



BRIGHTON BEACH TO FERDINANDO GARDENS MASTERPLAN



Thompson Berrill Landscape Design P/L
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Attachments

Attachment 1 - Beach Road indented parking options investigated as part of the Draft Masterplan O'Brien Traffic P/L



INTRODUCTION

The Brighton Beach to Ferdinando Gardens Masterplan aims to guide design, priorities and staging of on ground works on Council managed land along the foreshore. The plan, implements the recommendations of Council endorsed strategic plans including the *Bayside Open Space Strategy (2012)* and *Bayside Coastal Management Plan (BCMP 2014)*.

The scope of the study area extends from Brighton Beach South Road (south of Green Point) to Hampton Beach Linacre Road and includes Ferdinando Gardens.

The plan will inform the Council capital works program, funding applications and priorities for infrastructure renewal, replacement and redevelopment over the next decade. The plan will also be a key tool to assist Council in obtaining required coastal management consent from Department of Environment, Land, Water and Planning (DELWP) for implementation of on ground projects within the precinct.

The *Bayside Open Space Strategy 2012* (BOSS 2012) classifies the precinct as municipal open space. It caters for Bayside residents, tourists and other regional visitors from outside the City. Municipal and regional spaces in Bayside are intended to cater for a diverse range of interests and have a wider catchment because of the unique features they offer. Visits to these spaces are often two hours plus in duration and typical features consist of shade, car parking, toilets, drinking fountains and BBQs.

The BOSS 2012 defines the primary function of the Brighton Beach to Ferdinando Gardens precinct as being for social and family recreation. This means the area provides or has potential to provide for a range of social and family recreation to suit all ages, including informal sport, exercise, dog walking, picnicking, informal play, playgrounds and walking.

The *Bayside Coastal Management Plan* (BCMP) was adopted by Council in 2014, its development included extensive consultation with the Bayside community and has informed development of the masterplan. The BCMP provides the strategic direction for actions and works proposed within the Brighton Beach to Ferdinando Gardens Masterplan. The key objectives include:

- Improve access and safety on the designated Coast Walking Path, maintaining existing character while sustainably managing for increasing future use.
- Ensure protection of the foreshore environment, particularly areas of remnant coastal vegetation and habitats for native wildlife.
- Identify and protect areas of cultural heritage significance.
- Improve pedestrian beach level promenade link to Sandringham Harbour.
- Investigate opportunities to further activate Ferdinando Gardens as an activity node for year round public use.
- Identify opportunities to rationalise duplicated secondary tracks and paths to reduce impacts on environmental and cultural heritage values.
- Improve all ability access to the beach, paths, toilets, parking and picnic areas, and club based facilities.
- Review and prioritise replacement and upgrade of existing facilities in accordance with Council Policy.
- Support improved public access and multi-use of club base facilities.
- Investigate the option for indented parallel parking on Beach Road as recommended in the *Beach Road Corridor Strategy 2012*.
- Improve stormwater quality entering the Bay.



Photo 1: View South of Brighton Beach

LAND MANAGEMENT

The foreshore from Brighton Beach to Ferdinando Gardens (South Road to Linacre Road) is Crown Land with Bayside City Council as delegated Committee of Management in accordance with the requirements of the *Crown Land Reserves Act 1978*, *Coastal Management Act 1995* and the *Bayside Coastal Management Plan 2014*. This masterplan is being prepared to directly guide future works priorities and staging on Council managed land.

The foreshore between Brighton Beach and Ferdinando Gardens is Crown Land and is zoned Public Park and Recreation Zone (PPRZ) in the *Bayside Planning Scheme*. Building on the foreshore is subject to a Design Development Overlay (DDO1) and the requirements *Victorian Coastal Strategy (2014)* and the *Bayside Coastal Management Plan (2014)*. General requirements in this area include:

- Increasing multi-use of existing buildings in any building redevelopment
- No net increase in building footprint and seek rationalisation of existing buildings where possible in any redevelopment works.
- Prioritising coastal dependant uses.
- Protecting and enhancing the foreshore environment and views of Bayside from Port Phillip Bay.
- Any new development must be of approvable scale and relate to the landform of the coast.

HAMPTON LIFE SAVING CLUB (HLSC)

The Hampton Life Saving Club coordinates patrols by volunteer life savers every Saturday, Sunday and Public Holiday from mid November to Easter Monday. The club was established in 1909 as a swimming club. A double storey, wooden clubhouse was built in 1923 and served the club until 1997.

The current two storey building was constructed in 1998 and includes an air-conditioned and centrally heated upstairs function room, kitchen, office and patrol room with magnificent views out over Port Phillip Bay. Downstairs are the boat and board storage areas, kiosk, gym, first aid room, and change rooms. There club currently has over nine hundred members and a lack of storage space, access to beach showers and change room space have been identified as issues by the club.

HLSC run a small kiosk selling soft drinks and ice creams on busy beach days. Despite the lack of commercial facilities in the area, the lack of car parking and available foreshore space limit opportunity for new development.

FERDINANDO GARDENS

The gardens are named after Benjamin James Ferdinando, former Mayor of Sandringham and are covered by their own Conservation Mangement Plan (Tract 2013). There is a large picnic shelter, picnic tables and public barbeque facilities at Ferdinando Gardens with elevated views out over Sandringham Boat Harbour and Hampton Beach. The sheltered historic formal gardens are popular for weddings and picnics.



Photo 2: Hampton Life Saving Club



Photo 3: Brighton Beach coast walking path



Photo 4: The Swimmer Brighton Beach

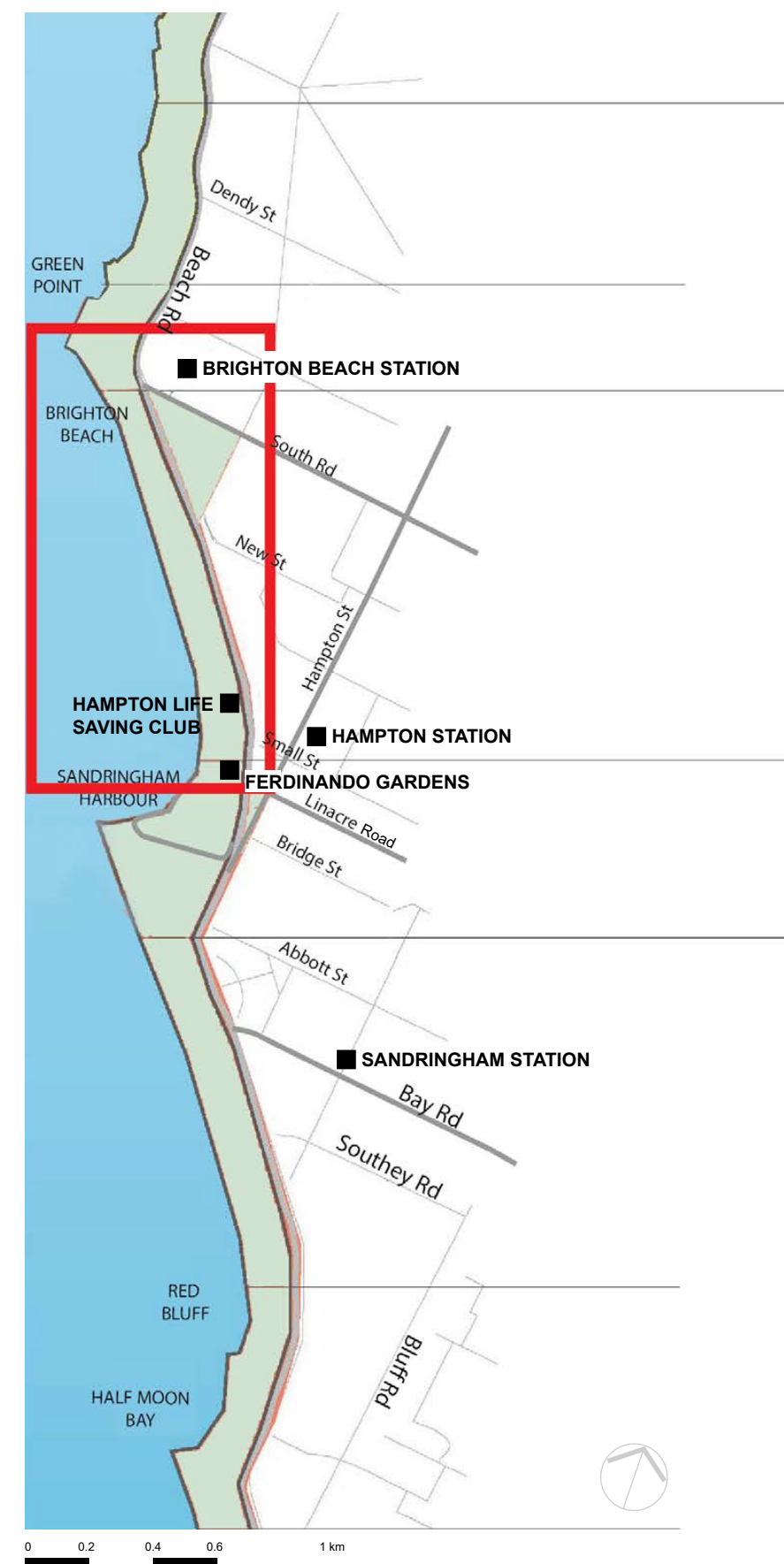


Figure 1 Context Plan / Bayside Coastal Management Plan 2014

CULTURAL HERITAGE

Aboriginal occupation of what is now known as the Bayside Foreshore dates back many thousands of years and the area contains registered cultural heritage sites and places that are protected under the provisions of the *Aboriginal Heritage Act (2006)*. The Act recognises Aboriginal people as the primary guardians of their cultural heritage and has established a process for Aboriginal groups to apply to be registered as Registered Aboriginal Parties (RAPs). Currently there is no appointed RAP for Bayside and requirements for ongoing protection and management of indigenous cultural heritage will continue to be co-ordinated by Council through the Office of Aboriginal Affairs Victoria.

Ballygyi (Green Point) is a registered indigenous Historic Place, however there has been significant historical disturbance of land along the foreshore between Brighton Beach and Ferdinando Gardens and there are no known registered sites within the study area. (Rhodes 2007)

BRIGHTON BEACH RAILWAY PRECINCT



Photo 5: Ferdinando Gardens

Green Point and Brighton Beach have long been a major attraction for residents and visitors. The St Kilda and Brighton Railway Company was incorporated in 1857, and obtained permission to lay a line from Brighton Beach to Windsor. Approval to extend the line to South Road was granted in 1861 and the tunnel/underpass at South Road was built by the company when it expected that Brighton would become an important port. However in the following year the line was overtaken by the Melbourne Railway Co. and trains were rerouted on the current Sandringham Line.

The railway line connection to the foreshore meant the area continued to be a popular destination for both holiday makers and day trippers. In 1878 the State Government took over ownership of the line and 1879 work started on designing the formal lawns and garden at Green Point. This included planting projects, public conveniences, a band rotunda and a kiosk. The area drew large crowds eager to enjoy the hotel, cafes, sea baths, pier and the formal and informal gardens at Green Point and Ferdinando Gardens. The gardens are characterised and defined by open lawn areas, gravel pathways edged in stone along with several significant mature exotic trees and palms.

The retention of the garden layout is critical to the protection of their heritage character. Trains continued to terminate at Brighton Beach until 1887 when the line was extended to Sandringham. (Allom Lovell 2003)



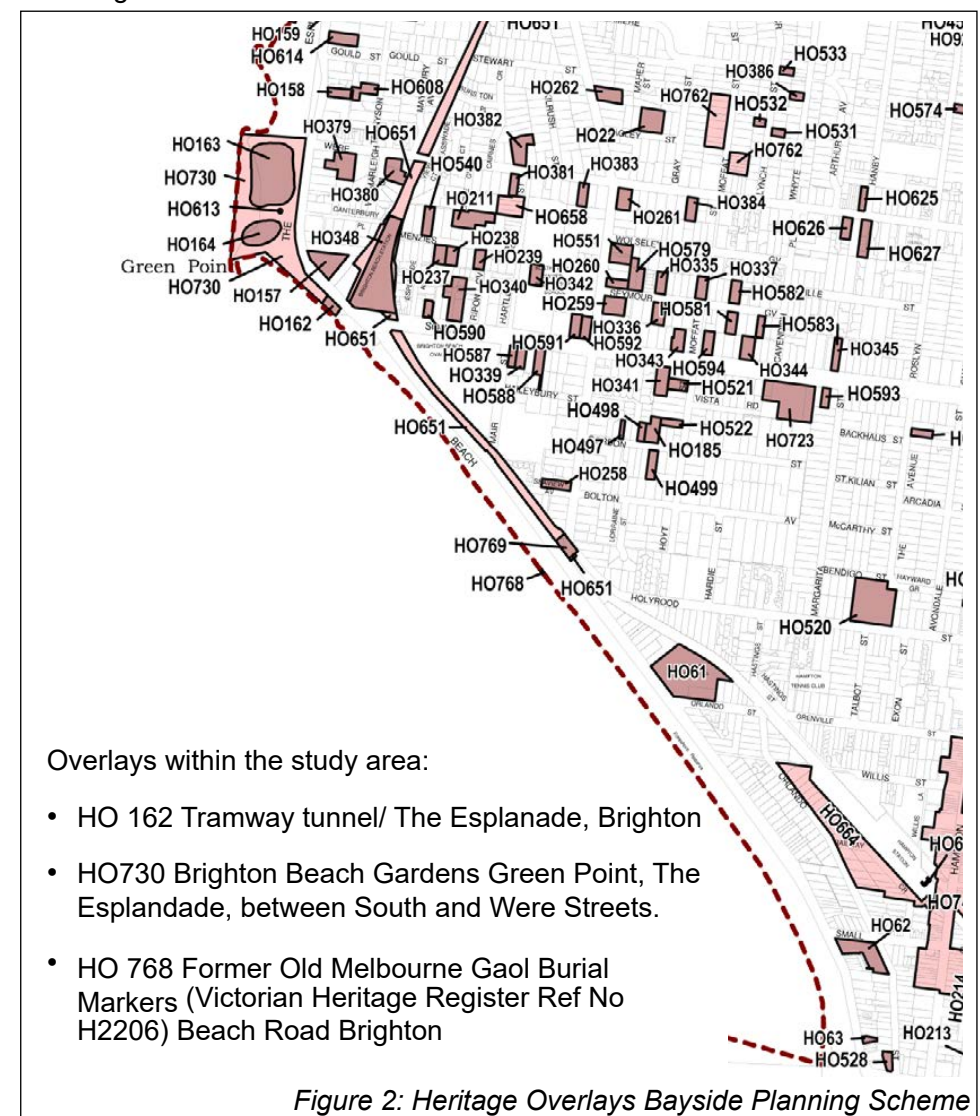
Photo 6: HO 162 The Esplanade, Brighton - Tramway Tunnel

SEA WALLS

When bathing boxes became popular, most of the beach in this area had two rows, but these were gradually removed as the beach was affected by storms. During the Great Depression councils were encouraged to employ local men on relief work (also known as ‘Sussos’). In 1930 Brighton City Council decided on a project to protect local beaches from further erosion by building bluestone walls and rock facings. The stones in this area and other seawalls on the foreshore at Black Rock and Sandringham were taken from the outer walls of the Old Melbourne Gaol. Some stones had been inscribed with letters and numbers. When prisoners were executed, they were not given a marked grave or headstone, but were buried inside the gaol walls and a stone was inscribed with their initials and date of death.

The stone sea walls protected the foreshore however they caused a scouring effect and the beach soon disappeared. Over the years various attempts were made to retain the sand but these were only partially effective. The resultant almost total loss of foreshore meant that vegetation was lost and the whole area fell into general disrepair. Sandringham City Council and residents’ groups petitioned the State Government for many years, climaxing with a Renourishment Rally on the beach in 1996, attended by a huge crowd. Renourishment began in 1997 with the construction of two stone groynes along the foreshore and the extension and upgrading of the New Street groyne. 156,000 cubic metres of sand was pumped in from a site offshore. Heavy machinery then repositioned a 50 metre wide stretch of sand to create the new beach. A further program of beach renourishment was completed in 2015 with construction of another two rock groynes.

The following areas are protected by Heritage Overlays in the Bayside Planning Scheme:



Overlays within the study area:

- HO 162 Tramway tunnel/ The Esplanade, Brighton
- HO730 Brighton Beach Gardens Green Point, The Esplandade, between South and Were Streets.
- HO 768 Former Old Melbourne Gaol Burial Markers (Victorian Heritage Register Ref No H2206) Beach Road Brighton

Figure 2: Heritage Overlays Bayside Planning Scheme

Indigenous and European cultural heritage must be protected during master plan implementation, and on sites where major ground breaking work is involved a due diligence Cultural Heritage Assessment will be required.



Photo 7: Existing sea wall

EXISTING CONDITIONS PLAN

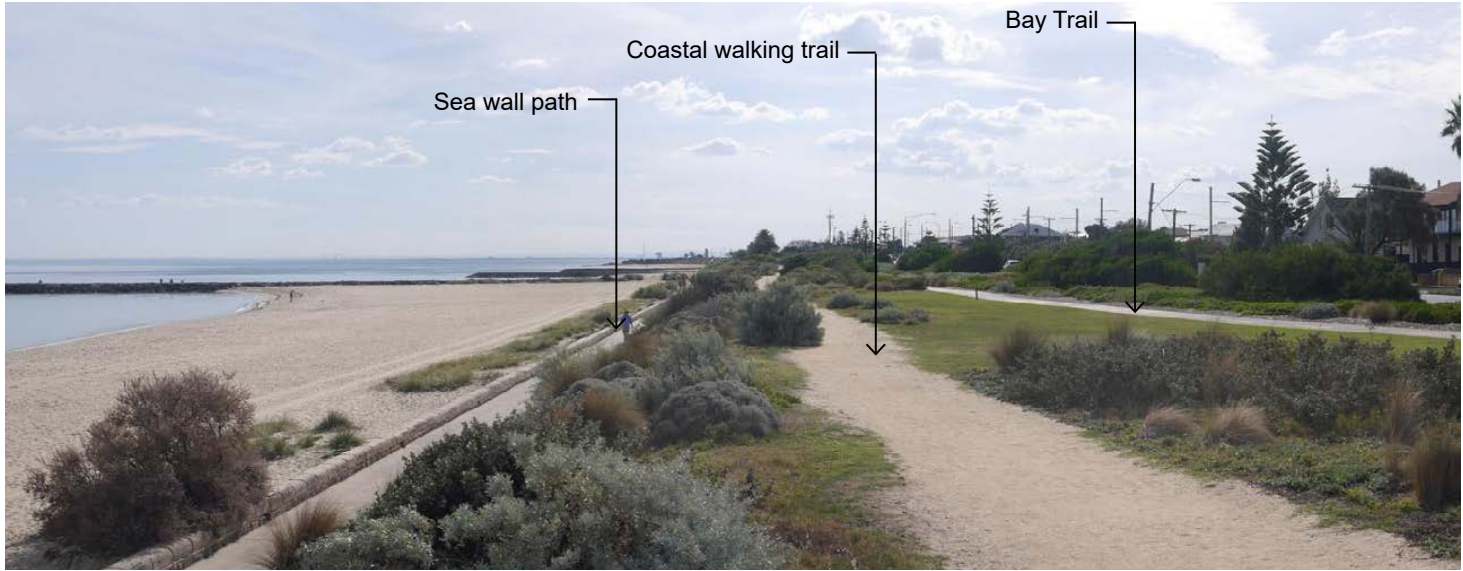


Photo 8: Existing conditions

- DRAWING KEY**
- BAY TRAIL (BEACH ROAD)
 - COASTAL WALKING TRAIL (UNSEALED)
 - SECONDARY PATHS
 - SEA WALL PATH
 - BEACH ACCESS RAMPS
 - BEACH ACCESS STAIRS
 - RESTRICTED VEHICLE ACCESS
 - PUBLIC OFF STREET CAR PARK
 - PEDESTRIAN CROSSING LIGHTS
 - INFORMAL PEDESTRIAN CROSSINGS
 - EXISTING PUBLIC TOILET
 - DRINKING FOUNTAINS
 - BBQ / PICNIC FACILITIES



Figure 3: Existing Conditions Plan



FORESHORE FACILITIES

PUBLIC TOILETS

Brighton Beach public toilet facilities are located at the end of South Road. Recently upgraded they are accessible from both the beach and Bay Trail. Hampton Beach public toilets are Exeloo facilities located on the ground and upper floor of the Life Saving Club. Public toilets along the foreshore provide for disabled access, are co located with beach showers and are in generally good condition.

Assessment completed as part of the *Bayside Public Toilet Strategy 2012* recommended the establishment of a new public toilet facility on the foreshore in the vicinity of New Street.

It is just under 1km between the two existing toilet facilities both of which are fully accessible and provide service to the most popular and well used sections of both Brighton and Hampton Beaches. There is limited parking in the vicinity of New Street. Consultation completed as part of this masterplan concluded that the establishment of a new toilet in this area is not considered necessary.

- Install signage to provide directions for visitors to the existing toilet facilities at Brighton Beach and Hampton LSC (H).



Photo 9: Public toilets at Brighton Beach

BEACH SHOWERS AND DRINKING FOUNTAINS

The beach shower at Brighton Beach is located on the beach side of the sea wall path and services existing use. The beach shower at Hampton Beach is located on the south side of the Hampton Life Saving Club. It is used by both the club, casual beach users and popular with dog walkers using the Sandringham dog beach. The drainage outfall can block with sand causing flooding in the first aid room and over the sea wall path.

There are drinking fountains at Ferdinando Gardens, Hampton Life Saving Club, Green Point and the South Road toilet facilities. Proposed works include:

- Relocate the existing beach shower and drinking fountain at Hampton Life Saving Club to the beach side and provide a second shower closer to the public toilet facilities/change room and tap for wash down purposes. (H) Refer Detail Plan
- Establish a new sustainable water bottle refill station at Brighton Beach (M)
- Replace the existing drinking fountain at Ferdinando Gardens with an accessible facility located closer to the proposed all ability path link from Small Street to the beach access ramp. (M)
- Establish a new drinking fountain and dog drinking bowl with overflow base providing water for native wildlife at the top of the Linacre Road stairs. (L)



Photo 10: Beach shower at Brighton Beach

FERDINANDO GARDENS FORESHORE PICNIC AREA.

The informal climbing wall and rubber surfaced play space at beach level below Ferdinando Gardens has limited equipment and is not well used. The sea wall path is wider in this area and the protected beach and proximity to water and the graded access ramp make this area popular for visitors with small children and prams. There is no seating or functional shade/shelter and the existing seawall and path are in need of replacement. DELWP are undertaking planning and design to address future renourishment for this section of Hampton Beach.

There are opportunities to investigate re-activate the Octopus Garden Playground into a new picnic and seating area with low level indigenous planting, adjoining a new shade shelter and improved beach access. The existing climbing wall and rubber surface where required will be retained. Refer Detail Plan C.



Photo 11: Octopus Garden Playground, Ferdinando Gardens

LOOKOUTS

There are elevated lookouts with interpretative signage as part of the Coastal Arts Trail at Ferdinando Gardens and Green Point.

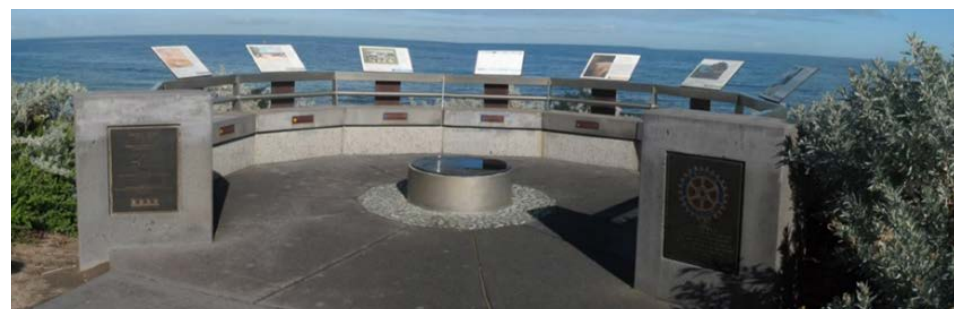


Photo 12: Green Point Lookout

GREEN POINT CAR PARK

The recently upgraded Green Point car park provides 4 hour ticketed car parking for visitors to Brighton Beach including 125 standard car parking spaces, accessible and coach parking bays.

B5 SOUTH ROAD CAR PARK

The B5 car park is located at the end of South Road opposite the Brighton Beach Bowls Club. It provides 4 hour ticketed car parking for visitors to Brighton Beach and includes 50 standard car parking spaces with no designated accessible or coach parking bays.



Photo 13: B5 carpark

STATION CAR PARKING

There is car and coach parking provided at Hampton and Brighton Beach Stations both of which are in close proximity to the beach.

BEACH ROAD

Beach Road is managed by Vic Roads and is the primary parking area for visitors to Hampton Beach. There is no parking at Ferdinando Gardens or at Hampton Life Saving Club however on street car parking is provided on both sides of Beach Road outside 'Clearway' time periods and 'No Stopping' sections. On street parking restricts traffic flow during peak periods and creates pinch points and reduced safety for cyclists and pedestrians using Beach Road. Options for establishment of indented parking within the nature strip and foreshore reserve were investigated as part of the draft masterplan, however none of the options were supported by the local community due to impacts on overall parking capacity, requirements for removal of vegetation and cost.

EMERGENCY ACCESS

There is emergency and maintenance vehicle access to the rear of Hampton Life Saving Club (HLSC) via the gate south of Small Street. There is restricted access to the beach via Orlando Street Ramp, New Street Ramp and from Green Point car park.



Photo 14: Emergency access to Hampton Life Saving Club

PEDESTRIAN AND CYCLE ACCESS

BAY TRAIL - SHARED PATH

The 2.5m wide concrete Bay Trail provides continuous off road access for both pedestrians and cyclists travelling along Beach Road. Increasing use of the trail by cyclists and pedestrians may mean the entire path will eventually need to be widened to at least 3.0m in accordance with current standards. However where the trail is located adjoining grass areas or low vegetation there is less risk and congestion and other locations along the foreshore will be a higher priority. Recent assessment confirmed a number of trail pinch points through the study area that require improvement as a high priority: These include:

At South Road, cyclists on the Bay Trail, walkers using the coast walking path and visitors accessing the beach and public toilets from Brighton Beach Station and the B5 car park at the former tramway underpass all use the same section of 2.5m wide ramped path. Proposed works include:

- Realign the concrete Bay Trail up onto the edge of Beach Road to reduce congestion, relocate light poles and kerb to achieve required path width and restrict through cyclist access to the ramp (H). Refer Detail Plan A.

At the B5 car park the 2.5m wide Bay Trail is confined on both sides by fencing and the car park timber retaining wall. Beach visitors and walkers exiting the car park cross the trail at several points. It is proposed to close the pedestrian access points from the car park onto the narrow confined path section to reduce congestion and conflicts with cyclists in the short term. Proposed works include:

- Establish speed control in the car park and encourage pedestrians to cross to beach access stairs and ramps at either end of the car park where the path is less constrained (H).
- Longer term, establish a boardwalk to enable the path to be widened to 3.5m where confined on both sides (M). Refer to Photo 15.



Photo 15: B5 South Road Carpark at the Bay Trail

At Ferdinando Gardens the former brick gardeners shed c.1920 is located directly adjoining the Bay Trail. The shed is empty and no longer used by Council and can be permanently closed to reduce risk to cyclists when the door is open. Proposed works include:

- Reduce height and clearance to vegetation on either side as per the existing Conservation Management Plan recommendations. (M) Refer Photo 16.



Photo 16: Garden Shed Ferdinando Gardens

SEA WALL PATH

The bluestone sea wall and concrete path extend for over 1.2km along both Brighton and Hampton Beach front from Green Point to Ferdinando Gardens and form a popular link in the coastal walking path.

The existing sea wall path terminates in a short set of bluestone stairs at the southern end. At high tide there is restricted access on the beach through to the Linacre Road stairs and Sandringham Harbour. Recent construction of timber stairs has improved access to Linacre Road however the informal track at the toe of the steep bank is unstable, subject to ongoing erosion and is unlikely to be sustainable in the longer term.

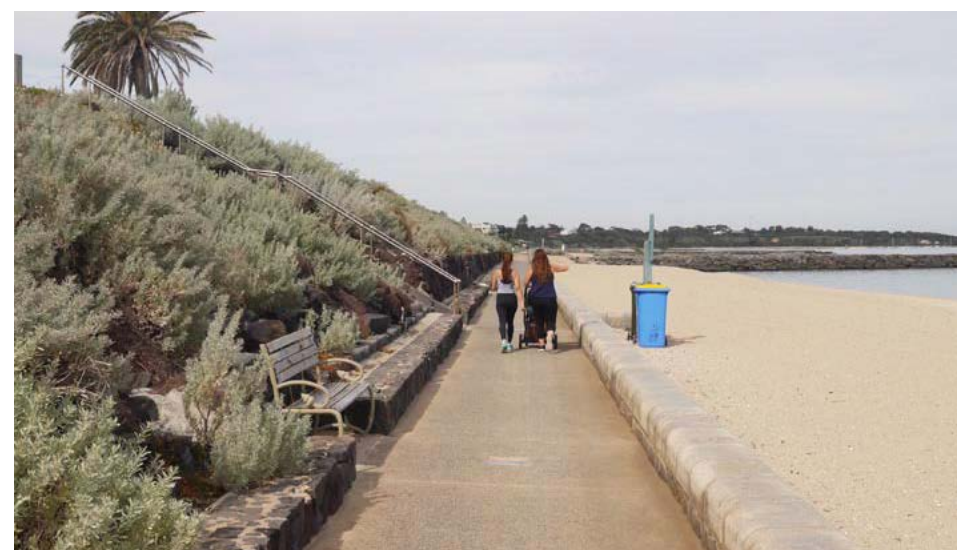


Photo 17: Sea Wall Path

It is recommended to liaise with DELWP during beach renourishment works to formalise a high tide access from the end of the existing sea wall path through to the Linacre Road stairs and Sandringham dog beach. (H) Refer to Detail Plan D

RECREATIONAL WALKING PATHS

The unsealed walking path running along the cliff top parallel with Beach Road winds its way through the low coastal vegetation offering elevated views out to the Bay. It varies in width and is popular with walkers of all ages and abilities. Low timber boardwalks provide access over drainage lines and ephemeral wetlands for visitors crossing through to the beach access stairs and ramps. Cyclists are discouraged from using the walking path to minimise congestion and impacts on sensitive coastal vegetation and habitat values. Priority works include:

- Replace sections of log stairs south of Ferdinando Gardens using an all ability graded durable composite fibre mesh ramp backfilled with local granitic gravel/sand. (H) Refer to detail Plan D
- Install low key directional and 'code of conduct' signage at key entry points and intersections to emphasis the path is for walkers not cyclists or high performance training athletes. (H)
- Retain fencing to the coast side only using more natural log edging to define the trail alignment. Replace timber post and cable fencing where required. (H)
- Improve unsealed path alignment behind the Hampton Life Saving Club to cater for increased traffic if future access is reduced behind the existing building. (L) Refer Detail Plan C



Photo 18: Unsealed walking path

BEACH ACCESS

Brighton and Hampton Beaches are both well serviced by a range of access ramps and stairs. The stone stairs all have handrails however the graded ramps do not, limiting accessibility for some users with restricted mobility. The use of the sea wall path by cyclists is not permitted, however provision of additional bike parking racks at the bottom of selected wider ramps could encourage more visitors to cycle rather than drive to the beach, especially if they can leave their bike in a more visible location while on the beach.

Priorities for upgrades are as follows:

Green Point Ramp

The concrete ramp provides access from the public car park and accessible parking bays to the beach and public toilet facilities. Establish new handrails to both sides but retain signage as 'no cycle access' as there is existing bike parking in the car park and no direct access to the beach at this point. (H)



Photo 19: Green Point Ramp

South Road Ramp

The concrete ramp provides access from the railway station, B5 public car park and Bay Trail to the beach and public toilet facilities. It is proposed to realign the Bay Trail to reduce congestion, establish new handrails to both sides, install signage indicating cyclists must dismount on the ramp and provide new bike racks at beach level at the tramway underpass entry. (H) Refer Detail Plan A



Photo 20: South Road Ramp

New Street Ramp

The existing unsealed ramp provides direct connection from the Bay Trail and pedestrian lights on Beach Road and railway crossing at New Street. It is proposed to establish a new 3.5m wide concrete maintenance vehicle access and all ability access ramp with handrails to both sides and bike racks at beach level on the rock groyne side of the seawall path. (L)



Photo 21: New Street Ramp

Orlando Street Ramp

The narrow concrete ramp provides access to the north end of Hampton Beach from Beach Road and the existing pedestrian crossing. It is proposed to establish new handrails to both sides but retain signage as 'no cycle access' as there is limited opportunity for bike parking at beach level given required maintenance vehicle access to the drain outfall. (L)



Photo 22: Orlando Street Ramp

The Swimmer Sculpture Ramp

The narrow concrete ramp behind The Swimmer sculpture provides access to Hampton Beach from Beach Road and the unsealed walking path. It is proposed to establish new handrails to both sides but retain signage as 'no cycle access' as there is limited opportunity for bike parking at beach level in this location. (L)



Photo 23: The Swimmer sculpture ramp

Hampton Life Saving Club Ramp

The concrete ramp provides access to Hampton Beach and the Life Saving Club from Beach Road and the unsealed walking path. The ramp is used by the club to transport equipment down to beach level using their motorised quad bike. It is proposed to establish new handrails to both sides and bike racks at beach level where the sea wall path is wider. (M)

Ferdinando Gardens Ramp

A long wide concrete ramp provides graded access to the beach from Ferdinando Gardens and the existing pedestrian crossing at Small Street. The ramp is well used as the southern termination of the sea wall path enables walkers to complete a circuit loop returning via the coast walking path. There are opportunities to:

- Establish new handrails to both sides of the ramp (H)
- Upgrade handrails/fencing at the upper lookout. (M)
- Improve all ability access to the ramp from Small Street pedestrian crossing and Hampton Station by sealing the existing unsealed path link in sand coloured concrete. (M) Refer to photo 24



Photo 24: Path link at Ferdinando Gardens

FLORA AND FAUNA

The foreshore is one of the largest areas of remnant coastal vegetation in Bayside. The foreshore from Brighton Beach to Ferdinando Gardens contains areas of Coastal Dune Grassland (EVC 879) and Coastal Headland Scrub (EVC 161) and provides important habitat and refuge for a range of indigenous native birds, bats, mammals, reptiles and insects in the otherwise built urban environment.

VEGETATION PROTECTION OVERLAY (VPO)

Native vegetation along the foreshore from Brighton Beach to Ferdinando Gardens is covered by a Vegetation Protection Overlay (VPO1) in the *Bayside Planning Scheme* Refer to Figure 5. The aim of the overlay is to protect and preserve trees and areas of significant vegetation, implementing key requirements of the State Planning Policy Framework and ensuring any new development minimises loss of native vegetation.

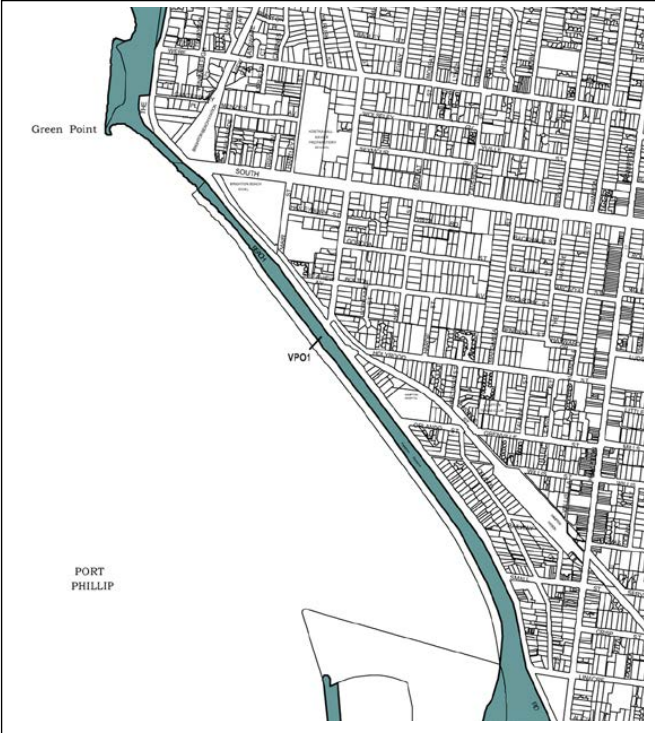


Figure 4: Vegetation Protection Overlay (VP01) Bayside Planning Scheme



Photo 25: Coastal Headland Scrub (EVC 161)



Photo 26: Low lying swales



- VEGETATION TYPES**
- COASTAL DUNE GRASSLAND (EVC 879)
 - COASTAL HEADLAND SCRUB (EVC 161)
 - LOW LYING SWALES
 - NATIVE AMENITY PLANTING
 - FORMAL GARDENS

Source: EHP Ecological Assessment, April 2016

Figure 5: Existing vegetation types

ENVIRONMENTAL MANAGEMENT

The majority of vegetation within the study area has been modified by historic land stabilisation and erosion control associated with Beach Road and the foreshore sea wall and paths. Ongoing Council management of the foreshore aims to maintain and enhance existing native vegetation, undertaking staged revegetation using low growing indigenous species to improve habitat values while maintaining existing views from Beach Road and the path network. A permit is required to remove vegetation other than as part of weed control, fire prevention, public safety and road safety management actions.

Council monitors the establishment of informal tracks which can cause damage sensitive coastal vegetation and present safety risks for users. Temporary fencing is a last resort but can sometimes be required if signage and brush matting prove ineffective.

Priority actions include:

- (E1) Remove high threat woody weeds including African Boxthorn. (H)
- (E2) Undertake targeted removal of Gazania and invasive grasses such as Kikuyu and Buffalo Grass where they occur outside closely mown lawn areas. (M)
- (E3) Investigate opportunities to expand low lying swales and ephemeral areas to provide treatment for stormwater runoff from Beach Road to improve water quality in the bay and biodiversity and habitat values on the foreshore. (M)
- (E4) Protect existing areas of native vegetation, undertake ongoing maintenance as required to maintain pedestrian sight lines and infill with low coastal indigenous species to improve habitat values while retaining views. (M)
- (E5) Formal gardens at Green Point, Brighton Beach and Ferdinando Gardens contain mixed exotic and native planting and lawn areas. Continue to implement recommendations from existing conservation management plans including:
 - Protection and replacement of mature exotic trees
 - Retention of historic path alignments and garden beds with infill using low indigenous coastal species
 - Retain formal lawn areas
- (E6) Reconfigure storm water flows into the low lying sand dunes/ephemeral soaks (opposite Orlando Street) to enable surface runoff from Beach Road to inflow into these ephemeral soaks to improve water quality treatment prior to discharge to the beach. (L)
- (E7) Liaise with Melbourne Water to investigate options to mitigate flooding and establish a Gross Pollutant Trap and stormwater harvesting system for the New Street drain outfall. Works to include installation of large underground storage tank in the open grass area between New Street and Mair Street to improve sustainability of irrigation at Brighton Beach Oval. (L)



Photo 27: Priority Revegetation



Photo 28: Successful indigenous revegetation at Brighton Beach

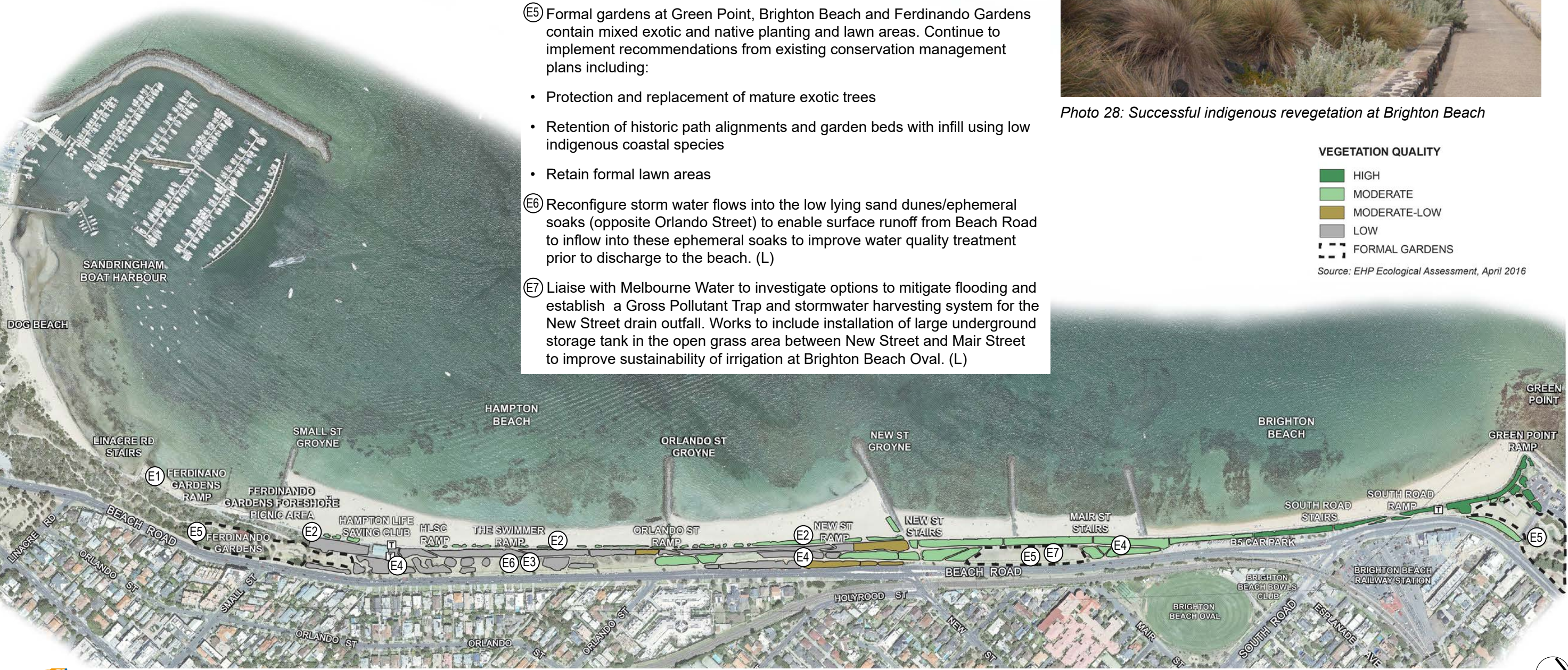


Figure 6: Vegetation Quality

OVERALL IMPLEMENTATION PLAN

CULTURAL HERITAGE

Indigenous and European cultural heritage must be protected during masterplan implementation, and on sites where major ground breaking work are involved a due diligence Cultural Heritage Assessment will be undertaken.

FERDINANDO GARDENS

- ① Protect the existing park furniture, trees and lawns associated with the historic gardens and monitor organised events, ceremonies and community use. (H)
- ② Establish new handrails to both sides of the beach access ramp and upgrade fencing at the upper lookout. (M)
- ③ Improve all ability access to the ramp from Small Street pedestrian crossing and Hampton Station by sealing the existing unsealed path link in sand coloured concrete. (M)
- ④ Upgrade the existing Octopus Garden Playground into a new Foreshore Picnic Area, with seating, picnic table, low level indigenous planting, adjoining new shade shelter and improved beach access. The existing climbing wall will be retained and a new mural commissioned. (M)

SEA WALL PATH

- ⑤ Improve drainage along the sea wall path between Brighton and Hampton Beach. (H)



DRAWING KEY

- | | |
|----------------------------------|-------------------------------|
| BAY TRAIL (BEACH ROAD) | RESTRICTED VEHICLE ACCESS |
| COASTAL WALKING TRAIL (UNSEALED) | PUBLIC OFF STREET CAR PARK |
| SECONDARY PATHS | PEDESTRIAN CROSSING LIGHTS |
| SEA WALL PATH | INFORMAL PEDESTRIAN CROSSINGS |
| BEACH ACCESS RAMPS | EXISTING PUBLIC TOILET |
| BEACH ACCESS STAIRS | DRINKING FOUNTAINS |
| | BBQ / PICNIC FACILITIES |



COAST WALKING PATH

- ⑥ Install low key directional and 'code of conduct' signage at key entry points and intersections on the coast walking path to emphasis the path is for walkers not cyclists or high performance training athletes operating at high speeds.
- ⑦ Liaise with DELWP during beach renourishment works to formalise high tide path access from the end of the existing sea wall path through to the Linacre Road stairs and Sandringham dog beach. (H)
- ⑧ Establish a new drinking fountain and dog drinking bowl with overflow base providing water for native wildlife at the top of the Linacre Road stairs. (L)

HAMPTON BEACH

- ⑨ Install signage at each beach access point indicating ramp grade/condition with directions to better access points as staged handrail upgrades are completed. (H)
- ⑩ Install new all ability hand rail to both sides of existing beach access ramp north of HLSC. (H)
- ⑪ Install handrails to both sides of Orlando St ramp, retain 'no cycle access' signage, due to limited bike parking opportunity.
- ⑫ Install all ability access hand rails to both sides of the Swimmer Ramp, retain 'no cycle access' signage.

HAMPTON LIFE SAVING CLUB

- ⑬ Relocate the existing beach shower and drinking fountain at Hampton Life Saving Club to the beach side and provide a second shower closer to the public toilet facilities/change room and tap fitting for wash down purposes. (M) Refer Detail Plan B

BRIGHTON BEACH

- ⑭ Realign the Bay Trail to the edge of The Esplanade at South Road to improve safety at the former Tramway underpass and main beach access. (H)
- ⑮ Establish two signed accessible parking bays and line mark and sign a designated shared pedestrian access through the B5 car park. (H)
- ⑯ Longer term investigate options to widen the confined section of Bay Trail to 3.5m using a cantilevered boardwalk with new handrail to the beach side. (M)
- ⑰ Establish orientation and directional signage for new visitors at South Road. (H)
- ⑱ Install handrails to both sides of the existing Green Point ramp (M)
- ⑲ Establish a low profile skillion roof shade shelter with integrated timber seating to improve sun protection for beach users below South Road and Hampton Life Saving Club. (M)
- ⑳ Install new timber seats along the sea wall path (M)
- ㉑ Establish a new 3.5m wide concrete maintenance access and all ability access ramp at New Street with handrails to both sides and bike racks at beach level on the rock groyne side of the seawall path. (M)
- ㉒ Install signage at New Street to direct visitors to existing toilet facilities at Brighton Beach and Hampton LSC. (H)
- ㉓ Liaise with Melbourne Water to investigate options to mitigate flooding and establish a Gross Pollutant Trap and stormwater harvesting system for the New Street drain outfall. Works to include installation of large underground storage tank in the open grass area between New Street and Mair Street to improve sustainability of irrigation at Brighton Beach Oval. (L)



Figure 7: Implementation Plan

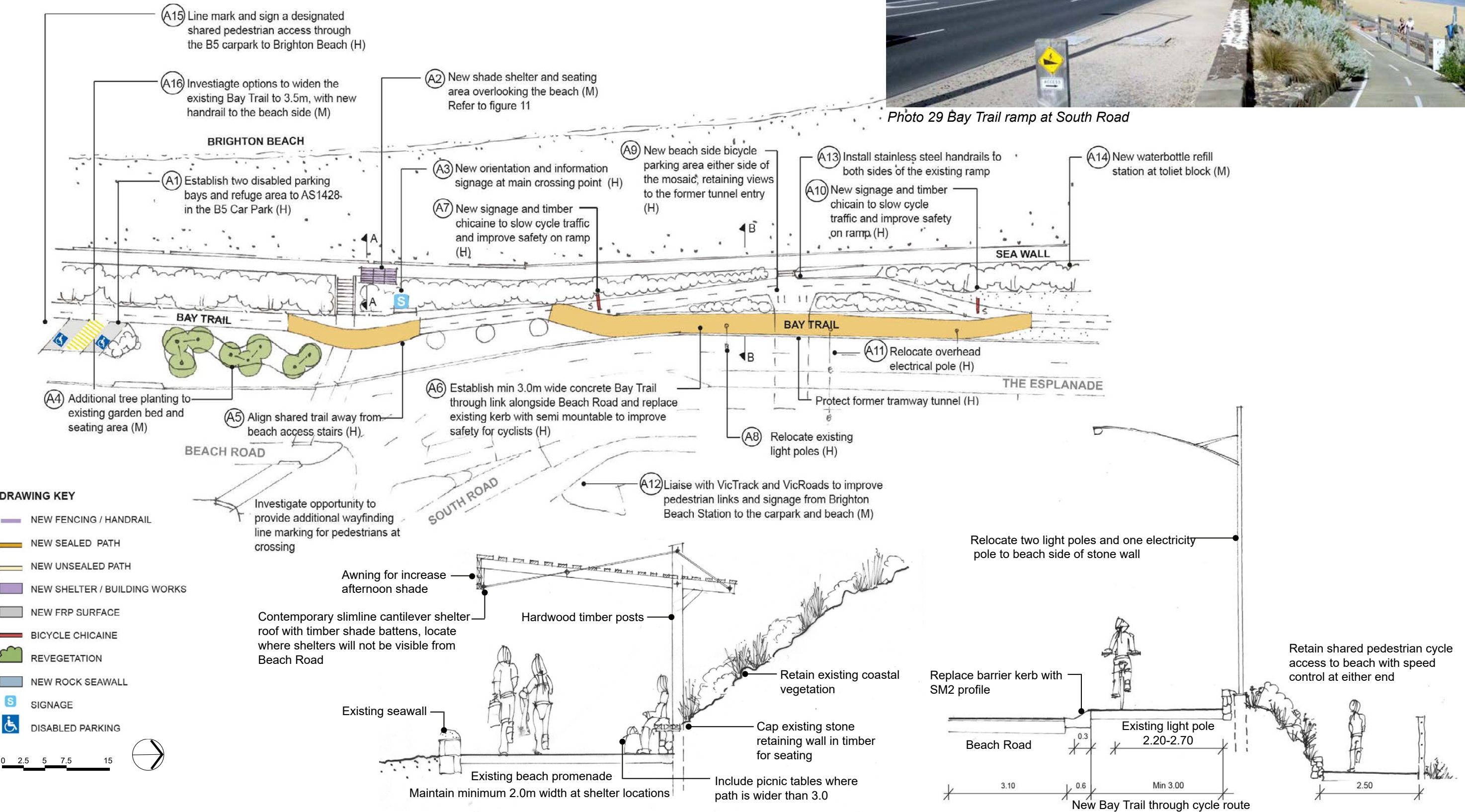
0 40 60 100



DETAIL PLAN A. BAY TRAIL SOUTH ROAD



Photo 29 Bay Trail ramp at South Road



DETAIL PLAN B. HAMPTON LIFE SAVING CLUB

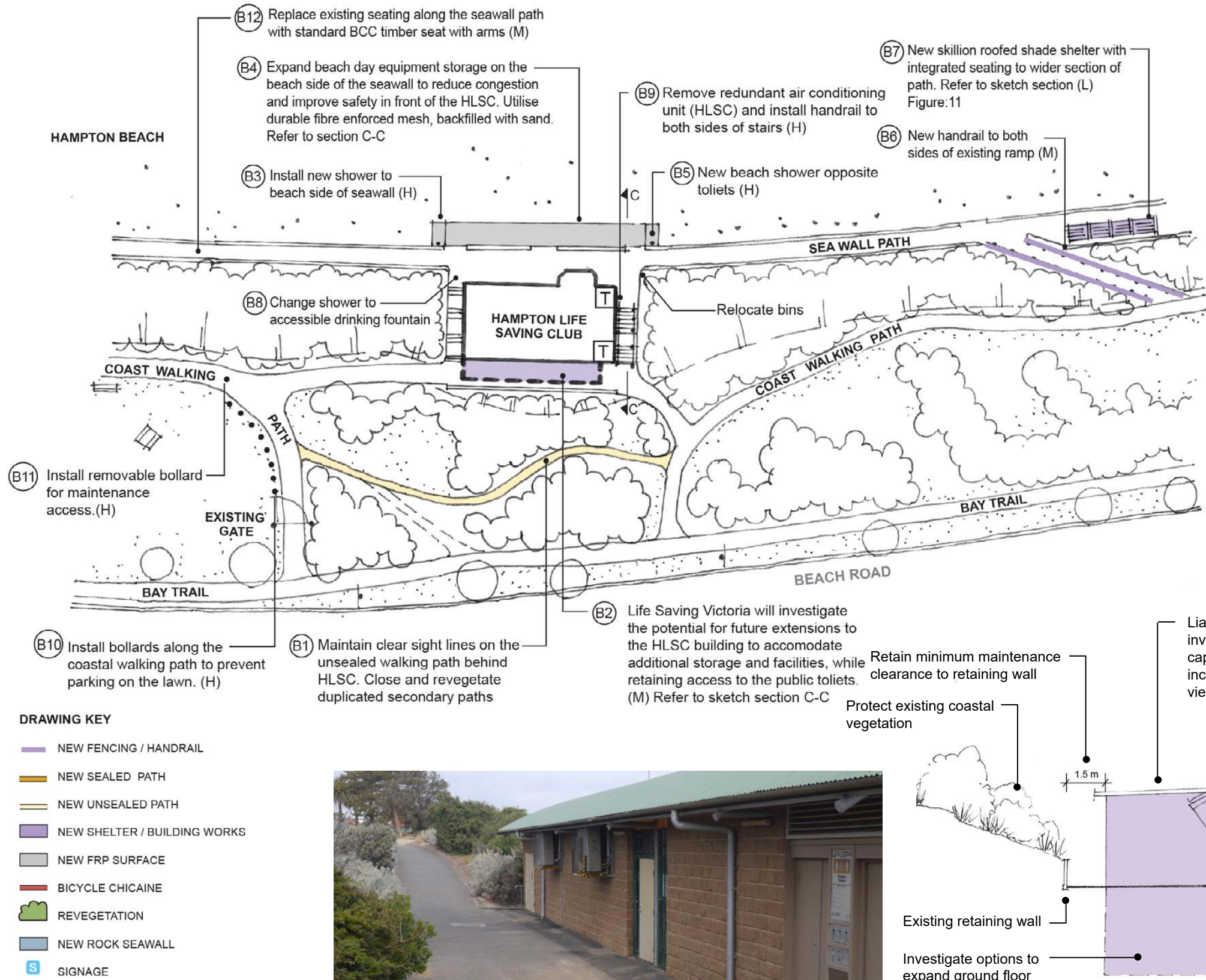


Photo 30: Rear of Hampton Life Saving Club



Photo 31: Congestion in the front of the Hampton Life Saving Club

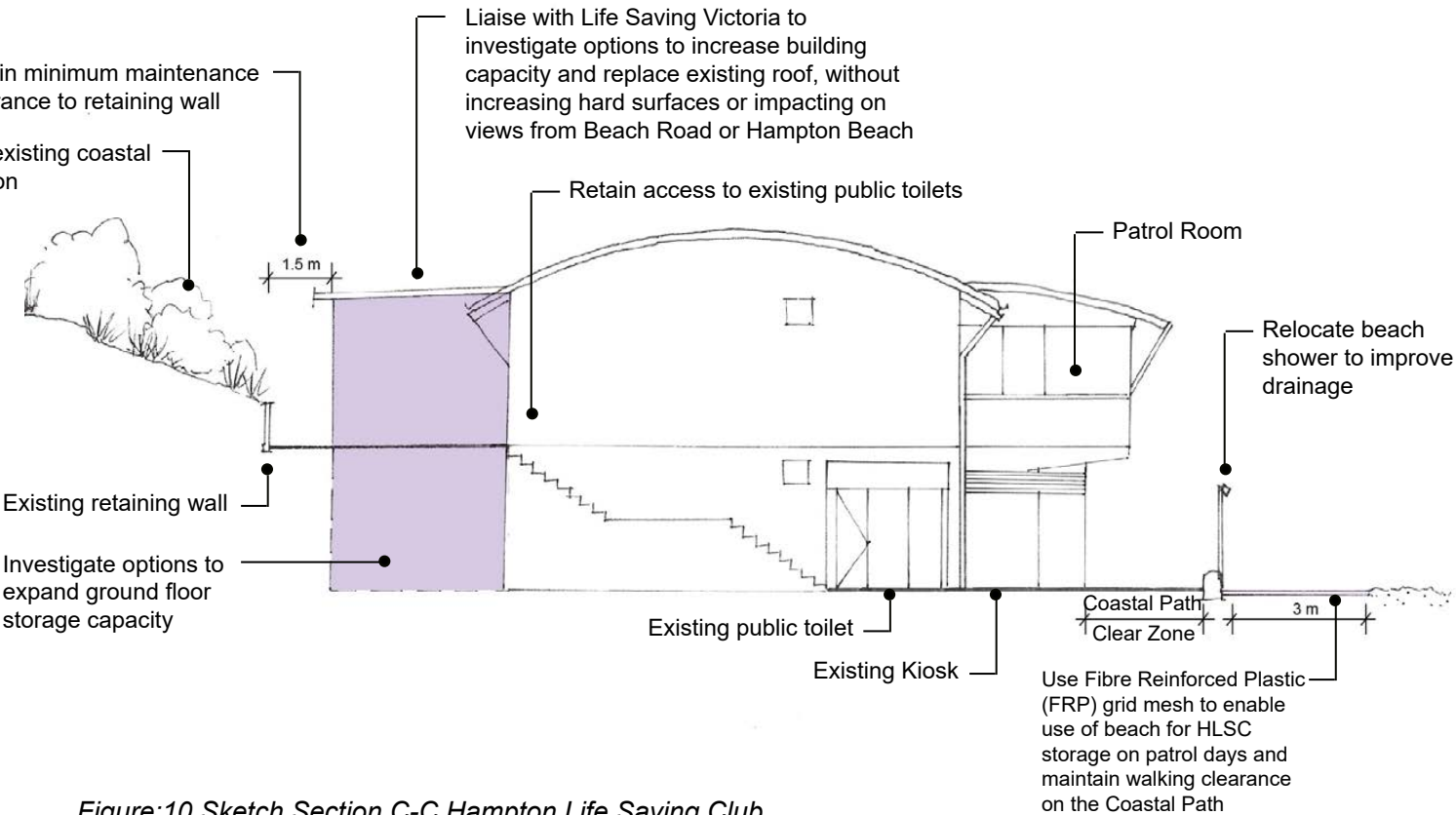


Figure:10 Sketch Section C-C Hampton Life Saving Club

DETAIL PLAN C. FERDINANDO GARDENS

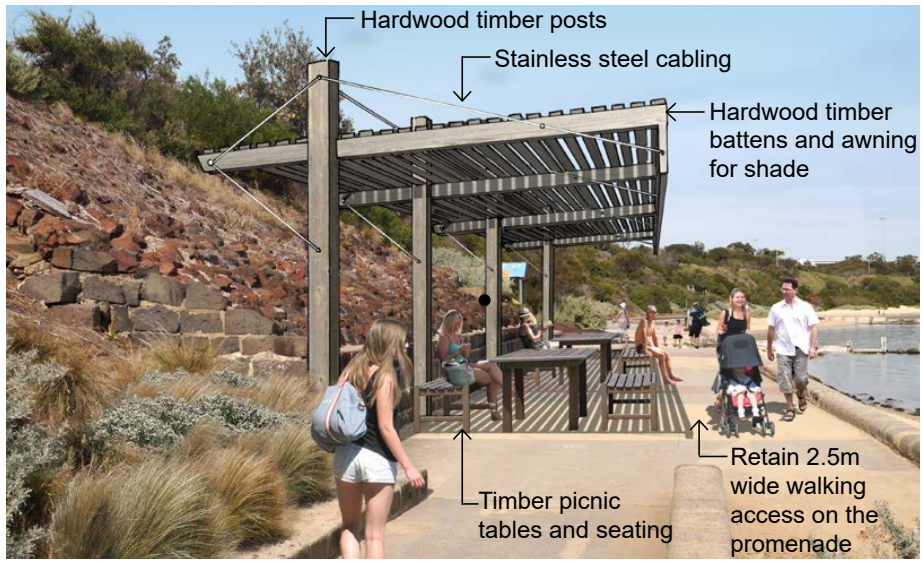
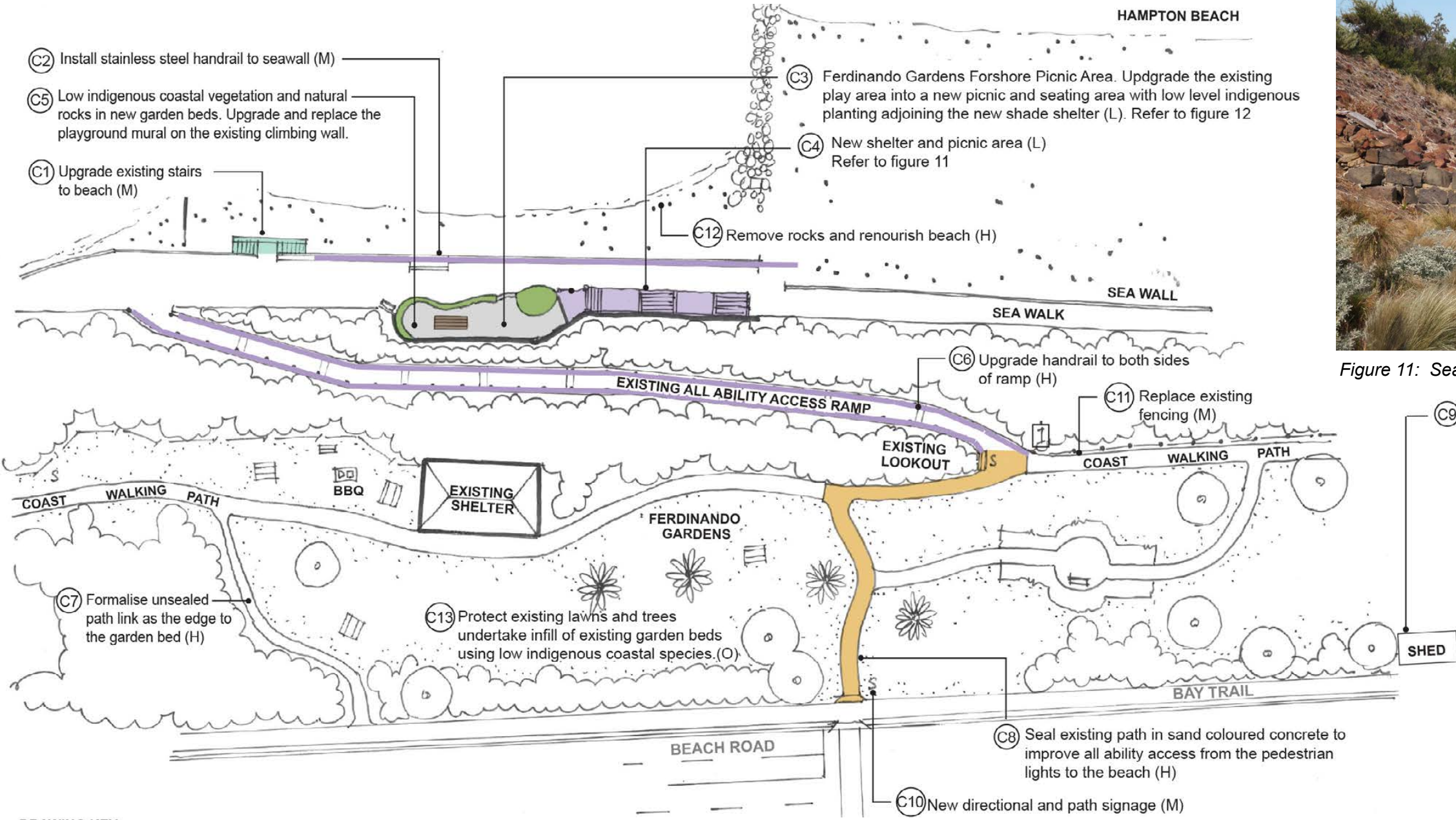


Figure 11: Sea wall shade and seating area

- Continue management of the gardens with accordance to existing Conservation Management Plan C (Tract 2013) including:
- Maintain the landscape character of the Gardens, including the indigenous planting and open lawn areas.
 - Maintain and as appropriate restore the existing site facilities, including the shelter and associated picnic facilities
 - Continue to involve the community in the management and maintenance of the Gardens



Figure 12: Ferdinand Gardens Foreshore Picnic Area

DETAIL PLAN D. LINACRE ROAD

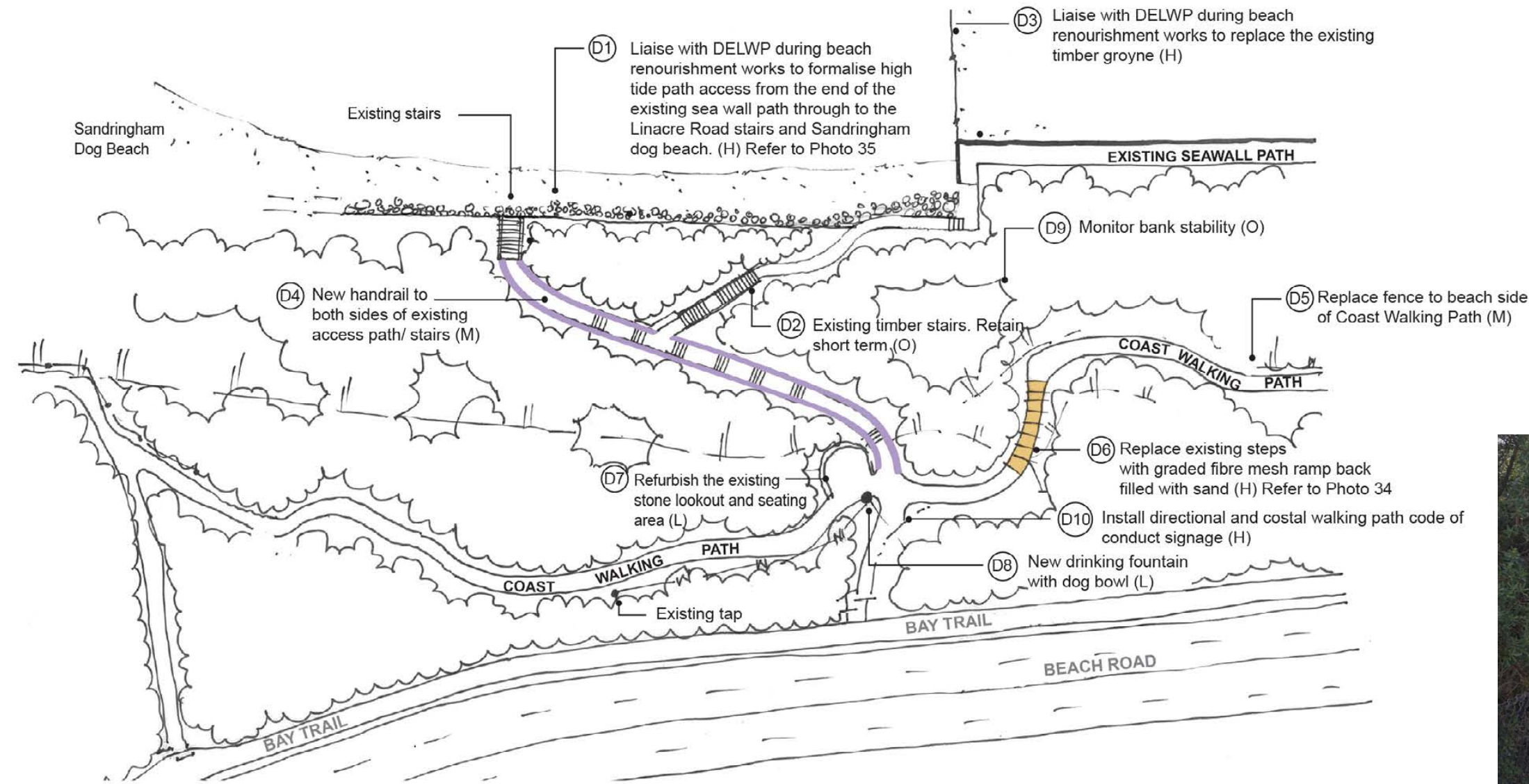


Photo 32: Stairs to be replaced in coast walking path



Photo 33: Linacre Road Steps



Photo 34: End of existing sea wall path



Photo 35: Improve high tide walking access through to Sandringham Dog Beach

Implementation Schedule - Summary

IMPLEMENTATION

The following section provides an overview of the indicative capital costs to implement key improvements and actions identified in the Master Plan. Priorities have been allocated to enable consideration of staging of works subject to confirmation of funding availability.

The following summary of priorities, staging and timing for delivery the works is for discussion purposes only. It is anticipated in the process of implementation some works may need to be bought forward i.e due to the need for urgent maintenance or as part of cost effective delivery of other projects and in all cases priorities should be viewed as a guide only.

- High (3-5 years)
- Medium (6-8 years)
- Low (9-10 years)
- Ongoing (part of current programs/works)

Please note all works estimates are for preliminary planning purposes, prepared without access to survey and detailed design and are a guide only.

The adoption of the Brighton Beach - Ferdinando Gardens Masterplan by Council does not constitute a decision to proceed with any identified opportunities. It provides a long-term concept to guide decision making and will be subject to future decisions and funding considerations by Council.

DRAFT MASTER PLAN WORKS SUMMARY	PRIORITIES			TOTAL BCC	TOTAL OTHERS
STUDY AREA	HIGH	MEDIUM	LOW		
BRIGHTON BEACH	\$271,500	\$455,000	\$40,000	\$656,500	\$160,000
HAMPTON BEACH	\$5,000	\$187,500	\$855,000	\$687,500	\$360,000
HAMTPON LIFE SAVING CLUB	\$90,000	\$0	\$2,000	\$37,000	\$55,000
FERDINANDO GARDENS	\$70,600	\$250,000	\$70,000	\$410,600	\$0
LINACRE ROAD TO FERDINANDO GARDENS	\$286,000	\$85,000	\$61,000	\$332,500	\$100,000
OTHER WORKS	\$50,000	\$0	\$0	\$50,000	\$0
SUBTOTAL WORKS	\$773,100	\$977,500	\$1,028,000	\$2,174,100	\$675,000
CONTINGENCIES (20%)				\$434,820	\$135,000
TOTAL BRIGHTON BEACH - FERDINANDO GARDENS MASTER PLAN - CAPITAL IMPLEMENTATION WORKS				\$2,608,920	\$810,000

Implementation Schedule

Item No	Plan ref.	Action Description	Amount	Item	Rate	Cost	Priority	Agency responsible for approval	Agency responsible for funding	Related Works
BRIGHTON BEACH										
1.1	A1	Establish two signed accessible parking bays including protection bollard to AS1428 at the northern end of the B5 South Road car park.	1	Item		\$5,000	High	BCC	BCC	
1.2	A6	Realign the Bay Trail to the edge of The Esplanade at South Road to improve safety at the former Tramway underpass and main beach access. Works to include:	1	Item		Costs detailed below	High			
1.2.1	A6	Survey and detailed design investigation for new works in consultation with VicRoads.	1	Item		\$25,000	High	VicRoads	BCC	
1.2.2	A6	Traffic Management during works (provisional estimate only)	1	Item		\$40,000	High	VicRoads	VicRoads	
1.2.3	A8	Relocate existing light and electricity poles (to allow for realigned path)	3	No.	\$15,000	\$45,000	High	United Energy-ZNX	VicRoads	1.2.1
1.2.4	A6	Demolish and replace existing B2 kerb & channel with SM2 profile	100	lin.m	\$200	\$20,000	High	VicRoads	VicRoads	1.2.1
1.2.5	A6	Replace unsealed pavement with min. 3.0m wide coloured concrete path	100	lin.m	\$300	\$30,000	High	VicRoads	VicRoads	1.2.1
1.2.6	A6	Remove and re line mark traffic lanes and new trail.	1	Item		\$25,000	High	VicRoads	VicRoads	1.2.1
1.2.7	A7	Install signage and timber chicanes on both sides of the existing ramp in front of the tramway tunnel to slow through cycle traffic and improve safety for pedestrians.	2	No.	\$2,500	\$5,000	High	BCC	BCC	1.2.1
1.2.8	A13	Install handrails to both sides of the existing South Road ramp to AS1428 to improve all ability access to the beach.	200		\$250	\$50,000	High	BCC	BCC	1.2.1
1.3	A9	Install bike racks and signage at beach level in front of the tramway tunnel	1	Item		\$5,000	High	BCC	BCC	1.2.1
1.4	A5	Realign the Bay Trail away from the top of the South Rd Beach Access steps (line marking only)	1	Item		\$500	High	BCC	BCC	1.7
1.5	A15	Line mark and sign a designated shared pedestrian access through the B5 car park to the beach.	1	Item		\$10,000	High	BCC	BCC	1.5
1.6	22	Install signage at New Street to provide directions for visitors to the existing toilet facilities at Brighton Beach and Hampton LSC	2	No.	\$500	\$1,000	High	BCC	BCC	
1.7	A3	Establish orientation and directional signage for new visitors to Brighton Beach opposite the existing pedestrian crossing from South Road and the railway station.	1	Item		\$10,000	High	BCC	BCC	1.3 & 1.9
1.8	A14	Establish a new sustainable water bottle refill station at Brighton Beach.	1	Item		\$10,000	Medium	BCC	BCC	1.2.1
1.9	B16	Longer term investigate options to widen this section of trail to 3.5m using a boardwalk with new handrail to the beach side.	200	lin.m	\$1,500	\$300,000	Medium	BCC	BCC	1.4
1.10	A12	Liaise with VicRoads and VicTrack to improve signage on pedestrian links from Brighton Beach Station and car park to Brighton Beach.	1	Item		\$5,000	Medium	Vicroads-VicTrack	BCC	1.8
1.11	A4	Establish additional mature tree planting to existing garden bed and seating area.	1	Item		\$5,000	Medium	BCC	BCC	1.4
1.12	18	Install handrails to both sides of the existing Green Point ramp to AS1428 to improve all ability access to the sea wall path, toilet facilities and beach	120	lin.m	\$250	\$30,000	Medium	BCC	BCC	

Implementation Schedule

Item No	Plan ref.	Action Description	Amount	Item	Rate	Cost	Priority	Agency responsible for approval	Agency responsible for funding	Related Works
1.13	A2	Establish a low profile skillion roof shade shelter with integrated timber seating and retaining wall to improve sun protection for beach users on Brighton Beach below South Road.	1	Item		\$80,000	Medium	DELWP	BCC	
1.14	A2	Install new seats along the Sea wall path using standard BCC park furniture.	10	No.	\$2,500	\$25,000	Medium	BCC	BCC	
1.15	A2	Subject to evaluation of shade shelter use provide additional shelters and improved seating at other wider sections of sea wall path at Brighton Beach.	1	Item		\$40,000	Low	DELWP	BCC	
1.16	A19	Continue foreshore weed eradication works and revegetate with appropriate low ground cover species in accordance with nominated EVC.	1	Item		\$50,000	Ongoing	BCC	BCC	
SUBTOTAL BRIGHTON BEACH						\$816,500				
HAMPTON BEACH										
2.1	9	Install signage at each beach access point indicating ramp grade/condition with directions to better access points as staged upgrades are completed	10	No.	\$500	\$5,000	High	BCC	BCC	
2.2	B6	Install new all ability hand rail to both sides of existing beach access ramp north of HLSC.	50	lin.m	\$250	\$12,500	Medium	BCC	BCC	2.1
2.3	B12	Replace existing seats along the Sea Wall Path with standard BCC timber seat with arm and back rest.	10	Item	\$2,500	\$25,000	Medium	BCC	BCC	
2.4	21	Establish a new 3.5m wide concrete maintenance access and all ability access ramp at New Street with handrails to both sides and bike racks at beach level on the rock groyne side of the seawall path.	1	Item		\$100,000	Medium	BCC	BCC - MELB WATER - DELWP	2.9
2.5	E7, 23	Liaise with Melbourne Water investigate options to mitigate flooding and establish a Gross Pollutant Trap and stormwater harvesting system for the New Street Drain Outfall. Works to include installation of large underground storage tank in the open grass area between New Street and Mair Street to improve sustainability of irrigation at Brighton Beach Oval. (Subject to confirmation of MW-Hobsons Bay Sewer Upgrade Works)	1	Design		\$50,000	Medium	MELB WATER	BCC / MW	
			1	Works		\$580,000	Low	DELWP	BCC - MELBOURNE WATER	2.4
2.6	11	Establish new handrails to both sides to the Orlando Street beach access ramp but retain signed as 'no cycle access' as there is limited opportunity for bike parking at beach level given required maintenance vehicle access to the drain outfall.	80	lin.m	\$250	\$20,000	Low	BCC	BCC	2.1
2.7	12	Install new all ability hand rail to both sides of The Swimmer sculpture ramp but retain signed as 'no cycle access' as there is limited opportunity for bike parking at beach level in this location. (L)	80	lin.m	\$250	\$20,000	Low	BCC	BCC	2.1
2.8	B7	Install small shade shelters and upgrade existing recessed seating areas (south of the B5 car park) by timber cladding the stone seats.	2	No.	\$40,000	\$80,000	Low	BCC	BCC	1.10
2.9	E1,E2	Continue foreshore weed eradication works and revegetate with appropriate low ground cover species in accordance with nominated EVC.	1	Item		\$50,000	Low	BCC	BCC	

Implementation Schedule

Item No	Plan ref.	Action Description	Amount	Item	Rate	Cost	Priority	Agency responsible for approval	Agency responsible for funding	Related Works
2.10	E6	Reconfigure stormwater flows into the low lying sand dunes/ephemeral soaks (opposite Orlando Street) to enable surface runoff from Beach Road to inflow into these ephemeral soaks to improve water quality treatment prior to discharge to the beach. (Subject to confirmation of MW-Hobsons Bay Sewer Upgrade Works)	1	Item		\$105,000	Low	BCC	BCC - MELB WATER	
SUB TOTAL HAMPTON BEACH						\$1,047,500				
HAMPTON LIFE SAVING CLUB (HLSC)										
3.1	B9	Remove the redundant air conditioning units on the HLSC north side stairs and install new handrail to improve beach access.	1	Item		\$15,000	High	BCC	HLSC	2.1
3.2	B3	Relocate the existing beach shower (south of the HLSC building) and install a new shower to the beach side of the sea wall. Replace the existing shower with an accessible drinking fountain with dog bowl.	1	Item		\$20,000	High	BCC	BCC	3.3
3.3	B4	Expand beach day equipment storage on the beach side of the sea wall path to reduce congestion and improve safety in front of the HLSC. Utilise durable fibre reinforced mesh backfilled with sand.	1	Item		\$40,000	High	DELWP	HLSC	3.2
3.4	B5	Install an additional beach shower on the beach side of the sea wall opposite the existing public toilet block/change room including additional opening in the sea wall for improved beach access from the stairs.	1	Item		\$15,000	High	DELWP	BCC	3.3
3.5	B1	Close and revegetate unsealed secondary path access behind the HLSC	1	Item		\$2,000	Low	BCC	BCC	3.6
3.6	B2	Investigate extension of the HLSC building to accommodate additional storage and facilities. Utilise the existing asphalt path behind the building to minimise impacts on views from Beach road and the foreshore - subject to detailed design and funding.	1	Item		N/C	Low	DELWP	LSV	
SUBTOTAL HAMPTON LIFE SAVING CLUB (HLSC)						\$92,000				
FERDINANDO GARDENS										
4.1	C6	Install new all ability hand rail to both sides of existing beach access ramp and lookout at Ferdinando Gardens.	240	lin.m	\$250	\$60,000	High	BCC	BCC	2.1
4.2	C7	Resurface the unsealed informal link from the coast walking path to Small Street to define the edge of the existing garden bed and reduce impacts on the lawn areas.	30	Lin.m	\$120	\$3,600	High	BCC	BCC	
4.3	C8	Seal the existing 1.5m wide path from Small Street pedestrian crossing to the Ferdinando Gardens beach access ramp in sand coloured concrete on the existing alignment to improve all ability access to the sea wall path and beach.	40	lin.m	\$150	\$6,000	High	BCC	BCC	4.1
4.4	B10,11	Install bollards along the coastal walking path to prevent parking on the lawn and 1 removal bollard (with lock) for contractors.	1	Item		\$1,000	High	BCC	BCC	

Implementation Schedule

Item No	Plan ref.	Action Description	Amount	Item	Rate	Cost	Priority	Agency responsible for approval	Agency responsible for funding	Related Works
4.5	C9	Permanently close the brick former gardeners shed on Beach Road at Ferdinando Gardens, reset edging to enable future widening of the Bay Trail to 3.0m and reduce height of adjoining vegetation in accordance with recommendations of the conservation management plan to maintain clear sightlines.	1	Item		\$15,000	Med	BCC	BCC	
4.6	C3	Establish a new foreshore area (Octopuses Garden Playspace) with seating, picnic tables, garden beds and improved beach access. Works to include:								
4.6.1	C3	Survey and detailed design investigation.	1	Item		\$15,000	Medium	BCC	BCC	
4.6.2	C2	Reconstruct the existing concrete sea wall path and install stainless steel handrail - subject to detailed design	1	Item		\$100,000	Medium	DELWP	BCC	4.6
4.6.3	C4	Establish new shade shelter and picnic area on wider section of sea wall north of the proposed picnic area.	3	No.	\$40,000	\$120,000	Medium	DELWP	BCC	4.6
4.6.4	C3	Remove existing rubber surface where garden bed is proposed. Establish low level indigenous planting. Install new picnic table and seating.	1	Item		\$50,000	Low	BCC	BCC	4.6
4.6.5	C5	Upgrade and replace the playground mural on the existing climbing wall.	1	Item		\$20,000	Low	BCC	BCC	4.6
4.7	C13	Protect existing trees and reduce impact on lawns within Ferdinando Gardens. Continue ongoing maintenance and infill planting of existing formal garden beds using local indigenous coastal species.	1	Item		\$20,000	Ongoing	BCC	BCC	
SUBTOTAL FERDINANDO GARDENS						\$410,600				
LINACRE ROAD TO FERDINANDO GARDENS										
5.1	D1	Liaise with DELWP during beach renourishment works to formalise high tide path access from the end of the existing sea wall path through to the Linacre Road stairs and Sandringham dog beach.	1	Item		\$250,000	High	DELWP	DELWP/BCC	4.5 & 5.2
5.2	D2	Extend a new path behind the proposed rock revetment to provide high tide access through to the existing Linacre Road stairs and Sandringham dog beach. Contine to monitor bank stability.	100	lin.m	\$350	\$35,000	High	DELWP	BCC	4.5 & 5.1
5.3	D10	Install low key directional and 'code of conduct' signage at key entry points and intersections on the coast walking path to emphasis the path is for walkers not cyclists or high performance training athletes operating at high speeds.	2	No.	\$500	\$1,000	High	BCC	BCC	
5.4	D4	Install new all ability hand rail to both sides of the existing Linacre Road beach access ramp and stairs	120	lin.m	\$250	\$30,000	Medium	BCC	BCC	5.2

Implementation Schedule

Item No	Plan ref.	Action Description	Amount	Item	Rate	Cost	Priority	Agency responsible for approval	Agency responsible for funding	Related Works
5.5	D5	Replace existing coastal cliff fencing on the coast trail between Linacre Road and Ferdinando Gardens - installing anchor points to improve safety for weed control and revegetation on the cliff.	200	lin.m	\$200	\$40,000	Medium	BCC	BCC	5.11
5.6	D6	Replace the log stairs on the Coast Walking Path between Linacre Road and Ferdinando Gardens using a sand filled fibre reinforced plastic mesh ramp to improve all ability access.	1	Item		\$15,000	Medium	BCC	BCC	5.4
5.7	D7	Refurbish the existing stone lookout and seating area at the end of Linacre Road and provide a drinking fountain with dog bowl near the walking path.	1	Item		\$20,000	Low	BCC	BCC	5.1
5.8	D2	Short term retain existing temporary timber stairs. Following installation of the new path link to the Linacre Road concrete stairs remove the duplicated stairs and revegetate to assist stabilisation of the embankment.	1	Item		\$15,000	Low	BCC	BCC	4.5, 5.1 & 5.2
5.9	D8	New drinking fountain and dog bowl at the top of the Linacre Road stairs	1	Item		\$6,000	Low	BCC	BCC	5.7
5.10	E1,E2	Continue foreshore weed eradication works and revegetate with appropriate low ground cover species in accordance with nominated EVC.	1	Item		\$20,000	Low	BCC	BCC	
5.11	D9	Monitor existing bank stability north of the Linacre Road stairs	1	Item		\$500	Ongoing	BCC	BCC	4.5 and 5.5
LINACRE ROAD TO FERDINANDO GARDENS						\$432,500				
OTHER WORKS										
6.1		Undertake due diligence Cultural Heritage Assessment	1	Item		\$50,000	High	OAAV	BCC	
SUBTOTAL OTHER WORKS						\$50,000				
TOTAL BRIGHTON BEACH - FERDINANDO GARDENS MASTER PLAN						\$2,849,100				
Contingencies (20%)						\$569,820				
						\$3,418,920				

REFERNCES

Bayside City Council, *Bayside Domestic Animal Management Plan*, Bayside City Council, 2012.

Bayside City Council, *Bayside Open Space Lighting Policy*, Bayside City Council, 2008.

Bayside City Council, *Bayside Open Space Strategy*. Bayside City Council, 2012.

Bayside City Council, *Bayside Public Toilet Strategy 2012*, Bayside City Council, 2012.

Bayside City Council, *Bayside Recreation Strategy ‘Active by the Bay’*. Bayside City Council, 2013 - 2022

Bayside City Council, *Beach Road Corridor Strategy*, Bayside City Council, 2011.

Department of Sustainability and Environment, *Sandringham Foreshore Coastal Management Plan*, 2010

Heritage Insight, City of Bayside Indigenous Heritage Study Volume 1, 2006

Traffic Group, Bayside Foreshore Access Study, 2016

Tract Consultants, BJ Ferdinando Gardens Heritage Conservation Management Plan, 2013

Tree dimensions, Arboricultural Assessment Ferdinando Gardens, 2013

Urban initiatives. *Bayside Coastal Management Plan*. Bayside City Council, 2014

Victorian Coastal Council, *Victorian Coastal Strategy*. Victorian Coastal Council, 2014

Water Technology, *Assessment of Management Options for the Bayside Coastline*, 2014

ATTACHMENT 1 - BEACH ROAD INDENTED PARKING OPTIONS INVESTIGATED AS PART OF THE DRAFT MASTERPLAN

Further investigation of indented parking on Beach Road near Hampton Beach, was identified in the *Beach Road Corridor Strategy 2011*. The following options were assessed as part of the draft master plan.

Option ① Maintain status quo

Option ② Indented parking on the residential side between New Street and Small Street

This can be achieved without loss of on street parking capacity and would improve traffic flow, safety for cyclists, pedestrians and access to parking for residents. This results in a net gain of 6 -11 spaces.

Option ③ Indented parking on the foreshore side without relocation of the Bay Trail.

18 indented car parking bays can be established on the foreshore side without removal of vegetation. However this will reduce the overall existing on road parking capacity in this section by approximately 55 spaces.

Option ④ Indented parking on the foreshore side increasing capacity by relocating the Bay Trail where possible but without removal of trees or native vegetation.

A further 29 indented car parking spaces can be established on the foreshore side if 350m of the Bay Trail is relocated and re built. Note the need to protect existing trees will mean the overall existing on road parking capacity in this section is reduced by 26 spaces.

Indented parallel parking requires a parking bay width of 2.1m with 1.0m clearance to cyclists using Beach Road. On the foreshore side another 1.0m clearance is required for cyclists on the Bay Trail. It is also likely that the Bay Trail may need to be widened to 3.0m in the future to accommodate increasing use and this also needs to be considered in assessing opportunities for establishment of indented parking on the foreshore side.

The benefits to indenting parallel parking on the foreshore side are limited by the following constraints:

- Establishment of a mix of indented and on street car parking is not preferred as it creates additional pinch points and hazards to cyclists and vehicles.
- The need to avoid existing trees and light poles on the foreshore will reduce overall parking capacity on the beach side of Beach Road.
- Existing no stopping zones will remain and it will not be possible to establish indented parking at Hampton Life Saving Club, the major source of congestion, without significant removal of vegetation protected by the existing Vegetation Protection Overlay.

Following consultation completed in the Draft Masterplan phase, the recommendation option is Option 1 - Maintain status quo.



Photo 15: Beach Road adjacent to Hampton Life Saving Club



DRAWING KEY

- ② Potential 32-47 indented parking bays along Beach Road
- ③ Potential 18 indented parking bays along Beach Road (without realigning the Bay Trail)
- ④ Potential 30-40 indented parking bays along Beach Road (with realignment of the Bay Trail)
- P Off street parking
- Maintenance and emergency vehicle access

Figure 4: Indented parking options