

Elwood Foreshore & Recreation Reserves Management Plan

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ABOUT THIS DOCUMENT

This **Management Plan** is a review of the 1992 Elwood Foreshore Management Plan. It has been prepared by Jeavons & Jeavons on behalf of the City of Port Phillip.

Appendices contain the *Status of Actions* from the 1992 Elwood Foreshore Management Plan, *Key Issues Paper* and *Community Consultation Findings*.

A **Site Plan** of the entire study area accompanies this report.

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- staff of the Port Phillip City Council
- stakeholders who were interviewed
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1. INTRODUCTION

Elwood is a popular family foreshore location for both leisure and local sport. A dual cycle/skate and walking trail extends along the length of the foreshore. The area retains native vegetation that is locally significant. It is also the largest area of native coastal vegetation in the City of Port Phillip, and the nearest example of Coast Tea-tree and Coast Saltbush communities to central Melbourne.

The former City of St Kilda undertook a significant development plan for this area of foreshore reserve in 1992, known as the *Elwood Foreshore Strategic Management Plan*. The Plan still maintains significant relevance, and was identified for updating and review by Council in 2004. This **Management Plan** is a revision of the 1992 Plan and sets out broad recommendations for the whole Foreshore Reserves area.

1.1 Project Overview

This project was conducted as a two-stage process. Stage one included the review of the 1992 *Elwood Foreshore Strategic Management Plan* (and other relevant literature), extensive site investigation and analysis, and preliminary consultation with City of Port Phillip staff and project stakeholders.

The second stage included a community survey, the identification of key issues, preparation of an issues paper, preparation of a draft management plan for public exhibition and further community and stakeholder consultation.

The review process found many of the 1992 *Elwood Foreshore Strategic Management Plan* recommendations still valid. However, changes and intensification of use have occurred since then. In particular, heavier use of the Foreshore Trail, changes of use to car parks, wear and tear of vegetation (eg users taking short cuts), higher participation levels in some events (eg triathlons), and new activities (eg kite surfing) have developed. Lack of direct public transport to the foreshore still remains an issue.

Appendix 2 sets out the Status of Actions from the 1992 Elwood Foreshore Management Plan.

1.2 Sites included

The foreshore reserve areas addressed in this plan include Moran Reserve, the Elwood Canal mouth, Point Ormond Reserve and the popular Elwood sand beach strip, which supports the Sea Scouts, Angling Club, Sailing Club and the Elwood Foreshore Pavilion housing the Elwood Life Saving Club and Sails Restaurant. To the south of the study area is Elwood Park, which supports a significant amount of the neighbourhood's sporting activity.

For the purposes of this report, the Foreshore Reserves area has been broken down into the following five key areas:

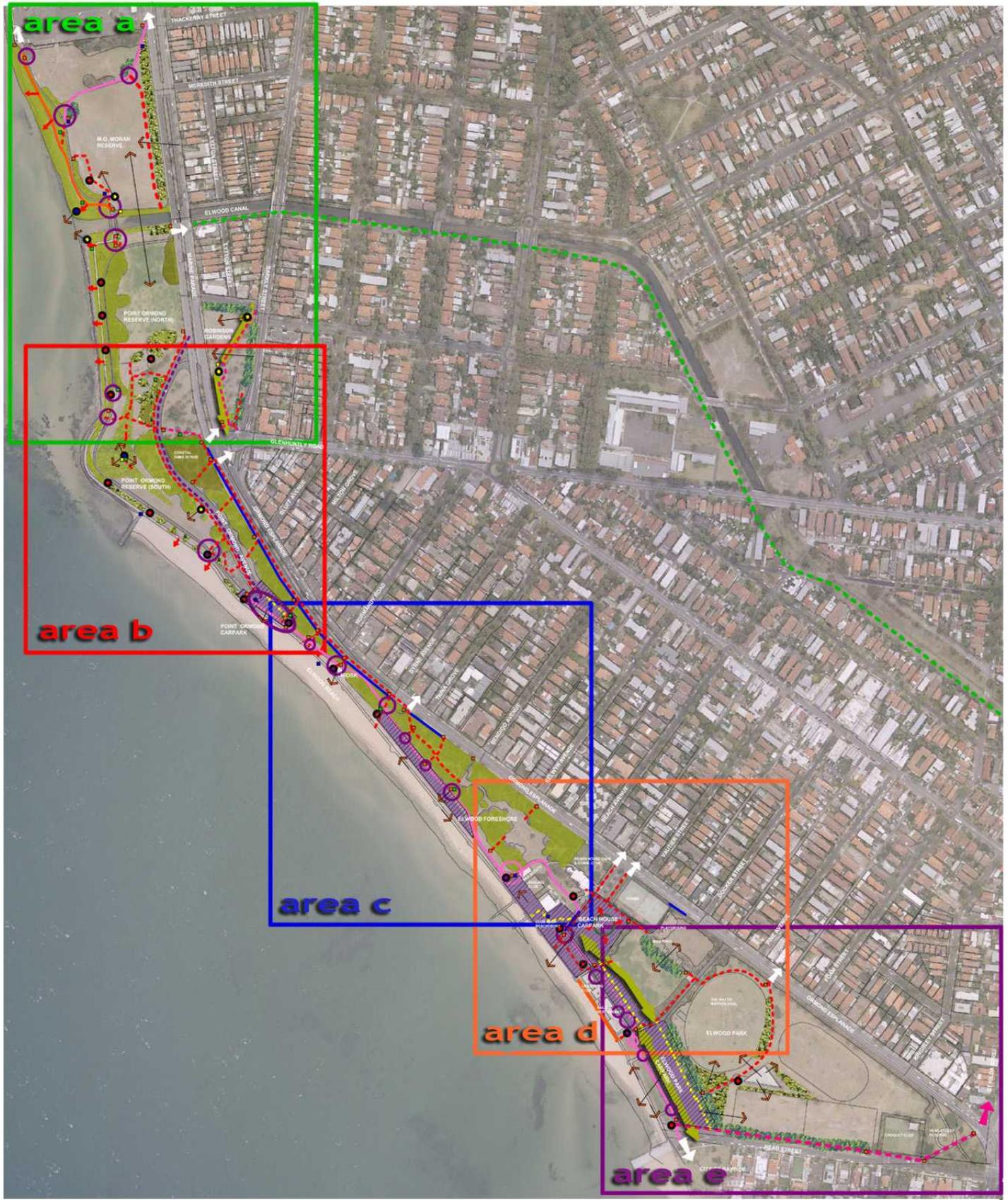
- **Area A:** Moran, Point Ormond (North) and Robinson Reserves
- **Area B:** Point Ormond Reserve
- **Area C:** Elwood Foreshore and Beach
- **Area D:** Elwood Beach Café, Club Houses and Car Parks
- **Area E:** Elwood Park.

The **Key Plan** (see map on the following page) shows the extent of the Foreshore Reserves and their five key areas. A site specific map for each area is provided, identifying key actions and recommendations.

Section 2 of the **Management Plan** identifies the overall Foreshore Reserve issues and resulting key recommendations. **Section 3** provides a breakdown of site specific recommendations, which are also illustrated on the five site specific maps enclosed within this report.

An overall site plan of the entire study area has been provided in electronic format in addition to this report.

NOTE: The sites under consideration do not include the sea or the seabed. These are the responsibility of other levels of government.



key plan

elwood foreshore draft masterplan

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1.3 Policy Context

The Elwood Foreshore Reserve is the southern most foreshore in the municipality. The surrounding neighbourhood (Elwood/Ripponlea) has a distinct landscape character, punctuated by the Elwood Foreshore and its Norfolk Island Pines. This is a unique landscape within the City, which offers significant natural heritage, cultural, historical and visual amenity to residents and visitors.

The City of Port Phillip is the delegated manager for the Foreshore Reserves under the provisions of the Crown Land Reserves Act 1978. The City continues to manage this important resource on behalf of its citizens – and all Victorians – responsibly and well. Indeed, the municipality is known for its creative and nurturing attitude to a rich environmental resource – both natural and built.

Draft Open Space Strategy 2004 and Foreshore Management Plan 2004

The City of Port Phillip's *Draft Open Space Strategy 2004* and *Foreshore Management Plan 2004* provide the context for the management and development of the Elwood Foreshore and Recreation Reserves. The key principles are to:

- protect and enhance the environmental integrity of the foreshore and ensure its sustainability
- manage for a diversity of landscapes and features, including natural, man made and cultural, that contribute to the overall interest of the foreshore
- ensure that new and ongoing activities and developments make a positive contribution to the coast and offer a net community benefit
- ensure a predominance of free and accessible activity
- maintain an active waterfront of relevant coastal dependent uses
- ensure the important social and recreational role of the foreshore is maintained and contributes to the overall quality of life enjoyed by all Victorians
- ensure the foreshore can continue to host a range of tourist and recreational activities
- recognise the economic value and contribution of the foreshore to both the Local and State economy.

The City's *Draft Open Space Strategy 2004* identifies the importance of retaining the character of the foreshore, and its distinction from other beaches in the City. It further identifies the reserves' accessible nature, where family activity and access to nature is encouraged and where community sports opportunities are provided close to the beach. It also supports the conduct of major events.

Whilst the Foreshore Reserves are a large area of open space, there are a number of competing uses. For instance, major transport corridors divide the neighbourhood, creating a barrier to open space for residents living to the east.

The *Draft Open Space Strategy 2004* identifies the challenges as:

- protecting the remaining stock of large dwellings with private open space attached
- protecting the residential character of Marine Parade and Ormond Esplanade
- accommodating future use of the foreshore while avoiding environmental degradation and over development.

Greening Port Phillip

Council's *Greening Port Phillip Initiative* has involved some significant tree planting since 2001 throughout streets bordering the Foreshore Reserves area. This included 80 new trees along Ormond Esplanade and 10 trees in Shelly Street (Marine Parade to Barkly Street). The working principles of the initiative are particularly relevant to the future management of the Foreshore Reserves:

- to expand the street tree planting/replacement program
- to provide a net increase in usable public open space
- to increase permeable surfaces within the public and private realm.

1.4 Planning Context

The City of Port Phillip Planning Scheme (PPPS) contains a number of provisions that apply to the foreshore. These include **PPRZ** (Public Park and Recreation Zone), **H0227** (Aboriginal Heritage Place), **H08** (Elwood and Glenhuntly paint controls) and **DD010 & DD07** (Design and Development Overlays).

The Foreshore Reserves west of Ormond Esplanade and Marine Parade are zoned PPRZ. Under the PPPS, the purpose of this zone is to:

- recognise areas for public recreation and open space
- protect and conserve areas of significance, where appropriate
- provide for commercial uses, where appropriate.

Heritage overlays

There are two separate areas covered by heritage overlays within the Foreshore Reserves. H0227 covers land at Point Ormond, which is identified as an Aboriginal heritage place. It is therefore subject to clause 43.01-7. This site is subject to the requirements of the *Archaeological and Aboriginal Relics Preservation Act 1972* and the *Commonwealth Aboriginal and Torres Strait Islander Heritage Protection Act 1984*. In addition, tree controls apply.

Robinson Reserve and the foreshore between the Elwood Canal and the Point Ormond car park is subject to the *Heritage Overlay H08*. This overlay is one where paint colour controls apply.

The purpose of the heritage overlay under the PPPS is to:

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

Robinson Reserve is also subject to the *Design and Development Overlay – schedule 7* (DD07). The remainder of the foreshore is covered by *the Design and Development Overlay – schedule 10* (DD010), which sets out provisions for the Port Phillip Coastal Area. The key design objectives of schedule 10 are to:

- co-ordinate development in the Port Phillip Bay coastal area
- preserve the existing beaches and natural beauty of the Port Phillip Bay coastal area and to prevent deterioration of the foreshore
- improve facilities in the Port Phillip Bay coastal area to enable the full enjoyment of the area by the public.

Victorian Coastal Strategy

This strategy 'seeks to provide leadership and ensure coordination of activities affecting the coast. Its goals will be achieved through the responsibilities of agencies and groups, guided to a large extent by existing statutory mechanisms'. The strategy is designed to encourage:

- an integrated approach to coastal and catchment management
- protecting and rehabilitating the coastal environment and maintaining biodiversity
- recognition of the established and valued community uses of the coast
- recognition of the economic value and contribution of the coast
- respect for, and protection of, cultural issue including aboriginal, scientific and historic sites
- improvement in knowledge and awareness.

Key legislation guiding planning for the Victorian Coast includes the *Coastal Management Act 1995* and the *Planning and Environment Act 1987*. The Commonwealth *Environment Protection and Biodiversity Conservation Act* governs decision-making on matters of national and environmental significance.

In this context, it will be important to consult with all stakeholders, including the Victorian State Government, on significant matters involving the Foreshore Reserves.

1.5 Key Issues

Key issues have been identified through the review of existing literature, the household survey, stakeholder/staff interviews, observations on site, input from public/resident submissions and feedback from the public display of the draft management plan.

The following key issues associated with the management of Elwood Foreshore and Recreation Reserves have been identified:

1. the increase in use of the Foreshore Trail, and the need to consider its design
2. the design and functionality of car parking and roadways
3. the need to improve public amenity (ie shade, seating, signage and lighting)
4. the need to preserve the natural heritage values and enhance the natural vegetation and habitat values
5. the need to protect sand levels on the beach, not only for leisure activities, but to enable maintenance to be carried out and to allow access by emergency services¹
6. the need to cater for specific leisure and sporting activities.

These issues are further detailed in the Issues Paper provided in **Appendix 1**.

In addition to the key issues identified, areas where the focus of future works should be directed in the short to medium term are outlined in **Section 2.1** of this report.

1 Elwood Beach has been nominated by the State Government for attention (ranked 6th of 36 beaches) in terms of maintaining sand levels.

2. KEY RECOMMENDATIONS

2.1 Focus of future works

The implementation of this Plan addresses the need for site-specific works where degradation of the resource has occurred or major improvement to functionality or amenity is required.

In implementing this plan it is recommended that Council address the following seven key focus areas as priorities for the development of the Foreshore Reserve.

Focus Area	Purpose
1 Point Ormond car park	Formalise the car park layout and improve the interface between the car park and promenade.
2 Open grassed area south of the kiosk	Provide more shade, shelter and vegetation whilst retaining areas of open grass.
3 Open grassed area between Scout Hall & Life Saving Club	Upgrade the area to form a public plaza with planting and paving.
4 Car park between Tennis Club and Beach House Café	Improve pedestrian amenity and the provision of green space.
5 Foreshore Trail behind Sails restaurant	Alleviate conflict between pedestrians, cyclists and vehicles and improve public amenity.
6 Elwood Park car park	Improve the layout, reduce the overall size of the car park, transform some areas into green space.
7 Elwood Park pavilion	Upgrade the existing pavilion to better suit tenant club and community user needs.

These areas are referred to throughout the report as key focus areas for significant landscape works. Each area forms a major capital works project and will require additional planning and design work. **Attachment 1** provides an outline schedule of proposed capital works and estimated probable costs related to **Key Focus Areas 1 to 6**. **Attachment 2** details development options considered related to **Key Focus Area 7**.

The extent of key focus areas is shown on the following map and is indicated within each of the area maps provided in **Section 3**.

In addition to the focus areas identified above, Council should ensure that the diversity of experiences and landscape settings are maintained along the Foreshore Reserves, and between Elwood Foreshore and other beaches in the City of Port Phillip and along Port Phillip Bay. Consultation with Earthcare St Kilda in relation to the design and implementation of indigenous plantings and habitat development would be of value.

A significant signage strategy is recommended across the City. It should address the inconsistency of signage and way-finding throughout the City's foreshore areas. Specifically to Elwood Foreshore Reserves, the upgrading of signage should deliver a system that is:

- directional
- informative
- descriptive.

It should also be capable of providing advice about governance, as well as informing people about significant cultural and historical elements.



Focus zones for significant landscape works

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2.2 The Foreshore Trail



The Foreshore Trail² is the principal attraction of the Foreshore Reserve. As well as being used for physical activity, it provides an important social promenade function. Due to significant increases and diversification of trail use, it is recommended that Council:

- provide secondary paths between the pedestrian and cycle paths in selected areas and through the vegetation to access the Bay
- develop key nodes abutting the trail for viewing, rest and “break out” or diversionary activities to reduce user conflicts
- provide furniture to serve trail users at strategic nodes, including accessible seats and drinking fountains, lighting and bicycle parking
- change the path surface and use additional line marking to alert cyclists to intersections where people cut across the cycle/skate path (sites are identified on site plan)
- vary the width of the trail in response to the context of the area, and ensure hard surfaces do not dominate in vegetated areas of high ‘natural’ character but provide a significantly wider trail/plaza in the built up areas near club houses and Sails restaurant
- increase the width of the Foreshore Trail to cater for demand but minimise the impact of path widening works on existing indigenous vegetation
- retain separation between walking and cycle/skate paths along Elwood foreshore

- use vegetation along the trail to:
 - channel trail users and contain walking traffic
 - retard erosion in the trail corridor
 - provide shelter and shade as well as protecting users from wind and weather
 - buffer and insulate walking/skating and cycling from other activities
 - provide visual interest and pleasure
 - promote an understanding of indigenous vegetation
 - maintain links between habitat areas
 - establish and enhance habitat corridors for indigenous fauna.
- improve sightlines and the alignment of the Foreshore Trail in key locations to reduce conflict with cars, sports, commercial activities and people cutting across the paths
- design the Foreshore Trail to match City of Port Phillip standards (eg charcoal-coloured concrete edges, widths consistent with other foreshores) and ensure methods used to resolve high volume pedestrian and bicycle movements on the St Kilda Edge project are incorporated into the Foreshore Trail design process, where appropriate
- introduce a signage system that includes route definition, as well as directional, interpretive, informative (identifying areas of natural, cultural and heritage significance) and distance marker signs along the trail, that are consistent along the remainder of the City of Port Phillip foreshore and the Elwood Canal³
- incorporate directional signage for a jogging circuit, linking existing and proposed pathways
- monitor the management of dogs on the Foreshore Trail and provide appropriate furniture at key nodes (eg dog posts and water bowls)
- consider promoting a code of conduct for use of the Foreshore Trail.

² The Foreshore Trail is the term given to the Elwood Foreshore cycle/skate path and walking path. Where issues and actions refer to the ‘Foreshore Trail’, they relate to both paths.

³ Consideration could also be given to achieving co-ordination with Bayside City Council signage.

2.3 Vegetation and environment



The vegetation along the Elwood Foreshore is of major value and significance in terms of preservation of natural heritage, habitat and its capacity to offer high quality leisure experiences. To minimise the impact of wear, natural attrition, drought, and to enhance amenity, it is recommended that Council:

- maintain and improve areas of indigenous vegetation, particularly remnant vegetation and bird habitat corridors
 - provide expert maintenance to indigenous vegetation at appropriate times to control weeds
 - maintain indigenous vegetation in ways that encourage ecological processes and natural regeneration
 - trial drought tolerant and indigenous grass species for informal recreation areas, in particular, on Point Ormond Hill and along Elwood beachfront
 - protect all new planting from the elements with buffers of other vegetation
 - provide shade and wind protection through tree planting across the site (use local indigenous tree species including *Allocasuarina* sp., *Banksia* sp., and *Leptospermum* sp.)
 - plant additional vegetation across car parks in the southern area and within Elwood Park to enhance and extend the habitat corridor to link with vegetation in the City of Bayside
- nominate Point Ormond Hill and the Elwood Foreshore as the two priority areas for improving the visual quality of lawn and improving turf hardness
 - consider provision and maintenance of rakali habitat in all proposed design and implementation works
 - use sustainable design and construction practices (ie select eco-efficient materials and construction methods for new works)
 - reduce, re-use and recycle water:
 - use water sensitive design techniques to treat or re-use storm water locally on site
 - direct run-off from showers and boat washing to planted soaker beds
 - investigate the use of salt tolerant species for use in soaker beds and other areas
 - investigate the opportunities to capture water run-off from roadways and car parking
 - investigate opportunities to use rainwater tanks (or other methods) on pavilions and buildings and use this water on sports fields.
 - explore options for the collection of storm water from the wider catchment and subterranean storage, for irrigation
 - investigate occasional irrigation of areas of high use and wear, such as Point Ormond Hill to maintain root structure
 - implement relevant section of the Stormwater Action Plan
 - replant missing Norfolk Island Pines that are a strong element of Elwood Beach's identity.

2.4 Roadways and car parking



A considerable amount of space on the Foreshore Reserves is dedicated to car parking and roadways. Currently there is limited public transport direct to the foreshore.⁴ Car parks only full in peak usage times. With increasing pressure on foreshore land and conflicts between car park use, traffic, pedestrian and trail users, it is recommended that Council:

- continue to lobby State Government and public transport providers and agencies to provide additional public transport services operating directly to areas along the Foreshore Reserves to assist in the reduction of the overall number of car parking spaces and to progress Council's commitment to sustainable transport alternatives
- rationalise car parking and roadway widths in order to create more useable space: maximise the efficiency and carrying capacity of car parks, minimise the extent of paving, and improve visual and user amenity
- ensure safe pedestrian, wheelchair and cycle use is given priority through car parks and along major entry roads to the beach

- ensure access to the beach is retained from the road and clubhouses, and from the road to sports pavilions for key users only (eg club members, people with a disability, and maintenance and emergency vehicles)
- enhance the ability of local residents to access the Foreshore Reserve on foot or by bicycle through promoting trail access, and safe crossing points over Ormond Esplanade, including the provision of audio signals at pedestrian crossings
- align the foreshore trail to minimise conflicts alongside car parks and roadways
- position and design car parks to support participation in activities on the foreshore (as opposed to encouraging activities that are car park based)
- consider ways of providing car park pavements to allow water to soak through or to treat run-off
- reconfigure existing car parking areas to provide more usable space for a range of activities that are consistent with the City's Foreshore Management Plan 2004 and Sustainable Transport Strategy 2005
- ensure car parking operations remain consistent with Council's *Parking Plan: Towards 2010*.

4 Currently, public bus route 246 (Elsternwick – Clifton Hill – La Trobe University Bundoora) provides the only drop-off point in the immediate Foreshore Reserve area. This is at the corner of Barkly Street and Glenhuntly Road, adjacent to Robinson Reserve.

2.5 Enhancements to foreshore facilities



Infrastructure on the foreshore has aged, the use of the Foreshore Reserve has increased and public expectations have changed since the last management plan. Various levels of amenity, and types and condition of facilities are found along the foreshore. However, the Foreshore Reserves requires significant enhancement. In particular, the introduction of well designed shade, signage, lighting, seating and other amenities would encourage use. To improve the amenity of the Foreshore it is recommended that Council:

- upgrade lighting along the full length of the Foreshore Trail to improve site character but reflecting demand and usage levels, consistent with Council's Lighting Strategy, and using solar lighting where appropriate
- upgrade all paths to become accessible to people with a disability
- upgrade selected pavilions and club houses to better meet the needs of users, and people with a disability
- reconfigure outdoor showers at Point Ormond to prevent sand drift directly into shower recess areas
- provide spectator seating around sports grounds at Elwood Park
- further develop the Elwood Park Pavilion Concept with user groups and commence detailed planning for the facility's redevelopment (see **Section 3: Area E – Elwood Park**, for the Concept Plan)

- provide rests stops or paved “break out” spaces along the Foreshore Trail⁵
- provide additional areas of shade (a mixture of trees and structures) and wind protection for users across the Foreshore Reserve
- develop a consistent, accessible design⁶ for all signage:
 - provide interpretive signage about the natural and cultural heritage of the site
 - way-finding and directional signage along the trail and to facilities
 - distance markers at key intersections
 - integrate regulatory information into other signage and reduce the ‘clutter’ of signs.
- improve the amenity of car parks through design, provide additional vegetation and better pedestrian and wheelchair access.

5 These may include an open area off the trail to observe views, adjust clothing and equipment or the provision of seats and bike parking.

6 In terms of readable heights, size, typefaces, logos, colours, etc

2.6 Leisure and sport



Increasing demand for open space and a desire for nature experiences, combined with the diversification of trail, land and water based activities will ensure that the Foreshore Reserves continue to be a popular leisure destination. To enhance leisure experiences and increase opportunities for participation in social activities, sport and physical exercise it is recommended that Council:

- retain a diversity of landscape settings along the Foreshore Reserves to provide for a wide range of leisure experiences - from those dependant on a high environmental character and access to nature, to those of a social or facility-based nature
 - increase the carrying capacity and quality of lawn areas and sports playing fields through the selection of drought tolerant species
 - consider installing irrigation at strategic locations (via case-by-case site evaluation) and continue to monitor playing surfaces to identify potential areas of risk
 - provide adequate floodlighting to support winter sport
 - retain large open grassy areas free of facilities to enable social sport, kites and new land-based activities to develop on the foreshore (eg Moran Reserve)
- enhance the 'playfulness' of infrastructure particularly at nodes of activity, through designed elements (eg climbing and/or skate elements) to supplement other facilities at stopping points along the Foreshore Trail
 - continue to manage space-intensive water-based kite and board activities by zoning areas for their specific use (eg kite surfing at West Beach)
 - continue to manage the Foreshore Reserves as a focus for major triathlons and other events
 - encourage and support all resident clubs to provide casual, community-based, affordable or 'no cost' sport and recreation opportunities for the community (eg beach volleyball, croquet and tennis)
 - direct resources to sport facility developments that embrace sharing between clubs and multiple use, and where they promote community access and public use
 - create wheelchair access to the water, and increase the accessibility of the beach and foreshore for people with a disability
 - upgrade and improve accessibility to selected pavilions and club houses
 - ensure club facilities close to the beach are dependent on their foreshore location, promote multiple use, and that their design and condition reflect the current activity
 - facilitate and accommodate, where possible, the development of new or emerging sports and recreation opportunities to meet activity trends and demand.

3. SITE SPECIFIC ACTIONS

For detailed analysis of the study area, the Foreshore Reserves have been divided into five areas.

These are:

- **Area A:** Moran, Point Ormond (north) and Robinson Reserves
- **Area B:** Point Ormond Reserve (south)
- **Area C:** Elwood Foreshore and beach
- **Area D:** Elwood Beach Cafes, Club Houses, and car parks
- **Area E:** Elwood Park

A detailed description of each area and proposed actions for each site follows.

■ **Area A: Moran, Pt Ormond (north) and Robinson Reserves**

Site Description: boundaries

- Moran Reserve south of the St Kilda Marina car park
- Elwood Canal mouth
- Point Ormond Reserve (north of the Point Ormond Hill)
- Robinson Reserve.

Site Description: key features

- Foreshore Trail
- foreshore habitat corridor
- large open grass spaces used for informal recreation

Moran Reserve, separated from Point Ormond Reserve by the Elwood Canal, is exposed to the wind and is popular for kite flying and adventure sports such as kite bugging and land boarding.⁷

Moran Reserve is a dog off leash area.⁸ Dogs are also permitted on the Foreshore Trail, but are required to be on leash and under effective control.

Indigenous coastal scrub vegetation is important habitat for the Fairy Wren and also shelters the open grass flats of Point Ormond North.⁹

A playground/fitness equipment and BBQ area are located behind the dunes. The existing vegetation along this stretch of the Foreshore Reserve is being trampled in many places as people cut across between the cycle/skate and walking paths, causing root compaction.

The habitat value and appearance of vegetated areas could be improved if understorey planting surrounded each garden bed.

Marine Parade separates Robinson Reserve from the rest of the foreshore area. The Reserve features open grass areas and magnificent palm trees in a two cross pattern. They perform an important visual amenity function and are the only formal exotic planting in the Foreshore Reserves. There is no irrigation at Robinson Reserve.

⁷ "You can buggy in all wind directions, but a west direction is best as it allows you to cross the canal and go to the point and back" – excerpt from Extreme-Kites.com

⁸ In designated off leash areas dog owners are required to carry a leash at all times and ensure their dog remains in sight, is under effective voice control and does not threaten other people of animals.

⁹ Wrens live in small family groups in dense vegetation along the foreshore. St Kilda Earthcare representatives have been studying these birds for some time. The birds are often seen in areas where the vegetation is close to paths. Earthcare hypothesise that the close proximity of people and dogs to the birds helps to keep feral cats away and actually protects these small bird communities.

Area A: Key objectives for change

Objective	Recommended action
1 Upgrade main Foreshore Trail	Provide better trail signage, 'rest stops' and form key desire lines into secondary paths.
2 Enhance indigenous vegetation¹⁰	Provide additional understorey planting around remnant coastal scrub to avoid root compaction and enhance habitat value.
3 Enhance Robinson Reserve	Undertake formal design and additional planting in keeping with formal pathways.

Area A: Site Actions

- a1** Provide better directional signage and pavement markings to signify to cyclists where cycle/skate and walking paths converge.
- a2** Limit the damage to the vegetation by formalising some of the 'goat tracks' or 'desire lines' through to the rocky shore into stepping stone paths, and blocking others with new planting.
- a3** Widen this stretch of walking path to allow people to pass in comfort. Minimise the damage to existing vegetation in new trail works.
- a4** Widen the narrow shared trail, resurface and install concrete edging. Provide additional tree planting to the sides of the trail.
- a5** Remove temporary treated fencing adjacent to the bike path and install a timber boardwalk to improve access and protect vegetation. Install signage along the boardwalk about the indigenous coastal vegetation.
- a6** Provide a new granitic sand pedestrian pathway to the fitness equipment.

- a7** Undertake works at 'the Point' to include:
 - a new rock stepping stone path from the pedestrian path to 'the Point'
 - a granitic sand path across to this point from the cycle/skate path
 - repair of the existing erosion and install an extra rock batter and rock armouring at the point
 - providing a 'rest stop' with seats, rubbish bin, bike rack and paving at this corner.
- a8** Retain Moran Reserve for free recreational and social activities:
 - retain this reserve as a dog off-leash area
 - support its use for kite flying/buggying and land boarding.
- a9** Improve pedestrian access across cycle/skate path to Moran Reserve. Relocate the wheelie bin out of the view line and replace with seating.
- a10** Maintain Elwood Canal bridges to address weathering and provide signage interpreting the history of the canal.
- a11** Upgrade the intersection of the paths and provide additional planting and pavement to heavily worn surfaces.
- a12** Install new rock stepping stone path to 'the point' south of the Elwood Canal mouth. Install a new seat and locate it well back to avoid damage from waves. Repair existing erosion and extend rock batter to prevent erosion through installation of rock armouring.
- a13** Protect the existing habitat of Fairy Wrens and other bird species¹¹:
 - remove the timber fence from beside the cycle/skate path
 - provide interpretive signage about the habitat of the Fairy Wrens
 - add more plant identification signs and relocate existing signs so they are beside the appropriate species.

¹⁰ Biosis Research identifies the significance of these areas in their natural heritage assessment of sites within the City of Port Phillip.

¹¹ This vegetation is significant habitat for many bird species including the Fairy Wrens. The wrens are an indication of quality habitat as they do not travel and must rely on food sources close to home. At Elwood the wrens live in dense vegetation along the foreshore. St Kilda Earthcare representatives have been studying these birds for some time. The birds are often seen in areas where the vegetation is close to paths. Earthcare hypothesise that the close proximity of people & dogs to the birds helps to keep feral cats away and actually protects these small communities of birds.

- a14** Prevent vegetation from being trampled as users cross the cycle/skate and walking paths:
- provide a number of paved rest stops with bicycle racks and seating. Face seats onto the pedestrian trail and provide room for cyclists, wheelchair users or those with prams to get off the paths
 - ensure access is provided to rest stops from both the cycle/skate and pedestrian paths
 - revegetate worn sections between rest stops, erecting short-term fencing as required.
- a15** Retain open space and views north and south.
- a16** Use local indigenous coastal dune scrub species and plant a new understorey around existing garden beds to prevent root compaction. Provide interpretive signage explaining the value of the remnant vegetation.
- a17** Provide a formed path from Point Ormond Road to the playground to make the playground more accessible. Provide an accessible path to the playground ramp west of the main structure.
- a18** Explore future options for the Point Ormond Road including separate bicycle and walking paths along Point Ormond Road.
- reduce the width of the road allocated to cars and provide marked car park bays
 - remove some sections of asphalt and introduce planting.
- a19** Upgrade Robinson Reserve by:
- installing a shared pathway in Robinson Reserve from the northeast corner to the pedestrian crossing on Glenhuntly Road
 - providing more understorey, habitat planting
 - create low mounding in conjunction with understorey planting
 - recognising the historic 'X' layout of the palm trees in any further design work.
- a20** Retain views across Robinson Reserve to the foreshore reserve.
- a21** Explore future options for street tree planting in line with Council's Greening Initiative.
- a22** Retain the existing pedestrian crossing and link to the canal. Work with the City of Bayside to form a recreational trail loop along the foreshore, Elwood Canal and through Elsternwick Park.
- a23** Remove the existing asphalt at the Canal and plant with coastal dune scrub, in consultation with Earthcare St Kilda.
- a24** Create a new compacted gravel path. Provide a secondary north-south path to complete a circuit for walkers and joggers around the Elwood Foreshore.
- a25** Plant indigenous understorey and low shrubs along the eastern boundary, as a buffer to Marine Parade.
- a26** Improve signage and maintain the link to the trail in north.
- a27** Provide new shade/canopy over the BBQ area.
- a28** Construct a new crossover to connect existing footpath to the road bridge over the Elwood Canal to complete pedestrian link.





LEGEND

TRAILS

- Widen Existing Pedestrian Path
- New Fence to prevent pedestrian traffic through vegetation
- Link to existing Elwood Canal Trail
- Redesign vehicle access to reduce carparking and improve pedestrian & cycle access
- Upgrade shared path
- New shared path
- New bicycle/skate path
- Form existing pedestrian desire lines into paths
- Improve pedestrian link to foreshore
- Intersection between pedestrians & bicycle trail
- Upgrade bicycle trail
- Create new linking shared pathway to form a trail loop including the Elwood Canal and Foreshore
- Retain existing pedestrian crossing

SIGNAGE

- Directional sign
- Interpretive signage - environmental
- Interpretive signage - cultural
- Instructional sign
- Focus area for further design and landscape enhancement
- Retain and protect existing coastal dune scrub
- Retain and protect existing coastal scrub
- New tree planting
- New understorey planting
- Provide additional indigenous planting to strengthen habitat corridor
- Retain existing view

PAVED REST STOPS

- 'Rest stop' - bike rack & seat
- 'View point' - no furniture
- 'Pedestrian look out' - seat
- 'Bike stop' - bike racks



moran - pt. ormond nth - robinson

map a

elwood foreshore draft masterplan

JULY 2005

Job #: B44

scale 1:2500 @ A4



Area B: Point Ormond Reserve (south)

Site Description: boundaries

- South of the Point Ormond playground
- North of the Point Ormond car park
- Ormond Esplanade to the east and Port Phillip Bay to the west.

Site Description: key features

- Foreshore Trail
- Point Ormond Hill
- Point Ormond Road and car park
- Coastal dune scrub.

Point Ormond is an aboriginal heritage place and is covered by a Heritage Overlay (H0227) under the local provisions of the City of Port Phillip Planning Scheme.¹² Large areas of indigenous coastal scrub vegetation line both sides of Point Ormond Road. This is a significant natural heritage area containing remnant 'coastal dune scrub'.

Point Ormond Hill is a popular spot for fitness training and picnicking. It provides 360-degree views.

The main trail to the west of the hill is exposed to strong south westerly winds. The Point is very exposed to salt spray and winds as evidenced by the pitted concrete and rusting seat. The ground at the point is formed from clay fill. Salt spray 'sits' on the surface and inhibits plant growth. The indigenous planting to either side of the trail is not continuous to the south along the trail.

Point Ormond Road is very wide and not particularly safe for cyclists or pedestrians, but is the only vehicle access to Point Ormond car park.

Point Ormond car park has been identified as **Key Focus Area 1**, requiring significant future landscape improvement. The car park is unsightly and does not function well. Rubbish bins, signs and poles create clutter and the junctions between the car park and paths could be improved. The walking and cycle/skate paths merge with the car park and do not interface well with each other to the west boundary. The end of the Point Ormond car park is too narrow and it is difficult for cars to turn.

However, Point Ormond Road and car park does provide important access for the foreshore, including:

- car parking for families near the playground north of Point Ormond and near the beach
- parking near grassed areas for sail boarders to rig their boards
- 'scenic car parking'
- access to the beach for people in wheelchairs.

Previously the City of Port Phillip has identified the possible removal of Point Ormond Road and car park. The current study investigated this option during the consultation and review process. It was concluded that complete removal of the road and car park would require significant funding, with limited community gain for the Foreshore Reserved. As an alternative, it is recommended that the existing road and car park be reconfigured to accommodate pedestrian, cyclist and wheelchair user access, that car parking be consolidated and improved tree planting be undertaken, as outlined in actions b8, b9, b20, b21 and b22.

The toilet block in this area is difficult to access with prams and wheelchairs. It is dark and unwelcoming, but currently functional.

Elwood Beach is accessible to dogs between the rock groyne south of Point Ormond and the beach access ramp 35 metres south east of Normandy Road. Between November 1 and March 31 this access is from 5.30am-9.30am only.

¹² This area is subject to the requirements of the Archaeological and Aboriginal Relics Preservation Act 1972 and the Commonwealth Aboriginal and Torres Strait Islander Heritage Protection Act 1984.

Area B: Key objectives for change

Objective	Recommended action
1 Reconfigure the Point Ormond car park	Designate as an a key Focus Area for significant future landscape works.
2 Downgrade the Point Ormond roadway and define car spaces	Provide additional planting to reduce the overall size of the roadway and reconfigure and re-mark car spaces.
3 Upgrade the main Foreshore Trail	Provide additional planting and signage, rest stops and secondary paths along desire lines off the Foreshore Trail.
4 Improve and manage indigenous vegetation	Reduce the number of worn shortcuts through the vegetation.
5 Reduce damage to coastal vegetation	Provide a 2m wide boardwalk or granitic sand pathway through the coastal dune scrub from the traffic lights at the Glenhuntly Road intersection to Point Ormond Road.

Area B: Actions

- b1** Provide new compacted gravel path along the desire line to Pt Ormond Hill.
- b2** Reduce root compaction to vegetation:
- improve the habitat value and appearance of gardens by surrounding each bed with an understorey
 - limit pedestrian access and wear by further understorey planting
 - use local indigenous coastal dune scrub species and plant around the existing garden beds
 - provide signage explaining the value of the remnant vegetation.
- b3** Provide a new path between the foreshore and Ormond Esplanade.
- reposition the picnic furniture that is overgrown by vegetation
 - design path to integrate the connection with both Pt Ormond Road and the Foreshore Trail.
- b4** Pave the area of gravel between cycle/skate path and walking path. Highlight crossing points.
- b5** Formalise access between Point Ormond Road and the Ormond Esplanade traffic lights by constructing a path:
- provide directional signage at the traffic lights
 - provide signage along the path about the significance of the remnant vegetation.
- b6** Provide a path across the southern tip of Robinson Reserve to link the traffic lights.
- b7** Develop a significant entry point to the Foreshore Reserves:
- maintain the crossing and improve the walking path within the Foreshore Reserves
 - install permanent fencing and signage to direct pedestrians to paths.
- b8** Protect and upgrade the coastal dune scrub.
- b9** Explore future options for Point Ormond Road including providing separate cycle/skate and walking paths along Point Ormond Road. Delineate separate pedestrian and cycle paths.
- reduce the overall width of the road for cars and provide marked car park bays
 - cut into the roadway to create new garden beds.
- b10** Deck the crown of Point Ormond Hill and lookout, below the trig point. Consult with local aboriginal people and Aboriginal Affairs Victoria regarding artistic interpretation of the heritage of Point Ormond and develop the site in a way that recognises the cultural significance of this place.
- b11** Pave the access way north-south up the hill to prevent further erosion:
- replace the temporary fencing with a 'minimal' fence or barrier around most of the base of hill to deter traffic across the grass
 - continue to trial drought tolerant grasses.
- b12** Create a rest stop at the Point. Construct new seats from timber with marine grade fixings. Link the rest stop with a diagonal ramp access between cycle/skate and walking paths.
- b13** Excavate existing clay fill. Raise the garden bed edge, fill with clean sand and plant with extremely salt tolerant species. Provide boulders for extra protection to vegetation and to retain soil.

- b14** Plant indigenous vegetation in blocks between the paths, and retain areas of grass for sitting and for access to the beach.
- b15** Retain as an accessible beach for dogs. Maintain summer restrictions for off-leash exercise¹³.
- b16** Retain a grassed area accessible from parked cars and sheltered by vegetation.
- b17** Provide a fence along Ormond Esplanade to prevent short cuts through the vegetation:
 - provide entrance points at intervals in the fence to defined east-west paths through the vegetation
 - provide a generous path along Ormond Esplanade in front of the fence for the safety and convenience of people walking between their cars and the entrance ways.
- b18** Upgrade the accessibility of public toilets, provide more natural light and clean dry areas for changing. Investigate the use of solar lighting.
- b19** Re-design the showers so that run-off water drains into planted soaker beds and not across the footpath.
- b20** Treat this area as a significant focus for future work; to resolve car park design and the relationship between the car park, use by walkers and cyclists, and the landscape.
- b21** Capitalise on the opportunity to develop a promenade past the onlooking cars. Separate the trail from the car park and resolve detailed issues including overhead wires, bins, steps, edges, grades and signage.
- b22** Revegetate the end of the car park and provide bicycle parking and interpretive signage.
 - repair erosion to gravel path.
- b23** Formalise vehicle access to beach and turnaround for beach cleaning machinery. Retrofit existing ramp to include disabled access to beach.
- b24** Replace existing timber edging along bike path south of Point Ormond car park with bluestone edging to match adjacent treatments.

LEGEND

SIGNAGE

- Directional sign
- Interpretive signage - environmental
- Interpretive signage - cultural
- Instructional sign
- Focus area for further design and landscape enhancement
- Retain and protect existing coastal dune scrub
- Retain and protect existing coastal scrub
- New tree planting
- New understorey planting
- Provide additional indigenous planting to strengthen habitat corridor
- Retain existing view

TRAILS

- Widen Existing Pedestrian Path
- New Fence to prevent pedestrian traffic through vegetation
- Link to existing Elwood Canal Trail
- Redesign vehicle access to reduce carparking and improve pedestrian & cycle access
- Upgrade shared path
- New shared path
- New bicycle/skate path
- Form existing pedestrian desire lines into paths
- Improve pedestrian link to foreshore
- Intersection between pedestrians & bicycle trail
- Upgrade bicycle trail
- Create new linking shared pathway to form a trail loop including the Elwood Canal and Foreshore
- Retain existing pedestrian crossing

PAVED REST STOPS

- 'Rest stop' - bike rack & seat
- 'View point' - no furniture
- 'Pedestrian look out' - seat
- 'Bike stop' - bike racks

13 Between 1st November and 31st March this beach is an off-leash zone between 5.30 & 9.30am.



point ormond reserve

map b

elwood foreshore draft masterplan

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Area C: Elwood Foreshore and beach

Site Description: boundaries

- South of the Point Ormond car park
- North of the Sea Scouts club house
- Ormond Esplanade to the east and Port Phillip Bay to the west.

Site Description: key features

- Foreshore Trail
- Elwood Beach and long linear open grassy area
- Revegetated and remnant coastal vegetation (habitat corridor).

A linear wedge of native vegetation buffers Elwood Beach from the busy Ormond Esplanade. This is a significant natural heritage area containing remnant and revegetated coastal plants. However, damage to the vegetation across the site is being caused by a number of factors.

- **Popularity** Parking is free in this section of Ormond Esplanade close to the beach and kiosk, creating a high level of pedestrian traffic.
- **Convenience** No pedestrian path along Ormond Esplanade north of Tiuna Ave traffic lights means people alight from cars into a vegetated area.
- **Pinch point** The distance between the Foreshore Trail and Ormond Esplanade is very short. People can see the trail close by and this provides an incentive to cut through. Unfortunately this means pedestrians are immediately standing on the cycle/skate path.
- **Access** There are no designated east-west access paths.

The open grass strip along the foreshore has been identified as **Key Focus Area 2** requiring future landscape works. In the short term, new shade and shelters may be required and should be sited amongst trees and vegetation rather than as isolated objects on the grass.

Area C: Key objectives for change

Objective	Recommended action
1 Improvement of the open grass strip along the Elwood Beach	Designate this area as a key focus area for significant landscape works. Upgrade area to form a public plaza with planting and paving.
2 Introduce additional shade and shelter	Use a combination of tree planting and structures (with seasonal flexibility) to provide shade and shelter from the weather.
3 Protect existing vegetation	Protect new tree planting through blocks of primary coastal vegetation interspersed with large areas of grass.
4 Widen and upgrade the Foreshore Trail south of Point Ormond car park	Provide better directional signage, rest stops and pavement treatment or line marking to indicate intersections with pedestrian paths.
5 Improve the indigenous vegetation and manage this to encourage natural regeneration	Provide additional paths east–west to formalise selective pedestrian desire lines. Open up a north-south path to provide an alternative route for walkers and joggers doing circuits around the Elwood Foreshore.

Area C: Actions

- c1** Highlight the intersections between walking and cycle/skate paths. Construct a granitic sand path from the Foreshore Trail to Ormond Esplanade.
- c2** Prevent damage to vegetation from duplication of paths, and upgrade the area to prevent pedestrians 'ending up' on the cycle/skate path.
 - install permanent low fencing beside any new footpath along Ormond Esplanade
 - provide a pedestrian path along Ormond Esplanade in front of any fence, for access from parked cars to selected entrance points
 - formalise access to defined east-west paths through the vegetation opposite key side streets
 - prevent pedestrian access between the kiosk and a point opposite Byrne Avenue
 - remove raised concrete kerbing at path entry points.
- c3** Retain the grass area accessible from parked cars and sheltered by vegetation.
- c4** Provide as the key pedestrian path across from Ormond Esplanade. Position the path to the north of the kiosk to improve sight lines.
- c5** Provide bicycle parking and seating near the kiosk. Extend the paving north of the kiosk.
- c6** Provide a new path linking to the pedestrian promenade on the foreshore. Use signage to indicate that the cycle/skate path is not for walking.
- c7** Treat Elwood Beach area as a key focus area for significant landscape works:
 - provide shade and protection from the elements, primarily through tree planting
 - provide shelters offering seasonal flexibility in the short term, sited amongst trees and vegetation not as isolated objects on the grass
 - protect new tree planting using blocks of coastal vegetation interspersed with grass
 - ensure vegetation is low near the pedestrian promenade (eg coastal vegetation such as *Carpobrotus rossii*, gradually rising in height to protect trees such as *Allocasuarina* sp. so that in elevation the buffer will be a 'windswept' wedge form)
 - maintain a wide strip of grass along the eastern edge of this vegetation to provide an open corridor for the cycle/skate path.
- c8** Resolve a consistent strategy for this area concurrently with the Elwood Beach works:
 - retain view lines along the foreshore promenade
 - determine locations for rubbish bins, seating and lighting which currently create a cluttered appearance.
- c9** Protect and improve existing indigenous vegetation.
 - provide water for birds
 - retain and extend network of gravel or mulch paths through the vegetation as an alternative route for walkers and joggers doing circuits around the Elwood Foreshore.
- c10** Widen and upgrade the cycle/skate path along the Foreshore Reserve south of Point Ormond car park.
 - provide better directional signage, rest stops and pavement treatment to indicate intersections with walking paths.
- c11** Widen and realign the cycle/skate path and improve sightlines around this corner in both directions:
 - provide directional signage for trail users travelling south
 - take advantage of the existing level change and install a low wall to prevent cycle/skate path users riding straight ahead (in front of club houses).
- c12** Construct two short sections of gravel or mulch path linking to Ormond Esplanade.



LEGEND

TRAILS

- Widen Existing Pedestrian Path
- New Fence to prevent pedestrian traffic through vegetation
- Link to existing Elwood Canal Trail
- Redesign vehicle access to reduce carparking and improve pedestrian & cycle access
- Upgrade shared path
- New shared path
- New bicycle/skate path
- Form existing pedestrian desire lines into paths
- Improve pedestrian link to foreshore
- Intersection between pedestrians & bicycle trail
- Upgrade bicycle trail
- Create new linking shared pathway to form a trail loop including the Elwood Canal and Foreshore
- Retain existing pedestrian crossing

SIGNAGE

- Directional sign
- Interpretive signage - environmental
- Interpretive signage - cultural
- Instructional sign
- Focus area for further design and landscape enhancement
- Retain and protect existing coastal dune scrub
- Retain and protect existing coastal scrub
- New tree planting
- New understorey planting
- Provide additional indigenous planting to strengthen habitat corridor
- Retain existing view

PAVED REST STOPS

- 'Rest stop' - bike rack & seat
- 'View point' - no furniture
- 'Pedestrian look out' - seat
- 'Bike stop' - bike racks



elwood foreshore reserve-elwood beach

map c

elwood foreshore draft masterplan

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scale 1:2500 @ A4



Area D: Elwood Beach cafés, club houses, car parks

Site Description: boundaries

- South of the Sea Scouts club house
- North of Sails restaurant and Wattie Watson Road
- Ormond Esplanade to the east and Port Phillip Bay to the west.

Site Description: key features

- The pedestrian promenade along the foreshore
- The beachfront area in front of the club houses
- A number of club houses and foreshore buildings – Bay Wac Scout Association, Elwood Angling Club, Elwood Sailing Club, Elwood Life Saving Club, Sails restaurant, Elwood Beach House Café and playground, and Elwood Park Tennis Club
- Car parking and roadways
- Playground, BBQ and open grassy field.

The cycle/skate path is configured around the rear of foreshore buildings and conflicts with other uses, especially at the rear of the Elwood Life Saving Club and Sails restaurant. Cyclists should be provided with an enjoyable route rather than being squeezed between buildings and the car park. This strip of roadway and Foreshore Trail has been identified as **Key Focus Area 5**, requiring significant future landscape works.

The beachfront area is also a focus area for significant future landscape works (**Key Focus Area 3**). It consists of a flat exposed grass and asphalt area with the pedestrian promenade delineating the western edge. The open ground between the club houses and the pedestrian promenade has potential as a constructed foreshore 'green plaza'. This section of the foreshore is also the best suited to create access for people using wheelchairs, to the water.

This site area is the most built up area on the Foreshore Reserves. At its centre is a large car park area and roadway. This large area of asphalt does not cater well for pedestrians and breaks the existing habitat corridor. The buildings, roads and car parks block the site and there is limited appropriate vegetation. The car park and roadway is identified as **Key Focus Area 4** requiring significant future landscape works.

The small grassy field, BBQ area and open playground seem removed from the foreshore and function as a local park. This area has limited shade to complement reserve activities.

Area D: Key objectives for change

Objective	Recommended action
1 Upgrade the carpark/roadway strip behind the Lifesaving Club and Sails restaurant	Treat as a Key Focus Area for future landscape works. Realign the cycle/skate path and increase its safety and amenity.
2 Upgrade the beachfront landscape	This area has been identified as a Key Focus Area for future landscape works.
3 Elwood Tennis Club car park	This area has been identified as a Key Focus Area for future landscape works. Improve the functionality, amenity and configuration of car parks.
4 Improve accessibility to beach and foreshore	Increase the accessibility to facilities and the water for people with a disability and for emergency services.

Area D: Actions

- d1** Prepare a concept plan for this area, focussing on developing the open grass area into a beachfront plaza:
- retain open views across the site and improve the ground surface to provide better access and control wear
 - place boat washing areas on permeable hard surface or paving that drains to soaker garden beds
 - treat stormwater on site
 - remove treated pine barriers and integrate traffic control into the design of the plaza
 - elevate the grass in parts to minimise wear and tear and provide seat edges
 - plant other areas with low vegetation to break up paved areas
 - introduce an integrated design for lighting, furniture, barriers, signage, bicycle parking (including near Elwood Life Saving Club), vehicle access and beach showers
 - incorporate signage identifying key areas of cultural heritage
 - consider incorporating existing proposals for stormwater treatment and reuse.
- d2** Widen and upgrade the cycle/skate path behind the clubhouses.
- d3** Retain existing club houses. Integrate vehicle access to beachfront plaza.
- d4** Investigate opportunities to reinstate sand on the beach. ¹⁴
- d5** Investigate the feasibility of providing two additional tennis courts for public and community access.¹⁵
- d6** Provide pedestrian access along both sides of the entry road to Ormond Esplanade.
- support the provision of audio lights at the pedestrian crossing signals at the entrance to the Beach House Café.
- d7** Extend the habitat corridor through car parks. Widen the existing indigenous planting to the north and west of the open grassy area to enhance habitat value.
- d8** Rationalise the Tennis Club car park layout:
- provide more vegetation and pedestrian safety zones/paths across the car park
 - layout spaces in a more consistent manner to improve functionality.
- d9** Improve north-south pedestrian access from the Beach House café to the playground, and support the provision of pedestrian audio signals at the entrance to the Beach House café car park.
- d10** Enhance the playground and open grassy area by providing further trees and shade.
- d11** Provide new shade/canopy over the BBQ area and new shade trees.
- d12** Provide a path across to Elwood Park.
- d13** Investigate opportunities to support beach activities and water based recreation, as well as reduce the possibility of public risk. Retain an environment suitable for vehicle use for regular maintenance, cleaning and emergency services.
- d14** Widen the pedestrian promenade with a boardwalk or structure jutting out over the sand. Avoid conflicts with the Elwood Life Saving Club ramp.

¹⁴ There are community, maintenance staff and club concerns that sand is being lost from the beach, and further, that rocks are being exposed. This issue is outside the scope of this project, however consideration will need to be given to the environmental impacts and feasibility of beach re-nourishment works. Parks Victoria is the responsible authority for the recreational use of the water and the Department of Sustainability and the Environment is responsible for the sea bed. Therefore resolution of this issue will require their involvement.

¹⁵ Note that the club is currently surrounded by the playground, car park and roads. There is limited non-functional space available for expansion outside tennis club boundaries.

d15 Improve the amenity and safety of the cycle/skate path behind the Life Saving Club and Sails restaurant. This area is a high priority for significant landscape improvement works. Improve the safety of pedestrians crossing the cycle/skate path.

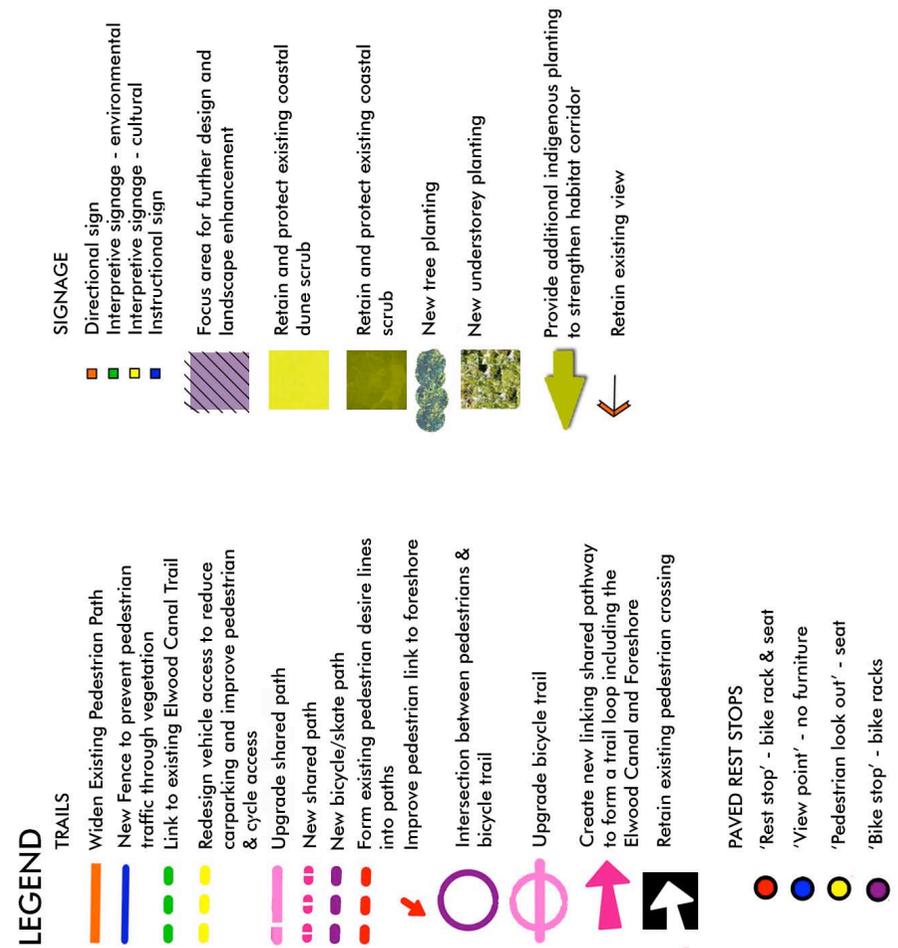
- negotiate the relocation of the food preparation building that divides this space and conflicts with the cycle/skate path
- widen the cycle/skate path and realign in more an attractive setting away from entrances to the Life Saving Club and Sails restaurant
- use design to signify pedestrian crossing points to cyclists and skaters and alert pedestrians
- retain vehicle access through this area and rationalise car parking to realign the cycle/skate path
- provide bike parking in several areas
- ensure statutory requirements for car parks for people with a disability, emergency vehicles and restaurant patron numbers are met
- formalise access to the grassy area from the eastern edge of the car park.

d16 Construct a barrier to prevent pedestrian access through vegetation.

d17 Create a ramp down into the sand from the Life Saving Club for emergency vehicle access, pram and wheelchair users.

d18 Create wheelchair access across the beach to the water. Consider non-permanent solutions.

d19 Support any review of stormwater drainage outlets that discharge onto or across the sand, and the outfall design, as well as opportunities to enhance the water quality at this beach.





clubhouses - carparks - cafes

map d

elwood foreshore draft masterplan

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scale 1:2500 @ A4



Area E: Elwood Park

Site Description: boundaries

- Head Street to the south
- Wattie Watson Road to the north
- Ormond Esplanade to the east and Port Phillip Bay to the west.

Site Description: key features

- Sports fields, Elwood Croquet Club and Head Street Reserve
- Elwood Park car park
- The beach and foreshore including the Foreshore Trail.

This large, open, grassed area has two pavilions¹⁶ and is a focus for outdoor sport. The Elwood Park pavilion no longer meets tenant club requirements and is identified as **Key Focus Area 7** for future development works. A Concept Plan for the redesign of the pavilion is provided in **Attachment 2**.

The Foreshore Trail, lined with Norfolk Island pines, is separated from the sports fields by a large car park, designed with a 'tortuous' layout to prevent 'hooning'. Closed at night and relatively under-utilised, this car park is identified as **Key Focus Area 6** requiring significant future landscape works.

The foreshore landscape here is less interesting than areas north of Point Ormond with limited habitat for birds. The habitat corridor should be improved to provide links between Elwood and the City of Bayside. Better wind protection and amenities to support the sports fields would also be desirable.

Head Street Reserve is a designated dog off-leash area.¹⁷

¹⁶ Elwood Park pavilion and Elwood Croquet Club pavilion.

¹⁷ In designated off leash areas dog owners are required to carry a leash at all times and ensure their dog remains in sight, is under effective voice control and does not threaten other people or animals. Off leash regulations in Head Street Reserve also apply to the entire area including sporting ovals in Elwood Park.

Area E: Key objectives for change

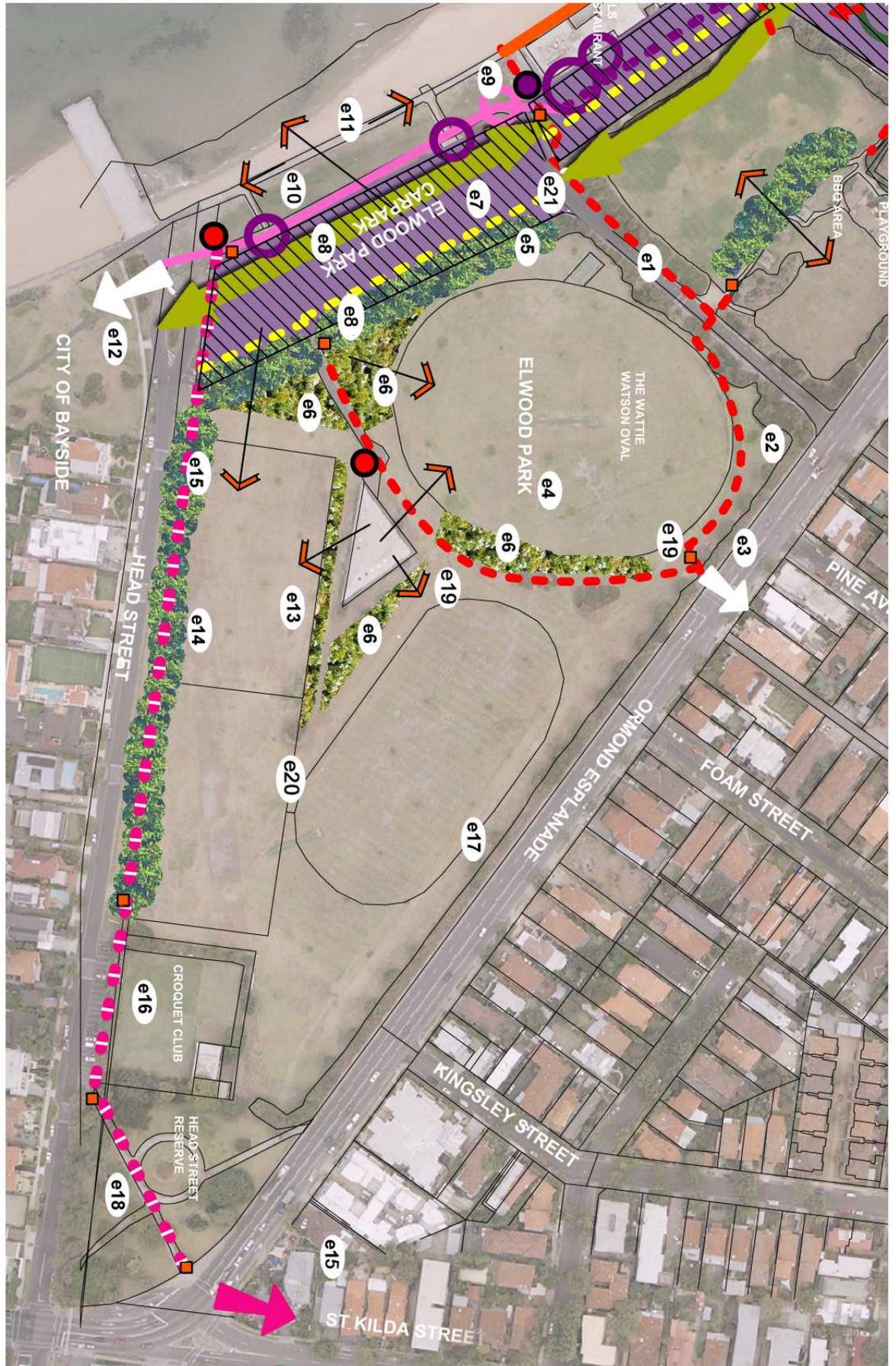
Objective	Recommended action
1 Upgrade the Elwood Park sports pavilion	Treat as a Key Focus Area for future development works. Refer to Concept Plan in Attachment 2.
2 Improve facility provision for winter sport	Support the addition of floodlights on sports fields and the redevelopment of the pavilion to better meet user needs. Increase spectator seating to meet current standards.
3 Reduce the size of the existing car park to better manage usage	Treat this area as a Key Focus Area for future landscape works, and reconfigure car park to allow easier manoeuvrability while still limiting opportunities for 'hooning'.
4 Establish new indigenous vegetation	Provide new planting along the foreshore and in the car park to create a habitat corridor.
5 Upgrade the Foreshore Trail	Widen the Foreshore Trail and repair the low points and irregular surfacing.
6 Create an additional recreational trail loop	Create a secondary trail along Head Street to connect with the City of Bayside through Elsternwick Park. Form a trail loop along the canal and back to the foreshore.
7 Enhance opportunities for social sport and the sharing of sporting facilities	Encourage access of existing sports facilities to better cater for a variety of community uses.

Area E: Actions

- e1** Develop a new pedestrian path parallel to Wattie Watson Road and connect to the north-south path that provides access to pedestrian lights on Ormond Esplanade.
- e2** Develop a new path linking Wattie Watson Road and the pedestrian lights on Ormond Esplanade.
- e3** Retain the pedestrian lights over Ormond Esplanade. Install directional signage.
- e4** Manage sports grounds for use by a range of sports:
 - retain the Wattie Watson boundary fence as functional for cricket
 - upgrade the irrigation system
 - investigate opportunities to harvest stormwater and store it on site in subterranean tanks for grass and garden irrigation.
- e5** Provide additional understorey planting and trees to buffer sports fields from winds.
- e6** Expand/provide additional garden beds. Use appropriate vegetation so cricket balls cannot become lost, as well as planting to suite sandy, acidic and hydrophobic soils.
- e7** Treat the car park as a key focus area for significant landscape works. Retain vehicle access between the Elwood Park pavilion, Head Street and Wattie Watson Road. Reconfigure parking bays for better vehicle manoeuvrability, and so as to:
 - provide tree planting to buffer sports fields from winds
 - provide better views of the foreshore from the car park
 - provide more 'green space'
 - provide access to the Elwood Park pavilion and Sails restaurant.
- e8** Plant to the east and west of the car park, to enhance the habitat for the Fairy Wren. Consult with Earthcare St Kilda Inc. about more planting along the foreshore.
 - use indigenous species appropriate to this location (eg. primary dune or coastal scrub)
 - manage planting to allow regeneration
- e9** Repair low points, irregular surfacing and pooling water on the Foreshore Trail.
- e10** Retain and replant Norfolk Island Pines - a strong part of the Elwood Beach identity.
- e11** Retain existing sightlines along the pedestrian promenade.
- e12** Improve links to the City of Bayside and provide new directional signage.
- e13** Upgrade Elwood Park pavilion to better suit tenant club and user needs. (Refer to Concept Plan in Attachment 2). Provide signage on the pavilion identifying user groups and club contact information.
- e14** Redesign the Head Street road verge to include a new shared path and tree planting without encroaching on the sports fields.
- e15** Coordinate with the City of Bayside to extend the trail along Head Street and through Head Street Reserve to link with a recreational loop via Elsternwick Park and the Elwood Canal.
- e16** Encourage the Elwood Croquet Club to continue to promote community use of the facility and to increase participation.
- e17** Maintain the boundary of trees along Ormond Esplanade.
- e18** Maintain the formal qualities of Head Street Reserve and utilise the existing path network for the shared trail linkage.
- e19** Provide spectator seating around the sports fields.
- e20** Support additional lighting for winter sports and related activities.
- e21** Find a more suitable location off the Foreshore Reserves for the existing mulch store.

LEGEND

- TRAILS**
-  Widen Existing Pedestrian Path
 -  New Fence to prevent pedestrian traffic through vegetation
 -  Link to existing Elwood Canal Trail
 -  Redesign vehicle access to reduce carparking and improve pedestrian & cycle access
 -  Upgrade shared path
 -  New shared path
 -  New bicycle/skate path
 -  Form existing pedestrian desire lines into paths
 -  Improve pedestrian link to foreshore
 -  Intersection between pedestrians & bicycle trail
 -  Upgrade bicycle trail
 -  Create new linking shared pathway to form a trail loop including the Elwood Canal and Foreshore
 -  Retain existing pedestrian crossing
- SIGNAGE**
-  Directional sign
 -  Interpretive signage - environmental
 -  Interpretive signage - cultural
 -  Instructional sign
- PAVED REST STOPS**
-  'Rest stop' - bike rack & seat
 -  'View point' - no furniture
 -  'Pedestrian look out' - seat
 -  'Bike stop' - bike racks
-  Focus area for further design and landscape enhancement
 -  Retain and protect existing coastal dune scrub
 -  Retain and protect existing coastal scrub
 -  New tree planting
 -  New understorey planting
 -  Provide additional indigenous planting to strengthen habitat corridor
 -  Retain existing view



elwood park

map e

elwood foreshore draft masterplan

JULY 2005

Job #: 844

scale 1:2500 @ A4



4. IMPLEMENTATION PLAN

4.1 Parks Maintenance

Area A: Moran, Point Ormond (North) and Robinson Reserves

- a4** Widen the narrow shared trail, resurface and install concrete edging. Provide additional tree planting to the sides of the trail.
- a5** Remove temporary treated fencing adjacent to the bike path and install a timber boardwalk to improve access and protect vegetation. Install signage along the boardwalk about indigenous coastal vegetation.
- a7** Undertake works at 'the Point' to include:
- install a new rock stepping stone path from the pedestrian path to 'the point'
- provide a granitic sand path across to this point from the cycle/skate path
- repair the existing erosion and install an extra rock batter and rock armouring at the point
- provide 'rest stop' with seats, rubbish bin, bike rack and paving at this corner.
- a10** Maintain Elwood Canal bridges to address weathering and provide signage interpreting the history of the canal.
- a12** Install new rock stepping stone path to 'the point' south of the Elwood Canal mouth. Install a new seat and locate it well back to avoid damage from waves. Repair existing erosion and extend rock batter to prevent erosion through installation of rock armouring.
- a13** Protect the existing habitat of Fairy Wrens and other bird species
- remove the timber fence from beside the cycle/skate path
- provide interpretive signage about the habitat of the Fairy Wrens
- add more plant identification signs and relocate existing signs beside appropriate species.
- a14** Prevent vegetation from being trampled as users cross the cycle/skate and walking paths:
- provide a number of paved rest stops with bicycle racks and seating
- face seats onto pedestrian trail, provide room for cyclists, wheelchair users or those with prams to get off the paths
- ensure access is provided to rest stops from both the cycle/skate and pedestrian paths
- revegetate worn sections between rest stops, erecting short-term fencing as required.
- a15** Retain open space and views north and south.
- a16** Use local indigenous coastal dune scrub species and plant a new understorey around existing garden beds to prevent root compaction. Provide interpretive signage explaining the value of the remnant vegetation.
- a17** Provide a formed path from Point Ormond Road to the playground to make the playground more accessible. Provide an accessible path to the playground ramp west of the main structure.
- a19** Upgrade Robinson Reserve by:
- installing a shared pathway in Robinson Reserve from the northeast corner to the pedestrian crossing on Glenhuntly Road
- providing more understorey, habitat planting
- create low mounding in conjunction with understorey planting
- recognising the historic 'X' layout of the palm trees in any further design work.
- a20** Retain views across Robinson Reserve to the foreshore reserve.

4.1 Parks Maintenance (cont'd)

Area B: Point Ormond Reserve (South)

- b1** Provide new compacted gravel path along the desire line to Pt Ormond Hill.
- b2** Reduce root compaction to vegetation:
- improve habitat value and appearance of gardens by surrounding beds with an understorey
- limit pedestrian access and wear by further understorey planting
- use local indigenous coastal dune scrub species and plant around existing garden beds
- provide signage explaining the value of the remnant vegetation.
- b3** Provide a new path between the foreshore and Ormond Esplanade.
- reposition the picnic furniture that is overgrown by vegetation
- design path to integrate connection with both Pt Ormond Road and Foreshore Trail.
- b4** Pave area of gravel between cycle/skate path and walking path. Highlight crossing points.
- b8** Protect and upgrade the coastal dune scrub.
- b9** Explore future options for Point Ormond Road including providing separate cycle/skate and walking paths along Point Ormond Road. Delineate separate pedestrian and cycle paths.
- reduce the overall width of the road for cars and provide marked car park bays
- cut into the roadway to create new garden beds.
- b10** Deck the crown of Point Ormond Hill and lookout, below the trig point. Consult with local aboriginal people and Aboriginal Affairs Victoria regarding artistic interpretation of the heritage of Point Ormond and develop the site in a way that recognises the cultural significance of this place.
- b11** Pave the access way north-south up the hill to prevent further erosion:
- replace temporary fencing with 'minimal' fence /barrier around base of hill to deter traffic on grass
- continue to trial drought tolerant grasses.
- b13** Excavate existing clay fill. Raise the garden bed edge, fill with clean sand and plant with extremely salt tolerant species. Provide boulders for extra protection to vegetation and to retain soil.
- b14** Plant indigenous vegetation in blocks between the paths, and retain areas of grass for sitting and for access to the beach.
- b16** Retain a grassed area accessible from parked cars and sheltered by vegetation .
- b20** Treat this area as a significant focus for future work; to resolve car park design and the relationship between the car park, use by walkers and cyclists, and the landscape.
- b22** Revegetate the end of the car park and provide bicycle parking and interpretive signage
- repair erosion to gravel path.
- b24** Replace existing timber edging along bike path south of Point Ormond car park with bluestone edging to match adjacent treatments.

4.1 Parks Maintenance (cont'd)

Area C: Elwood Foreshore and beach

- c1** Highlight the intersections between walking and cycle/skate paths. Construct a granitic sand path from the Foreshore Trail to Ormond Esplanade.
- c2** Prevent damage to vegetation from duplication of paths, and upgrade the area to prevent pedestrians 'ending up' on the cycle/skate path.
 - install permanent low fencing beside any new footpath along Ormond Esplanade
 - provide pedestrian path along Ormond Esp. in front of any fence, for access from parked cars to selected entrance points
 - formalise access to defined east-west paths through vegetation opposite key side streets
 - prevent pedestrian access between kiosk and a point opposite Byrne Avenue
 - remove raised concrete kerbing at path entry points.
- c3** Retain the grass area accessible from parked cars and sheltered by vegetation.
- c4** Provide as the key pedestrian path across from Ormond Esplanade. Position the path to the north of the kiosk to improve sight lines.
- c7** Treat Elwood Beach area as one of 7 key focus areas for significant landscape works:
 - provide shade and protection from the elements, primarily through tree planting
 - provide shelters offering seasonal flexibility in the short term, sited amongst trees and vegetation not as isolated objects on the grass
 - protect new tree planting using blocks of coastal vegetation interspersed with grass
 - ensure vegetation is low near the pedestrian promenade (eg coastal vegetation such as *Carpobrotus rossii*, gradually rising in height to protect trees such as *Allocasuarina* sp. so that in elevation the buffer will be a 'windswept' wedge form)
 - maintain a wide strip of grass along the eastern edge of this vegetation to provide an open corridor for the cycle/skate path.
- c9** Protect and improve existing indigenous vegetation.
 - provide water for birds
 - retain and extend network of gravel or mulch paths through the vegetation as an alternative route for walkers and joggers doing circuits around the Elwood Foreshore.
- c12** Construct two short sections of gravel or mulch path linking to Ormond Esplanade.

4.1 Parks Maintenance (cont'd)

Area D: Elwood Beach cafes, club houses, and car parks

- d1** Prepare a concept plan for this area, focussing on developing the open grass area into a beachfront plaza:
 - retain open views across the site and improve the ground surface to provide better access and control wear
 - place boat washing areas on permeable hard surface or paving that drains to soaker garden beds
 - treat stormwater on site
 - remove treated pine barriers and integrate traffic control into the design of the plaza
 - elevate the grass in parts to minimise wear and tear and provide seat edges
 - plant other areas with low vegetation to break up paved areas
 - introduce an integrated design for lighting, furniture, barriers, signage, bicycle parking (including near Elwood Life Saving Club, vehicle access and beach showers)
 - consider incorporating existing proposals for stormwater treatment and reuse.
- d7** Extend the habitat corridor through car parks. Widen the existing indigenous planting to the north and west of the open grassy area to enhance habitat value.
- d8** Rationalise the Tennis Club car park layout: provide more vegetation and pedestrian safety zones/paths across the car park layout spaces in a more consistent manner to improve functionality.
- d9** Improve north-south pedestrian access from the Beach House café to the playground, and support the provision of pedestrian audio signals at the entrance to the Beach House café car park.
- d10** Enhance the playground and open grassy area by providing further trees and shade.
- d12** Provide a path across to Elwood Park.
- d15** Improve the amenity and safety of the cycle/skate path behind the Life Saving Club and Sails restaurant. This area is a high priority for significant landscape improvement works. Improve the safety of pedestrians crossing the cycle/skate path.
 - widen the cycle/skate path and realign in more an attractive setting away from entrances to the Life Saving Club and Sails restaurant
 - use design to signify pedestrian crossing points to cyclists and skaters and alert pedestrians
 - retain vehicle access through this area and rationalise car parking to realign the cycle/skate path
 - provide bike parking in several areas
 - ensure statutory requirements for car parks for people with a disability, emergency vehicles and restaurant patron numbers are met
 - support the provision of audio lights at the pedestrian crossing signals at the entrance to the Beach House Café
 - formalise access to the grassy area from the eastern edge of the car park.
- d16** Construct a barrier to prevent pedestrian access through vegetation.

4.1 Parks Maintenance (cont'd)

Area E: Elwood Park

- e4** Manage sports grounds for use by a range of sports:
 - retain the Wattie Watson boundary fence as functional for cricket
 - upgrade the irrigation system
 - investigate opportunities to harvest stormwater and store it on site in subterranean tanks for grass and garden irrigation.
 - e5** Provide additional understorey planting and trees to buffer sports fields from winds.
 - e6** Expand/provide additional garden beds. Use appropriate vegetation so cricket balls cannot become lost, as well as planting to suite sandy, acidic and hydrophobic soils.
 - e7** Treat the car park as a key focus area for significant landscape works. Retain vehicle access between the Elwood Park pavilion, Head Street and Wattie Watson Road. Reconfigure parking bays for better vehicle manoeuvrability, and so as to:
 - provide tree planting to buffer sports fields from winds
 - provide better views of the foreshore from the car park
 - provide more 'green space'
 - provide access to the Elwood Park pavilion and Sails restaurant.
 - e8** Plant to the east and west of the car park, to enhance the habitat for the Fairy Wren. Consult with Earthcare St Kilda Inc. about more planting along the foreshore.
 - use indigenous species appropriate to this location (eg. primary dune or coastal scrub)manage planting to allow regeneration
 - e9** Repair low points, irregular surfacing and pooling water on the Foreshore Trail.
 - e10** Retain and replant Norfolk Island Pines - a strong part of the Elwood Beach identity.
 - e11** Retain existing sightlines along the pedestrian promenade.
 - e17** Maintain the boundary of trees along Ormond Esplanade.
 - e18** Maintain the formal qualities of Head Street Reserve and utilise the existing path network for the shared trail linkage.
 - e21** Find a more suitable location off the Foreshore Reserves for the existing mulch store.
-

4.2 Asset Planning

Area A: Moran, Point Ormond (North) and Robinson Reserves

- a15** Retain open space and views north and south.
- a20** Retain views across Robinson Reserve to the foreshore reserve.
- a18** Explore future options for the Point Ormond Road including separate bicycle and walking paths along Point Ormond Road:
 - reduce the width of the road allocated to cars and provide marked car park bays
 - remove some sections of asphalt and introduce planting.

Area B: Point Ormond Reserve (South)

- b9** Explore future options for Point Ormond Road including providing separate cycle/skate and walking paths along Point Ormond Road. Delineate separate pedestrian and cycle paths. reduce the overall width of the road for cars and provide marked car park bays cut into the roadway to create new garden beds.
- b18** Upgrade the accessibility of public toilets, provide more natural light and clean dry areas for changing. Investigate the use of solar lighting.
- b19** Re-design the showers so that run-off water drains into planted soaker beds and not across the footpath.
- b20** Treat this area as a significant focus for future work; to resolve car park design and the relationship between the car park, use by walkers and cyclists, and the landscape.
- b21** Capitalise on the opportunity to develop a promenade past the onlooking cars. Separate the trail from the car park and resolve detailed issues including overhead wires, bins, steps, edges, grades and signage.
- b24** Provide disabled access ramp to beach on existing ramp.

Area C: Elwood Foreshore and beach

- c7** Treat Elwood Beach area as one of 7 key focus areas for significant landscape works:
 - provide shade and protection from the elements, primarily through tree planting
 - provide shelters offering seasonal flexibility in the short term, sited amongst trees and vegetation not as isolated objects on the grass
 - protect new tree planting using blocks of coastal vegetation interspersed with grass
 - ensure vegetation is low near the pedestrian promenade (eg coastal vegetation such as *Carpobrotus rossii*, gradually rising in height to protect trees such as *Allocasuarina* sp. so that in elevation the buffer will be a 'windswept' wedge form)
 - maintain a wide strip of grass along the eastern edge of this vegetation to provide an open corridor for the cycle/skate path.

4.2 Asset Planning (cont'd)

Area D: Elwood Beach cafes, club houses, and car parks

- d1** Prepare a concept plan for this area, focussing on developing the open grass area into a beachfront plaza:
 - retain open views across the site and improve the ground surface to provide better access and control wear
 - place boat washing areas on permeable hard surface or paving that drains to soaker garden beds
 - treat stormwater on site
 - remove treated pine barriers and integrate traffic control into the design of the plaza
 - elevate the grass in parts to minimise wear and tear and provide seat edges
 - plant other areas with low vegetation to break up paved areas
 - introduce an integrated design for lighting, furniture, barriers, signage, bicycle parking (including near Elwood Life Saving Club) vehicle access and beach showers)
 - consider incorporating existing proposals for stormwater treatment and reuse.
- d8** Rationalise the Tennis Club car park layout:
 - provide more vegetation and pedestrian safety zones/paths across the car park
 - layout spaces in a more consistent manner to improve functionality.
- d15** Improve the amenity and safety of the cycle/skate path behind the Life Saving Club and Sails restaurant. This area is a high priority for significant landscape improvement works. Improve the safety of pedestrians crossing the cycle/skate path.
 - widen the cycle/skate path and realign in more an attractive setting away from entrances to the Life Saving Club and Sails restaurant
 - use design to signify pedestrian crossing points to cyclists and skaters and alert pedestrians
 - retain vehicle access through this area and rationalise car parking to realign the cycle/skate path
 - provide bike parking in several areas
 - ensure statutory requirements for car parks for people with a disability, emergency vehicles and restaurant patron numbers are met
 - support the provision of audio lights at the pedestrian crossing signals at the entrance to the Beach House Café
 - formalise access to the grassy area from the eastern edge of the car park.

Area E: Elwood Park

- e7** Treat the car park as a key focus area for significant landscape works. Retain vehicle access between the Elwood Park pavilion, Head Street and Wattie Watson Road. Reconfigure parking bays for better vehicle manoeuvrability, and so as to:
 - provide tree planting to buffer sports fields from winds
 - provide better views of the foreshore from the car park
 - provide more 'green space'
 - provide access to the Elwood Park pavilion and Sails restaurant.
- e13** Upgrade Elwood Park pavilion to better suit tenant club and user needs. (Refer to Concept Plan in Attachment 2). Provide signage on the pavilion identifying user groups and club contact information.
- e14** Redesign the Head Street road verge to include a new shared path and tree planting without encroaching on the sports fields.

4.3 Infrastructure and Environment

Area A: Moran, Point Ormond (North) and Robinson Reserves

- | | |
|------------|--|
| a1 | Provide better directional signage and pavement markings to signify to cyclists where cycle/skate and walking paths converge. |
| a4 | Widen the narrow shared trail, resurface and install concrete edging. Provide additional tree planting at sides. |
| a5 | Remove temporary treated fencing adjacent to the bike path and install a timber boardwalk to improve access and protect vegetation. Install signage along the boardwalk about the indigenous coastal vegetation. |
| a7 | Undertake works at 'the Point' to include: <ul style="list-style-type: none"> - install a new rock stepping stone path from the pedestrian path to 'the point' - provide a granitic sand path across to this point from the cycle/skate path - repair the existing erosion and install an extra rock batter and rock armouring at the point - provide 'rest stop' with seats, rubbish bin, bike rack and paving at this corner. |
| a8 | Retain Moran Reserve as an open space for free recreational and social activities: <ul style="list-style-type: none"> - retain this reserve as a dog off-leash area - support the use of this area for kite flying, kite buggying and land boarding. |
| a9 | Improve pedestrian access across cycle/skate path to Moran Reserve. Relocate the wheelie bin out of the view line and replace with seating. |
| a10 | Maintain Elwood Canal bridges to address weathering and provide signage interpreting the history of the canal. |
| a12 | Install new rock stepping stone path to 'the point' south of the Elwood Canal mouth. Install a new seat and locate it well back to avoid damage from waves. Repair existing erosion and extend rock batter to prevent erosion through installation of rock armouring. |
| a13 | Protect the existing habitat of Fairy Wrens and other bird species <ul style="list-style-type: none"> - remove the timber fence from beside the cycle/skate path - provide interpretive signage about the habitat of the Fairy Wrens - add more plant identification signs and relocate existing signs so they are beside the appropriate species. |
| a14 | Prevent vegetation from being trampled as users cross the cycle/skate and walking paths: <ul style="list-style-type: none"> - provide a number of paved rest stops with bicycle racks and seating, face seats onto the pedestrian trail and provide room for cyclists, wheelchair users or those with prams to get off the paths - ensure access is provided to rest stops from both the cycle/skate and pedestrian paths - revegetate worn sections between rest stops, erecting short-term fencing as required. |
| a15 | Retain open space and views north and south. |
| a16 | Use local indigenous coastal dune scrub species and plant a new understorey around existing garden beds to prevent root compaction. Provide interpretive signage explaining the value of the remnant vegetation. |
| a17 | Provide a formed path from Point Ormond Road to the playground to make the playground more accessible. Provide an accessible path to the playground ramp west of the main structure. |
| a18 | Explore future options for Point Ormond Road including separate bicycle and walking paths: <ul style="list-style-type: none"> - reduce the width of the road allocated to cars and provide marked car park bays - remove some sections of asphalt and introduce planting. |
| a19 | Upgrade Robinson Reserve by installing a shared pathway in Robinson Reserve from the northeast corner to the pedestrian crossing on Glenhuntly Road, providing more understorey habitat planting, creating low mounding in conjunction with understorey planting, and recognising the historic 'X' layout of the palm trees in any further design work. |

4.3 Infrastructure and Environment (cont'd)

Area A: Moran, Point Ormond (North) and Robinson Reserves (cont'd)

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|------------|--|
| a20 | Retain views across Robinson Reserve to the foreshore reserve. |
| a21 | Explore future options for street tree planting in line with Council's Greening Initiative. |
| a25 | Plant indigenous understorey and low shrubs along the eastern boundary, as a buffer to Marine Parade. |
| a28 | Construct a new crossover to connect existing footpath to the road bridge over the Elwood Canal to complete pedestrian link. |

Area B: Point Ormond Reserve (South)

- | | |
|------------|---|
| b2 | Reduce root compaction to vegetation: <ul style="list-style-type: none"> - improve the habitat value and appearance of gardens by surrounding each bed with an understorey limit pedestrian access and wear by further understorey planting use local indigenous coastal dune scrub species and plant around the existing garden beds provide signage explaining the value of the remnant vegetation. |
| b3 | Provide a new path between the foreshore and Ormond Esplanade. <ul style="list-style-type: none"> - reposition the picnic furniture that is overgrown by vegetation - design path to integrate the connection with both Pt Ormond Road and the Foreshore Trail. |
| b5 | Formalise access between Point Ormond Road and the Ormond Esplanade traffic lights by constructing a path: <ul style="list-style-type: none"> - provide directional signage at traffic lights, signage along the path on significance of the remnant vegetation. |
| b7 | Develop a significant entry point to the Foreshore Reserves: maintain the crossing and improve the walking path within the Foreshore Reserves, and install permanent fencing and signage to direct pedestrians to paths. |
| b12 | Create a rest stop at the Point. Construct new seats from timber with marine grade fixings. Link the rest stop with a diagonal ramp access between cycle/skate and walking paths. |
| b17 | Provide a fence along Ormond Esplanade to prevent short cuts through the vegetation: <ul style="list-style-type: none"> - provide entrance points at intervals in the fence to defined east-west paths through the vegetation - provide a generous path along Ormond Esplanade in front of the fence for the safety and convenience of people walking between their cars and the entrance ways. |
| b18 | Upgrade the accessibility of public toilets, provide more natural light and clean dry areas for changing. Investigate the use of solar lighting. |
| b19 | Re-design the showers so that run-off water drains into planted soaker beds and not across the footpath. |
| b20 | Treat this area as a significant focus for future work; to resolve car park design and the relationship between the car park, use by walkers and cyclists, and the landscape. |
| b21 | Capitalise on the opportunity to develop a promenade past the onlooking cars. Separate the trail from the car park and resolve detailed issues including overhead wires, bins, steps, edges, grades and signage. |
| b22 | Revegetate the end of the car park and provide bicycle parking and interpretive signage <ul style="list-style-type: none"> - repair erosion to gravel path. |
| b23 | Formalise vehicle access to beach and turnaround for beach cleaning machinery. Retrofit existing ramp to include disabled access to beach. |

4.3 Infrastructure and Environment (cont'd)

Area C: Elwood Foreshore and beach

- c2** Prevent damage to vegetation from duplication of paths, and upgrade the area to prevent pedestrians 'ending up' on the cycle/skate path.
- install permanent low fencing beside any new footpath along Ormond Esplanade
 - provide a pedestrian path along Ormond Esplanade in front of any fence, for access from parked cars to selected entrance points
 - formalise access to defined east-west paths through the vegetation opposite key side streets
 - prevent pedestrian access between the kiosk and a point opposite Byrne Avenue
 - remove raised concrete kerbing at path entry points.
- c5** Provide bicycle parking and seating near the kiosk. Extend the paving north of the kiosk.
- c6** Provide a new path linking to the pedestrian promenade on the foreshore. Use signage to indicate that the cycle/skate path is not for walking.
- c7** Treat Elwood Beach area as one of 7 key focus areas for significant landscape works:
- provide shade and protection from the elements, primarily through tree planting
 - provide shelters offering seasonal flexibility in the short term, sited amongst trees and vegetation not as isolated objects on the grass
 - protect new tree planting using blocks of coastal vegetation interspersed with grass ensure vegetation is low near the pedestrian promenade (eg coastal vegetation such as *Carpobrotus rossii*, gradually rising in height to protect trees such as *Allocasuarina* sp. so that in elevation the buffer will be a 'windswept' wedge form)
 - maintain a wide strip of grass along the eastern edge of this vegetation to provide an open corridor for the cycle/skate path.
- c8** Resolve a consistent strategy for this area concurrently with the Elwood Beach works:
- retain view lines along the foreshore promenade
 - determine locations for rubbish bins, seating and lighting which currently create a cluttered appearance.
- c10** Widen and upgrade the cycle/skate path along the Foreshore Reserve south of Point Ormond car park. provide better directional signage, rest stops and pavement treatment to indicate intersections with walking paths.
- c11** Widen and realign the cycle/skate path and improve sightlines around this corner in both directions:
- provide directional signage for trail users travelling south
 - take advantage of the existing level change and install a low wall to prevent cycle/skate path users riding straight ahead (in front of club houses).

4.3 Infrastructure and Environment (cont'd)

Area D: Elwood Beach cafes, club houses, and car parks

- d1** Prepare a concept plan for this area, focussing on developing the open grass area into a beachfront plaza:
- retain open views across the site and improve the ground surface to provide better access and control wear
 - place boat washing areas on permeable hard surface or paving that drains to soaker garden beds
 - treat stormwater on site
 - remove treated pine barriers and integrate traffic control into the design of the plaza
 - elevate the grass in parts to minimise wear and tear and provide seat edges
 - place other areas with low vegetation to break up paved areas
 - introduce an integrated design for lighting, furniture, barriers, signage, bicycle parking (including near Elwood Life Saving Club) vehicle access and beach showers)
 - consider incorporating existing proposals for stormwater treatment and reuse.
- d2** Widen and upgrade the cycle/skate path behind the clubhouses.
- d6** Provide pedestrian access along both sides of the entry road to Ormond Esplanade. Support the provision of audio lights at the pedestrian crossing signals at the entrance to the Beach House Café.
- d8** Rationalise the Tennis Club car park layout: provide more vegetation and pedestrian safety zones/paths across the car park layout spaces in a more consistent manner to improve functionality.
- d11** Provide new shade/canopy over the BBQ area and new shade trees.
- d14** Widen the pedestrian promenade with a boardwalk or structure jutting out over the sand. Avoid conflicts with the Elwood Life Saving Club ramp.
- d15** Improve the amenity and safety of the cycle/skate path behind the Life Saving Club and Sails restaurant. This area is a high priority for significant landscape improvement works. Improve the safety of pedestrians crossing the cycle/skate path.
- widen the cycle/skate path and realign in more an attractive setting away from entrances to the Life Saving Club and Sails restaurant
 - use design to signify pedestrian crossing points to cyclists and skaters and alert pedestrians
 - retain vehicle access through this area and rationalise car parking to realign the cycle/skate path
 - provide bike parking in several areas
 - ensure statutory requirements for car parks for people with a disability, emergency vehicles and restaurant patron numbers are met
 - support the provision of audio lights at the pedestrian crossing signals at the entrance to the Beach House Café
 - formalise access to the grassy area from the eastern edge of the car park.
- d17** Create a ramp down into the sand from the Life Saving Club for emergency vehicle access, pram and wheelchair users.
- d19** Support any review of stormwater drainage outlets that discharge onto or across the sand, and the outfall design, as well as opportunities to enhance the water quality at this beach.

4.3 Infrastructure and Environment (cont'd)

Area E: Elwood Park

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|------------|---|
| e1 | Develop a new pedestrian path parallel to Wattie Watson Road and connect to the north-south path that provides access to pedestrian lights on Ormond Esplanade. |
| e2 | Develop a new path linking Wattie Watson Road and the pedestrian lights on Ormond Esplanade. |
| e3 | Retain the pedestrian lights over Ormond Esplanade. Install directional signage. |
| e7 | Treat the car park as a key focus area for significant landscape works. Retain vehicle access between the Elwood Park pavilion, Head Street and Wattie Watson Road. Reconfigure parking bays for better vehicle manoeuvrability, and so as to: <ul style="list-style-type: none">- provide tree planting to buffer sports fields from winds- provide better views of the foreshore from the car park- provide more 'green space'- provide access to the Elwood Park pavilion and Sails restaurant. |
| e12 | Improve directional signage to links within the City of Bayside. |
| e14 | Redesign the Head Street road verge to include a new shared path and tree planting without encroaching on the sports fields. |
| e19 | Provide spectator seating around the sports fields. |
-

4.4 Sport and Recreation

Area A: Moran, Point Ormond (North) and Robinson Reserves

- a15** Retain open space and views north and south.
- a20** Retain views across Robinson Reserve to the foreshore reserve.
- a22** Retain the existing pedestrian crossing and link to the canal. Work with the City of Bayside to form a recreational trail loop along the foreshore, Elwood Canal and through Elsternwick Park.
- a24** Create a new compacted gravel path. Provide a secondary north-south path to complete a circuit for walkers and joggers around the Elwood Foreshore.

Area B: Point Ormond Reserve (South)

- b20** Treat this area as a significant focus for future work; to resolve car park design and the relationship between the car park, use by walkers and cyclists, and the landscape.

Area C: Elwood Foreshore and beach

- c7** Treat Elwood Beach area as one of 7 key focus areas for significant landscape works:
 - provide shade and protection from the elements, primarily through tree planting
 - provide shelters offering seasonal flexibility in the short term, sited amongst trees and vegetation not as isolated objects on the grass
 - protect new tree planting using blocks of coastal vegetation interspersed with grass ensure vegetation is low near the pedestrian promenade (eg coastal vegetation such as *Carpobrotus rossii*, gradually rising in height to protect trees such as *Allocasuarina* sp. so that in elevation the buffer will be a 'windswept' wedge form)
 - maintain a wide strip of grass along the eastern edge of this vegetation to provide an open corridor for the cycle/skate path.

Area D: Elwood Beach cafes, club houses, and car parks

- d1** Prepare a concept plan for this area, focussing on developing the open grass area into a beachfront plaza:
 - retain open views across the site and improve the ground surface to provide better access and control wear
 - place boat washing areas on permeable hard surface or paving that drains to soaker garden beds
 - treat stormwater on site
 - remove treated pine barriers and integrate traffic control into the design of the plaza
 - elevate the grass in parts to minimise wear and tear and provide seat edges
 - plant other areas with low vegetation to break up paved areas
 - introduce an integrated design for lighting, furniture, barriers, signage, bicycle parking (including near Elwood Life Saving Club) vehicle access and beach showers)
 - consider incorporating existing proposals for stormwater treatment and reuse.

4.4 Sport and Recreation (cont'd)

Area D: Elwood Beach cafes, club houses, and car parks (cont'd)

- d15** Improve the amenity and safety of the cycle/skate path behind the Life Saving Club and Sails restaurant. This area is a high priority for significant landscape improvement works. Improve the safety of pedestrians crossing the cycle/skate path.
 - widen the cycle/skate path and realign in more an attractive setting away from entrances to the Life Saving Club and Sails restaurant
 - use design to signify pedestrian crossing points to cyclists and skaters and alert pedestrians
 - retain vehicle access through this area and rationalise car parking to realign the cycle/skate path
 - provide bike parking in several areas
 - ensure statutory requirements for car parks for people with a disability, emergency vehicles and restaurant patron numbers are met
 - support the provision of audio lights at the pedestrian crossing signals at the entrance to the Beach House Café
 - formalise access to the grassy area from the eastern edge of the car park.
- d13** Investigate opportunities to support beach activities and water based recreation, as well as reduce the possibility of public risk. Retain an environment suitable for vehicle use for regular maintenance, cleaning and emergency services.
- d17** Create a ramp down into the sand from the Life Saving Club for emergency vehicle access, pram and wheelchair users.
- d18** Create wheelchair access across the beach to the water. Consider non-permanent solutions.

Area E: Elwood Park

- e7** Treat the car park as a key focus area for significant landscape works. Retain vehicle access between the Elwood Park pavilion, Head Street and Wattie Watson Road. Reconfigure parking bays for better vehicle manoeuvrability, and so as to:
 - provide tree planting to buffer sports fields from winds
 - provide better views of the foreshore from the car park
 - provide more 'green space'
 - provide access to the Elwood Park pavilion and Sails restaurant.
- e13** Upgrade Elwood Park pavilion to better suit tenant club and user needs. (Refer to Concept Plan in Attachment 2). Provide signage on the pavilion identifying user groups and club contact information.
- e16** Encourage the Elwood Croquet Club to continue to promote community use of the facility and to increase participation.
- e19** Provide spectator seating around the sports fields.
- e20** Support additional lighting for winter sports and related activities.

4.5 Foreshore and Events

Area A: Moran, Point Ormond (North) and Robinson Reserves

- a15** Retain open space and views north and south.
a20 Retain views across Robinson Reserve to the foreshore reserve.

Area B: Point Ormond Reserve (South)

- b20** Treat this area as a significant focus for future work; to resolve car park design and the relationship between the car park, use by walkers and cyclists, and the landscape.

Area C: Elwood Foreshore and beach

- c7** Treat Elwood Beach area as one of 7 key focus areas for significant landscape works:
- provide shade and protection from the elements, primarily through tree planting
 - provide shelters offering seasonal flexibility in the short term, sited amongst trees and vegetation not as isolated objects on the grass
 - protect new tree planting using blocks of coastal vegetation interspersed with grass
 - ensure vegetation is low near the pedestrian promenade (eg coastal vegetation such as *Carpobrotus rossii*, gradually rising in height to protect trees such as *Allocasuarina* sp. so that in elevation the buffer will be a 'windswept' wedge form)
 - maintain a wide strip of grass along the eastern edge of this vegetation to provide an open corridor for the cycle/skate path.

Area D: Elwood Beach cafes, club houses, and car parks

- d1** Prepare a concept plan for this area, focussing on developing the open grass area into a beachfront plaza:
- retain open views across the site and improve the ground surface to provide better access and control wear
 - place boat washing areas on permeable hard surface or paving that drains to soaker garden beds
 - treat stormwater on site
 - remove treated pine barriers and integrate traffic control into the design of the plaza
 - elevate the grass in parts to minimise wear and tear and provide seat edges
 - plant other areas with low vegetation to break up paved areas
 - introduce an integrated design for lighting, furniture, barriers, signage, bicycle parking (including near Elwood Life Saving Club) vehicle access and beach showers)
 - consider incorporating existing proposals for stormwater treatment and reuse.
- d4** Investigate opportunities to reinstate sand on the beach.
- d13** Investigate opportunities to support beach activities and water based recreation, as well as reduce the possibility of public risk. Retain an environment suitable for vehicle use for regular maintenance, cleaning and emergency services.

4.5 Foreshore and Events (cont'd)

Area D: Elwood Beach cafes, club houses, and car parks (cont'd)

- d15** Improve the amenity and safety of the cycle/skate path behind the Life Saving Club and Sails restaurant. This area is a high priority for significant landscape improvement works. Improve the safety of pedestrians crossing the cycle/skate path.
- widen the cycle/skate path and realign in more an attractive setting away from entrances to the Life Saving Club and Sails restaurant
 - use design to signify pedestrian crossing points to cyclists and skaters and alert pedestrians
 - retain vehicle access through this area and rationalise car parking to realign the cycle/skate path
 - provide bike parking in several areas
 - ensure statutory requirements for car parks for people with a disability, emergency vehicles and restaurant patron numbers are met
 - support provision of audio lights at the pedestrian crossing signals at the entrance to the Beach House Café
 - formalise access to the grassy area from the eastern edge of the car park.
- d17** Create a ramp down into the sand from the Life Saving Club for emergency vehicle access, pram and wheelchair users.
- d18** Create wheelchair access across the beach to the water. Consider non-permanent solutions.

Area E: Elwood Park

- e7** Treat the car park as a key focus area for significant landscape works. Retain vehicle access between the Elwood Park pavilion, Head Street and Wattie Watson Road. Reconfigure parking bays for better vehicle manoeuvrability, and so as to:
- provide tree planting to buffer sports fields from winds
 - provide better views of the foreshore from the car park
 - provide more 'green space'
 - provide access to the Elwood Park pavilion and Sails restaurant.

3.6 Local Laws

Area A: Moran, Point Ormond (North) and Robinson Reserves

- a15** Retain open space and views north and south.
- a20** Retain views across Robinson Reserve to the foreshore reserve.
-

Area B: Point Ormond Reserve (South)

- b15** Retain as an accessible beach for dogs. Maintain summer restrictions for off-leash exercise.
- b20** Treat this area as a significant focus for future work; to resolve car park design and the relationship between the car park, use by walkers and cyclists, and the landscape.
-

Area C: Elwood Foreshore and beach

- c7** Treat Elwood Beach area as one of 7 key focus areas for significant landscape works:
- provide shade and protection from the elements, primarily through tree planting
 - provide shelters offering seasonal flexibility in the short term, sited amongst trees and vegetation not as isolated objects on the grass
 - protect new tree planting using blocks of coastal vegetation interspersed with grass
- ensure vegetation is low near the pedestrian promenade (eg coastal vegetation such as *Carpobrotus rossii*, gradually rising in height to protect trees such as *Allocasuarina* sp. so that in elevation the buffer will be a 'windswept' wedge form)
- maintain a wide strip of grass along the eastern edge of this vegetation to provide an open corridor for the cycle/skate path.
-

Area D: Elwood Beach cafes, club houses, and car parks

- d15** Improve the amenity and safety of the cycle/skate path behind the Life Saving Club and Sails restaurant. This area is a high priority for significant landscape improvement works. Improve the safety of pedestrians crossing the cycle/skate path.
-

Area E: Elwood Park

- e7** Treat the car park as a key focus area for significant landscape works. Retain vehicle access between the Elwood Park pavilion, Head Street and Wattie Watson Road. Reconfigure parking bays for better vehicle manoeuvrability, and so as to:
- provide tree planting to buffer sports fields from winds
 - provide better views of the foreshore from the car park
 - provide more 'green space'
 - provide access to the Elwood Park pavilion and Sails restaurant.
-

3.7 Sustainable Transport

Area A: Moran, Point Ormond (North) and Robinson Reserves

- a4** Widen narrow shared trail, resurface and install concrete edging. Provide additional tree planting to sides of the trail.
- a8** Retain Moran Reserve as an open space for free recreational and social activities: and support the use of this area for kite flying, kite buggying and land boarding.
- a14** Prevent vegetation from being trampled as users cross the cycle/skate and walking paths:
 - provide a number of paved rest stops with bicycle racks and seating
 - face seats onto pedestrian trail, provide room for cyclists, wheelchair users or prams to get off the paths
 - ensure access is provided to rest stops from both the cycle/skate and pedestrian paths
 - revegetate worn sections between rest stops, erecting short-term fencing as required.
- a15** Retain open space and views north and south.
- a18** Explore future options for the Pt Ormond Rd including separate bicycle and walking paths:
 - reduce the width of the road allocated to cars and provide marked car park bays
 - remove some sections of asphalt and introduce planting.
- a20** Retain views across Robinson Reserve to the foreshore reserve.
- a22** Retain the existing pedestrian crossing and link to the canal. Work with the City of Bayside to form a recreational trail loop along the foreshore, Elwood Canal and through Elsterwick Park.

Area B: Point Ormond Reserve (South)

- b3** Provide new path between foreshore and Ormond Esp. reposition the picnic furniture that is overgrown by vegetation, design path to integrate the connection with both Pt Ormond Rd and Foreshore Trail.
- b5** Formalise access between Pt Ormond Rd and the Ormond Esp traffic lights by constructing a path:
 - provide directional signage at the traffic lights,
 - provide signage along the path about the significance of the remnant vegetation.
- b6** Provide a path across the southern tip of Robinson Reserve to link the traffic lights.
- b7** Develop a significant entry point to the Foreshore Reserves:
 - maintain the crossing and improve the walking path within the Foreshore Reserves
 - install permanent fencing and signage to direct pedestrians to paths.
- b9** Explore future options for Point Ormond Road including providing separate cycle/skate and walking paths along Point Ormond Road. Delineate separate pedestrian and cycle paths:
 - reduce the overall width of the road for cars and provide marked car park bays
 - cut into the roadway to create new garden beds.
- b20** Treat this area as a significant focus for future work; to resolve car park design and the relationship between the car park, use by walkers and cyclists, and the landscape.

Area C: Elwood Foreshore and beach

- c5** Provide bicycle parking and seating near the kiosk. Extend the paving north of the kiosk.
- c7** Treat Elwood Beach area as one of 7 key focus areas for significant landscape works. Maintain a wide strip of grass along the eastern edge of this vegetation to provide an open corridor for the cycle/skate path.
- c10** Widen and upgrade the cycle/skate path along the Foreshore Reserve south of Pt Ormond car park. Provide better directional signage, rest stops and pavement treatment to indicate intersections with walking paths.

3.7 Sustainable Transport

Area C: Elwood Foreshore and beach

- c11** Widen and realign the cycle/skate path and improve sightlines around this corner in both directions:
 - provide directional signage for trail users travelling south
 - take advantage of existing level change and install a low wall to prevent cycle/skate path users riding straight ahead (in front of club houses).

Area D: Elwood Beach cafes, club houses, and car parks

- d1** Prepare a concept plan for this area, focussing on developing the open grass area into a beachfront plaza:
 - retain open views across the site and improve the ground surface to provide better access and control wear
 - remove treated pine barriers and integrate traffic control into the design of the plaza
 - elevate the grass in parts to minimise wear and tear and provide seat edges
 - introduce an integrated design for lighting, furniture, barriers, signage, bicycle parking (including near Elwood Life Saving Club) vehicle access and beach showers)
 - consider incorporating existing proposals for stormwater treatment and reuse.
- d2** Widen and upgrade the cycle/skate path behind the clubhouses.
- d3** Retain existing club houses. Integrate vehicle access to beachfront plaza.
- d5** Investigate the feasibility of providing two additional tennis courts for public and community access
- d8** Rationalise the Tennis Club car park layout:
 provide more vegetation and pedestrian safety zones/paths across the car park layout spaces in a more consistent manner to improve functionality.
- d9** Improve north-south pedestrian access from the Beach House café to the playground, and support the provision of pedestrian audio signals at the entrance to the Beach House café car park.
- d15** Improve amenity and safety of cycle/skate path behind Life Saving Club and Sails restaurant. Improve the safety of pedestrians crossing the cycle/skate path.
 - widen cycle/skate path and realign in a more attractive setting away from entrances to Club and restaurant
 - use design to signify pedestrian crossing points to cyclists and skaters and alert pedestrians
 - retain vehicle access through this area and rationalise car parking to realign the cycle/skate path
 - provide bike parking in several areas
 - ensure statutory requirements for car parks for people with a disability, emergency vehicles and restaurant patron numbers are met
 - support provision of audio lights at the pedestrian crossing signals at the entrance to the Beach House Café
 - formalise access to the grassy area from the eastern edge of the car park.

Area E: Elwood Park

- e14** Redesign the Head Street road verge to include a new shared path and tree planting without encroaching on the sports fields.
- e1** Develop a new pedestrian path parallel to Wattie Watson Road and connect to the north-south path that provides access to pedestrian lights on Ormond Esplanade.
- e2** Develop a new path linking Wattie Watson Road and the pedestrian lights on Ormond Esplanade.
- e12** Improve directional signage to links within the City of Bayside.
- e15** Coordinate with the City of Bayside to extend the trail along Head Street and through Head Street Reserve to link with a recreational loop via Elsterwick Park and the Elwood Canal.

3.8 Animal Management

Area A: Moran, Point Ormond (North) and Robinson Reserves

- | | |
|------------|---|
| a8 | Retain Moran Reserve as an open space for free recreational and social activities:
- retain this reserve as a dog off-leash area
- support the use of this area for kite flying, kite buggying and land boarding. |
| a15 | Retain views across Robinson Reserve to the foreshore reserve. |
| a20 | Retain views across Robinson Reserve to the foreshore reserve. |

Area B: Point Ormond Reserve (South)

- | | |
|------------|---|
| b15 | Retain as an accessible beach for dogs. Maintain summer restrictions for off-leash exercise |
| b20 | Treat this area as a significant focus for future work; to resolve car park design and the relationship between the car park, use by walkers and cyclists, and the landscape. |

Area C: Elwood Foreshore and beach

- | | |
|-----------|--|
| c7 | Treat Elwood Beach area as one of 7 key focus areas for significant landscape works: |
|-----------|--|

Area D: Elwood Beach cafes, club houses, and car parks

- | | |
|------------|---|
| d1 | Prepare a concept plan for this area, focussing on developing the open grass area into a beachfront plaza:
- retain open views across the site and improve the ground surface to provide better access and control wear
- place boat washing areas on permeable hard surface or paving that drains to soaker garden beds
- treat stormwater on site
- remove treated pine barriers and integrate traffic control into the design of the plaza
- elevate the grass in parts to minimise wear and tear and provide seat edges
- plant other areas with low vegetation to break up paved areas
- introduce an integrated design for lighting, furniture, barriers, signage, bicycle parking (including near Elwood Life Saving Club) vehicle access and beach showers)
- consider incorporating existing proposals for stormwater treatment and reuse. |
| d15 | Improve the amenity and safety of the cycle/skate path behind the Life Saving Club and Sails restaurant. This area is a high priority for significant landscape improvement works. Improve the safety of pedestrians crossing the cycle/skate path.
- - formalise access to the grassy area from the eastern edge of the car park. |

3.8 Animal Management (cont'd)

Area E: Elwood Park

- | | |
|-----------|---|
| e7 | Treat the car park as a key focus area for significant landscape works. Retain vehicle access between the Elwood Park pavilion, Head Street and Wattie Watson Road. Reconfigure parking bays for better vehicle manoeuvrability, and so as to:
- provide tree planting to buffer sports fields from winds
- provide better views of the foreshore from the car park
- provide more 'green space'
- provide access to the Elwood Park pavilion and Sails restaurant. |
|-----------|---|

ATTACHMENT 1

SCHEDULE OF PROPOSED FOCUS AREA WORKS¹⁸

FOCUS AREA	LOCATION	AREA	ESTIMATE
1.	Point Ormond Carpark	2500 sq. m	min \$250,000
	Includes: New pedestrian pavement, furniture, low walls Asphalt demolition and new areas of softscape Refurbishment of asphalt surfacing		
2.	Elwood Beach	4500 sq. m	\$200,000
	Includes: New planting (to 50% of area), trees, seating, shade structures		
3.	Elwood Beach Plaza (b/n Lifesaving club and Scouts Hall)	5300 sq. m	\$750,000 - \$800,000
	Includes: Demolition of existing asphalt and fencing Nom. 40% hardscape with quality finish such as decorative concrete Nom. 60% softscape Signage, art, lighting & furniture		

¹⁸ Figures provided are probable cost estimates of basic minimum costs and are indicative ball-park figures. True costs would depend on the final scope of works determined by further levels of design. There has been no allowance for consultancy fees, escalation, contingencies, services work. Carpark areas may require complete resurfacing at the time of redesign and this has also been excluded. To obtain true estimates for Key Focus Area costs, the City of Port Phillip would need to engage the services of a Quantity Surveyor.

FOCUS AREA	LOCATION	AREA	ESTIMATE
4.	Elwood Beach House café carpark	5200 sq. m	\$250,000
	Includes: Asphalt to be refurbished, plus new line marking 15% of area planted/soaker beds – asphalt demolished, new drainage, topsoil and planting Nom. 20# semi-advanced trees Pedestrian pathways ~500 sq.m Excludes: New asphalt, lighting, signage, water collection in tanks		
5.	Rear of Sails Restaurant & Life Saving Club	3000 sq. m	\$400,000
	Includes: Demolition of a portion of asphalt road & installation of new planting Retain existing asphalt for roadway, create new line markings New pedestrian & cycle paths including walls/barriers, signage & lighting Excludes: Relocation of food preparation room		
6.	Elwood Park Carpark	7500 sq. m	\$300,000
	Includes: Demolish 40% of the asphalt Area to be developed as new softscape works including topsoil, planting, grass & trees. Furniture and signage, new line marking & kerbing		

ATTACHMENT 2

ELWOOD PARK PAVILION CONCEPT PLAN

As part of the Elwood Foreshore and Recreation Reserves Management Plan, a concept plan for the resign of the Elwood Park pavilion was considered.

The project brief was to prepare a concept plan for the internal reconfiguration of the pavilion, utilising the existing building footprint, and within an estimated budget of \$500,000 for redevelopment. A challenge for the concept plan was to deliver a workable solution for three tenant groups in a triangular shaped building.

Three options were explored for the future of the pavilion:

- reconfiguration of the internal space
- plans presented by tenant clubs
- demolishing the existing pavilion and building a new pavilion.

■ Reconfiguration of the internal space

The initial concept plan focused on a workable solution for the internal reconfiguration and refurbishment of the existing pavilion.

Some compromises were made working to the budget, and the proposed concept offers a solution for the best use of internal space, without removing/replacing internal walls for what was considered little benefit.

The concept identifies one large communal social/function area for use by all tenant clubs and two kiosks to service users. Reconfiguration of the toilet/shower areas was suggested and additional storage rooms proposed. Storage areas have been relocated to the centre of the building to ensure adequate security, as they provide no access from the outside of the building. Additional storage was added following consultation with tenant clubs.

Within the social/function area, an extension to the existing building has been proposed in the western corner. This area is to enclose the existing outdoor space, however it is not essential for the overall success of the design. Should Council wish to keep costs to a minimum, this area could be retained as an outdoor social area and some temporary or removable structures used to protect users from wind and weather.

Provision has also been made to the north of the social/function area for a possible extension to the pavilion. It is felt that the north aspect of the building is preferred as it gives an outlook to both cricket and soccer ovals, and also back towards the foreshore and beach.

It would be possible for summer and winter tenant clubs to rotate the use of the two proposed kiosks between seasons or enter into a further management agreement for their use.

Based on 75% of the cost of a new pavilion, and taking into account that not all internal areas will be require redevelopment, an estimated probable cost of \$481,250 (excluding GST) has been attributed to this option.¹⁹

19 Probable costs provided are only to be used as a guide. Redevelopment costs will only be known following a detailed design process.

Plans presented by tenant clubs

The initial proposed pavilion concept plan was presented to project stakeholders and the community as part of the Draft Management Plan in May 2005. Two tenant clubs; (Elwood Soccer Club and Elwood Park Touch Association) presented alternative solutions, which they felt would better suit their clubs' existing and future needs. All options were considered, resulting in some minor changes to the concept. The rationale for not taking other suggestions through to the final design concept are detailed below.

Elwood Soccer Club

- **Social/Function room on north-east corner.** An L-shaped function room would not cater for large scale events. Also, the proposed location of the function room would limit access to kitchen/kiosks facilities.
- **Plant room.** Relocation of the existing plant room is a costly exercise (estimated probable costs of between \$50,000 and \$150,000) and was considered a non-essential expense.
- **Change rooms.** The overall net loss of changing space was not considered a feasible option by Council, given the demand for use of the facility by a range of users (including female and school groups).

Elwood Park Touch Association

- **Three kiosks.** Whilst recognising that local sports clubs exist on the revenue and turnover of their kiosk/bar and social functions, three separate kitchens and kiosks in the one building is difficult to justify.
- **Shower areas.** Retaining existing shower areas was not considered an appropriate option. Catering for a range of different user groups would be difficult with the existing shower configuration. Privacy is considered a key element to any new pavilion or change room design.
- **Social/Function area.** No additional provision of a social/function area proposed. This was a key consideration of the brief.

Other Alternatives

Extending the existing building to include a second floor viewing and social area was also suggested in the consultation process. Designers have indicated that many options and alternative designs are feasible and possible, but it becomes an issue of cost and resource allocation for Council. Additionally, issues of accessibility will significantly increase development costs.

There may also be some difficulty extending community buildings upwards on the Elwood Foreshore, due to possible planning restrictions or potential resident objection.

Demolish existing pavilion and build new

The third option for Council to consider is to remove the existing building, establish a new building footprint and design a suitable facility around future needs of user groups.

Based on average industry costs for disconnection of services, building demolition and removal, and using existing building footprint as a guide, probable costs for removal are estimated as between \$48,960 and \$73,440.²⁰

To reconstruct a new pavilion in the same location, with a similar sized building footprint²¹, estimated probable costs are in the region of \$897,600 to \$1,142,400. Figures have been based on the estimated size of the existing 816m² building. The reconstruction of a smaller, more functional pavilion may reduce development costs.

20 Probable costs provided are only to be used as a guide. Quotations should be sought from specialist contractors for more detailed costings.

21 It is not recommended that the same shaped facility be constructed.

The preferred concept

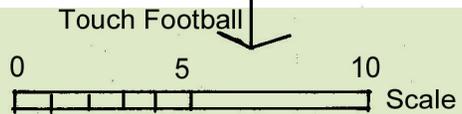
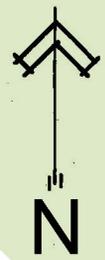
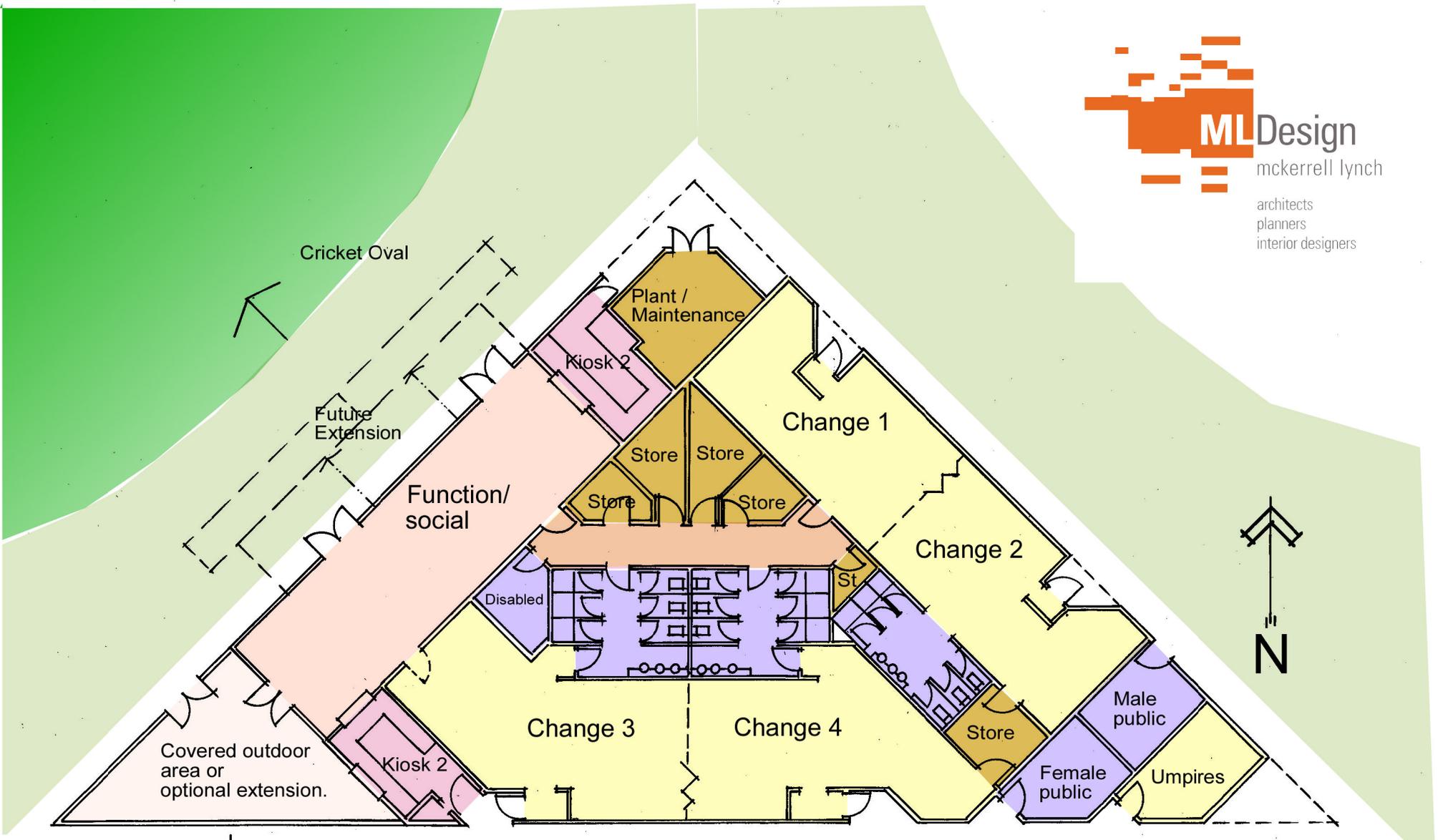
Internal reconfiguration offers the best use of existing facilities and allocation of Council's limited resources. It also offers the best value gain for the constraints of Council's overall project budget.

It is recommended that should the option for internal reconfiguration and refurbishment cost more than \$700,000 to \$900,000, it would be in Council's best interest to demolish the existing building and begin planning for a new facility with all key user groups and stakeholders.

The building in its current form appears structurally sound.²² However, materials used in construction make routine cleaning and maintenance difficult. It is recommended that prior to any further development, Council's building surveyors or appointed contractors should carry out a full condition audit on the existing building.

The degree of internal reconfiguration can be tailored to suit any need(s). The degree of reconfiguration should be considered by Council when determining each user group's specific requirements, as should the overall development budget.

22 Detailed site and building condition audits have not been undertaken to assess the building's longevity or functional life cycle.



Date: June 16 2005

Proposed Floor Plan Elwood Pavillion