufficient storage space. The BMX track is not available for use after sunset due to a lack of track lighting. 	<ul style="list-style-type: none"> Removal of the covered grandstand beside the velodrome and landscaping this area, ensuring it can accommodate temporary seating. Providing new undercover seating on the south side of the velodrome, looking at options for undercover seating around the BMX track and planting mature trees with good canopies in appropriate locations around the site. Removal of the existing pavilion and shipping containers, to be replaced with a multiuse facility which can accommodate the needs of both the BMX and Cycling Clubs, and possibly other 	<ul style="list-style-type: none"> Community pressure to redevelop the velodrome when there is no evidence of community need for this infrastructure.

			cycling disciplines.	
	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
FACILITIES continued....		<ul style="list-style-type: none"> • A lack of secure fencing and security lighting. This creates security problems for the Clubs eg: storage facilities broken into and equipment stolen, vandalism etc. • A general lack of shade throughout the site eg: minimal large trees, no undercover seating around the BMX track and minimal undercover seating round the velodrome. • The lack of shared use of the Pavilion. The Cycling Club has sole use of the Pavilion (with the exception of the change room) and the BMX Club operates out of shipping containers. Consequently the BMX Club lacks appropriate facilities to support its activities. 	<ul style="list-style-type: none"> • Relocating the BMX track to inside the Cycling track. • There are good sized areas of largely un-used land providing capacity for further expansion and flexibility to cater for major events. • Install solar panels on the pavilion to reduce or remove power costs for the precinct and improve the financial sustainability of the Clubs. • Construction of an 8 metre start hill. • Removal of the fencing around the BMX track to provide increased access for the community. 	

	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
FACILITIES continued...		<ul style="list-style-type: none"> • There is a lack of car parking at the eastern end of the Precinct (velodrome end); car parking is poorly defined – gravel surface, no lines etc and consequently car parking is not maximised and people visiting the precinct make poor choices about where they park their cars eg: parking over the footpath making access difficult for pedestrians and parking in the centre median area on Packham Street. • There are drainage and flooding problems including poor drainage in the centre of the velodrome (grassed area), Packham Street floods easily during heavy rain fall cutting off access to the cycling facilities and the drainage channel at the west of the Precinct is prone to flooding during heavy 		

		rainfall.		
	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
INTEGRATION CONNECTIONS AND ACCESS	<ul style="list-style-type: none"> The location within a broader sporting and school precinct. The close proximity to the playground, park, picnic areas, wetlands and trails to the west of the precinct. The Precinct is not located in a residential area and consequently traffic issues are minimal. The Clubs do not have to manage or respond to noise concerns and major events can be very well contained in the Precinct, minimising the impact on surrounding areas. 	<ul style="list-style-type: none"> The positioning of the Pavilion overlooking the velodrome means that there is no visual connection and limited physical connection to the BMX track, and the abutting road south of the precinct. There is no east-west visual connection between the BMX track and the velodrome due to the large mound in the centre of the precinct separating the two sites. There is a lack of connection to the broader regional sporting precinct. This creates security problems for the Clubs eg: storage facilities broken into and equipment stolen, vandalism etc. The undulating nature of the site means it is difficult for people with 	<ul style="list-style-type: none"> Incorporating the area currently used as car parking on the south side of the BMX facilities, to provide space for the development of a shared multi use facility. Improving the visual and physical connection to the broader sporting and school precinct, and to the recreation facilities, wetlands and trails to the west of the precinct. The roadway to be constructed between the equestrian facilities and the new soccer fields will provide overflow parking options for cycling events, could help increase the visual profile of the cycling facilities, and provide a second entrance into the precinct. 	<ul style="list-style-type: none"> Concerns about vandalism, particularly in relation to the BMX track, mean that the site is fully fenced and locked up when it is not being used by either the Cycling or BMX Club.

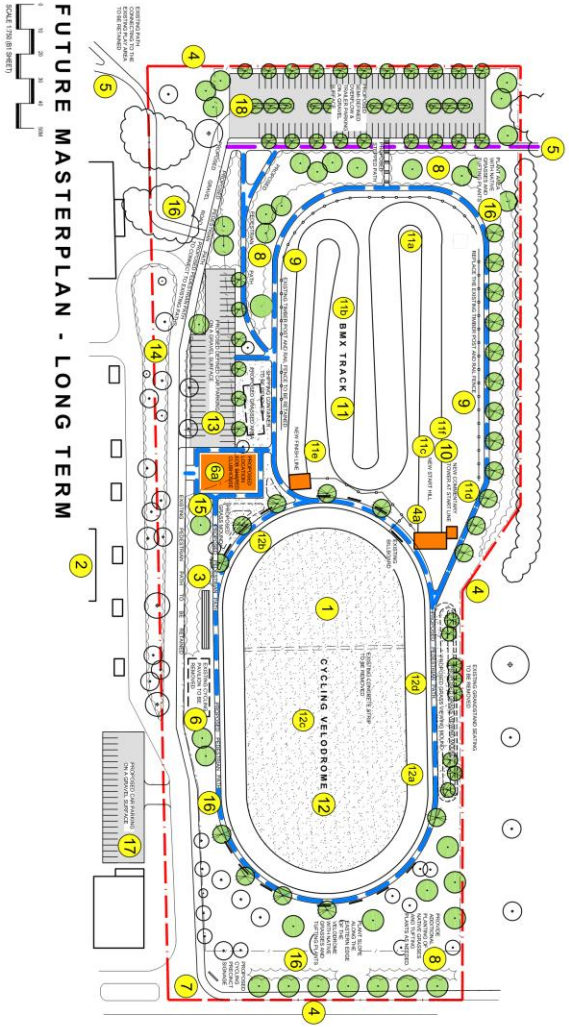
		a disability to access parts of the site.		
	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
INTEGRATION CONNECTIONS AND ACCESS continued....		<ul style="list-style-type: none"> The poor condition or non-existent footpaths around the perimeter of the BMX track and the velodrome. There is a lack of signage directing visitors to the cycling facilities and the signage which exists is poorly located eg: there is a sign on the corner of Packham Street directly beside the facilities but no sign at the corner of Packham Street and Brauman Street, or Brauman and Numurkah Road. 	<ul style="list-style-type: none"> Addressing the accessibility of the site including pathway gradients and access to buildings. Upgrade and create perimeter paths around the BMX track and velodrome, and connect the two areas in the precinct. Paths should be defined with a new material such as compacted granitic sand. 	
VISUAL APPEAL		<ul style="list-style-type: none"> The precinct has a poor visual profile eg: the facilities are difficult to see from the roadway, signage is minimal, and it is difficult to work out where to enter the site and / or the clubroom building. 	<ul style="list-style-type: none"> The vacant area on the north east and south east corners of the precinct could be developed to increase the visual profile of the precinct eg: signage, sculptures, landscaping. 	<ul style="list-style-type: none"> The precinct is in many ways isolated and consequently an easy target for vandalism and theft. This is compounded by the poor maintenance standards.

	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
VISUAL APPEAL continued.....		<ul style="list-style-type: none"> The precinct is poorly presented and maintained eg: the wire and chain fencing is ugly and in poor condition, there is limited shade and tree coverage, there are many weeds and rubbish around the site, minimal lighting and there are a number of dead spaces around the precinct. 	<ul style="list-style-type: none"> Improve the visual appeal and shade throughout the site with landscaping and mature canopy trees. Replacement of the existing mesh fencing with a more modern and visually appealing alternative. Using smart landscape, design and lighting options to improve the safety and security of the site. 	

LANDSCAPE MASTERPLAN LONG TERM - DRAFT
SHEPPARTON CYCLING PRECINCT
CITY OF GREATER SHEPPARTON



CONTEXT MAP - CYCLING PRECINCT
SCALE: 1:500 (AS SHOWN)



DESIGN RECOMMENDATIONS

USE AND PARTICIPATION

- 1 Cease using the grassed area inside the velodrome track for equestrian activities, and explore options for it to be used for sports training and informal recreation, e.g. soccer, Aussiekick and touch footy.
- 2 Work with the Wirrapipi Secondary College to develop cycling and a BMX program and partnership opportunities and facilitate use of the cycling and BMX track facilities by the school.

INTEGRATION AND CONNECTIONS

- 3 As an interim measure, improve the pathways and visual connection between the pavilion and the BMX track.
- 4 Explore the feasibility of removing the existing 1.8 metre chain mesh fencing around the perimeter of the Precinct.
- 5 If the Precinct is opened for public use, consider installing a lockable gate across the BMX start hill.
- 6 Develop pathway connections between the Cycling Precinct and the other sporting facilities in the broader sporting precinct consistent with the Masterplan for the broader Sporting Precinct.
- 7 As a medium to long term measure, replace the existing pavilion with a centrally located multi-use facility that can be used for the Cycling and BMX clubs and could possibly serve as a central hub for all cycling disciplines in Shepparton.
- 8a The future clubhouse should be located centrally to provide clear sightlines to both track facilities.

VISUAL APPEAL AND LANDSCAPING

- 7 Establish a visual gateway on the vacant land at the south-east corner of the cycling precinct that includes precinct and directional signage and planting. Utilise the existing sporting precinct signage concept developed in the Shepparton Sports Precinct Masterplan to maintain visual cohesion and legibility.
- 8 Improve landscaping and canopy coverage throughout the Precinct with a focus upon areas surrounding the existing tracks, ensuring that sightlines are maintained and species selection is appropriate for the track and cycling environment.
- 9 Replace the existing timber post and rail fencing around the BMX track, ensuring the new fencing can be used to support signage displays.

INFRASTRUCTURE CONDITION AND ACCESSIBILITY

- 10 Repair/improve the retaining wall at the existing BMX start line.
- 11 Undertake infrastructure works to the BMX track to address safety concerns and to retain the capacity to host international, national and state level competitions.
- 11a Replace the three corners (berms) of the BMX track to address safety concerns.
- 11b Upgrade the power supply as needed and install track lighting to meet the requirements of the adopted BMX Australian Lighting Policy.
- 11c Replace the existing start hill.
- 11d Construct a commentary tower.
- 11e Construct a new finish line.
- 12 Construction of an additional start hill, subject to demand.
- 12a Undertake infrastructure works to the velodrome track, including:
 - 12a1 Replace the track lighting (subject to an audit of the existing lighting).
 - 12a2 Replace the existing seating on the south side of the track and include adequate shade coverage.
 - 12a3 Upgrade the grassed area inside the velodrome track removing the concrete slab and upgrading the drainage.
 - 12a4 Remove the grandstand on the north side of the track and landscape the area to provide a viewing area.
- 13 Provide defined car parking on a gravel surface to the southern side of the BMX track.
- 14 Provide planting and/or bollards to discourage vehicles from parking along the footpaths and the central median strip.
- 15 In the short term, provide an accessible toilet and change room facility near the existing pavilion. Where possible, improve the accessibility of the precinct for people with mobility impairments.
- 16 Provide security lighting throughout the precinct.
- 17 Provide defined car parking on the Department of Education land opposite the velodrome track.
- 18 Provide semi-defined parking at the western end of the precinct. This could be achieved through a combination of planting and bollards. Provide a safe vehicle entry point, pedestrian pathways and lighting.



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