



CLOUSTON associates



City of Darwin
BAGOT PARK, MILLNER
Master Plan
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BAGOT PARK, MILLNER

MASTER PLAN

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City of Darwin

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Current Site Photo of Bagot Park (Source: Friends of Bagot Park, 2020).



Bagot Park is a public place for play, rest and socialising. For tens of thousands of years it has been part of Larrakia Country where they have lived, hunted and welcomed visitors.

We acknowledge the Larrakia people as the Traditional Owners who have cared for the land and waters of the Greater Darwin region including Bagot Park.

We pay our respects to Larrakia elders, past present and emerging.

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Current Site Photo of Bagot Park.



Executive Summary

EXECUTIVE SUMMARY

Bagot Park is a valuable open space area that has been the focus for recreation since the 1960's. More recently it has been the focus for football and cycling. Plans to build a competition velodrome on the existing velodrome site highlighted the interests and values the community placed on the Park as a whole. Public discourse and consultation identified apparent competing needs of organised sport and the significant lack of general recreation opportunities within the Park.

The Master Plan, followed extensive consultation with stakeholders and the public initially, and then a follow up consultation of the draft (70%) master plan. The Plan has adopted a whole of Park approach that recognises the important role of both organised sport and general recreation in meeting the health and well-being needs of the Darwin community.

Key issues arising from the consultation included:

- Traffic management and parking
- Velodrome redevelopment
- Greenery and planting
- Inclusivity and connectivity
- Safety and security
- Proposed football facilities

The most highly ranked elements also reflect these concerns and included:

- Storage facilities
- Accessibility
- Playground
- Parking
- Change Rooms
- Pathways
- Safety and security
- Restrooms
- Shade and greenery

The Master Plan balances the various stakeholder needs and expectations while understanding the context of Bagot Park within the active and passive recreational needs of the immediate area and greater Darwin.



Bagot Park Today.

EXECUTIVE SUMMARY

The Master Plan is based on four guiding principles:

A Park for All – The Park will continue to provide a diversity of recreational uses encompassing both organised sport and informal, passive recreation. The Park will cater for our diverse community, be easily accessible, safe and provide for inter-generational activities.

A Cool, Green Park - The Park will continue to provide valuable environmental services including habitat, shading and cooling, water management and plant diversity.

A Connected Park - The Park facilities will be enhanced to ensure it is well connected to the adjoining community and there is close integration between the different activity areas. The pathway network provides simple movement throughout the Park, and facilities are shared.

A Well Managed Park - The Park will be sustainable in the long term by addressing ongoing development, management and maintenance. The

site poses physical limits on the expansion of organised sport on this site and will be balanced with general recreational needs.

The **Master Plan** combines community inputs and detailed assessment of recreational requirements to provide a safe and functional district park that meets the immediate needs of the community and allows for flexibility to meet future needs.

The proposed interventions includes limits on infrastructure to retain and enhance the overall environmental performance of the Park.

The Master Plan identifies the desired endpoint for the development and management of Bagot Park over the next 10 years. Implementation of the Master Plan will be subject to both internal and external funding and budget allocations by the City of Darwin. While priority projects are identified, the Master Plan allows for an opportunistic response as funds and priorities arise.

High Priority

- Velodrome upgrades (currently underway).
- Football womens / girls change rooms & goals storage (by Football NT subject to agreed management model).
- Upgraded car parking.
- Phase 1 tree canopy and environmental buffer planting.
- Phase 1 shared pathway network, including seating and water bubblers (upgraded perimeter paths).
- Community recreation hub including seniors exercising, children's nature play, 'BigShed' and exercise circuit.

Medium Priority

- Phase 2 tree canopy and environmental buffer planting.
- Shared pathway network.
- Expanded nature play, scooter and wheels play and reflexology
- New restrooms, club rooms and community meeting space.



Bagot Park Today (Source: Mindo Koerber).

THE MASTER PLAN



Overall Master Plan for Bagot Park.

COMMUNITY HUB.




The community hub will be the primary focus for general recreation. It will provide passive and active recreation opportunities for all ages and abilities. The facilities are centralised to allow inter-generational participation and enhance social contact.

The arrangement of the different use areas around the Big Shed will allow future expansion or adaptation over the long term as recreational interests and needs change.

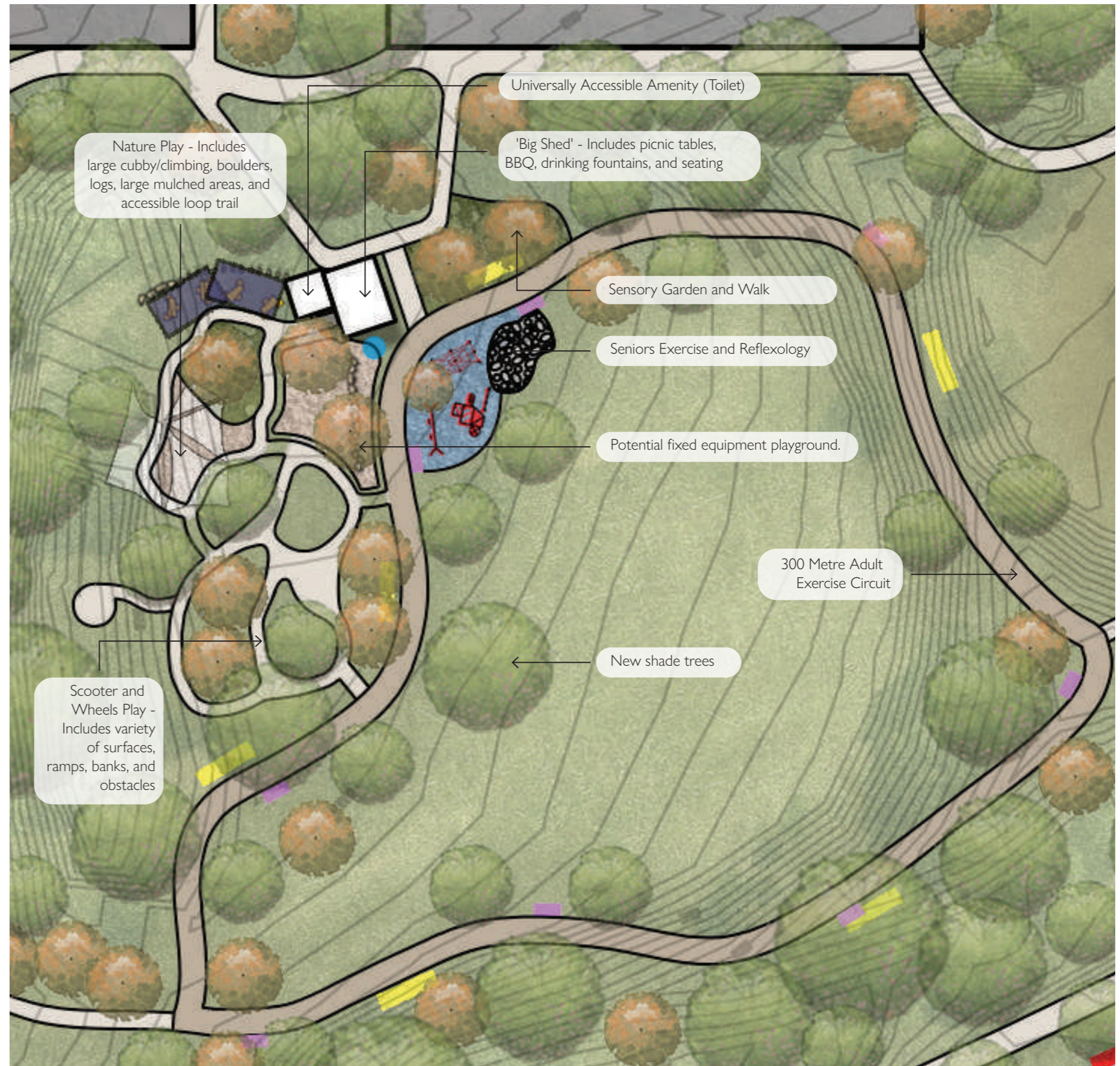
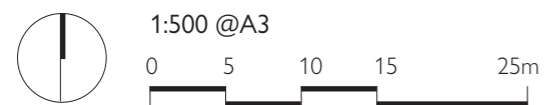
Large areas of this zone are left undeveloped and are characterised by open grass areas. This provides for future flexibility in use.

The play area is focussed on nature play and recognises that the existing fixed equipment playground near the sporting fields still has an effective life of 10+ years.

LEGEND

-  Park Seating
-  Circuit Exercise Stations
-  Drink Fountains

Note. Litter Bins to be located at various locations across the Park. Bike racks to be co-located with all facilities.



Community Hub at Bagot Park.

SPORTS HUB.

The sports hub co-locates important sports and community facilities including public toilets, canteen and community rooms. A large undercover area is included to extend shade and usability throughout the year and provides excellent overview to the sports fields.

Fully accessible pathway links are included between the car park and all facilities. Limited vehicle access and parking is provided. This would be managed by the sporting bodies and is intended for specific users, not as a general car park option.

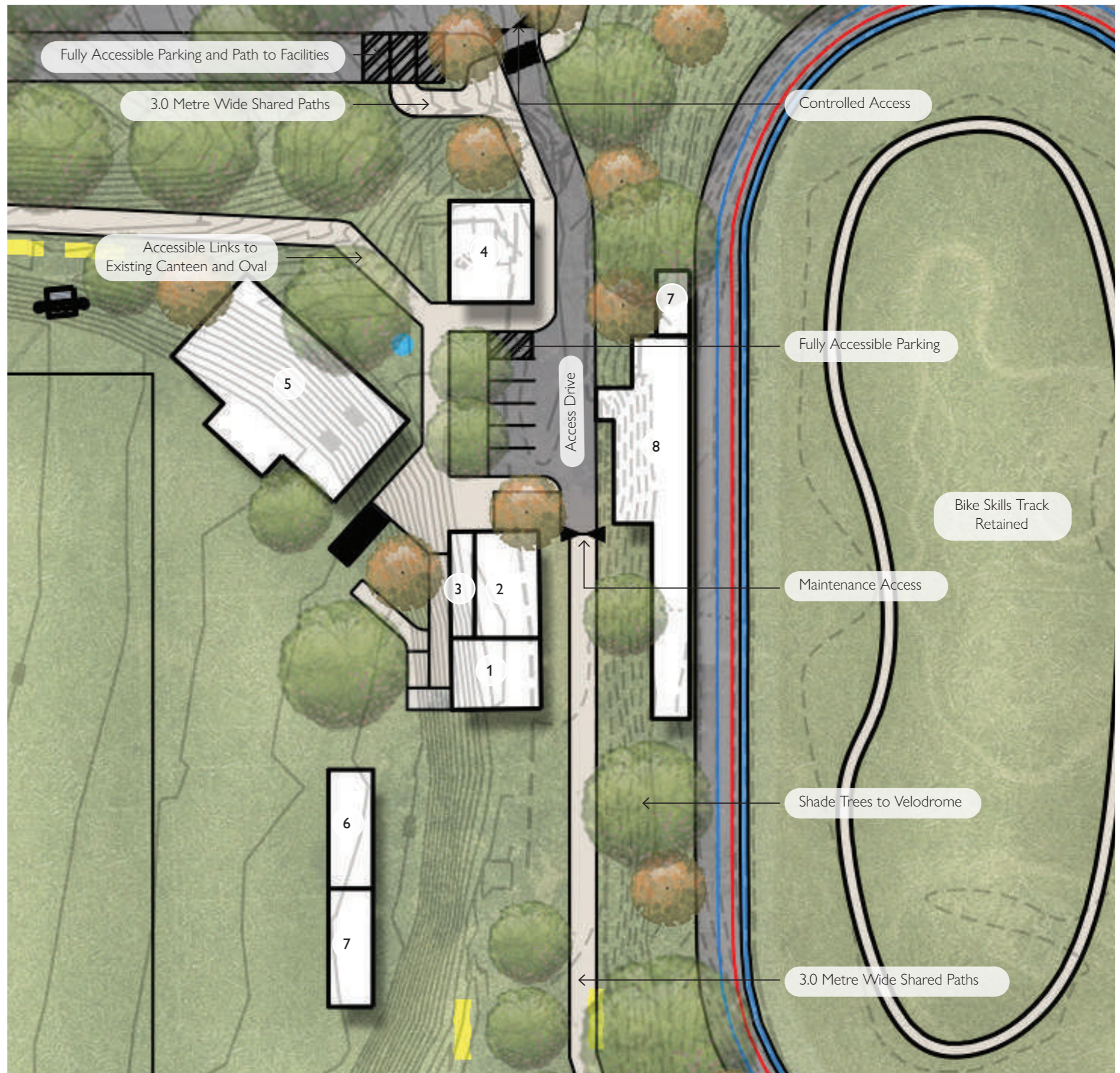
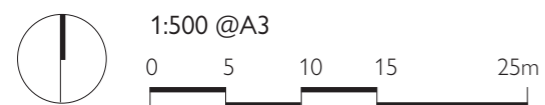
The concentration of these facilities in this location minimises overall infrastructure costs and reduces the visual impact within the Park generally.

LEGEND

- 1 Club Room
- 2 Community Room
- 3 Canteen
- 4 Toilets
- 5 Football NT Womens/Girls Change Rooms
- 6 Portable Goal Posts Storage Area (16.5 x 6.5 metres)
- 7 Storage Areas
- 8 Upgraded Cycling Shelters and Viewing (by COD 2022)

Note. Litter Bins to be located at various locations across the Park. Bike racks to be co-located with all facilities.

- Park Seating
- Drink Fountains



Sport Hub at Bagot Park.



1.0 Introduction

BACKGROUND

Bagot Park has changed use over many years. It was originally a gravel pit that supplied material for the development of Millner and to stabilise Rapid Creek Road. In 1960 the gravel pit was developed as a flat track circuit by the Darwin Motorcycle Club and was officially opened as Bagot Park Speedway in 1966. The speedway eventually closed in 1981.

The land was vested in Council in 1971 and officially named Bagot Park in 1986.

The velodrome was built in the late 1960s and has undergone a number of surface upgrades.

More recently, Bagot Park has been developed as the major venue for junior football and is the home oval for Mindil Aces Football Club.



Bagot Park Speedway - 1961 (Source: Darwin Show Management).



Bagot Park Speedway - 1961 (Source: Darwin Show Management).

OBJECTIVES

The Master Plan is intended to involve the community and stakeholders in the development of a comprehensive, high level Master Plan that will guide the future use and management of Bagot Park.

The Master Plan recognises Bagot Park is a community resource and will balance the needs of the general public, local community and sporting interest groups of football and cycling.

The Bagot Park Master Plan has been developed to guide the future use, development and management of this valuable community recreational resource. The Master Plan does this through adopting a comprehensive approach to the diversity of needs and interests of users and managers. These need to be balanced with the overall potential and constraints of the site itself.

Arising from earlier proposals and discussions associated with the Park, it is apparent that there is great interest in the Park. The City of Darwin have identified the following objectives for the preparation of a comprehensive Master Plan:



Undertake stakeholder and community consultation to understand needs and concerns of existing and potential users.



Resolve access and movement (all abilities access, pedestrians, cyclist, vehicles, maintenance).



Enhance landscaping generally giving consideration to heat mitigation and environmental benefits.



Identify and incorporate supporting infrastructure and park elements to compliment active and passive recreation.



Proposals to align with relevant City of Darwin strategic framework documents.



2.0 Consultation

CONSULTATION

Consultation has been undertaken over a 5 week period in February/ March. A range of techniques were used:

- Marketing of the process through Engage Darwin, local letter box drops, social media, City of Darwin media announcements and direct contact with stakeholders
- Internal workshop with City of Darwin technical staff and managers
- Preparation of Bagot Park Master Plan Fact Sheet, Frequently Asked Questions and Survey
- One-on-one stakeholder meetings
- Visioning Workshop with key stakeholders

The outcome of the consultation was a consolidated report that captured the various issues, concerns, opportunities and constraints, likes and dislikes as shared with the team. This is included at Appendix A.

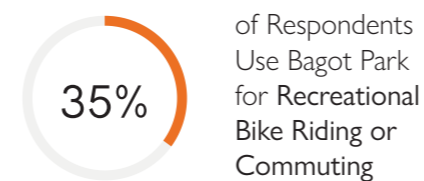
THE RESPONSE.

- One on One Meetings: 6 Meetings.
- Stakeholder Visioning Workshop: 10 Attendees.
- Online Survey: 133 Responses.
- Written Submissions: 32 Submissions.

KEY THEMES RAISED DURING THE CONSULTATION.

Traffic Management and Parking	Greenery	Velodrome	Safety and Security	Proposed Football NT Facility	Consultation Process	Connectivity	Inclusivity
<p>Key Concern: Issues with safety/ congestion around busy periods of the weekend.</p> <p>Key Suggestion: Provide additional parking and alternative entry/ exits. Car parks should be shaded.</p>	<p>Key Concern: Protection of existing trees located along McMillans Road and Bagot Road.</p> <p>Key Suggestion: Plant more native species, create more shaded areas, and enhance habitat.</p>	<p>Key Concern: Planned upgrades will not meet competition standards.</p> <p>Key Suggestion: Upgrades suitable for general community use and provides safe cycling environment which could include other general cycling facilities.</p>	<p>Key Concern: Safety and security issues. E.g. Kiosk at Bagot Oval and overnight camping.</p> <p>Key Suggestion: Improved lighting and working with Indigenous organisations to reduce anti-social behaviour.</p>	<p>Key Concern: The location of the facility being too close to residents.</p> <p>Key Suggestion: The clubhouse should not be managed by an individual sporting team, and should be available to the whole community.</p>	<p>Key Concern: Whether feedback would be appropriately considered.</p> <p>Whether there would be a balance of views from all members of the community.</p>	<p>Key Concern: Difficulty to move between spaces safely.</p> <p>Key Suggestion: Connected, shared pathways, a whole of Park walking loop, and multi-use facilities.</p>	<p>Key Concern: To create an inclusive space for the whole community.</p> <p>Key Suggestion: Improved access, amenities, and spaces that cater to all.</p>

KEY FINDINGS.



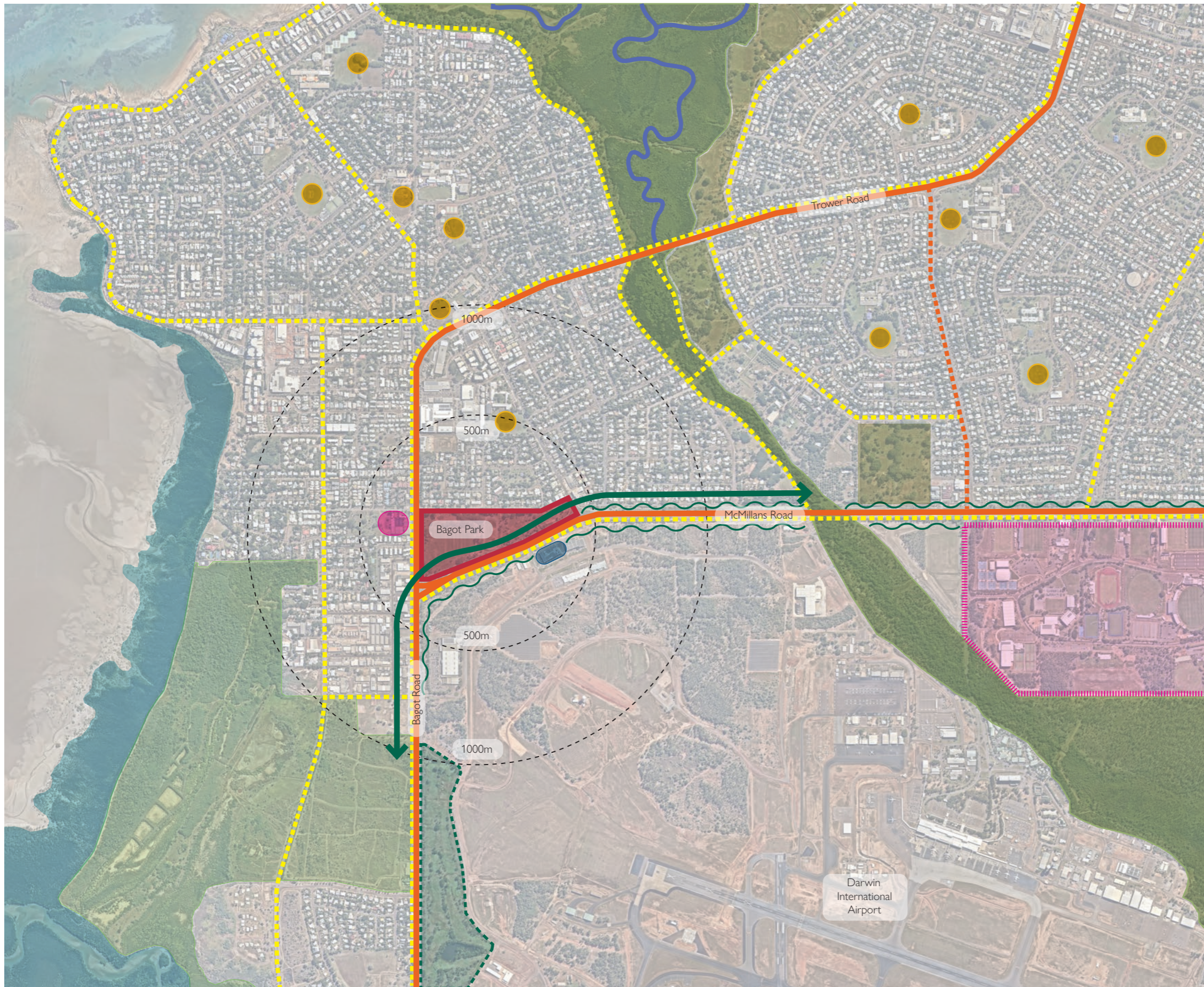
ELEMENTS RANKED TO BE OF MOST IMPORTANCE.

- 1 Storage Facilities
- 2 Accessibility
- 3 Playground
- 4 Parking
- 5 Change Rooms
- 6 Pathways
- 7 Safety and Security
- 8 Restrooms
- 9 Shade and Greenery

Please Note. Data based on Survey Responses from Bagot Park Master Plan Consultation Report (March 2022).



3.0 Site Overview and Context



REGIONAL CONTEXT.

Bagot Park is a significant open space resource within the northern suburbs providing important active sports facilities for football and cycling. The size and spatial arrangement of the Park also has extensive areas that are separate to organised sport.

The Park would typically be considered a district park based on size and function.

It is well connected in terms of arterial road links as well as being part of a natural systems link between Rapid Creek corridor Gwalwa Daraniki Lands.

LEGEND

- Bagot Park.
- ACCESS AND CONNECTIONS.**
- Arterial Roads
- Share Path Cycle Routes
- On Road Cycles Lanes
- SPORT FACILITIES.**
- School Sport Ovals
- Marrara Sports Precinct
- Sports Centre (Tennis, Beach Volleyball, Futsal)
- King Pin Bowling
- OPEN SPACE/CONSERVATION.**
- Natural Systems Linking Corridor
- McMillans Road (Landscape Buffer)
- RAAF Base Golf Course
- Open Space Areas (Including Jingili Water Gardens, Nightcliff Foreshore, Alawa Ovals, Darwin General Cemetery)
- Fannie Bay Mangroves
- Rapid Creek
- Rapid Creek Corridor
- Gwalwa Daraniki Lands



Client:
City of Darwin

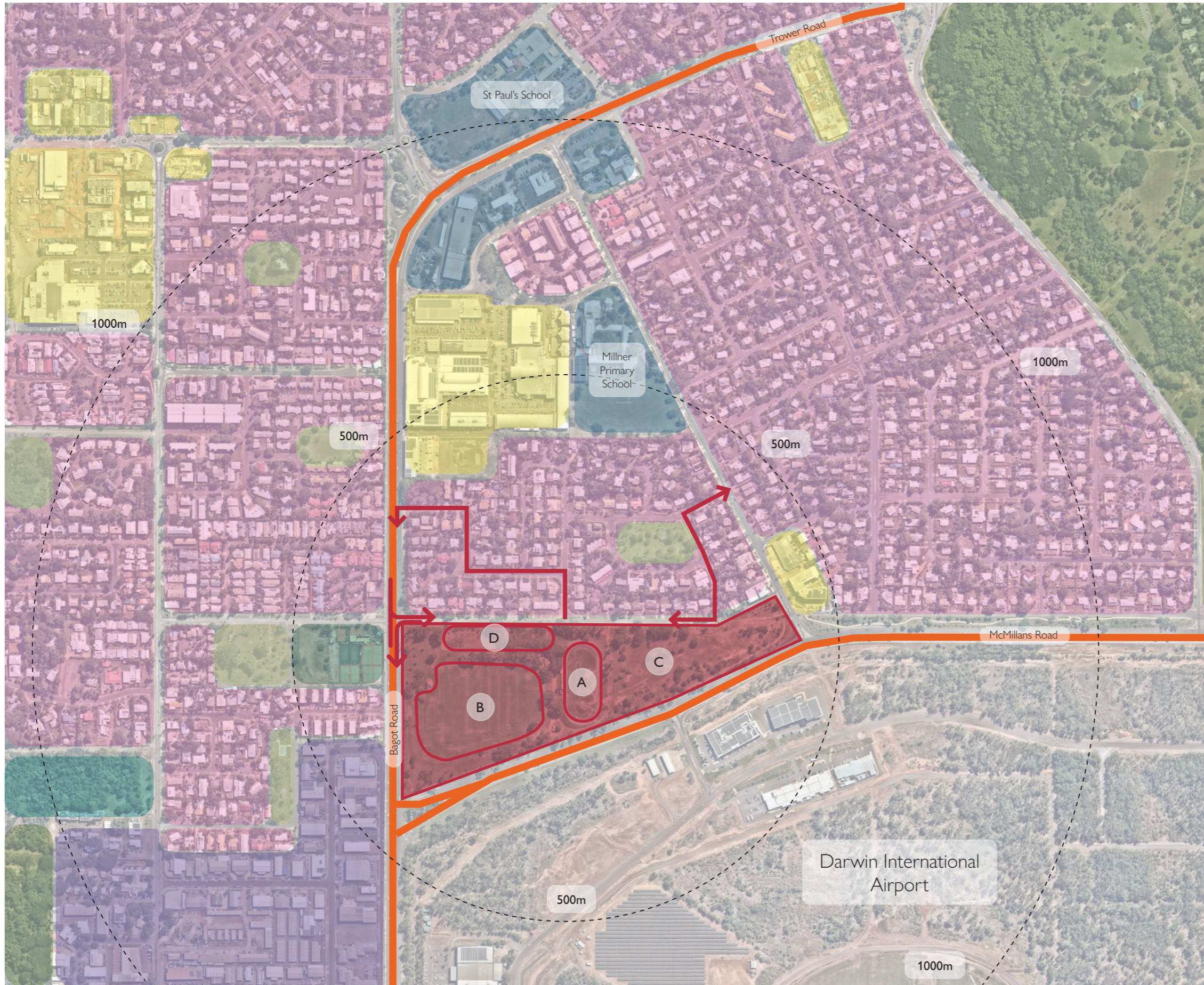


BAGOT PARK, MILLNER

Regional Context

Figure 3.1

D21-0059



LOCAL CONTEXT.

Bagot Park occupies a site that has a primary residential catchment to the north (Millner) and the west (Coconut Grove). Along with nearby schools this represents a large residential catchment that is expected to increase with ongoing densification as outlined in the Darwin Mid Suburbs Area Plan prepared by the NT Planning Commission.

Pedestrian and cycle access from the west is limited to the traffic controlled crossing at Bagot / McMillan intersection. Current users from the area of the commercial and retail areas in Coconut Grove and the airport areas are very limited.

The Park is part of a broader open space network and the major open space in the area. It will remain a key aspect of the open space network in the district and will need to satisfy a diversity of recreational needs along with the current active sports.

LEGEND

- Bagot Park
- Site Vehicle Entry/Exits
- Arterial roads

BAGOT PARK ACTIVITY ZONES.

- A** Cycling
- B** Football
- C** Parkland
- D** Parking

LAND USES.

- R** Residential Areas
- S** Schools
- AC** Activity Centres and Commercial Areas
- I** Industrial and Service Commercial Areas
- CP** Community Purpose
- OR** Organised Recreation
- OP** Public Open Space
- E** Environment and Heritage



Client:
City of Darwin



BAGOT PARK, MILLNER

Local Context

Figure 3.2

D21-0059



4.0 Opportunities and Constraints

PEDESTRIAN AND CYCLE MOVEMENT

Bagot Park is well linked to existing shared paths along McMillans Road and Bagot Road. These two routes provide convenient cycle access to the northern suburbs and the inner suburbs of Darwin. The path along McMillans Road is 2.4m wide concrete.

The shared path along Bagot Road is on the western verge and is approximately 3m width. It is accessed from Bagot Road via a pedestrian controlled crossing

The path running along Bagot Road within Bagot Park is a poor quality bitumen path and is approximately 1.4m width.

The path running within the Old McMillans Road easement and linking through to Sabine Road is 1.2m wide and is a combination of bitumen and concrete. Adjacent to the car park area it is in very poor condition and is often obstructed by parked cars as well as gravel and soil debris covering it.

It is desirable that these park perimeter paths should all be good quality shared paths and a minimum width of 2.5m and preferably 3.0m. The 3.0m width allows the path to also function as a suitable maintenance vehicle path. This would also be in accordance City of Darwin Shared Path & Bicycle Lane Technical Notes 12. *Shared Path & Bicycle Lane Widths – Minimum & Desirable*

Within the Park itself, the only pathways are access paths to the existing canteen and linking the canteen and toilet block. These paths are narrow at 1.2m width and are otherwise compliant in respect of grades. The absence of paths is a significant gap in the Park. Additional internal paths are needed to provide better access as well as provision of various recreational and active movement opportunities. Generally, paths should be minimum 1.8m width, but could be up to 3.0m subject to anticipated use and maintenance requirements.



Figure 4.1 Existing Pedestrian and Cycle Movements at Bagot Park.

CARS AND PARKING

Vehicle access to Bagot Park is from Old McMillans Road. This is either right / left turn in from Bagot Road or via Tong Luck Street and Chin Street from Sabine Road. Egress utilises the same routes. People exiting the site do also utilise local streets (Brayshaw – Shoobridge – Harris) to access Bagot Road (left hand turn) and then utilise the right hand turn lane at Old McMillans Road to access Coconut Grove/ Nightcliff area or to make a u-turn.

Old McMillans Road provides 3 crossovers into the current car park area and there is an additional 2 crossovers. There is no direct access into the Park from either Bagot Road, McMillans Road, or Sabine Road.

A previous traffic impact assessment and road safety audit undertaken for Council as part of the consideration of the velodrome upgrades in December 2019. It considered the projected future traffic as the result of all of the potential developments in the area including the velodrome upgrades. It confirmed the existing road network capacities were adequate.

The assessment recommended a yellow no-stopping line be provided along the Bagot Park side of Old McMillans Road between Bagot Road and Brayshaw Crescent to maintain two clear traffic lanes at all times.

The assessment did confirm that car parking expected as the result of the projected developments would exceed the capacity of the proposed new car park (Cardno concept design DC1702-C2-C03/A with 242 including 4 disabled space capacity). Car parking numbers identified in the report was well below actual peak counts undertaken on consecutive Sunday mornings by FNT which had totals up to 430 cars.



Existing Car Park at Bagot Park.

CARS AND PARKING

Car parking on site comprises a poorly constructed sealed car park associated with the football pitches as well as widespread informal parking around the velodrome and on adjoining streets. This results in dust, erosion and inconveniences to residents.

Car parking capacity is a major challenge for Bagot Park. This is a common issue for district/ regional sports facilities across Australia and travel distances are often too long for active transport or there is poor public transport. Peak parking demand is rarely satisfied and ultimately would be detrimental to the entire Park.

Extending car parking and possible new roads across the Park and linking with McMillans Road have been discussed. This is not recommended for a number of reasons:

- Overall reduction in amenity and community value for the Park, will requiring a significant capital input to meet occasional peak loads.
- Any roadway link with McMillans Road would also link to Old McMillans Road, effectively splitting the Park in half and introducing a traffic safety issue for Park users. The link could also become a 'rat run' link for residents and general traffic.
- With the opportunity for night games, there is greater flexibility in reducing peak loads through programming.

There are options for spreading the car parking and providing additional formalised parking. Any car park design should consider porous paving type construction and extensive shading through tree canopy with the purpose of reducing heat loads and stormwater run-off.



Figure 4.2 Vehicle and Car Parking Opportunities at Bagot Park.

ADJOINING STREETS

McMillan Road and Bagot Road are major barriers to visitors from the south and west. Pedestrian and cycling crossings are limited to the traffic light controlled crossing at the SW corner of Bagot Park. These road reserves provide an excellent opportunity to provide good connections for pedestrians and cyclists.

Old McMillan's Road is the main access route to the Park. It is a secondary collector. The traffic assessment and safety audit generally confirmed the road has sufficient capacity for future uses. At present, facilities for pedestrians and cyclists along this road are poor.

All roads do add to the number of 'eyes on the park' which can enhance safety for users.



Figure 4.3 Adjoining Streets of Bagot Park.

AMENITY, COOLING AND SHADING

Some areas of Bagot Park are well shaded and have large established trees. Many of the large trees are Mahoganies and Gmelinas. These are concentrated in and around the football ovals and car park. Many large trees were lost in Cyclone Marcus in 2017 and have been replaced with recent plantings.

The overall canopy cover across the Park is poor. Inappropriate tree selection for the current conditions has resulted in them not performing to their full potential. This in combination with bare dusty areas, informal parking, and a large car park area comprising breaking up gravel and bitumen presents poorly.

The ovals and immediate surrounds are fully irrigated. Good tree cover, a playground in good condition and other site facilities provides a high level of amenity associated with the football ovals.

Visitor facilities, cool surfaces and significant improvements in the canopy cover would greatly improve the overall amenity of the Park. This is a significant shortfall in the Park.



Figure 4.4 Existing Sun and Shade Spots at Bagot Park.

NATURAL SYSTEMS AND HABITAT

The existing canopy cover is a combination of native and exotic trees. These are the main source for habitat. The rest of the Park is grass (irrigated and non-irrigated) and bare or paved surfaces which provide limited habitat. Despite this, the Park does support resident and visitor birds and reptiles.

Bagot Park occupies an important area of land within and adjacent to Rapid Creek and Ludmilla Creek catchments. It has the potential to be a valuable environmental link between the two by extending canopy cover and habitat value. This would include links along McMillans and Old McMillans Roads, Bagot Road, the Airport and Gwalwa Daraniki lands.



Figure 4.5 Opportunities for Natural Systems at Bagot Park.

ACTIVE RECREATION (ORGANISED SPORT)

The two key organised sports at Bagot Park are football and cycling. These are discussed individually below.

FOOTBALL.

The ovals are well used for training and competition by clubs and community members. It is the home ground for Mindil Aces Football Club. While the main season is during the dry season, informal use continues through the wet season. The current oval arrangement means the facility is often at peak use. Two of the junior ovals are not in the preferred N-S alignment.

With the addition of lights, the ability to program more extensive use and reduce peak loads. The lighting level of 200LUX means the oval is not suitable for Premier League matches.

The Club, with assistance from Football NT, currently have a proposal to develop a women/ girls change facilities that would also cater for referees and medical.

Future needs would include club rooms (also functioning as community rooms), purpose built storage, and upgraded public toilets.

CYCLING.

The velodrome is being refurbished (track surface, boundary fencing, lighting upgrades and adjoining shelter). The facility is a general community facility and not considered a fit for purpose competition track by the Darwin Cycling Club. The internal area contains a bike skills track which comprises temporary measures.

The facilities are well used by triathlon (juniors, seniors and the general public) and this is expected to continue and potentially increase following the refurbishment works.



Figure 4.6 Existing Organised Sport at Bagot Park.

PASSIVE RECREATION

Currently there are limited passive recreation facilities within the Park. The main facility is the children's playground. The playground was assessed in February 2020. It is identified as a district level playground targeting mixed ages. It includes a large shade structure and adjoining trees that provide good afternoon shade. Key issues are poor accessibility, not well connected within the overall Park, no support facilities and not inclusive (age and ability). It is a standard fixed play area with limited 'risky' or adventurous elements. The playground is heavily used during football use periods due to proximity to ovals. It has a realistic life span of 10 – 15 years.

For maintenance reasons, a single consolidated playground is preferred. The current playground is not well located for overall Park users. A more central location should be considered when the existing playground is due for replacement / upgrade.

Additional play opportunities should also consider scooter / wheeled activity area, nature play and all ages activities including adult and senior exercise and reflexology paths would add value. These should be jointly located to enhance inter-generational use and socialising.

Other passive recreation facilities are limited to the perimeter pathway network of which sections are in poor condition and unsafe. A greatly extended pathway network is required and will effectively activate sections of the Park currently little used.

The toilet block is generally locked and not available to the public. The various sporting organisations have keys and open them up when required. There are no water bubblers, general shelters or picnic facilities. Seating is limited to a benches under the canteen roof and others along the top of the bank overlooking the ovals. Small seating stands are also associated with the velodrome and on the eastern embankment of the ovals.

The Park should include additional seating, water bubblers and general picnic facilities.



Figure 4.7 Existing Passive Recreation Facilities at Bagot Park.

SUPPORT INFRASTRUCTURE

The Park has power, water and sewerage connections adequate for the current requirements. These are indicated on the plan.

Stormwater relies on extensive sheet flow. Much of this flows into the adjoining streets and is then picked up by the road stormwater system. There are 3 stormwater inlets within the Park that connect via underground pipes into the street network. The inlet in the vicinity of the pump shed has a low retaining wall that acts as a small weir.

There is ongoing erosion of the many bare areas that are traversed by vehicles. Much of this collects at the western end of the car park.

- 1 MSB-1. Electrical Switchboard and Irrigation Pump Shed.
- 2 MSB-2. Electrical Switchboard Adjacent Sub-Station 2920. Contains meters and CTs, providing power to Velodrome, Mindil Aces Canteen Toilet Block and Bike Storage Building.
- 3 750kVA Substation 2920.
- 4 High Voltage Rino Main Unit.
- 5 Football Club Canteen.
- 6 Football Club Storage.
- 7 Toilet Block.
- 8 Cycling Club General Storage.
- 9 Cycling Club Bike Storage.



Figure 4.8 Existing Support Infrastructure at Bagot Park.



5.0 Master Plan Intent

MASTER PLAN PRINCIPLES



A PARK FOR ALL

The Park will continue to provide a diversity of recreational uses encompassing both organised sport and informal, passive recreation. Football and cycling will continue to be an important use of the site providing regional facilities that are accessed by the residents of the Greater Darwin Region and beyond. Passive recreation facilities are equally important and will support active live and overall community health and well-being outcomes.

The Park will cater for our diverse community, be easily accessible, safe and provide for inter-generational activities.



A COOL, GREEN PARK

The Park will continue to provide valuable environmental services including habitat, shading and cooling, water management and plant diversity. These functions will support community use and add to the overall sustainability of Darwin



A CONNECTED PARK

The Park facilities will be enhanced to ensure it is well connected to the adjoining community and there is close integration between the different activity areas. The pathway network provides simple movement throughout the Park and facilities are shared and multi-functional wherever possible.



A WELL MANAGED PARK

The Park will be sustainable in the long term by addressing ongoing development, management and maintenance. The site poses physical limits on the expansion of organised sport on this site and will be balanced with general recreational needs. The Master Plan recognises that recreational needs will change over time and so low key levels of development allows flexibility for future needs.

The Master Plan has identified a staged sequence for built infrastructure to allow logical transformation while maintaining existing uses. Aspects of tree canopy cover and planting generally will adopt and urban forest approach that maintains long term health and viability.



6.0 Master Plan

OVERVIEW

The Master Plan has combined community inputs and detailed assessment of recreational requirements to provide a safe and functional district park that meets the immediate needs of the community and allows for flexibility to meet future needs.

The proposed interventions includes limits on infrastructure to retain and enhance the overall environmental performance of the Park.

The Master Plan identifies the desired endpoint for the development and management of Bagot Park over the next 10 years. Implementation of the Master Plan will be subject to both internal and external funding and budget allocations by the City of Darwin. While priority projects are identified, the Master Plan allows for an opportunistic response as funds and priorities arise.

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- Football womens/ girls change rooms & goals storage (by Football NT subject to agreed management model).
- Upgraded car parking.
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- Phase 1 shared pathway network, including seating and water bubblers (upgraded perimeter paths).
- Community recreation hub including seniors exercising, children's nature play, 'BigShed' and exercise circuit.

Medium Priority

- Phase 2 tree canopy and environmental buffer planting.
- Shared pathway network.
- Expanded nature play, scooter and wheels play and reflexology.
- New restrooms, club rooms and community meeting space.



Figure 6.1 Overall Master Plan for Bagot Park.

THE MASTER PLAN



Figure 6.2 The Master Plan for Bagot Park.

PEOPLE MOVEMENT



Figure 6.3 People Movement at Bagot Park.

VEHICLE MOVEMENT

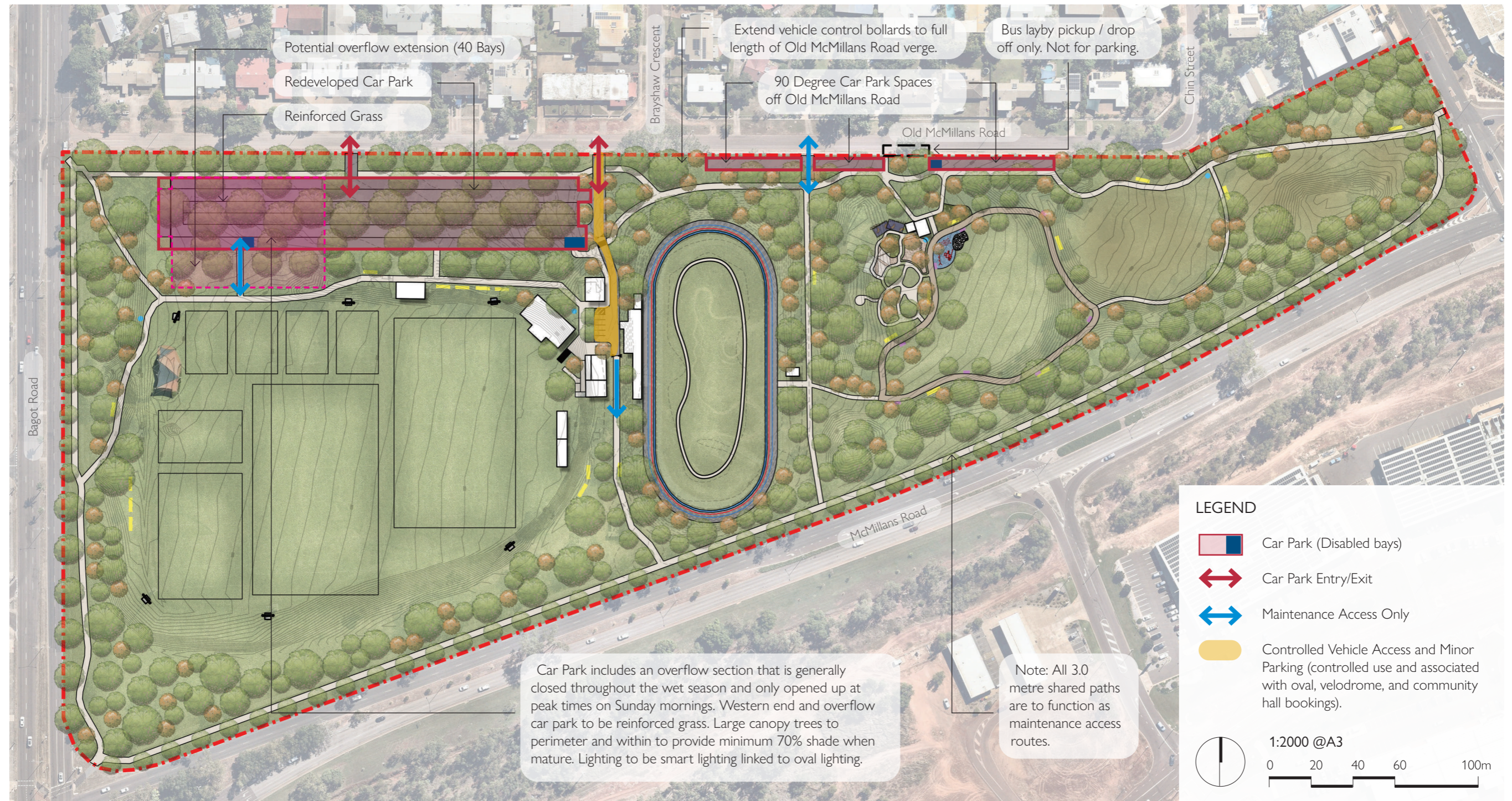


Figure 6.4 Vehicle Movement at Bagot Park.

TREES AND SHADING



Figure 6.5 Vegetation at Bagot Park.

RECREATION FACILITIES



Figure 6.6 Recreation Facilities at Bagot Park.

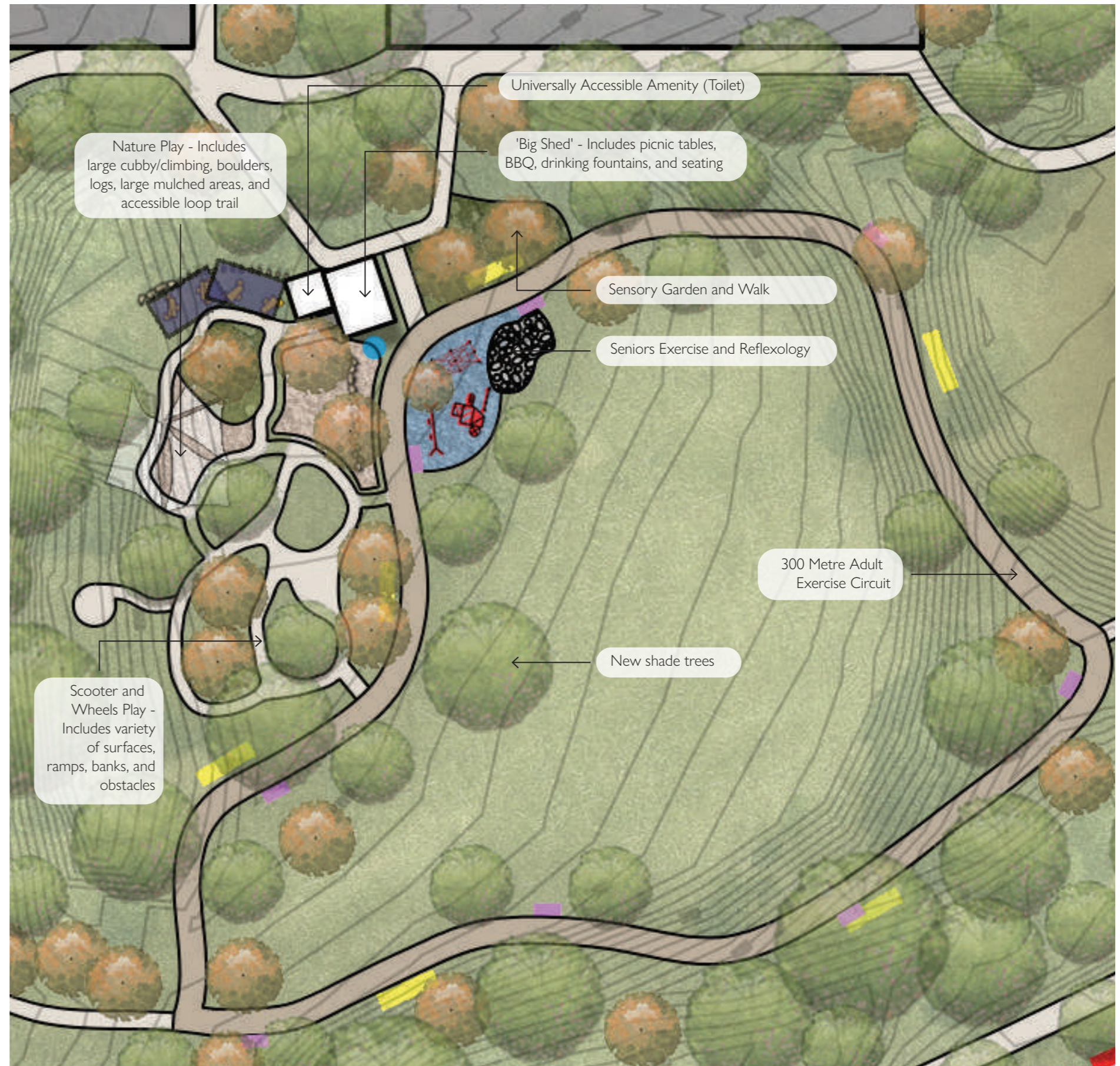
COMMUNITY HUB.

The community hub will be the primary focus for general recreation. It will provide passive and active recreation opportunities for all ages and abilities. The facilities are centralised to allow inter-generational participation and enhance social contact.

The arrangement of the different use areas around the Big Shed will allow future expansion or adaptation over the long term as recreational interests and needs change.

Large areas of this zone are left undeveloped and are characterised by open grass areas. This provides for future flexibility in use.

The play area is focussed on nature play and recognises that the existing fixed equipment playground near the sporting fields still has an effective life of 10+ years.



LEGEND

- Park Seating
- Circuit Exercise Stations
- Drink Fountains

Note. Litter Bins to be located at various locations across the Park. Bike racks to be co-located with all facilities.



Figure 6.7 Community Hub at Bagot Park.

SPORT FACILITIES



Figure 6.8 Sport Facilities at Bagot Park.

SPORTS HUB.

The sports hub co-locates important sports and community facilities including public toilets, canteen and community rooms. A large undercover area is included to extend shade and usability throughout the year and provides excellent overview to the sports fields.

Fully accessible pathway links are included between the car park and all facilities. Limited vehicle access and parking is provided. This would be managed by the sporting bodies and is intended for specific users, not as a general car park option.

The concentration of these facilities in this location minimises overall infrastructure costs and reduces the visual impact within the Park generally.

LEGEND

- 1 Club Room
- 2 Community Room
- 3 Canteen
- 4 Toilets
- 5 Football NT Womens/Girls Change Rooms
- 6 Portable Goal Posts Storage Area (16.5 x 6.5 metres)
- 7 Storage Areas
- 8 Upgraded Cycling Shelters and Viewing (by COD 2022)

Note. Litter Bins to be located at various locations across the Park. Bike racks to be co-located with all facilities.

- Park Seating
- Drink Fountains

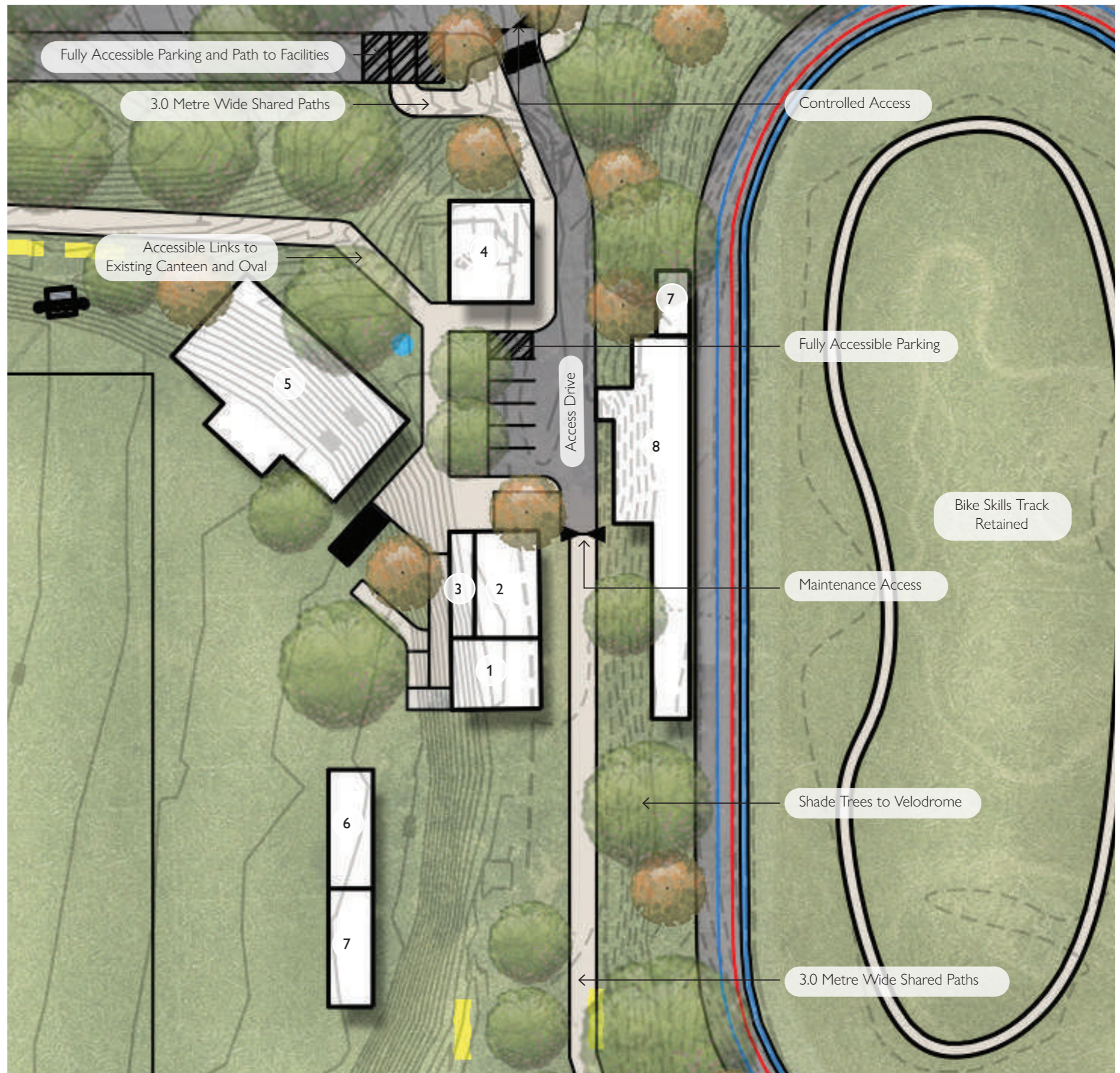
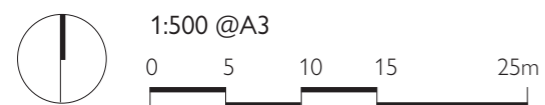


Figure 6.9 Sport Hub at Bagot Park.



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