



BAYSIDE COASTAL MANAGEMENT PLAN



Bayside Coastal Management Plan, Bayside City Council
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Bayside City Council appreciates the input received from the community and stakeholder consultation activities throughout 2012 and 2013 and would like to acknowledge all the people who contributed to the development of this Plan. The extensive consultation undertaken with Council staff also informed the preparation of the Plan.

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1.1 ROLE OF THE COASTAL MANAGEMENT PLAN

The Bayside Coastal Management Plan (CMP) provides strategic direction and policy on coastal use, management and development for the whole of the City of Bayside foreshore. It provides a framework for detailed local action plans as well as funding priorities.

The Bayside foreshore contains around 180 hectares of public open space. The foreshore has complex natural systems and heritage values. It is heavily used by local residents and the broader Melbourne community for many forms of recreation and increased demand is expected in the future. The CMP will guide decision making in relation to the various overlapping values and competing demands.

The business plan component of the CMP is provided to guide the subsequent development of detailed master plans and decision making on works for various parts of the foreshore area. The business plan also identifies potential funding opportunities.

Objectives

The objectives of the Bayside CMP are to:

- Provide long term strategic vision and direction for the future use, management and development of public coastal land in the City of Bayside
- Identify coastal management responsibilities and allow for coordinated and informed decision making and management
- Identify foreshore precincts, key features and opportunities
- Engage the community and key stakeholders
- Develop a three year business plan for implementation.

1.2 DEVELOPMENT OF THE COASTAL MANAGEMENT PLAN

The CMP project was initiated in May 2012 and developed over a 12 month period. The preparation of the CMP included six phases:

1. Background, context and literature review
2. Consultation Stage One: Scoping the issues with stakeholder input
3. Discussion Paper production
4. Consultation Stage Two: Stakeholder comment on the Discussion Paper and issues
5. Draft CMP: Public display, Consultation Stage Three
6. Final CMP

*Refer to figure 1.

Phases 1 and 2 were conducted in the period to November 2012 and included several community engagement activities and extensive field and desk based analysis. These initial activities culminated in the production of a Discussion Paper in December 2012, which outlined current issues and management approaches. Further community engagement in Phase 4 on the Discussion Paper has informed the preparation of this draft CMP. An overview of the community engagement and consultation activities and outcomes is provided in Section 2.5.

The draft CMP is provided for review and comment by the public and all stakeholders. Submissions and comments received on this draft will be considered and a final CMP, amended as appropriate will be prepared for adoption by Council and subsequent submission to the Minister for Environment and Climate Change for approval.

1.3 PLANNING FRAMEWORK

Bayside Coastal Strategy (1997)

The Bayside Coastal Strategy was adopted by Council in 1997. This strategy has provided direction for all Council strategic coastal planning.

The Strategy identified that the Bayside coast is highly valued and includes many special places. The Strategy divided the foreshore into eleven precincts and recommended that master plans be developed for each (Refer Figure 3).

The Bayside Coastal Strategy (1997) is an incorporated document in the Bayside Planning Scheme and a key policy reference for planning decisions relating to the foreshore.

Legislation

The CMP has been developed within the framework of the *Coastal Management Act (1995)*. The Act provides for a coordinated approach to coastal land management through the preparation of Coastal Management Plans by Committees of Management.

A range of legislation, strategies, policies and guidelines apply to or provide context for coastal management (Refer Figure 2). The CMP has been developed to comply with the requirements of these documents. Aspects of some of the existing local level strategic documents are relevant to the CMP and existing local strategies and directions have been incorporated where appropriate.

Development of the Coastal Management Plan provides strategic direction on coastal use and development at the local level. Once approved, an amendment to the Bayside Planning Scheme will incorporate it as a reference document in the Planning Scheme, replacing the 1997 Coastal Strategy and the plan will be the central guiding document for the management of Bayside foreshore for the next 10 years.

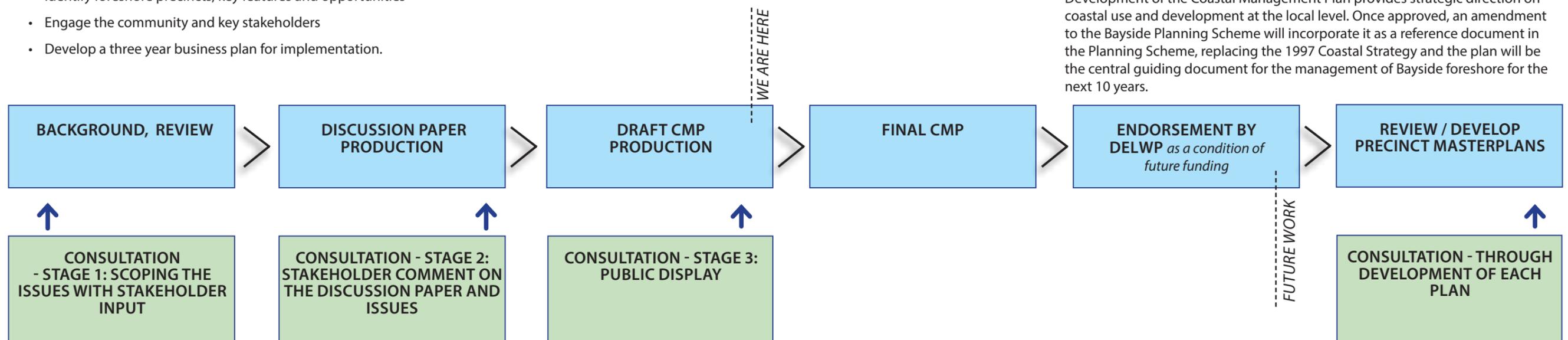


Figure 1 Diagram of CMP process



Bayside Planning Scheme

The Bayside Planning Scheme includes State and local provisions that guide and regulate decision making in relation to the foreshore. Implementation of the Victorian Coastal Strategy (2008) (see principles, Table 1) is a primary intent of the State provisions. The local provisions reference the Bayside Coastal Strategy (1997) as the principal policy base for coastal management.

| | |
|---|---|
| Principle 1 | Ensure protection of significant environmental and cultural values. |
| Principle 2 | Undertake integrated planning and provide clear direction for the future. |
| Principle 3 | Ensure the sustainable use of natural coastal resources. |
| When the above principles have been considered and addressed: | |
| Principle 4 | Ensure development on the coast is located within existing modified and resilient environments where the demand for development is evident and any impact can be managed sustainably. |

Table 1 Victorian Coastal Strategy (2014), Principles

The local provisions in the Planning Scheme identify the coastal foreshore as a key influence in the municipality and that “the protection and enhancement of the foreshore as a natural, environmental and cultural resource is key to the ecological viability of the Bayside municipality” (Cl. 21.02-3).

The Planning Scheme identifies key issues for the foreshore (Cl. 21.04-2) and includes the strategies of reinforcing the 11 precincts identified in the Bayside Coastal Strategy (1997) and protecting the foreshore from development that may affect the key attributes of this area.

A range of zones and overlays are used to implement the foreshore strategies, including overlays in relation to Vegetation Protection and Erosion Management. Most of the foreshore areas are included in the Public Park and Recreation Zone, which applies to land used for public recreation and also provides for conservation, protection and commercial opportunities where appropriate. Ricketts Point Landside was rezoned to Public Conservation and Reserve Zone in 2014. The Design and Development Overlay is applied to the whole of the foreshore and adjacent land and is directed primarily at building height control in these areas to protect views, prevent overshadowing and maintain scale.

Local strategies are included for stormwater management, which aim to protect Bay water quality through best practice approaches including on-site retention and re-use.

The local open space policy (Cl 21.08) recognizes the increasing recreational demand within the foreshore and the need to provide for the current and future community recreation needs with an equitable and balanced approach to their

planning and management. Master plans are identified as important tools in guiding the design and appearance of public open space.

Related Bayside Policies and Strategies

There are existing policies and strategies that affect the future of the foreshore areas of the Municipality. These are listed in Fig 2.

The Bayside 2020 Community Plan expresses a vision for Bayside for the next ten years. This Plan sets out six future directions for Bayside which include:

- community connection,
- life stage issues,
- planning, infrastructure and transport,
- environment, recreation, leisure, arts and culture and
- local economy.

The Bayside Open Space Strategy (BOSS) was adopted in April 2012 and provides an overarching strategy for the management of all open space in the City of Bayside. This is a 20 year planning document providing strategy to enable Council to make decisions about how open space is used, developed and managed and maintained across the municipality. The BOSS identifies the foreshore as the single, defining feature of Bayside’s character and the most valued open space resource in Bayside.

The Bayside Climate Change Strategy 2012 identifies the challenges of sea level rise, temperature change, rainfall variation and other potential impacts associated with a changing climate. The Strategy puts forward actions to manage and mitigate these impacts.

The Bayside Recreation Strategy (Active by the Bay) and the Bayside Integrated Transport Strategy have been adopted and aspects of these plans overlap with the scope and content of the CMP.

The CMP needs to be consistent with all adopted strategies of Council.

The CMP will provide the framework for master plans, works programs, design guides and other foreshore management tools.

Figure 2 Legislation and Policy Framework

Legislation

Coastal Management Act 1995
Crown Land (Reserves) Act 1978
Planning and Environment Act 1987
Heritage Act 1995
Aboriginal Heritage Act 2006
The Permitted clearing of native vegetation - Biodiversity assessment guidelines
Marine National Parks and Marine Sanctuaries Management Strategy (2003)

Strategy and Policy

Victorian Coastal Strategy (2014)
Boating Coastal Action Plan (2007) (review in progress)
State Planning Policy Framework
Municipal Strategic Statement (MSS) and Local Policy
Council Plan 2009- 2013 (Revised 2010)
Community Plan 2020 (2012)
Tourism Strategic Action Plan (2009)
Recreation Strategy, Active by the Bay (2013)
Bayside Climate Change Strategy (2012)
Bayside Open Space Strategy (2012)
Bayside Integrated Transport Strategy (2012)
Bayside Public Toilet Strategy (2012)
Bayside Native Vegetation Works Program Stage 1 (2008)
Bayside Native Vegetation Works Program Stage 2 (2012)
Beach Road Corridor Strategy (2011)
Coastal Trails Signage Strategy (2006)
Wellbeing For All Ages And Facilities (2013)
A Cleaner Yarra River and Port Phillip Bay (2012)
Bayside’s Flora & Flora - A Compilation of Surveys (1996)
Living Links Business Plan (2008)

Master Plans and Management Plans

Sandringham Foreshore Coastal Management Plan (2010)
Black Rock Beaumaris Foreshore Master Plan (2000)
Brighton Foreshore Master Plan (1998)
Sandringham Foreshore Master Plan and Management Plan (1998)
Sandringham Gardens South Landscape Master Plan – Sims St and Playground precinct (2006)
Half Moon Bay Master Plan (2008)
Hampton Foreshore Master Plan (1999)
Dendy Street Beach Master Plan (in progress)
Ricketts Point & Ricketts Point Landside Management Plan (in progress)
Green Point Landscape Conservation Management Plan

Guidelines

Crown Land Leasing Guidelines Leasing Legislation (2012)
Committee of Management Responsibilities and Good Practice Guidelines (2012)



2.1 THE COASTAL MANAGEMENT PLAN AREA

The Bayside Coastal Management Plan area covers the 17 km of Port Phillip foreshore between Brighton and Beaumaris. The northern boundary is Head Street, Brighton and the southern limit is Charman Road, Beaumaris. The northern section of the foreshore from Head Street to the Middle Brighton Pier is bounded on the landside by private freehold land and accessed by several streets, including North Road that extend to the foreshore reserve. South of Middle Brighton Pier, the foreshore is bounded by The Esplanade, which beyond Brighton Beach becomes Beach Road. Ricketts Point landside at Beaumaris on the eastern side of Beach Road is included in this plan. On the Port Phillip side, the Plan area generally extends to the low water mark.

Figure 3 shows the foreshore precincts and land ownership for the area covered by the plan.

The CMP plan area contains the popular beach areas at Middle Brighton, Dendy Street, Brighton Beach, Hampton Beach, Sandringham Harbour, Sandringham Beach, Half Moon Bay, Black Rock, Ricketts Point and Dalgetty Road (Watkins Bay). Important boating facilities are located at North Road, Middle Brighton, Sandringham, Half Moon Bay and Beaumaris. While there are several areas of environmental value along the foreshore, the Ricketts Point Marine Sanctuary, the Beaumaris Bay Fossil Site, and the Dr Jim Willis Reserve are internationally significant.

The preparation of this Plan has included consideration of the marine based facilities, infrastructure and activities along the foreshore and the land uses and activities in the hinterland of the foreshore, including activity centres, infrastructure, transportation links and access points.

The Bayside foreshore contains unique topography, ranging from low coastal scrubland and dunes in the north and rising to high cliff faces south of Sandringham. Headlands at Green Point (Brighton), Picnic Point (Sandringham), Red Bluff and Half Moon Bay (Black Rock) and Ricketts Point/Table Rock (Beaumaris) provide coastal views and define the character of adjoining areas. The vegetation on the foreshore similarly transitions north to south from managed parkland to areas of remnant coastal bushland.

The natural features and character of the foreshore were significant in defining 11 precincts in the Bayside Coastal Strategy 1997. This Plan has retained these precincts (except a minor variation between Precincts 9 and 10, to include the whole of the Ricketts Point Marine Sanctuary in a single precinct) as the basis for describing specific local management actions (see Figure 3) as detailed in Section 4 of the CMP.

2.2 COMMUNITY PROFILE

The City of Bayside had an estimated resident population of 91,814 persons at the 2011 Census count. Bayside's average annual growth rate over the 2006 to 2011 period was 0.9% pa and in the previous five years the growth rate was 0.5% pa.

At the time of the 2011 Census, children aged 0-14 years represented 20% and young people aged 15-24 years represented 12% of the Bayside population. The median age of Bayside residents was 42 years, with 38% of the population aged 25-54 years. Older residents aged 55 years and over accounted for 30% of the population.

The majority of Bayside's 33,271 households are family households, mostly couples without children and couples with children under 15 years of age. Lone person households comprised 24% of all Bayside households in 2011, many being older adults aged 55 and over. The average household size in 2011 was 2.6 persons as it was in 2006.

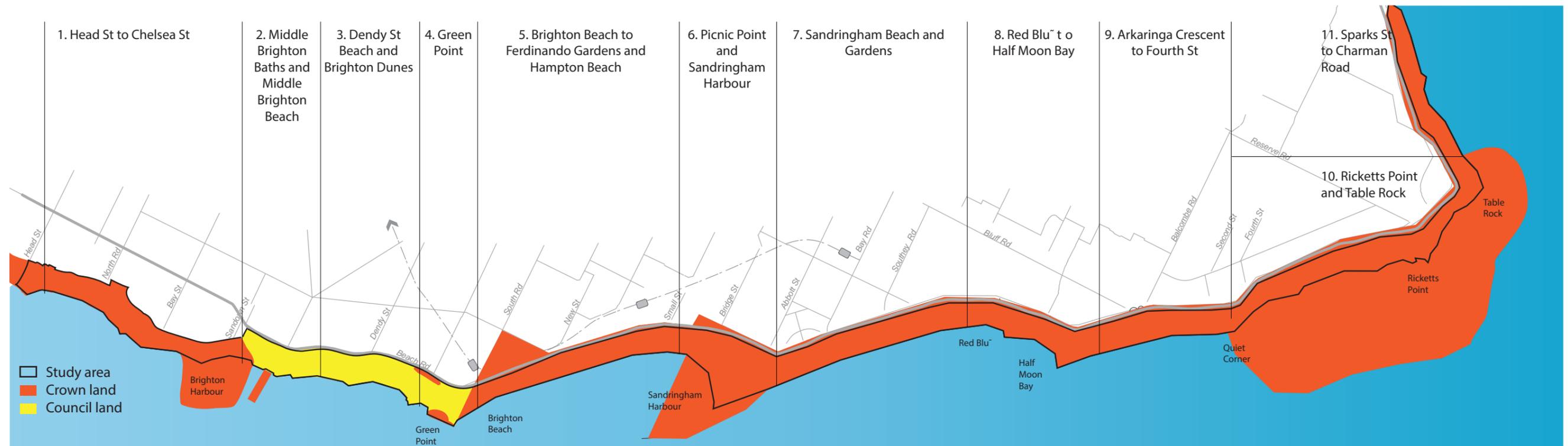


Figure 3 Bayside foreshore precincts and land ownership



2.2 COMMUNITY PROFILE CON'T

Over the next ten years Bayside is forecast to experience substantial growth amongst those aged 65-74 years, as the 'baby boomer' generation ages. There will be increasing numbers of couple only and lone person households.

Bayside residents were predominantly employed in Professional, Scientific and Technical Services (15%) and Health Care and Social Assistance (11%) in 2011. A third of employed Bayside residents worked as professionals in various industries in 2011. Data from the 2006 Census and a Tourism Victoria Study indicated approximately 6% of the local community were employed in tourism. Most of these jobs would be related to the foreshore as it is the key attraction of the Bayside area.

Bayside is a relatively affluent area. However, Bayside does have scattered pockets or neighbourhoods experiencing disadvantage, mostly located in the inland / eastern parts of the Municipality, which are masked by the affluence across the Municipality. Many of these disadvantaged neighbourhoods contain higher proportions of public housing and/or households in housing stress.

Bayside's Health and Wellbeing Plan survey data shows that Bayside residents self-reported high levels of regular exercise, with 77 % completing 2.5 hours of vigorous exercise per week. Lower rates of exercise were reported by adults aged 40-45 years and families with young children.

Bayside residents nominated physical activity as their second most important contributor to their sense of health and wellbeing, specifically mentioning 'keeping fit', recreation and hobbies, outdoor activities and gardening. The Bayside Open Space Strategy identifies that the community considers the foreshore as the most highly valued open space resource in the City.

As the ageing population increases so to will demand for recreation/ openspace opportunities, particularly along the foreshore.

2.3 ATTRIBUTES, VALUES AND CHALLENGES

Attributes

The Bayside foreshore is the major open space area in the municipality. It contains diverse environments, including:

- natural coastal bushland, managed native vegetation areas and formal parkland;
- wide open beaches, small bays, high cliffs and distinctive headlands
- quiet contemplative spaces, bush path ways, areas for events, active sports and competitions and places for both day to day and specialised recreation activities.

There are areas of regional environmental significance at Ricketts Point and the Beaumaris cliffs, which contain a fossil site listed on the register of the national estate.

The foreshore provides a setting for some of Melbourne's best views of Port Phillip and contains other visual icons such as the bathing boxes at Brighton and views of the Melbourne skyline. It has cultural importance for both pre and post European settlement and the historical setting recorded by artists in the past is still recognisable in some locations today.

Bayside's foreshore contains some of the most valuable boating infrastructure on Port Phillip, particularly the harbours at Middle Brighton and Sandringham, which have been venues for national/international boating events. Its beaches are of the highest quality – clean, safe and supported by the services of six life saving clubs.

There is a wide range of facilities, parks, playgrounds, paths and trails and good access by car, public transport and for pedestrians and cyclists. The shared pedestrian / bicycle pathway extends the length of the foreshore and connects Bayside's popular locations to the adjoining areas to the north and south (part of the metro trail network).

The diversity and quality of the recreation opportunities and the attractive setting are key attributes. These opportunities and facilities are consequently enjoyed by both the Bayside community and residents from many other parts of the Melbourne region.

Values

The Bayside foreshore is a focal point for the community with many suburbs directly connected to it both physically and by the activities carried out along its length. Sporting clubs, environmental groups, community support groups and many segments of the community focus their activities on the foreshore.

The foreshore is dominant in the perception of Bayside's urban character – a largely natural seaside area that can be enjoyed by all and which is critical to the lifestyle sought. The foreshore character has been expressed consistently over a long period of time, as an important community value. It is a tranquil place with natural sound that has a positive value on peoples' wellbeing.

The flora and fauna of the foreshore, both terrestrial and marine, have local and regional significance and protection of these natural assets is sought by the community.

The Bayside foreshore was occupied by Aboriginal groups prior to settlement for food collection and ceremonial events. The Victorian Aboriginal Heritage Register contains a list of known middens and it is likely that many others exist. Any new work that involves changes to the land form along the foreshore is likely to require investigations to check for the presence of middens. Council is

encouraged to continue to research, protect and interpret the pre-settlement history of Aboriginal occupation of the Bayside foreshore in association with other levels of government as opportunities arise.

The value of the foreshore as a recreation and tourism asset of regional significance is underlined by its scale and diversity, its close proximity to central Melbourne and high accessibility, the extensive infrastructure in place and the heritage and cultural assets that exist.

Challenges

Population growth and life style changes have generated additional demands on the utilisation of the foreshore. The population of Melbourne is growing rapidly, which will place further pressure on Bayside's foreshore areas.

Although Bayside's population growth is slower than Melbourne's, the broader regional population growth will lead to many more people seeking the recreational experience offered by the Bayside foreshore. This reflects the increasing importance placed on such areas for health and lifestyle purposes.

Coastlines are in a constant state of change and this continues despite the construction of man-made infrastructure to influence and control these processes. A changing global climate is now seen as a factor that will magnify the impact of some of these natural processes. Significant sea level rise, tidal and storm surges, greater rainfall and temperature variation are anticipated and will need to be accommodated, while also maintaining environmental quality.

The popularity of Bayside's foreshore provides the potential for conflict in relation to the incompatibility of some activities and high density of demand in some locations. These pressures impact on user amenity, environmental quality and competition for the provision of facilities and infrastructure. New forms of water and land based recreation have emerged in the last two decades, eg kite surfing and stand-up paddle boarding, and other activities have become more popular, eg cycling and need to be taken into account.

Much of Bayside's foreshore can be conveniently accessed. Only limited areas are able to be accessed by those with disabilities, eg Ricketts Point and equitable access for all is a key principle in the management of public assets. Car parking areas occupy significant foreshore space and enhanced non-car based access is desirable in the interests of sustainability and local character.

The funding of public infrastructure is a major challenge for all governments. In the Bayside context, capital fund allocation needs to consider the priorities for the whole of the municipality. The foreshore also generates significant revenue, but this is less than the operational costs. New revenue, external funding and partnership opportunities/arrangements will need to be explored.

The foreshore management issues that need to be addressed in this Plan are examined further under five themes in Sections 3.4 to 3.8.



2.5 COMMUNITY CONSULTATION

Consultation has been central to the development of the draft Coastal Management Plan. The program was designed to provide for the scope of the project in terms of geography, seasons, diversity of uses and places. It was also designed with a range of communication and participatory formats ranging from structured to unstructured involvement and presenting information in local media and online environments.

The strengths of the Consultation have been:

- Its direct input into the development of the CMP.
- Through the program of events and activities the information, ideas and feedback have been a primary source for the development of the CMP. It has been an iterative process: the Survey and Open Coast informed the Discussion Paper which in turn was tested in the Have Your Say workshop.
- The whole of organisation involvement.
- Following the inclusive leadership of the internal project management team there has been keen interest from across the Divisions in meetings and workshops to support and contribute to the CMP.
- The Open Coast event demonstrated the consultant team's commitment to field work and engagement, with hundreds of hours on site in all seasons, times and locations to build their knowledge and appreciation of the foreshore. Often this time on site involved informal interaction with, and observation of, stakeholders and coast users.

Community Consultation was undertaken in four phases with a range of events and activities to provide diversity and attract interest in the project.

PHASE 1 Information gathering

In the first Phase July to September 2012 the consultation included;

- Project promotion on Council's web page and article in 'Let's Talk Bayside'.
- Targeted engagement was promoted through mail outs to local community clubs, groups, organisations, internal Council staff workshops, direct calls to agencies, commercial operators and neighbouring Councils, submissions were received from residents and organisations.
- A survey was instigated on Council's webpage and results were carefully analysed.
- The Open Coast community event was conducted over two days in August 2012 (25 and 26). The event was an opportunity for the project team to have informal discussions with the general public, to see facilities and features, talk about issues, proposed projects and ideas. The Open Coast was widely publicised through postcards, newspaper notices, and site notice boards. It was well attended at each of five sites along the foreshore.

PHASE 2 Discussion Paper

In the second Phase October 2012 to April 2013 the consultation included;

- Discussion Paper published on Council's webpage for the broad community 'to have their say'. A public 'Have your say' Workshop was conducted in February 2013 involving 40 participants from a broad range of local interests in a round table format focused on the five themes in the

Discussion Paper. Written submissions were also received from residents and organisations.

- An internal Council staff workshop was held to report community feedback and seek detailed expert input into the draft management plan

PHASE 3 Production Of Draft Management Plan

- Review and endorsement by Council.

PHASE 4

- Phase 4 consultation is to be led and managed by Council Project Officers.
- Phase 4 will include public exhibition and/or circulation of the draft Coastal Management Plan report.
- Public feedback and comments on the draft Coastal Management Plan will be received and analysed.
- Finalisation of Coastal Management Plan for adoption by Council (and subsequently Minister)

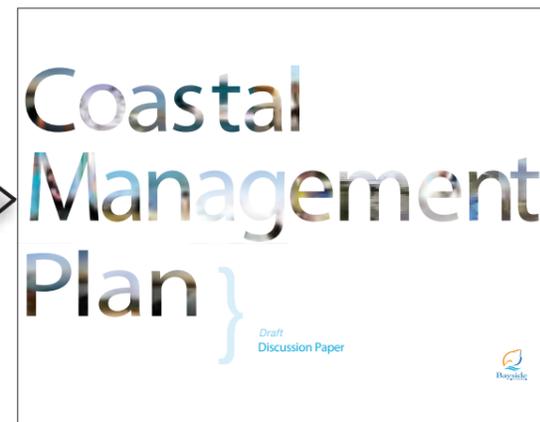
Community consultation findings from phase 1 and 2 have been integrated into the discussion of themes in section 3 of this report and have informed the development of the plan.

Future consultation will be undertaken regarding development of precinct masterplans and other actions identified within this plan.

Phase 1.
July 2012 - September 2012



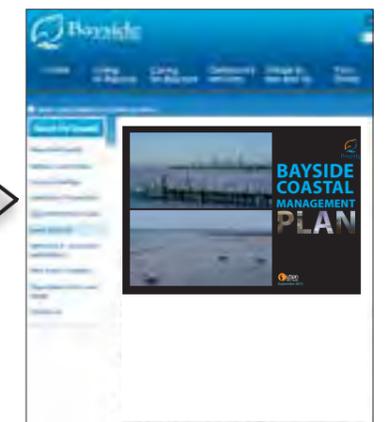
Phase 2. Discussion Paper
October 2012- April 2013



Phase 3. Draft Management Plan
(we are here)



Phase 4. Consultation and Council Adoption
December 13 - April 14





3.1 INTRODUCTION

The Vision for the Bayside foreshore encapsulates the long term aspirations for this important public space. The vision provides a foundation for a structure of management principles, strategies and actions. The Vision should be shared by Council, the Bayside community and wider stakeholders in relation to the use, protection, management and custodianship of the Bayside foreshore.

Development of the Vision has drawn heavily on recent consultation, research and investigations, and also the community aspirations embodied in the 1997 Bayside Coastal Strategy. The 1997 Coastal Strategy has provided the basis for Council's coastal policy for over 15 years and community consultation conducted for this Plan indicates that many of the values and longer term objectives expressed at that time are still relevant today.

Of particular importance and relevance to the community is the need to preserve the coastal character, including protection of; vegetation sites of cultural and archeological significance and no net gain in foreshore building footprint.

***“A coast for all to be proud of and enjoy.
A coast where the natural environment, distinctive local character and heritage coexist and are highly valued and protected.***

An accessible coast which is a community focus and accommodates opportunity for a wide range of quality leisure experiences.”

3.2 VISION STATEMENT

The Vision for the Bayside Coastal Management Plan has a time frame well into the 21st century. While the 1997 vision of:

“A coast for all to be proud of and enjoy” is concise and encompasses many long term community aspirations, current influences and issues are considered to require a specific expression of long term intent in relation to some of those matters.

The proposed Vision for the Bayside foreshore is:

3.3 MANAGEMENT FRAMEWORK FOR THE BAYSIDE FORESHORE

3.3.1 Organisation of Framework

The strategic approach to the management of the Bayside foreshore in support of the Vision is described through a framework of: Principles, Strategic Directions organised around five Themes, and Actions related to the Whole of the Foreshore and detailed more specifically in relation to 11 Precincts. The approach is illustrated in Figure 4.

The Bayside Coastal Management Plan Discussion Paper, released for community consideration in December 2012, identified and discussed current issues faced in relation to the foreshore on the basis of five thematic groupings. Emerging Management Directions in relation to current issues were indicated under each theme.

From the analysis of issues, the Discussion Paper presented ten principles for the community's consideration that would guide the preparation of the strategies, actions and other details in the Coastal Management Plan. Feedback received through the various community engagement processes has enabled refinement of the principles and emerging management strategies.

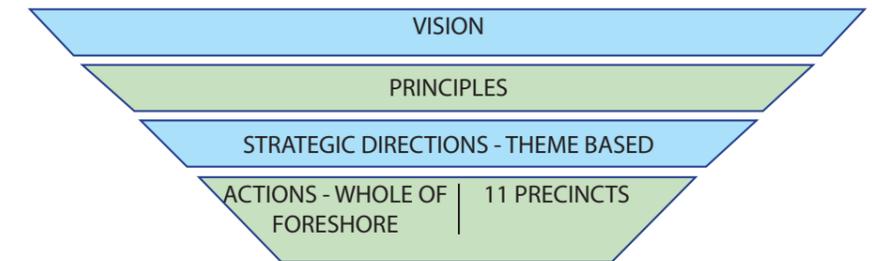


Figure 4 CMP Framework

3.3.2 Coastal Management Plan Principles

The CMP Principles provide a basis for decision making, resolving competing interests and the detailed development of this Plan and subsequent Master Plans. They will assist in achieving consistency in the management approach over time.

Bayside Council adopted the Bayside Open Space Strategy (BOSS) in April 2012. This overarching strategy provides six principles for the planning and management of all open space in the Municipality. These principles are a reference point for the principles proposed for Bayside's foreshore – the largest area of open space in the Municipality.

The proposed principles for the CMP are illustrated in the following table. They are linked to the overarching principles provided in the BOSS and referenced to the overarching Victorian Coastal Strategy (2008) principles detailed in Table 1.

| BOSS Principles | Related CMP Principles |
|--|--|
| 1. Accessibility – the availability and physical accessibility of a range of open space experiences. | 1. Provide for convenient, non-car based accessibility and circulation to and on the foreshore. (VCS, Principle 2 and 3) |
| 2. Appropriateness – providing for diversity but relating to context and place. | 2. Optimise community benefit from all foreshore buildings and infrastructure. (VCS, Principle 2 and 4) 3. Provide quality infrastructure and building design relevant to function and coastal context. (VCS, Principle 2 and 4) 4. Maintain opportunities for a wide diversity of activities on the foreshore in locations with appropriate infrastructure and capability. (VCS, Principle 2 and 4) |
| 3. Affordability – ensuring the financial sustainability of investments in the open space network. | 5. Manage to reduce public safety risk on the foreshore. (VCS, Principle 2) 6. Manage foreshore resource allocation according to well articulated strategic priorities. (VCS, Principle 2 and 3) |
| 4. Environmental Sustainability – maintaining the quality of the environment on a long term basis. | 7. Consider potential climate change impacts in all future use and development on the foreshore. (VCS, Principle 2) 8. Ensure the protection of high value natural areas and areas of cultural importance. (VCS, Principle 1) |
| 5. Connections – Linkages, both physical and visual for a range of benefits. | 9. Manage locational capacity and provide high quality experiences for all users of the foreshore. |
| 6. Communication – exchanging information and ideas for better management outcomes. | 10. Engage with the community in the management of the foreshore. |

Table 2 Relationship of BOSS and CMP

3.3.3 Foreshore Strategic Directions

The CMP Discussion Paper highlighted the following contemporary issues to be addressed in the management of the foreshore.

- Population growth - the recent trend of growth in Bayside is being matched in adjoining and nearby areas and strong growth is anticipated for Melbourne overall.
- Climate change - the need to mitigate future impacts has been recognised by government at all levels.
- Accessibility - equitable access for all is a key principle in the management of public assets.
- Health and well being - the coast, its health and our health are intertwined.
- Funding public infrastructure - competition for public funds for public facilities and services has intensified and clear priorities based on relevant and coherent criteria are required.
- Natural vs the built environment - there is a major challenge in maintaining the ecology and natural qualities of the coast in the face of burgeoning demand for space and facilities.

The discussion of these issues and the related management challenges was structured around five equally valued and interrelated themes:

- Theme 1: Community use, needs and interests** - planning to address the community's diverse physical, social and changing needs.
- Theme 2: Coastal character and amenity** - ensuring the attributes and qualities that give the coast its popularity and importance are protected.
- Theme 3: Managing the coastal environmental processes** - developing sustainable approaches to managing a dynamic environment and vulnerable infrastructure.
- Theme 4: Meeting the challenges of future demand** - growing numbers of people, particularly from outside of the community, expanding activities and interests and the equitable management of a finite space.
- Theme 5: Management, coordination and resourcing** - the effective implementation of the Plan through coordinated and strategic pursuit of desired outcomes and associated resource allocation.

'Emerging Management Directions' were presented for consideration in response to the key issues that were identified in the Discussion Paper. With the benefit of community feedback, these are now incorporated as 'Strategic Directions' in this draft CMP. The Strategic Directions express the policies that will be implemented through a range of actions as described in Sections 3.4 – 3.8 and 4.2 – 4.12 for the whole of the Bayside foreshore and the foreshore Precincts respectively.



3.4 THEME 1 – COMMUNITY USE, NEEDS AND INTERESTS

3.4.1 Context

The coastal environment serves a broad spectrum of community interests and activities which are enjoyed in many ways – passive activities, active recreation, in groups, alone and throughout the year. The community’s high esteem for the coast is reflected in participation in friends and volunteer groups, clubs, recreational and interest groups and direct roles in caring for the foreshore.

Club / organisation use accounts for a majority of visitor activity in some locations. The popularity and membership of clubs varies however, and some clubs do not enjoy high membership numbers and have significant assets that are under-utilised. Opportunities exist for building sharing by organisations and future tenure arrangements should optimise the community use of these assets. The foreshore today is a legacy of the historical community interests and efforts. Strong and productive relationships between volunteer groups and Council exist in several locations. Broad community involvement in nurturing and caring for the foreshore, creating awareness and interpreting its values needs to be actively promoted and encouraged.

Convenient and safe access to the foreshore is a community priority. Improvements have been made to enable better access for the disabled and elderly and this program needs to be expanded in line with an ageing population. Improved signage and pedestrian crossing provision across Beach Road would provide better community access.

Car parking on the foreshore is limited and the use of public transport should be encouraged - Brighton Beach, Hampton and Sandringham Railway Stations are a five minute walk to the beach. The increased popularity of recreational cycling requires more bicycle parking facilities to be provided.

In some locations the range of activities creates conflicting demands between users. Improved management, design, infrastructure and/or education can mitigate these conflicts.

Foreshore areas are popular for dog exercise and recreation. Complex local laws are in place to manage dog exercise and vary according to location, time of the day and period of the year. Signage on dog exercise restrictions is often inadequate and the regulations are difficult to enforce. Environmental values may be compromised by off-leash arrangements at the Ricketts Point Marine Sanctuary and other areas containing natural vegetation. Reconsideration of current arrangements is required to determine appropriate future locations of dog recreation in foreshore areas.

The foreshore presents a variety of public safety risks including personal safety, anti-social behaviour (including vandalism), water craft and swimmers, and accidents associated with poorly designed or maintained infrastructure or natural hazards such as cliff instability, wild fire, tree branches and roots. Programs are required to identify and reduce hazards and improve public safety.

3.4.2 Theme 1 – Community Use, Needs and Interests: Strategic Directions & Actions

| Strategic Direction | Action | Implementation Responsibility | Priority | Expenditure |
|--|---|--|----------|-------------------------------------|
| Approaches to maximising community benefit from the foreshore include: | | | | |
| <ul style="list-style-type: none"> Seek tenure arrangements for the occupancy of foreshore buildings that aim to maximise community use and benefit | <ul style="list-style-type: none"> Ensure leases of foreshore buildings to community based organisations include provisions for the public use of these buildings, on reasonable terms, when not being utilised by the lessee. Examine opportunities for the shared use and occupation of community use related buildings on the foreshore upon the expiry of the building lease. Ensure leasing of foreshore buildings does not adversely impact the environment. | BCC – Commercial Services | High | Operating |
| | | BCC – Commercial Services | High | Operating |
| <ul style="list-style-type: none"> Promote wider community participation in activities that support and foster the foreshore environment | <ul style="list-style-type: none"> Promote and facilitate foreshore care programs in primary and secondary schools in the municipality, eg ‘adopt a beach program’. Conduct foreshore care and awareness campaigns throughout the municipality on a continuing basis. Support and encourage the participation of ‘Friends’ and similar environmental care groups in the ongoing management of the foreshore. | BCC – City Strategy / Community Services | High | Operating |
| | | BCC – City Strategy / Community Services | High | Operating |
| | | BCC – City Strategy / Community Services | High | Operating |
| <ul style="list-style-type: none"> Improve the non-car based accessibility to the foreshore and circulation within the foreshore. | <ul style="list-style-type: none"> Establish a pathway/trail hierarchy and manage pathways according to the Foreshore Pathway Strategy (see 3.4.3) Make provision for bicycle parking on the foreshore according to the foreshore Activity Management Strategy (see 3.7.3). Support and promote the implementation of the pedestrian crossing recommendations in the Beach Road Corridor Strategy 2011. Expand the availability of access to and along the foreshore that accords with the principles of ‘universal access’. Improve connections to the foreshore from public transport terminals. | BCC – City Strategy / Infrastructure Services | High | Capital \$\$ / Operating Capital \$ |
| | | BCC – Infrastructure Services | Medium | Capital \$ |
| | | BCC – Infrastructure Services, Vic Roads | High | Capital \$ |
| | | BCC – Infrastructure Services | Ongoing | Capital \$ |
| <ul style="list-style-type: none"> Continue to cater for a wide diversity of user interests along the foreshore and effectively manage to protect amenity and the sustainability of the environment | <ul style="list-style-type: none"> Designate primary foreshore activities in each precinct and manage them according to the foreshore Activity Management Strategy (see 3.7.3). Provide / identify a dedicated pedestrian pathway along the length of the Bayside foreshore in accordance with the Foreshore Pathway Strategy (see 3.4.3). Review dog exercise zones on the foreshore. Ensure dog off-leash activities are appropriately limited to protect sensitive natural environmental areas such as Ricketts Point Marine Sanctuary, seagrass beds and rocky areas. Continue to enforce local laws applicable to foreshore areas and activities – parking, commercial services, littering and rubbish, noise and nuisance, vegetation damage, boating and water craft zones, dog exercise zones. Ensure that temporary activities on the foreshore, (both community and commercial) do not have any sustained adverse impact on the community’s enjoyment of the foreshore or its character. | BCC – Infrastructure Services | Ongoing | Capital \$ |
| | | BCC – City Strategy | Ongoing | Operating |
| | | BCC – City Strategy / Infrastructure Services | High | Capital \$\$ |
| | | BCC – Infrastructure Services | High | Operating |
| | | BCC – Infrastructure Services | Ongoing | Operating |
| <ul style="list-style-type: none"> Effectively manage public risk along the foreshore | <ul style="list-style-type: none"> Undertake public risk audits of the foreshore and implement a program to manage risk. | BCC – Infrastructure Services / City Strategy | Ongoing | Operating |
| | | DELWP / BCC – Infrastructure Services / City Strategy, Parks Vic | High | Operating |

Table 3 Theme 1 - Strategic directions and actions

H - 1 -3 years
M - 2-6 years
L - 6 plus years

\$ = <\$200,000
\$\$ = \$200,000 - \$\$500,000
\$\$\$ = \$500,000 - \$1,000,000
\$\$\$\$ = >\$1,000,000

Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

3.4.3 Foreshore Pathway Strategy

The pathways and trails throughout the Bayside foreshore provide many valued recreation experiences such as walking, jogging and dog exercise as well as connecting important destinations. In many parts the character of the trails is important to the experience. The trail network incorporates sealed footpaths, tracks (both formal and informal), shared paths, ramps and stairs and beach areas. The recent construction of the remaining section of a shared pedestrian / bicycle path at Beaumaris completes an invaluable community asset that extends along the length of the Bayside foreshore and connects to the neighbouring municipalities.

The trail network is however under increasing pressure and even on the shared pathway competing and conflicting demands are experienced. To maintain the quality of the recreation experience, reduce conflicts, improve safety and manage demand, greater clarity is required in relation to the function, design and treatment of the pathway network. This is provided through the following Pathway Management Framework.

Pathway Management Framework

Pathways will be developed and managed on the following basis:

1. Manage the provision and maintenance of foreshore pedestrian pathways according to design guidelines based on the nature and intensity of use and desired designated character of each section of the pathway to minimise impacts on flora and fauna.
2. Review the network and define a functional network described by pathway category (see Table 4):
 - Natural walking path (small scale paths through bushland that are primarily intended for experiencing nature in small groups.
 - Local access or recreation pathway (walking, jogging including links to beaches and local recreation circuit).
 - Coastal walking trail (extended linear path for walkers and joggers that link activity nodes on the foreshore. This pathway should be identified as the Bayside Coastal Walking Trail with emphasis on how the trail can be walked in sections using public transport for access).
 - Shared Trail (a continuous paved path generally close to the road that provides for bikes, pedestrians and joggers).

Note: Not all areas will include each style of pathway, inclusion will be subject to suitability and identification in master plans.

In addition, where appropriate identify pathways to be closed and revegetated

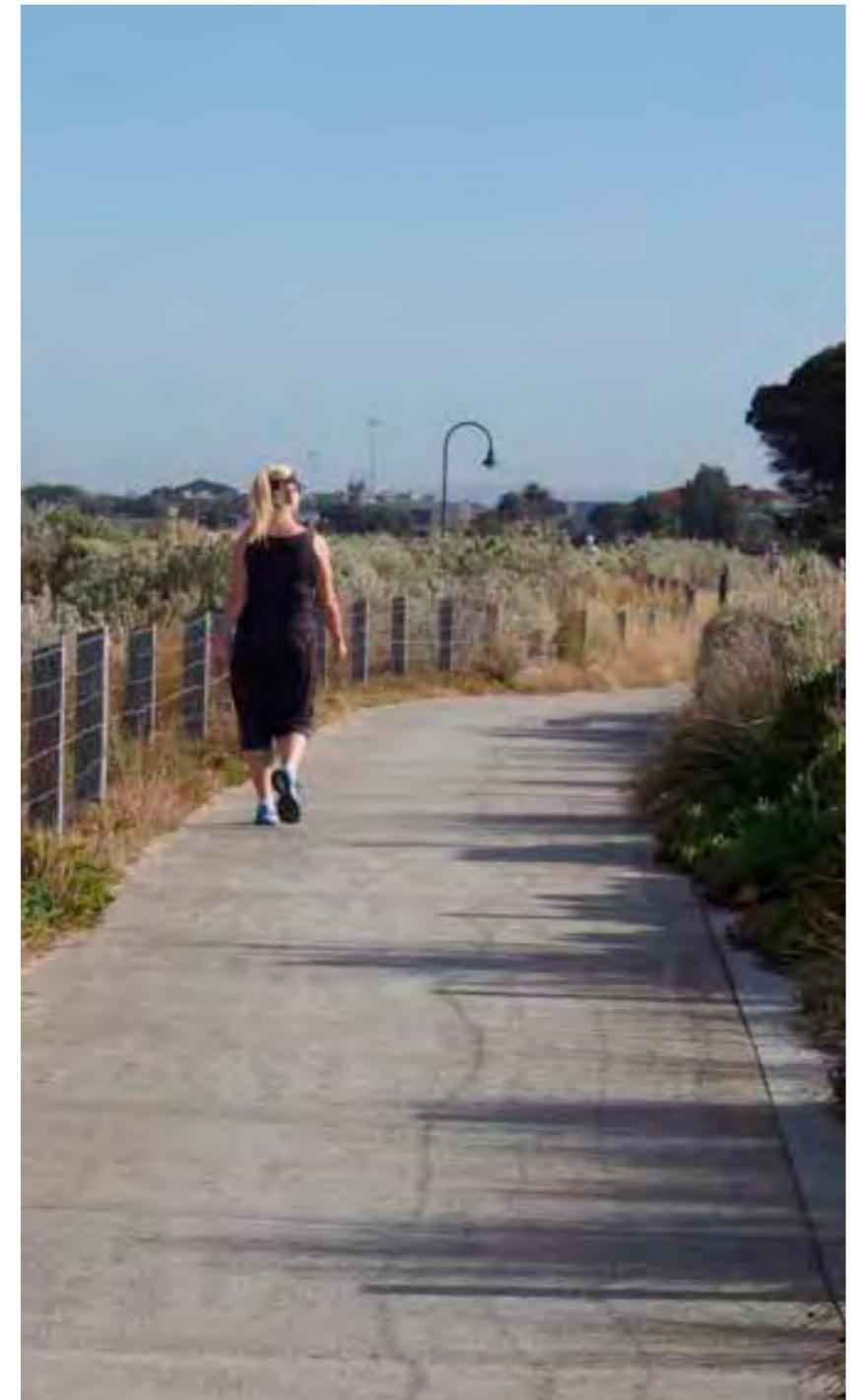
with indigenous species.

3. For each pathway type develop design guidelines in relation to: setting, surface treatment, width, edge treatment, facilities / infrastructure provision, appropriate signage (see Table 4).
4. Prepare a program of works to implement the function and design designation of each path section.
5. Precinct master plans should identify and classify all paths including access audits.

The principle of a dedicated pedestrian pathway (the Bayside Coastal Walking Trail) along the length of the Bayside foreshore is a key action proposed in relation to pathways. This concept responds to the current heavy demands and conflicts on sections of the existing shared trail by walkers (particularly groups, families and dog exercisers), joggers and cyclists. These sections include: adjacent to Brighton Harbour, Dendy Street Beach to Brighton Beach, Sandringham Harbour, Red Bluff, Quiet Corner to Ricketts Point and parts of the Watkins Bay – Charman Road trails. Figure 5 proposes a number of detailed actions in support of this proposal in order to provide for improved pedestrian only circulation along the foreshore.

The proposed Bayside Coastal Walking Trail already exists in an adequate form along approx 15 km of the existing foreshore with an additional two km of path being required to create the continuous linear trail. Options to investigate alternative paths closer to foreshore may be considered at a later stage. Many sections of existing paths could be improved to achieve a more consistent standard and treatment. A new coastal walking trail signage system is desirable throughout. This pathway should be suitable for funding support from other levels of government.

Implementation of the Pathway Strategy will require careful consideration of site conditions in designing and siting paths.



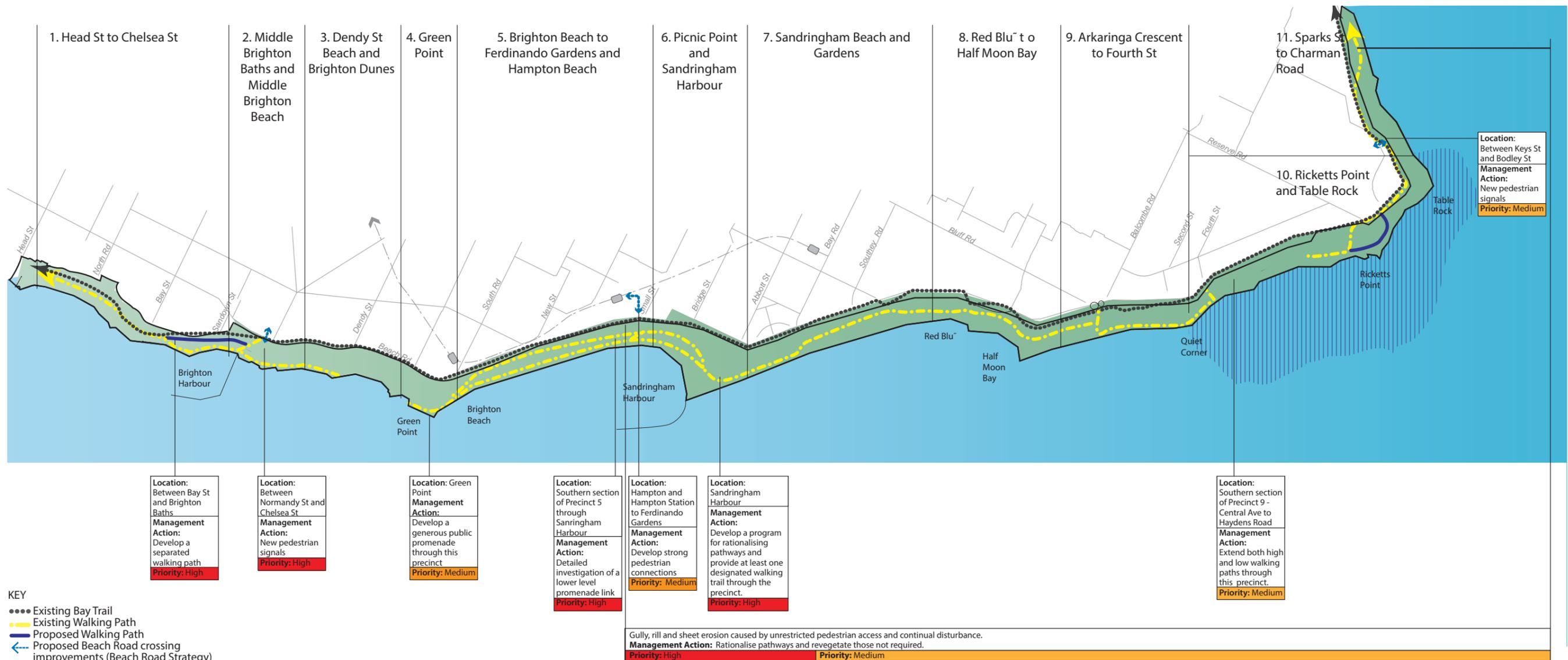


Figure 5 Foreshore pathway strategy diagram

Note: The pathway strategy relies upon use of existing pathway network. Implementation of the pathway strategy requires further detailed study, including careful consideration of existing vegetation, environmental conditions, geology and cultural heritage issues to determine feasibility of any proposed paths. Not all areas will include each style of pathway, inclusion will be subject to suitability, identification in precinct plans and future community consultation.

This table identifies the types of paths that may be available throughout foreshore areas. Not all areas will include each style of pathway. Any future works will be subject to suitability and identification in master/precinct plans.

Table 4
Pathway categories

| Path Category | Natural Walking Path | Local Access or Recreation Path | Coastal Walking Trail | Shared Pathway |
|--------------------------------------|--|--|---|--|
| Purpose | Small scale paths through bushland that are primarily intended for experiencing nature in small groups. | Walking, jogging including links to beaches and provision of local recreation or nature circuits. | A designated coastal walking trail to extend through the 17 km length of Bayside foreshore. | This existing path is a continuous accessible paved path generally close to the road. |
| Width | Up to 1.5 metres wide | Approx 2.0 metres depending on use. | Up to 2.5 metres - site specific | Up to 3.0 metres - site specific |
| Materials | Natural earth surface except where required for safety. Timber or recycled plastic steps. Minimal formalised drainage. | Formed gravel with drainage or hard paved depending on location slope and context. Steps, ramps and boardwalks are all possible to fit site. | Typically hard paved from Precinct 1 to Precinct 6. Paths to the south of Precinct 6 to be hard paved for example existing promenade path or boardwalks and paths through natural areas on flat grades to be formed gravel with drainage. | Bitumen or concrete pathway |
| Access Standards | Exposed tree roots acceptable. Disabled access standards only provided where it can be achieved without high cost and change to landscape character. | Maintain to reduce trip hazards to public footpath standards. Provide DDA standard access at Activity Node areas and for busy routes where possible at reasonable cost and without environmental damage. | Where possible provide disabled access gradients and avoid steps unless there are alternative routes. | Design primarily for cycle standards. Disabled access provided. |
| Fencing | Limit fencing unless required for vegetation protection or public safety. Where required fenced at 1200mm coast side, 500mm land side. | Generally fenced to protect vegetation and public safety. Fenced at 1200mm coast side, 500mm land side. | Generally fenced to protect vegetation and public safety where necessary but open elsewhere. Where required fenced at 1200mm coast side, 500mm land side. | Generally fenced to protect vegetation and public safety where necessary but open elsewhere. Barriers, kerbs and landscape strips to provide separation from the adjoining roadway. |
| Signage | Minimal signage unless specially developed as a nature trail. | Discrete signage to indicate the direction of main features or to highlight local circuit. | Custom designed trail signs with distances and directory information | Custom designed trail signs with distances and directory information |
| Management | Discourage use after dark. | Dog walking catered for. | Walkers and joggers encouraged and cycling discouraged. | Primarily designed for recreational cycling but shared use is allowed. |
| Lighting | No public lighting. | Generally unlit. Limited lighting may be appropriate in some circumstances. Varied standards to suit local context and perceived safety issues. | This trail could have discrete public lighting to the northern half with more limited lighting south of Sandringham at Activity Nodes that have night uses. | Generally covered by road lighting. Consider additional lighting at major pedestrian crossing points. |
| Sightlines and Vegetation Management | Pruning restricted to just enable access without concern for open view lines or sunlight penetration. | Prune to maintain character, to control encroachment over paths and to avoid conflicts including sightlines at path junctions. | Prune to maintain character, to control encroachment over paths and to avoid conflicts including sightlines at path junctions. | Prune to control encroachment over paths, ensure the safety of users and particularly open sightlines with pruning or landscape treatments where roads and pedestrian paths cross the shared path. |



3.5 THEME 2 – COASTAL CHARACTER AND AMENITY

3.5.1 Context

The Bayside coast is the single most important determinant of the Bayside character and its value is often reinforced at community forums. Key features of the Bayside foreshore that provide local distinctiveness are the diversity and variety of setting and topography - mostly managed and formalised in the north and more natural and less easily accessed in the south. The unique natural features and remnant areas of natural vegetation on the coast are major factors in determining the nature of the overall character of the foreshore.

The Bayside Planning Scheme provides vegetation protection on the foreshore through local policy provisions, the Public Park and Recreation Zone and the Vegetation Protection and Erosion Management Overlays. In addition Council is implementing a Native Vegetation Management Plan to maintain and improve areas of remnant natural vegetation on the foreshore (see also 3.6.5 Vegetation Management Strategy). With the exception of two areas, this suite of planning scheme provisions appropriately reflects the mixed uses, attributes and sensitivity of most of the foreshore. Public Conservation and Resource zoning is currently being considered for the Ricketts Point Landside area and could be investigated for the Charman Road – Table Rock (Beaumaris Cliffs) area to provide zoning more specific to the high natural value and limited uses in these locations. The latter area was investigated by Victorian Environmental Assessment Council (VEAC) in 2011 and has been further assessed by Government in relation to the significance of the natural features, notably the fossils and geological formations. Protection of important ecological and archeological features should be a priority.

There are a number of sites of cultural importance in relation to Aboriginal heritage and post settlement heritage and most are recognised with appropriate planning control provisions. Aboriginal heritage sites would benefit from further research and protection. European settlement has modified the coast and today many of these changes contribute to character and are highly valued. There are opportunities to enhance the communication of this historical context.

There are a range of design approaches for facilities and infrastructure and a more consistent approach is required to building and infrastructure design, scale, materials and finishes. With several existing buildings due for redevelopment or a significant upgrade, opportunities exist to provide good design outcomes appropriate to the coastal environment. Similarly a more holistic and integrated basis is required in relation to signage, lighting, street furniture and formal landscaping

The existing balance of activities and areas used for particular purposes is a major aspect of local character and sense of place. For most interests retention of the status quo is important, but increasing use pressures require some reconsideration of situations where existing facilities are under used or where demand frequently exceeds capacity.

The special character of the Bayside foreshore brings many visitors and tourists to the area, with related potential for economic development opportunities. Commercial service opportunities exist in several areas, but need public benefit, sensitive siting, design, scale and public amenity are all key considerations. Views of the Bay from Beach Road and various vantage points along the foreshore play an important role in relation to the public benefits derived from the coast. Indigenous vegetation should not be removed to create new vantage points. Key public viewing points should be identified and protected.



3.5.2 Theme 2 – Coastal Character and Amenity: Strategic Directions & Actions

| Strategic Direction | Action | Implementation Responsibility | Priority | Expenditure |
|---|--|---|----------|----------------------------|
| Priorities in protecting and reinforcing Bayside's highly valued coastal character include: | | | | |
| <ul style="list-style-type: none"> The natural assets of the foreshore are essential to its character and these assets must be protected and improved | <ul style="list-style-type: none"> Amend the Bayside Planning Scheme to protect areas where the high value of the natural environment is the dominant attribute. Identify and maintain the locations for key public views and vistas of Port Phillip from foreshore walking tracks and trails and from Beach Road during master plan site analysis stage. Develop a fire risk management strategy, with priority for the areas of natural setting. | BCC – City Strategy | High | Operating |
| | | BCC – City Strategy | High | Operating |
| | | BCC – City Strategy, DSE | High | Operating |
| <ul style="list-style-type: none"> Retain the diversity of uses and environments existing along the Bayside foreshore but also provide elements that integrate it as a whole and reinforce the quality, experience and importance of these public spaces | <ul style="list-style-type: none"> Define the key character elements of the foreshore in each precinct master plan and provide for their protection. Incorporate integrating elements into foreshore precinct master plans, such as information, direction and destination signage, seating, amenities, pathway treatment, car park treatment. Prepare and implement a planting and landscape renewal program to maintain foreshore landscape character. Review foreshore information and way-finding signage and the Coastal Trails Signage Strategy 2006. Refine concepts taking into account the CMP strategies and provide a revised comprehensive signage strategy with standard designs for key components across the foreshore for implementation via Master Plans and roll out of the coastal walking trail. Foreshore public art programme - site and commission high quality public art, especially sculpture along the foreshore. Sponsors could be sought for this programme. Council or public art advisor to initially establish the programme. | BCC – City Strategy | High | Operating |
| | | BCC – City Strategy / Infrastructure Services | High | Operating |
| | | BCC – City Strategy | High | Operating / Capital \$\$ |
| | | BCC – City Strategy / Infrastructure Services | High | Operating / Capital \$\$ |
| <ul style="list-style-type: none"> Manage and provide buildings on the foreshore to achieve optimum community use, environmental sustainability, consistency with coastal character, suitable functional needs, high accessibility and to meet user requirements. Net building footprint should not increase on the foreshore. | <ul style="list-style-type: none"> Manage building leasing, redevelopment, upgrade and refurbishment in accordance with the Foreshore Buildings Strategy (see 3.5.3) Management of new building leases will include detailed consideration of opportunities for shared use, building rationalisation, building appearance, environmental performance and accessibility. Implement the adopted Bayside Bathing Box / Boatshed Policy 2010 | BCC – City Strategy / Corp Services / Infrastructure Services | High | Operating / Capital \$\$\$ |
| | | BCC – Corporate Services / Infrastructure Services | High | Operating |
| | | BCC – Infrastructure Services / Community Services | High | Operating / Capital \$\$ |
| <ul style="list-style-type: none"> Provide consistent and integrated design approaches along the foreshore but understand, retain and reinforce the elements that contribute to local character. | <ul style="list-style-type: none"> Prepare and implement building and infrastructure design guidelines for the Bayside foreshore including environmental sustainability design principles. Make provision in the Bayside Planning Scheme for a local character based design policy for new buildings and infrastructure on the foreshore. Public area lighting review and up-grade. Review existing infrastructure and recommend fittings and standards for the foreshore taking into account function, local character and the (draft) Sustainable Open Space and Foreshore Lighting Policy 2013. Prioritise actions and implement accordingly or through Precinct Master Plans. | BCC – City Strategy / Infrastructure Services | Medium | Operating |
| | | BCC – City Strategy | Medium | Operating |
| | | BCC – City Strategy / Infrastructure Services | Medium | Capital \$\$ / Operating |
| <ul style="list-style-type: none"> Further knowledge is required of Aboriginal heritage places, and archeological sites of significance which should be identified and appropriately protected | <ul style="list-style-type: none"> Conduct research into Aboriginal heritage places and activities on the Bayside foreshore. Research and map archeological sites of significance to ensure protection. Prepare an Aboriginal heritage management strategy and protect significant sites. Promote community awareness of Aboriginal heritage on the Bayside foreshore. | BCC – City Strategy / Community Services | Medium | Operating |
| | | BCC – City Strategy | Medium | Operating |
| | | BCC – Community Services | Medium | Operating |
| <ul style="list-style-type: none"> Post settlement heritage places should be further researched and promoted. | <ul style="list-style-type: none"> Enhance and augment the interpretation of post settlement heritage places along and adjacent to the Bayside foreshore. | BCC – City Strategy – Community Services | Medium | Operating |

Table 5 Theme 2 - Strategic directions and actions

Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

| | |
|---|--|
| H - 1 -3 years M - 2-6 years L - 6 plus years | \$ = <\$200,000 \$\$ = \$200,000 - \$\$500,000 \$\$\$ = \$500,000 - \$1,000,000 \$\$\$\$ = >\$1,000,000 |
|---|--|

3.5.3 Foreshore Buildings Strategy

There is a significant range of building structures on the foreshore including bathing boxes / boatsheds, club houses, public toilets, commercial outlets and public shelters. In some locations buildings are a key influence on local character, (eg Dendy Street Beach) and many enable the provision of important community related services. Leases are provided for buildings used for community, recreational or commercial purposes. The Victorian Coastal Strategy (2014) building policy promotes coastal dependency, sustainability, equity and community need in relation to the development and management of buildings on the coast.

These factors need to be taken into account in the management of buildings on the Bayside foreshore in relation to new leases, proposals for new uses in buildings, building design, extension or refurbishment and ongoing costs. Overall the foreshore contains many buildings that are under-utilised or nearing the end of their life. Options should be considered to improve buildings and explore increased utilisation opportunities that are fit for purpose and meet changing demands of the community.

Bayside has a policy of encouraging good design through its awards programme and projects such as the Brighton Baths redevelopment have been implemented to a high design standard. Several recent foreshore buildings in adjoining municipalities have also achieved high quality building and setting design outcomes. Council needs to lead the building briefing and design process for all foreshore building works to ensure that future projects have the highest possible design standards and that new buildings positively respond to their coastal settings and add to the recreational benefit for as many people as possible.

There are many buildings on the Bayside foreshore that have been built, maintained and are managed by single interest clubs. Council manages their leases and may have contributed in various ways to their construction and maintenance over many decades. All clubs provide services for the community but the lease rental paid, their level of activity and need to be on the foreshore seems to vary widely. A significant number of these clubs have expired leases. In the determination of new leases particular consideration is required in relation to a market based rental, locational need, obligations in relation to shared community use and sustainable building design, infrastructure and materials.

Figure 6. summarises proposed actions relating to the strategic management of buildings across the whole of the Bayside foreshore. The Foreshore Buildings Strategy includes the implementation of existing Council policy relating to bathing box and public toilet provision and management.



| Building | Use | Location | Management Action | Implementation Responsibility | Priority |
|--|-------------------------------------|---|---|-------------------------------------|----------|
| Precinct 1: Head St to Chelsea St | | | | | |
| 1. North Point Pavilion Cafe and Amenities | Commercial cafe | 2B North Road, Brighton | <ul style="list-style-type: none"> Currently leased until 2016 with option to renew for a further 5 years. Possible redevelopment within the tea-tree woodland parkland setting or car park next to playground. | BCC | Low |
| 2. TO160 - North Road public toilet | Public toilet | North Rd Foreshore Toilet | <ul style="list-style-type: none"> Upgrade priority 28, <i>Public Toilet Strategy 2012</i> | BBC | PTS 28 |
| Precinct 2: Middle Brighton Baths and Middle Brighton Beach | | | | | |
| 3. Royal Brighton Yacht Club | Commercial Yacht and Sailing Club. | 253 Esplanade, Brighton | <ul style="list-style-type: none"> Currently leased until 2035. No action. | BCC | Low |
| 4. Middle Brighton Sea Baths and Gymnasium | Baths, Gymnasium, cafe, restaurant. | 251 Esplanade, Brighton | <ul style="list-style-type: none"> Currently leased until 2022. No action. | Middle Brighton Baths PL | Low |
| 5. Public toilet | Public toilet | Middle Brighton Baths | <ul style="list-style-type: none"> Recent construction | BCC | Low |
| Precinct 3: Middle Brighton Baths and Middle Brighton Beach | | | | | |
| 6. Brighton Life Saving Club | Life Saving Club | Dendy St Beach | <ul style="list-style-type: none"> Lease in overholding. Redevelopment of BLSC including a commercially viable cafe community room and public toilets. | BLSC, BCC | High |
| 7. TO115 - BLSC toilet | Public toilet | Dendy St Beach | <ul style="list-style-type: none"> Remove and provide new public toilets within BLSC redevelopment. New public toilet priority 2, <i>Public Toilet Strategy 2012</i> | BLSC, BCC | PTS 2 |
| 8. Bathing boxes | Private | Dendy St Beach | <ul style="list-style-type: none"> Management Action: Investigate additional bathing boxes | BCC | Low |
| 9. TO131 - Southern terrace toilet | Public toilet | Southern terrace, Dendy St Beach | <ul style="list-style-type: none"> Upgrade priority 22. <i>Public Toilet Strategy 2012.</i> | BCC | PTS 22 |
| 10. Scouts - 11th Btn Sea Scouts | Scout/ guide hall | Holloways Bend. Opposite approx. 78 Esplanade, Brighton | <ul style="list-style-type: none"> Currently leased until 2023. Review whole of foreshore scouts buildings. Explore increased utilisation opportunities. | Scouts Association of Victoria, BCC | High |

Table 6a Foreshore building strategy



| Building | Use | Location | Management Action | Implementation Responsibility | Priority |
|--|--------------------------|--|---|-----------------------------------|----------|
| Precinct 4: Green Point | | | | | |
| 11. TO124 - Green Point toilet | Public toilet | Sth of Green Point Brighton | • Upgrade priority 56, <i>Public Toilet Strategy 2012</i> | BCC | PTS 56 |
| Precinct 5: Brighton Beach to Ferinando Gardens and Hampton Beach | | | | | |
| 12. Hampton Life Saving Club | Life Saving Club | Sandy Beach Park, Small St | • Lease in overholding. Review. | BCC | High |
| 13. TO125 - Hampton Gardens Exeloo | Public toilet | 100m Nth Small St, Hampton | • Upgrade priority 50, <i>Public Toilet Strategy 2012</i> | BCC | PTS 50 |
| Precinct 6: Picnic Point and Sandringham Harbour | | | | | |
| 14. Sandringham Football Club | Sporting/ functions | Trevor Barker Beach Oval, Hampton | • Leased until 2025. | BBC | Low |
| 15. TO142 - Trevor Barker Oval toilet | Toilets and shelter | Trevor Barker Beach Oval, Hampton | • Upgrade priority 26, <i>Public Toilet Strategy 2012</i> | BBC | PTS 26 |
| 16. Sandringham Anglers Club/ Triathlon Club | Community sporting clubs | Sandringham Beach Park - off Jetty Rd, Sandringham | • Managed by PV | PV | High |
| 17. Boat shed 35 | Private | Jetty Rd, Sandringham | • Lease in overholding. Review. | BBC | Medium |
| 18. Boat shed 36 | Commercial | Jetty Rd, Sandringham | • Leased until 2019. Review at end of lease. • Provision of public toilet? | BBC | Medium |
| 19. Boat shed 37 | Commercial | Jetty Rd, Sandringham | • Lease until 2020. Review. | BBC | Medium |
| 20. Scout, guide and sailing centre | Community | Sandringham Beach Park, Hampton | • Managed by PV | Scout Association of Victoria, PV | Medium |
| 21. Hampton Sailing Club | Community | Adjacent to Sandringham Sailing Club | • Managed by PV | HSC, PV | Medium |
| 22. Sandringham Yacht Club | Yacht and Sailing Club | Sandringham Beach, Jetty Rd | • Managed by PV | Parks Vic, SYC | High |
| 23. Aust Volunteer Coastguard | Community | Sandringham Beach Park - Jetty Rd | • Leased until 2019. Review at end of lease. Phone Tower. | BBC | Low |



Table 6b Foreshore building strategy

| Building | Use | Location | Management Action | Implementation Responsibility | Priority |
|--|------------------------------|---|---|-------------------------------|----------|
| 24. TO129 - Jetty Road public toilets | Public toilet | Jetty Road foreshore | <ul style="list-style-type: none"> Upgrade priority 1, <i>Public Toilet Strategy 2012</i> | BCC | PTS 1 |
| 25. Sandringham Croquet Club | Croquet club | Beach Rd, Sandringham, opposite Mildura Ave | <ul style="list-style-type: none"> Lease until 2019. Review. Sandringham Foreshore Coastal Management Plan (2010) recommended relocation. Consultant recommendation is retention while a viable club. | Club/ BCC | Low |
| Precinct 7: Sandringham Beach and Gardens | | | | | |
| 26. Sandringham Life Saving Club | Life Saving Club | Sandy Beach Park - Bay Road | <ul style="list-style-type: none"> Lease in overholding. Investigate redevelopment of SLSC. | SLSC/ BCC | High |
| 27. TO127- Sandringham Exaloo | Public toilet | Sandringham foreshore | <ul style="list-style-type: none"> Upgrade priority 48, <i>Public Toilet Strategy 2012</i> | Club/ BCC | PTS 48 |
| 28. TO162 - Sandringham Gardens Exaloo | Public toilet | Sandringham Gardens | <ul style="list-style-type: none"> Upgrade priority 59, <i>Public Toilet Strategy 2012</i> | BCC | PTS 59 |
| 29. TO147 - Southey St toilet | Public toilet | Southey St foreshore | <ul style="list-style-type: none"> Upgrade priority 3, <i>Public Toilet Strategy 2012</i> | BCC | PTS 3 |
| Precinct 8: Red Bluff to Half Moon Bay | | | | | |
| 30. Possible new public toilets at Love St carpark | Public toilet | Love St carpark | <ul style="list-style-type: none"> Investigate addition of public toilet, path connections, improved car-parking and enhanced re-vegetation. | BCC | Low |
| 31. Half Moon Bay Life Saving Club | Life Saving Club | Half Moon Bay, Black Rock | <ul style="list-style-type: none"> Lease in overholding. Review. | HMBLSC, BCC | High |
| 32. TO113 - Half Moon Bay toilet | Public toilet | Half Moon Bay Life Saving Club, Black Rock | <ul style="list-style-type: none"> Upgrade priority 41, <i>Public Toilet Strategy 2012</i> | HMBLSC, BCC | PTS 41 |
| 33. Bathing boxes | Private | Half Moon Bay | <ul style="list-style-type: none"> 207, 208, 210 licences with DELWP for 10 year terms | BCC, Private | Medium |
| 34. Cerberus Restaurant / Kiosk | Commercial Restaurant/ kiosk | Half Moon Bay Boathouse (211/212), Black Rock | <ul style="list-style-type: none"> Lease until 2029 for the restaurant/ kiosk Licence with DELWP for approval, outdoor seating. | Tenant, BCC | Low |
| 35. Black Rock Yacht Club | Yacht Club | Sandringham Beach Park, Black Rock | <ul style="list-style-type: none"> Lease until 2031. | BRYC, BCC | Low |



Table 6c Foreshore building strategy

Table 6d Foreshore building strategy

| Building | Use | Location | Management Action | Implementation Responsibility | Priority |
|--|--------------------------|---|--|------------------------------------|-------------------------|
| Precinct 9: Arkaringa Crescent to Fourth St | | | | | |
| 36. Black Rock Life Saving Club | Life Saving Club | Black Rock | <ul style="list-style-type: none"> Lease in overholding, review. | BRLSC, BCC | Low |
| 37. TO111 - Black Rock Gardens toilet | Public toilets | Black Rock Gardens | <ul style="list-style-type: none"> Upgrade priority 10-11, <i>Public Toilet Strategy 2012</i> | BCC | PTS 10-11 |
| Precinct 10. Ricketts Point and Table Rock | | | | | |
| 38. Proposed new public toilet | Public toilet | Between Quiet Corner and Ricketts Point | <ul style="list-style-type: none"> Investigate provision of new public toilets between Quiet Corner and Ricketts Point | BCC | PTS 4 (for new toilets) |
| 39. Beaumaris Yacht Club | Yacht Club | Beaumaris Beach - Coral Ave, Beaumaris | <ul style="list-style-type: none"> Lease until 2024 Consider incorporating public toilets within the compound Current proposal to co-locate Marine Education Science and Community Centre (MESAC) with Yacht Club | BYC, BCC | Medium |
| 40. TO136 - Ricketts Point bluestone toilet | Public toilet | Ricketts Point, Beaumaris | <ul style="list-style-type: none"> Upgrade priority 16, <i>Public Toilet Strategy 2012</i> | BCC | PTS 16 |
| 41. Bathing boxes | Private | Ricketts Point | <ul style="list-style-type: none"> 20, 230, 231, 233 licences with DELWP for approval for 5 year terms | BCC Private | |
| 42. Ricketts Point Tea House | Commercial cafe | Ricketts Point, Beaumaris | <ul style="list-style-type: none"> Lease until 2017. Undertake issues and opportunities paper for upgrade or redevelopment of the Tea House. | BCC | High |
| 43. Beaumaris Life Saving Club | Life Saving | Beach Road, Ricketts Point | <ul style="list-style-type: none"> Lease in overholding. Consider options and explore increased utilisation opportunities. | BLSC, BCC | High |
| 44. TO 135 Beaumaris foreshore toilet | Public toilet | Beaumaris | <ul style="list-style-type: none"> Upgrade priority 13, <i>Public Toilet Strategy 2012</i> | BCC | PTS 13 |
| 45. TO 148 Table Rock foreshore toilet | Public toilet | Table Rock | <ul style="list-style-type: none"> Upgrade priority 5, <i>Public Toilet Strategy 2012</i> | BCC | PTS 5 |
| 46. Beaumaris Scouts | 1st Beaumaris Sea Scouts | Sparks St Scout Hall, Beaumaris | <ul style="list-style-type: none"> 9 year licence with DELWP for approval. Review whole of foreshore scouts buildings. Explore increased utilisation opportunities. | Scout Association of Victoria, BCC | High |
| Precinct 11. Sparks St to Charman Rd | | | | | |
| 48. Beaumaris Motor Yacht Squadron | | | <ul style="list-style-type: none"> Investigate ways the BMYS can be open to the public access and enhance the beach to the north Note BMYS Marina Development Proposal Ensure the sites archeological and natural signiycance is protected. Managed by DELWP | BMYS, DELWP | Medium |



Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

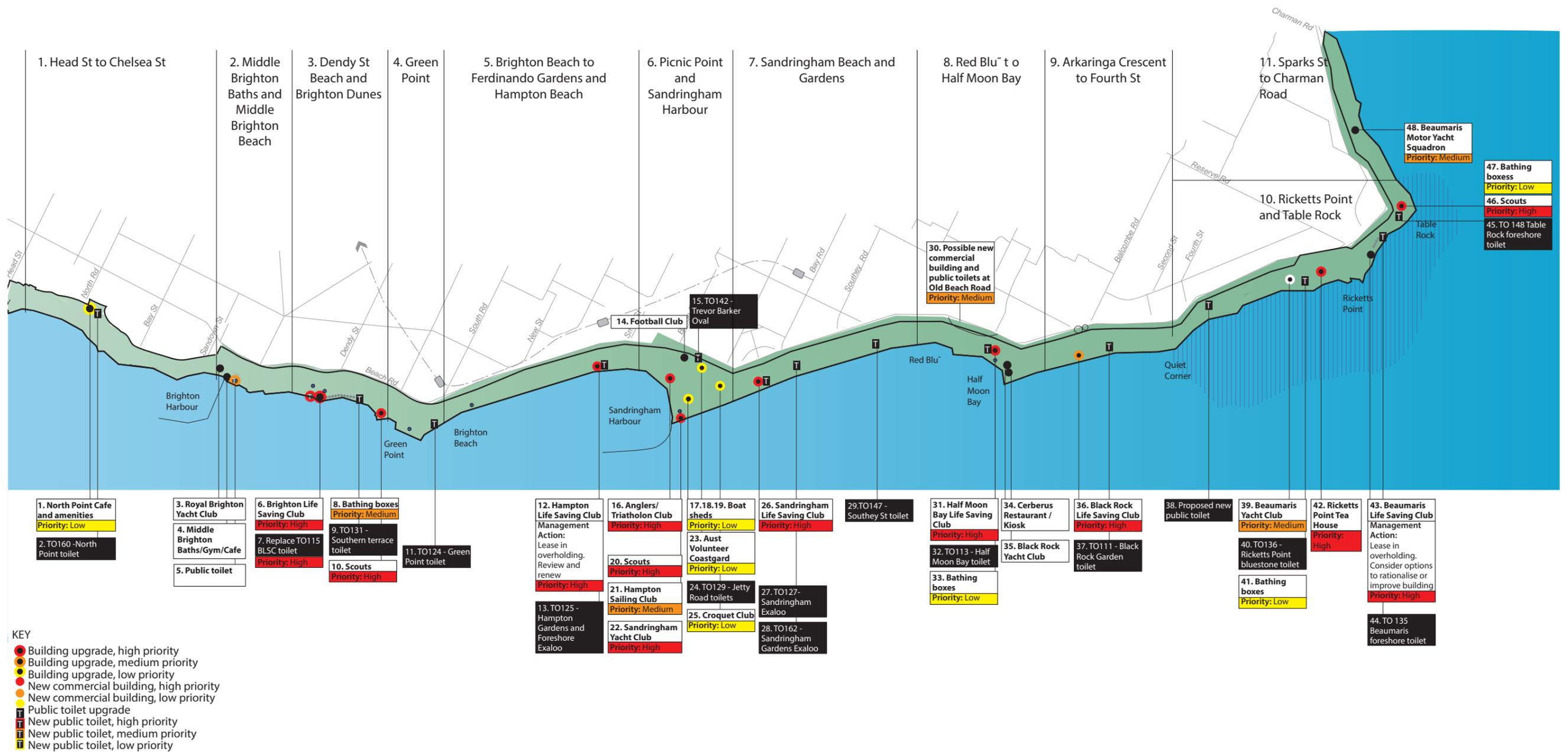


Figure 6 Foreshore building strategy diagram

3.5.4 Foreshore Lighting Strategy

The Bayside Open Space Lighting Policy (2008) provides a framework for lighting of open space as part of Council's broader commitment to provide well-connected open space that meets the changing needs of the community. Key elements of the policy include the effects of lighting, its purpose and the most appropriate applications for lighting in open space. Council is concerned with the energy efficiency of its public lighting systems because of its carbon impacts and therefore recommends restriction of public lighting to frequently used public buildings and as route lighting for major pathways.

In terms of the Bayside foreshore, the policy suggests the following:

- Foreshore paths to be lit where they are in popular walking areas and outside ecologically sensitive areas.
- Illuminate car parks and pathways that connect to clubhouses and amenities such as public toilets that are frequently used at night to afford a sense of safety and clear visual passage.
- Provide lighting to Council buildings within the foreshore that are frequently used at night.
- The Bay Trail Shared Path was designated a major pathway that should be lit. This is mostly adequately lit with road lighting.
- The separated walking and bicycle paths on the foreshore between Head Street and Bay Street Brighton were also recommended for lighting.

This policy is a good general guide to principles for lighting the foreshore at its present level of development and it reflects the general extent of lighting that is currently in place. The draft Sustainable Open Space and Foreshore Lighting Policy 2013 reinforces this approach and also proposes that lighting is not appropriate in conservation areas, on beaches and unpaved walking trails.

Current lighting is quite varied in terms of the type of fittings used, the energy consumed and the light levels achieved.

A Foreshore Lighting Strategy is provided to establish some limits to lighting as the foreshore develops. Key ideas behind this strategy include:

- The Activity Nodes as defined by this CMP should also be the subject of well considered lighting plans.
- This strategy ignores the Bay Trail Shared Path where it is part of the road reserve and therefore part of the road lighting systems.

Public lighting is a rapidly changing area of technology and standards. New fittings are now very energy efficient (and can incorporate movement sensors to control brightness), have reduced light spill and long life. Energy used for this type of public lighting could be offset with the installation of solar panels on selected public buildings within the open space. Further development of this strategy is required with specialist expertise input with the following principal tasks.

- Audit and review existing public lighting within the foreshore including performance against code requirements, energy use and maintenance costs.
- Recommend suitable new standard fittings for use on the Bayside foreshore subject to review on a regular basis to keep abreast of changing technology.
- Develop lighting plans for the separated paths south of Head Street and Activity Nodes 1, 2 and 3 as the first priorities. The lighting plans should recommend fittings and layout, code light levels and assess capital and running cost and also recommended fitting life and maintenance. Investigate opportunities for offset photo voltaic panel installation and their feasibility.
- Briefs for master plans in Precincts 4 to 9 should include lighting plans and feasibility to similar standards within the general CMP lighting strategy. Feature lighting of elements within the foreshore such as artworks, heritage buildings or trees should be considered provided they are efficient and durable.



Figure 7 Foreshore lighting strategy diagram



3.6 THEME 3 – MANAGING THE COASTAL ENVIRONMENTAL PROCESSES

3.6.1 Context

A changing climate is likely to magnify some of the natural processes that shape and impact on the coast. Sea level rise, more frequent storm events, temperature and rainfall changes are expected to increase the risk of erosion, inundation, infrastructure damage, drought conditions and ecological change. Detailed analysis of the vulnerability of the coast to these risks is required to inform the management of activities and investment in infrastructure.

Approximately 40 stormwater drains outfall along the Bayside coast. After rainfall some unsealed car parks deliver sediment into the Bay and sealed areas are a source of oil and grease residues. Where rainfall run-off is unmanaged, erosion of pathways, walking tracks and cliff faces can result. Better approaches are required to capture and treat surface flows through techniques such as Water Sensitive Urban Design (WSUD) and litter traps. Opportunities exist for the beneficial use of captured stormwater. Adequate bins, public education and enforcement of littering regulations are also necessary for effective waste management. Seaweed accumulation is a natural process but it affects the amenity of some beaches. The need for seaweed management should focus on high use areas on an 'as required' basis related to local amenity.

The remnant areas of natural vegetation are essential to the ecology of the foreshore. There have been adverse impacts from extended drought periods, encroachment of activities, storm and run-off erosion, litter and rubbish dumping and weed infestation. Community efforts are important for the retention of these areas, particularly those that are used heavily, eg Sandringham, Ricketts Point.

Seasonal currents, waves and wind shape the beach areas and beach renourishment programs are required in some areas along the foreshore. Similarly Bayside's historic bluestone seawalls form an important coastal defence and these structures will require increased levels of maintenance into the future.

Council has adopted a range of environmental sustainability policies which should be applied to the foreshore through the incorporation of water recycling, waste recycling, water and energy efficient buildings for both public and private/commercial structures. The Ricketts Point Marine Sanctuary provides an opportunity to promote ecological interpretation of the Bay and sustainable foreshore management practices.



3.6.2 Theme 3 – Coastal Processes: Strategic Directions & Actions

| Strategic Direction | Action | Implementation Responsibility | Priority | Expenditure |
|--|--|--|---|--|
| The sustainable management of coastal processes should: | | | | |
| <ul style="list-style-type: none"> Give priority to investment in infrastructure to protect the coastal edge in locations according to demonstrated public benefit | <ul style="list-style-type: none"> Apply funds for foreshore infrastructure according to the foreshore Activity Management Strategy for the use of foreshore areas (see 3.7.3). Give priority to works that reduce public safety risk. Give priority to works and infrastructure that improve universal access to foreshore locations. Work in partnership with DELWP to mitigate coastal risks. | BCC - Infrastructure Services / City Strategy BCC – Infrastructure Services BCC – Infrastructure Services BCC, DELWP | Ongoing Ongoing Ongoing Ongoing | Operating Operating Capital \$ Operating |
| <ul style="list-style-type: none"> Ensure that potential climate change impacts are taken into account in the design and construction of foreshore infrastructure | <ul style="list-style-type: none"> Adopt the 2100 and 2040 anticipated sea level increases (+0.8 m and +0.3 m respectively) as the basis for the siting, design and maintenance of proposed foreshore facilities and infrastructure. Undertake a coastal vulnerability assessment in relation to future sea level rise, storm surge and erosion impacts associated with climate change. In the interim implement the Coastal Processes Management Strategy Action Program (see 3.6.3). On the basis of the vulnerability assessment, update and continue implementation of the Coastal Processes Management Strategy Action Program and incorporate it into Master Plans. Consider potential climate change impacts in the design and material selection (both for structures and planting) for works on the foreshore. Consider the need for increased shade provision and low water consumption regimes in the design, development and maintenance of proposed foreshore facilities and infrastructure. Prevent erosion of the cliffs through vegetation, storm water runoff maintenance, beach nourishment, and dune restoration. | BCC – City Strategy, DELWP BCC – City Strategy / Infrastructure Services, Parks Vic, DELWP BCC – City Strategy / Infrastructure Services, Parks Vic, DELWP BCC – City Strategy BCC – City Strategy / Infrastructure Services BCC - City Strategy, DELWP | Ongoing High High Ongoing Ongoing | Operating Operating Operating Operating Operating/ Capital \$\$\$ |
| <ul style="list-style-type: none"> Manage stormwater, debris and waste to both protect the water quality of the Bay and enhance the environment of the foreshore | <ul style="list-style-type: none"> Conduct an audit of the environmental impact of each storm water outlet flow into the Bay. Establish a program to capture, treat and utilise stormwater, including up-stream management measures, to reduce in-flows to the Bay and their environmental impact in accordance with the Stormwater Management Strategy (see 3.6.4) Ensure effective waste management infrastructure, beach cleaning and waste collection services to protect water quality and foreshore amenity. | BCC – Infrastructure Services / City Strategy, Melbourne Water BCC – Infrastructure Services, Melbourne Water BCC – City Strategy / Infrastructure Services | High Ongoing Ongoing | Operating Operating / Capital \$\$ Operating / Capital \$ |
| <ul style="list-style-type: none"> Ensure the protection and rehabilitation of all high value areas of natural vegetation with priority given to high use locations | <ul style="list-style-type: none"> Carry out vegetation management across the foreshore on the basis of the Vegetation Management Strategy (see 3.6.5). This should include the continuing implementation of the Native Vegetation Management Program and its extension to other areas as detailed in the Precinct action programs. Define high value natural vegetation areas and give funding priority to measures to protect and improve these areas. | BCC – City Strategy BCC – City Strategy | High High | Operating Operating |
| <ul style="list-style-type: none"> Incorporate sustainable resource consumption approaches to the design, construction and utilisation of all foreshore infrastructure and facilities | <ul style="list-style-type: none"> Include cost effective measures to minimise resource consumption over the life time of the asset in the design, construction and operation of new buildings and infrastructure on the foreshore. Prior to the renewal of any building lease on the foreshore, assess the opportunities for reductions in resource consumption and have modifications incorporated to improve the long term sustainability of the asset. | BCC - Infrastructure Services BCC – Infrastructure Services | Medium Medium | Operating Operating |

Table 7 Theme 3 Strategic directions and actions

Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

| | |
|---|--|
| H - 1 -3 years M - 2-6 years L - 6 plus years | \$ = <\$200,000 \$\$ = \$200,000 - \$500,000 \$\$\$ = \$500,000 - \$1,000,000 \$\$\$\$ = >\$1,000,000 |
|---|--|

3.6.3 Coastal Processes Strategy

The natural forces of wind, waves, tides, currents, rain and sunshine have shaped the Bayside foreshore. The coastline moves seasonally and in some areas accretes or erodes significantly over time. Settlement has resulted in many fixed structures being placed on the coastal edge to manage or modify the natural physical changes to this edge. Extensive beach areas have been created at Sandringham (North), Hampton and Brighton and are now a major recreation asset. Effective erosion management has been achieved along most of the foreshore. Significant facilities and infrastructure have been established in some locations and continuing attention to the management of seasonal and extreme natural events is required.

Such is the dynamic nature of the climatic factors that the man-made changes to the foreshore do not create a situation of permanent equilibrium. Beach management is a continuing process and anticipated global climate change and associated sea level rise requires long term programs and ongoing maintenance to address the expected impacts.

Sea level rise combined with increased storm activity will have a significant effect on coastal infrastructure. The CSIRO 2009 Report provides various return periods for storm tides levels i.e. the combination of sea level rise, tide and surge, for selected locations around Port Phillip. For example, a recommended seawall height to accommodate 2030 storm tide, associated waves and overtopping is approximately Reduced Levels (RL) 2.2m above the Australian Height Datum (AHD). There is currently significant foreshore infrastructure below this level, eg seawalls, paths, drains, groynes, amenities, which would be affected by such events. The predicted storm tide levels have been taken into consideration and compared with the various existing levels of coastal infrastructure. The Coastal Processes Management Strategy identifies areas of potential impact and management proposals are provided in the Action Plan (see Table 8 and Fig 8).

The Action Plan includes indicative expenditure estimates i.e. order of magnitude costs in four ranges, which are based on projects of a similar nature on the coastline of Port Phillip. The ranges are: < \$200K, \$200-500K, \$500-\$1m, over \$1m. Priorities have been assigned to the various elements of infrastructure identified. Based on the degree of exposure and vulnerability to coastal processes and sea level rise.

Almost half of Bayside's foreshore contains beach areas. In the long term the natural and renourished beaches in Bayside will be exposed to extreme storm tide levels. For example the CSIRO Report provides a storm tide level for 2030 is RL 1.39m AHD. For 2070 the associated level is RL 1.83m AHD. At these levels the wave heights will also increase and the potential for substantial erosion of beaches and significant damage to existing groynes and seawalls is high.

Well maintained beaches are important in dissipating wave energy and a major tool in mitigating anticipated climate change impacts. The proposed long term management approach for these areas (both during and beyond the life of this CMP) is the maintenance of beach areas with regular renourishment programs. Over time some beach areas will have a net loss of sand and periodically this sand will need to be replenished. Areas of risk within the life of this Plan are shown in Fig 8. The proposed approach will maintain recreation areas, protect assets and help reduce foreshore cliff erosion. Monitoring of beach condition is required and a three year renourishment period is recommended in the Action Plan.

There is a need for detailed surveys to assess potential risks in specific locations and support the detailed implementation of the management program. Investigations are also required to determine the most suitable sources of sand for renourishment works, eg local relocation with trucks, pumping, dredging, imported sand or other.

The cost of these works is considerable and as the area of works may vary on either side of the defined boundary of the sea and the land, Council and DELWP should share these costs and establish an agreement for the implementation of this Action Plan.

Public interest in these foreshore management issues is high. The complex nature of natural processes indicates that Council/DELWP should make opportunities available for public discussion of issues, which would aim to bring together local interest and knowledge and expert technical analysis.



| Location | Description | Implementation Responsibility | Priority | Indicative Expenditure |
|--------------------------------------|--|--------------------------------|------------|------------------------|
| North Road to Bay Street | Sections of low level rock revetments that are currently subject to some overtopping. This will increase with the impact of climate change and sea level rise causing further damage to the seawalls. Increase in height and / or repair required. | DELWP/ BCC | Low | \$500-\$1m |
| Brighton Harbour | Accretion occurs on the spit within Brighton Harbour. Periodic dredging is required to maintain safe navigation | Royal Brighton Yacht Club | Medium | < \$200K |
| Sandown Street | A damaged rock seawall currently being overtopped and is threatening other infrastructure. Erosion is currently occurring behind the rock wall and impacting on the footpath. Repair and raising of rock revetment is required in the near future | BCC | High | < \$200K |
| Dendy Street | A low level beach retention groyne is located to the north of the beach. This groyne will need to be raised in the future to accommodate sea level rise. | BCC | Low | < \$200K |
| Green Point | A section of low level rock revetment that is currently subject to overtopping. This will increase with the impact of climate change and sea level rise causing further damage | DELWP/ BCC | Low | < \$200K |
| North of New Street | Erosion of sandy beach exposing masonry seawall occurs mainly during end of summer. Sand moves north in summer months but a lesser amount returns in winter months. The erosion of the beach could cause damage to seawall. | DELWP/ BCC | Medium | < \$200K |
| New Street to Small Street | Rock Groynes have suffered damage in storms. With sea level rise further damage and repairs are anticipated. | DELWP/ BCC | Medium/Low | \$200-500K |
| Small Street | Timber groynes are requiring major repair works. Rebuild as rock groynes to maintain beach and protect seawall. | DELWP/ BCC | Low | \$200-500K |
| Sandringham Harbour | Accretion occurs at the entrance of Sandringham Harbour. Periodic dredging is required to maintain safe navigation | PV | Medium | \$200-500K |
| North of Southey Street | The beach to the north of Southey Street groyne suffers erosion towards the end of the summer months. The sand tends to return during the winter months but erosion of the vegetation and cliff occurs during autumn. Sand accretion occurs to the south of and along the Sandringham Breakwater. DELWP/BCC working with community and coastal engineers to develop options to address erosion issues. | DELWP/ BCC | High | \$1million |
| South of Southey Street to Red Bluff | Periodic renourishment of this beach is required to maintain beach width and minimise risk of cliff face undercutting at Red Bluff. DELWP/BCC working with community and coastal engineers to develop options to address erosion issues. | DELWP/ BCC | High | \$1million |
| Half Moon Bay | Accretion occurs at the Half Moon Bay Boat Ramp which requires periodic dredging. Sea level rise will also have an impact on the masonry seawalls within Half Moon Bay. | DELWP/ BCC | Medium | < \$200K |
| North of Second Street | The beach to the north of Second Street suffers erosion at the end of the summer months. The sand tends to return during the winter months but the masonry seawall becomes exposed. Sand accretion occurs to the north along the beaches to Half Moon Bay seawalls. This sand could be trucked or pumped back to Second Street. | DELWP/ BCC | Low | < \$200K |
| Second Street to Fourth Street | The masonry seawalls along this section suffer regular damage and are subject to significant overtopping, which impacts on adjacent infrastructure. Sea level rise will certainly exacerbate the situation longer term. | DELWP | Medium/Low | \$200-500K |
| Beaumaris Motor Yacht Squadron | A section of rock revetment at this facility is currently subject to some minor overtopping in a storm. The degree of overtopping will increase with the impact of climate change and sea level rise. | Beaumaris Motor Yacht Squadron | Low | < \$200K |
| The Beaches in Bayside City Council | All natural and renourished beaches (approx 8.7 km of foreshore) will be subject to climate change and sea level rise and associated increase in storm activity. The current crest levels of the beaches will be subject in the future to increased inundation and experience increased erosion. Works include sand renourishment, groyne and seawall repairs and seawall height increase. Sandbags may also be considered an appropriate treatment in some locations. | DELWP/ BCC | Low | over \$1m (to 2030/40) |

Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

Table 8 Coastal processes management strategy - action program

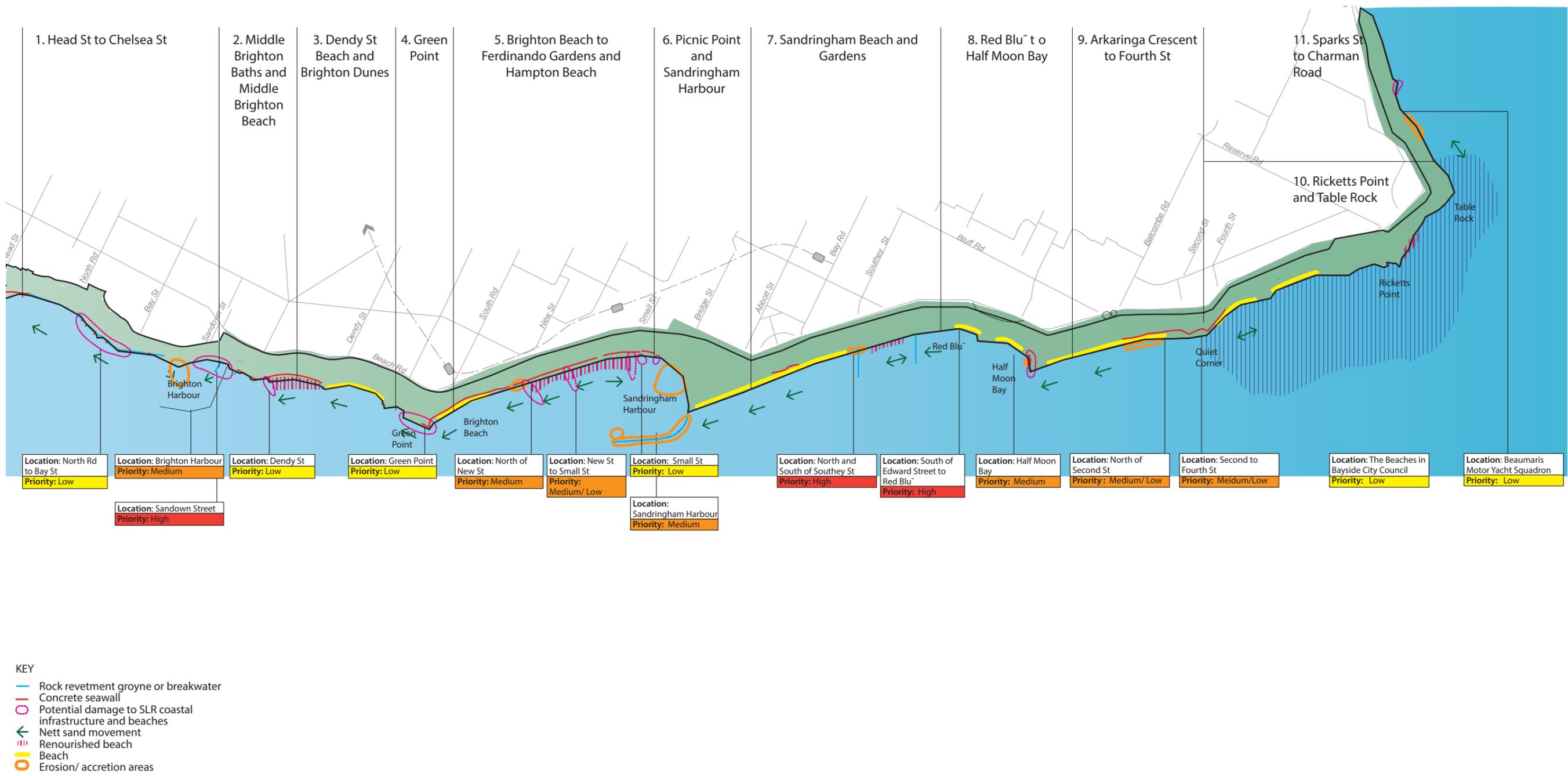


Figure 8 Coastal Processes Management Strategy Diagram

3.6.4 Stormwater Management Strategy

Bayside foreshore provides a point of outfall for inland catchments via a large number of stormwater drains. Drains vary widely in terms of the quantity and quality of the water they discharge. This is determined by the nature and size of each drain's catchment. Stormwater affects water quality within Port Phillip and along the beaches. The extent of this effect is quite variable depending on the quantity and quality of the water and its ability to disperse once it enters the Bay. Major catchments and drains are managed by Melbourne Water. The balance of the drains are primarily Council's responsibility with a small number managed by Vic Roads.

Over the years work has been done to enhance water quality within catchments and to reduce the rate of runoff from catchments during storm events despite the pressures of urbanisation, which usually has the opposite effect. Council is also investigating opportunities to treat stormwater through litter traps and other Water Sensitive Urban Design (WSUD) techniques that will improve the quality of water entering the Bay.

for lawn and garden irrigation should be investigated and evaluated. Council has an advocacy role with state and federal governments regarding the health and preservation of Port Phillip. Through Council's long standing membership at the Association of Bayside Municipalities, a bay wide advocacy role continues.

The use of treated stormwater for second class uses such as toilet flushing and garden irrigation is becoming more common. Opportunities for water harvesting from existing infrastructure and buildings within foreshore reserves

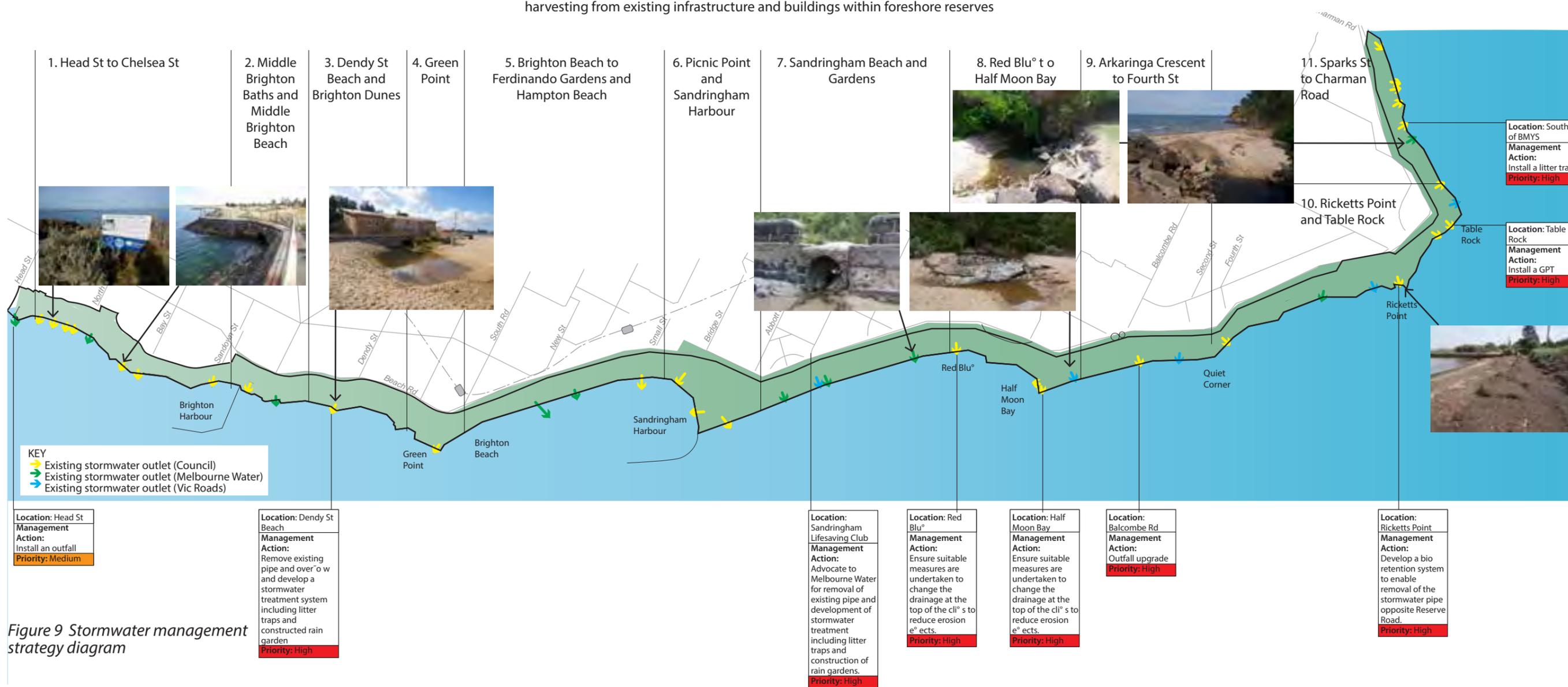


Figure 9 Stormwater management strategy diagram

3.6.5 Vegetation Management Strategy

Vegetation management, including weed control, is a high priority for Council, residents and visitors to the foreshore. The vegetation on the foreshore is one of its most valued qualities even though its habitat value is substantially altered because of the impacts of human activity since settlement. Vegetation is also critical in many areas to the stability of the landform with slopes and beaches being prone to erosion. The foreshore vegetation also provides habitat for a large number of animal species.

Vegetation on the foreshore will be managed on the following basis (see Table 9). The location of the Foreshore Vegetation categories are shown in Figure 10.

Consultation with the community indicated that residents were happy with the work of Council in managing foreshore vegetation. They felt however, that vegetation management is under resourced and should be increased, and that many areas of vegetation are degraded by weed invasion and they would like to see more effort put towards this aspect of the foreshore.

The foreshore has several 'friends' groups that have taken a hands on interest in the well-being of foreshore vegetation over many decades. They have good knowledge of indigenous and weed plant species and their management and should be consulted regarding on-going management. Day to day vegetation management is undertaken by contractors to Council, currently Citywide, who undertake weed control, pruning and replanting along the entire foreshore. This work is guided in selected locations by the Native Vegetation Management Plan prepared and monitored by specialist ecological consultants. This Plan classifies vegetation areas by ecological vegetation class (EVC) and makes detailed recommendations for weed control and replanting for each EVC. It is intended that regular surveys will monitor the performance and success of the actions giving Council and the community expert independent advice on the work required and a measure of achievement over time.

The extent of vegetation covered by this method is limited and was based on earlier advice on the vegetation's ecological significance. The extension of the Native Vegetation Works Program to cover the entire area of Precinct 11 is proposed so that a larger ecological unit is more consistently managed at the very southern end of the foreshore.

Vegetation management and revegetation of the remainder of the foreshore is less prescriptive. The remaining foreshore includes areas of managed indigenous vegetation, cultural landscapes with lawns garden beds and a mix of indigenous, native and exotic trees and areas of disturbed landscape that have been more recently planted with mostly indigenous / native species. There has also been extensive replacement of coastal exotic planting, for example pigface and succulents on embankments at Hampton Beach, with native coastal species. Most of this foreshore revegetation work has been undertaken since the 1997 Coastal Strategy under the general guidance of precinct master plans. Considerable expertise has gone into plant selection and negotiations with residents to achieve a compromise between maintaining views, providing open space for recreation and developing attractive new landscapes that are quite durable and easy to maintain.

All future master plans should be undertaken based on digital survey that accurately records levels and vegetation as well as other features and incorporated into Council's Geographical Information System (GIS). Planting plans should also be included, which will assist effective species monitoring and maintenance.

In summary, key actions in relation to foreshore vegetation management are:

- Allocate additional resources towards weed control, revegetation, replacement planting and other protection and maintenance works.
- Plan and fully document all new planting based on accurate survey that can then be integrated into existing foreshore records.
- Extend the Native Vegetation Management Plan to cover all of precinct 11 - Sparks Street to Charman Road.
- Continue to work with friends groups to involve them in the work and monitoring of vegetation management.

| Foreshore Vegetation Category | Aims | Management Actions |
|--|--|---|
| 1. Native Vegetation Areas dominated by indigenous or managed vegetation of the type endemic to the location. (Areas of: Dune, Coastal Scrub, Cliff Face existing and proposed vegetation management zones) | <ul style="list-style-type: none"> • Retain and enhance as key contributory areas to character and biodiversity • Reduce / eliminate weeds • Minimise dune/ cliff erosion • Where required, to support with infrastructure that is low key, non-obtrusive and appropriate to a natural setting • Avoid fragmentation of vegetation | <ul style="list-style-type: none"> • Implement the Native Vegetation Works Program • Give priority to conservation / restoration of these areas to ensure a 'natural' setting • Give priority to these areas for the elimination of weeds • Encourage the participation of 'Friends' groups in the management of these areas |
| 2. Predominantly planted indigenous species integrated with facilities or non-indigenous landscapes (modified natural) | <ul style="list-style-type: none"> • Maintain indigenous vegetation as the dominant type in these locations and avoid introduction of invasive native or exotic species • Provide opportunities for the extension of ecological links for native fauna • Reinforce the native vegetated setting in detailed master planning and planting programs • Support the siting of facilities and activities within these areas | <ul style="list-style-type: none"> • Planting programs will provide predominantly indigenous planting with mixed non-local species for special locations, impact or function. • Provide turf maintenance and watering • Reduce weeds according to resource availability • Encourage the support of schools and the local community inputs in the management of these areas. |
| 3. Urban Garden Ornamental / cultural formal gardens, mix of indigenous, non-indigenous and exotic planting, cultural spaces or sites | <ul style="list-style-type: none"> • Restore and enhance cultural and aesthetic values of these sites • Reinforce the cultural values through design and master plans. • Develop these sites to be resilient and capable of accommodating high levels of activity taking pressure off more sensitive natural areas. | <ul style="list-style-type: none"> • Planting programs will provide for mixed species planting in formalised setting • Provide grass maintenance and watering • Regular weed maintenance |



Table 9 Foreshore vegetation management framework

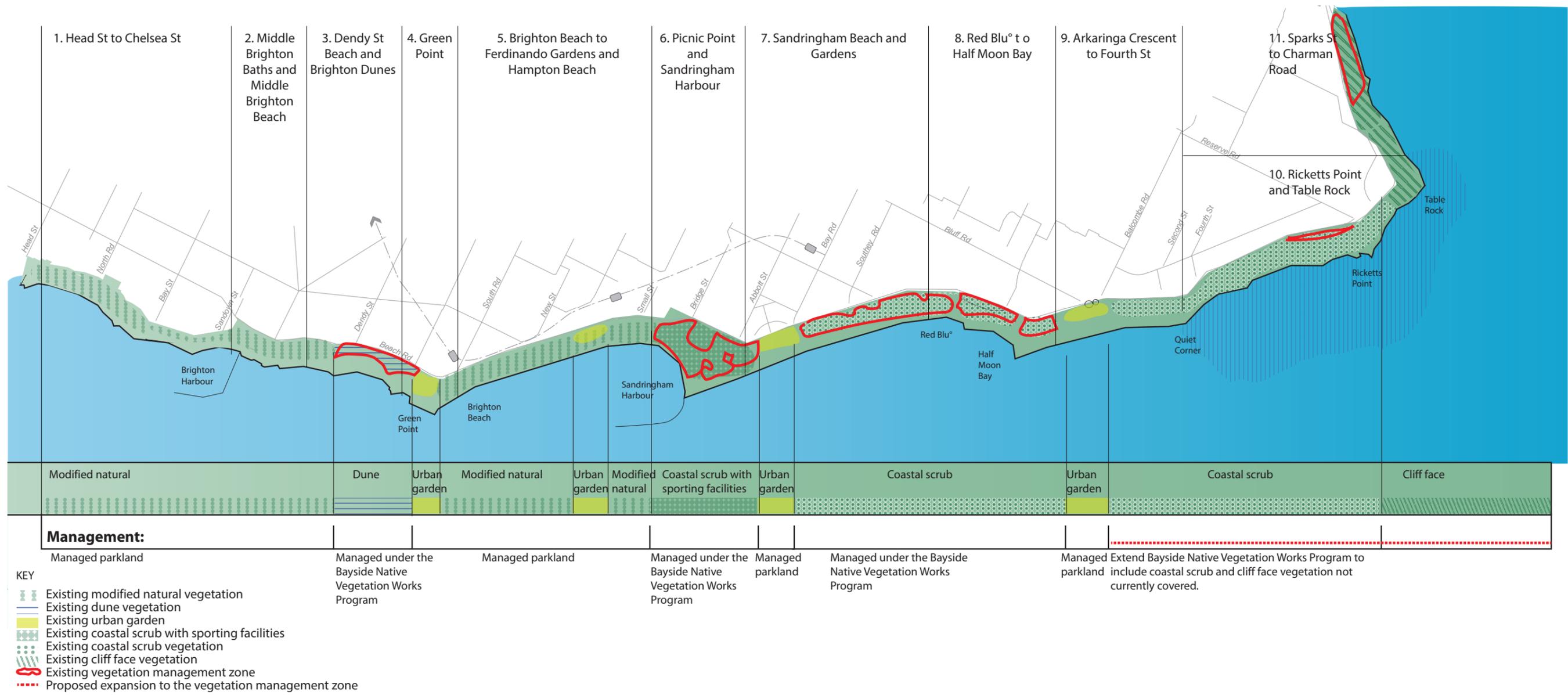


Figure 10 Vegetation management strategy diagram

3.7 THEME 4 – MEETING THE CHALLENGES OF FUTURE DEMAND

3.7.1 Context

The Bayside foreshore is the most important public open space in the Municipality and also provides unique recreation opportunities for the metropolitan area. Population increases in existing urban areas are expected to increase utilization levels, which will add to pressure on facilities, infrastructure and the natural environment.

Some locations may be able to accommodate more people but car parking limits are likely to necessitate greater use of non-car based transport (public transport, bicycles, walking). There will be demand for better provision of toilets, waste collection, seating, shading and other amenities. Sensitive natural areas will require protection. The parts of the foreshore with a capacity for increased utilization should be managed and promoted accordingly.

The foreshore accommodates a wide variety of activities and interests. Foreshore users currently compete for space in some locations, particularly along foreshore pathways and trails and on the water. There has also been an increase in the number of community / commercial events held on the foreshore, bicycle riding and also many forms of individual exercise. Examples of these pressures are seen in the incremental widening of intimate bush pathways by increasing levels of foot traffic, boat trailer parking being filled by cars, public shelters being co-opted for exercise classes, increased public safety concerns in relation to boats / watercraft and swimmers, and friction between the multiple users of the shared pedestrian / bicycle pathway.

The foreshore is a finite recreation resource and measures to manage the distribution and location of some activities are required. Better wayfinding and information signage, improved connectivity, a clear hierarchy of paths and lighting in appropriate locations will improve the overall distribution of visitors and relieve pressures on some locations.

Maintaining opportunities for diverse recreation choices in appropriate and accessible locations along Bayside's foreshore is a key management challenge.



3.7.2 Theme 4 – Future Demand: Strategic Directions & Actions

| Strategic Direction | Action | Implementation Responsibility | Priority | Expenditure |
|---|---|---|------------------------|--|
| To manage the foreshore in a balanced and equitable way for all users we need to: | | | | |
| <ul style="list-style-type: none"> Define the primacy of use for various parts of the foreshore | <ul style="list-style-type: none"> Develop foreshore master plans for selected precincts of the Bayside foreshore. Implement the Sandringham Foreshore Coastal Management Plan 2010. | BCC – City Strategy Parks Vic/ DELWP | Medium High | Operating Operating |
| <ul style="list-style-type: none"> Identify locations where particular types of experience are available | <ul style="list-style-type: none"> Provide for a range of leisure experiences through the foreshore Activity Management Strategy that identifies activities appropriate to the character, facilities and environmental capacity of the locality (see 3.7.3). Facilitate community based recreation events at locations supported by appropriate infrastructure and accessibility, ie Green Point, Sandringham. | BCC – City Strategy / Community Services BCC – Community Services | High Ongoing | Operating Operating |
| <ul style="list-style-type: none"> Provide infrastructure to locations according to the nature and intensity of the primary activities | <ul style="list-style-type: none"> Optimise the supply of foreshore car parking within the existing car parking areas in accordance with the Car Park Strategy (see 3.7.4). Limit the development of new foreshore car parking to indented kerbside provision in those areas where required to improve safety on Beach Road (Hampton Beach). Improve the provision of public toilets and related amenities along the foreshore in accordance with the Bayside Public Toilet Strategy 2012. | BCC – Infrastructures Services / City Strategy BCC – Infrastructure Services, Vic Roads BCC – Infrastructure Services | Medium Low High | Capital \$\$ Capital \$ Capital \$\$ |
| <ul style="list-style-type: none"> Enable dispersion along the foreshore through effective linkages internally and to external sources | <ul style="list-style-type: none"> Provide facility information at entry points to the foreshore, eg near pedestrian crossings, in car parks, at railway stations. Provide and maintain high standards of access to connect Brighton Beach, Sandringham and Hampton train stations to the foreshore. Provide safe and convenient pedestrian connections between local activity centres and the foreshore. | BCC – Infrastructure Services BCC – Infrastructure Services, Vic Roads BCC – Infrastructure Services, Vic Roads | Medium High High | Capital \$ Capital \$ Capital \$ |
| <ul style="list-style-type: none"> Promote the Coastal Management Plan across the Bayside community and more broadly | <ul style="list-style-type: none"> Prepare a Communication Strategy for implementation of the CMP. | BCC – Corporate Services | High | Operating |

Table 10 Theme 4 Strategic directions and actions

3.7.3 Foreshore Activity Node Management Strategy

Foreshore Activity Nodes

Bayside's foreshore activity nodes are the focal points for various passive and active forms of recreation. They contain facilities, infrastructure and physical and cultural characteristics that influence their importance and value in this part of Port Phillip. With an anticipated increase in future demand for recreation opportunity, a management strategy is required to guide the future activities and investment in each node. The intent of this strategy is to provide greater clarity in relation to how various parts of the foreshore are proposed to be used and managed in the future. The strategy applies the policies of the Bayside Open Space Strategy 2012 (BOSS) in relation to the management of open spaces by prime function. The BOSS policies support multi use of open space areas and optimising "activities in open space where they can be accommodated without undermining or conflicting with the open space performing its prime function." The strategy also supports Council's policies in relation to the management of Conservation Reserves within the Municipality (see Policy 4.1 – Management of Conservation Reserves, BOSS).

The CMP identifies ten foreshore activity nodes and defines each as a Major Node or Local Node according to a range of characteristics (refer Table 11). The Foreshore Activity Node Strategy identifies the primary function of each node, activities anticipated in that location and the priority actions proposed to reinforce the function of each node within the time frame of this Plan.

The Precinct based strategies provide an overall approach to management of each part of the foreshore and specifically deal with the foreshore areas in between each node area.

The range of principal recreation activities and infrastructure provision on the Bayside foreshore is shown in Table 12.

H - 1 -3 years
M - 2-6 years
L - 6 plus years

\$ = <\$200,000
\$\$ = \$200,000 - \$\$500,000
\$\$\$ = \$500,000 - \$1,000,000
\$\$\$\$ = >\$1,000,000

| Foreshore Activity Node Category | Functions / Activities | Foreshore Activity Node Category | Functions / Activities |
|----------------------------------|---|----------------------------------|--|
| Major Node | Destination of regional and local recreation significance | Local Node | Primarily a local recreation destination |
| | High diversity of recreation activities | | Limited diversity of recreation activities |
| | Public transport access | | Non-car based access is promoted |
| | Significant car parking provision | | Limited car parking provision |
| | Significant public amenities | | Limited public amenities |
| | Community facilities | | Community facilities |

Table 11 Foreshore activity node categories



Foreshore Activity Node Strategy

The following table describes the principal activities that will be provided for in each node under this CMP and summarises the key actions proposed to support those activities. This Strategy is illustrated in Figure 11. Master plans will determine the details of additional infrastructure eg drinking taps, seating, tables, shelters, signage, night lighting etc, their nature and location within each node and precinct. The promotion of the Activity Node Strategy will assist in managing the intensity of use in peak periods and the distribution of visitors across the foreshore and also help to optimise the value of investments made in each location.

| |
|---|
| 1. Motorised water craft - boating / sailing, personal water craft |
| 2. Non-motorised water craft – kites, sail boards, stand up paddle boards, kayaks |
| 3. Events – short term, water based/non-water based |
| 4. Fishing – boats, beach and jetties |
| 5. Water based recreation – swimming, paddling, snorkeling |
| 6. Children's playgrounds and facilities |
| 7. Non-water based sport – football, volley ball, cricket |
| 8. Non-water based recreation – bike riding, skateboarding, exercise |
| 9. Dog exercise and socialisation |
| 10. Passive recreation – walking, sun bathing, picnics, photography |
| 11. Club facilities |
| 12. Vegetation conservation and protection |
| 13. Cultural, geological and heritage asset conservation and protection |
| 14. Commercial facilities and services |
| 15. Public transport access or links |
| 16. Disability Discrimination Act (DDA) compliant access on foreshore |

Table 12 Foreshore activity spectrum

| | Node | Node Category | Priority Activities/Functions | Master Plan Status | Priority Actions |
|-----|-----------------------------------|---------------|---|--|--|
| 1. | North Road | Local | 1, 2, 4, 6, 9,10, 14, 16 | Master plan not required | <ul style="list-style-type: none"> Enhance the accessibility of infrastructure and facilities to full DDA compliance. |
| 2. | Brighton Harbour / Brighton Baths | Major | 1, 2, 3, 4, 8, 9, 11, 14, 16 | Master plan not required | <ul style="list-style-type: none"> Improve separation of cyclists and walkers adjacent to Brighton Baths and near Royal Brighton Yacht Club Provide DDA compliant public toilets |
| 3. | Dendy Street Beach | Local | 5, 9, 10, 11, 12, 13, 14 | Master plan (2013) | <ul style="list-style-type: none"> See Actions 3.1 to 3.6 in Precinct 3 Make provision for bicycle parking Review opportunities for rationalisation of Sea Scout activities and value of building retention |
| 4. | Green Point / Brighton Beach | Major | 2, 3, 5, 7, 8, 9, 10, 13, 14, 15, 16 | Master plan required to support vegetation management plan | <ul style="list-style-type: none"> See Actions 4.2, 4.3, 4.4 in Precinct 4 Enhance the accessibility of infrastructure and facilities to full DDA compliance. |
| 5. | Hampton Beach | Local | 2, 5, 6, 10, 11, 14 | Review and update 1999 Master Plan | <ul style="list-style-type: none"> Make provision for bicycle parking Provide children's playground |
| 6. | Sandringham Harbour | Major | 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 | Local CMP prepared (2006) Prepare Master Plan | <ul style="list-style-type: none"> See Actions 6.2, 6.3 in Precinct 6 Make provision for bicycle parking near the Harbour and adjacent to Trevor Barker Oval Review opportunities for rationalisation of Sea Scout activities and value of building retention |
| 7. | Sandringham Beach | Local | 5, 6, 9, 10, 11, 12, 13, 15 | Review and update Plan | <ul style="list-style-type: none"> See Actions 7.9, 7.10 in Precinct 7 Make provision for bicycle parking |
| 8. | Half Moon Bay | Major | 1, 2, 3, 4, 5, 9, 11, 12, 13, 14 | Review and update 2008 Master Plan | <ul style="list-style-type: none"> See Actions 8.2, 8.4 in Precinct 8 Provide signage to more clearly define watercraft use areas and improve safety for water based recreation |
| 9. | Black Rock Beach | Local | 5, 6, 9, 10, 11, 12 | Review and update 2000 Plan | <ul style="list-style-type: none"> See Actions 9.3 in Precinct 9 Make provision for bicycle parking |
| 10. | Ricketts Point / Watkins Bay | Major | 1, 2, 5, 10, 11, 12, 13, 14, 16 | Local CMP in preparation Review and update 2000 Plan | <ul style="list-style-type: none"> See Actions 10.2 to 10.6 in Precinct 10 Expand bicycle parking provision |

Table 13 Foreshore activity node strategy

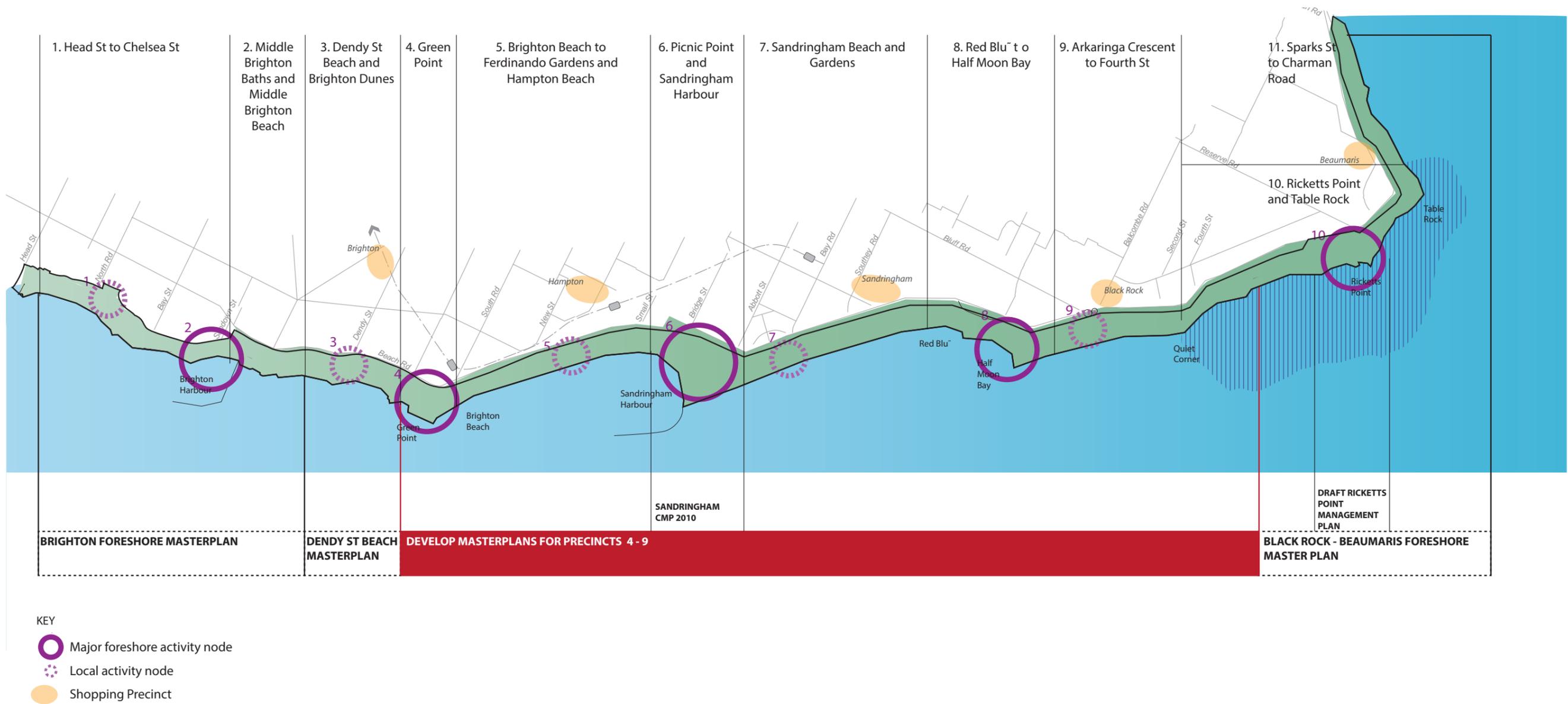


Figure 11 Activity node strategy diagram

3.7.4 Car Park Strategy

The Bayside foreshore provides over 2000 car and boat parking spaces in 20 areas. Approximately 10 % of these spaces are within areas occupied by boating clubs. The existing public parking areas generate significant revenue each year and are heavily used in peak periods and in association with events. Car parking areas on the foreshore are a limited resource and to maintain the character and natural values of the foreshore the CMP proposes to limit car parking to existing areas and promote and provide for foreshore access by non-car based means.

Car parking areas are provided with a range of surfaces – bitumen seal, gravel, sand / soil. In the un-sealed car parks the parking layout is informal and generally inefficient. Regular surface maintenance is required. Improvements are desirable to capture surface flows and pollution from car parks to assist vegetation management and control potential erosion impacts.

Opportunities exist to rationalise areas occupied by car parks to improve circulation and efficiency, provide better connections between areas, make provision for facilities and infrastructure in the car park edge zones and to improve the setting and appearance of large car parking areas (including the provision of fencing, planting, parking fee pay points).

The overall strategy to improve the performance, efficiency and function of car parking areas is shown in Fig 12. These actions are also incorporated in the Precinct based action program.

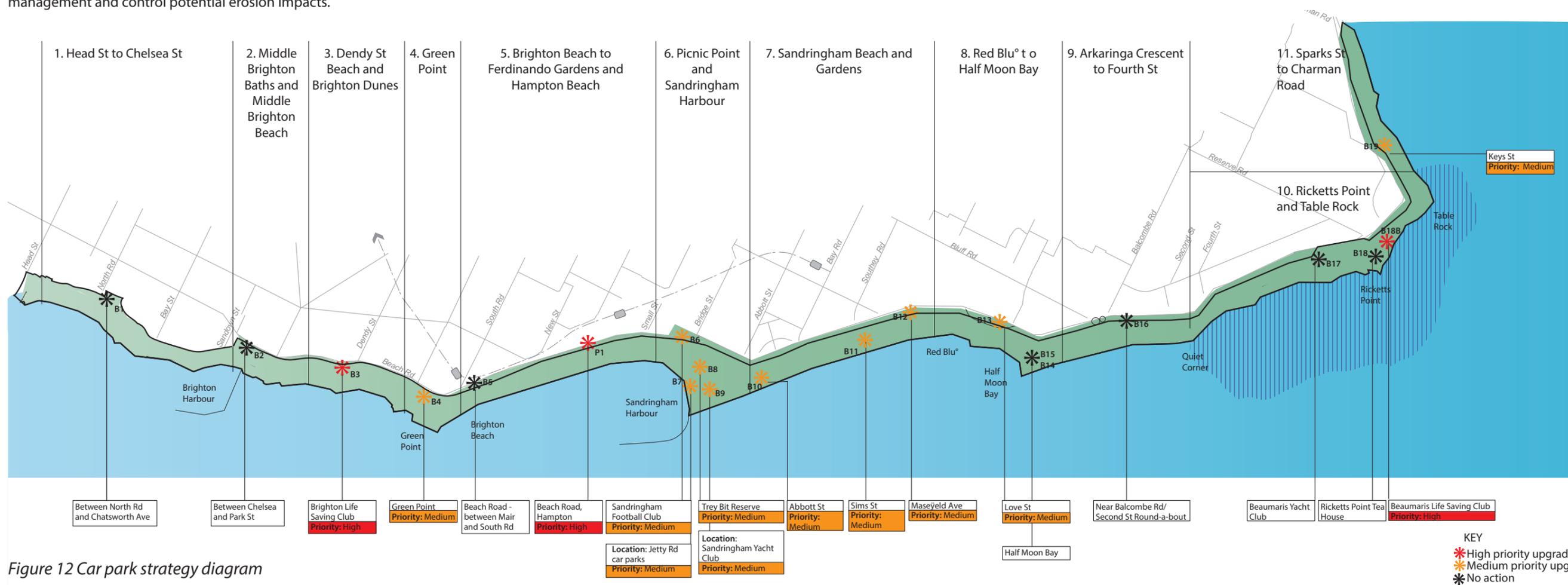


Figure 12 Car park strategy diagram

| | |
|----------------------------------|-------------------------------------|
| No. | B1 |
| Location: | Between North Rd and Chatsworth Ave |
| Surface: | Bitumen |
| Approx. No. carparks: | 22 |
| Approx. No. trailerparks: | 45 |
| Management Action: | Maintenance |
| Priority: | Low |



| | |
|------------------------------|-----------------------------|
| No. | B2 |
| Location: | Between Chelsea and Park St |
| Surface: | Bitumen |
| Approx. No. carparks: | 171 |
| Management Action: | Maintenance |
| Priority: | Low |



| | |
|------------------------------|--|
| No. | B3 |
| Location: | Brighton Life Saving Club |
| Surface: | Bitumen |
| Approx. No. carparks: | 69 (Club members only) |
| Management Action: | Create a more efficient and attractive car park and public landscape associated with the new BLSC. |
| Priority: | High |



| | |
|------------------------------|--|
| No. | B4 |
| Location: | Green Point |
| Surface: | Bitumen |
| Approx. No. carparks: | 210 |
| Management Action: | Improve car park for use and efficiency including provision for WSUD while at the same time making it more efficient, compact and fully integrated with a master plan. |
| Priority: | High |

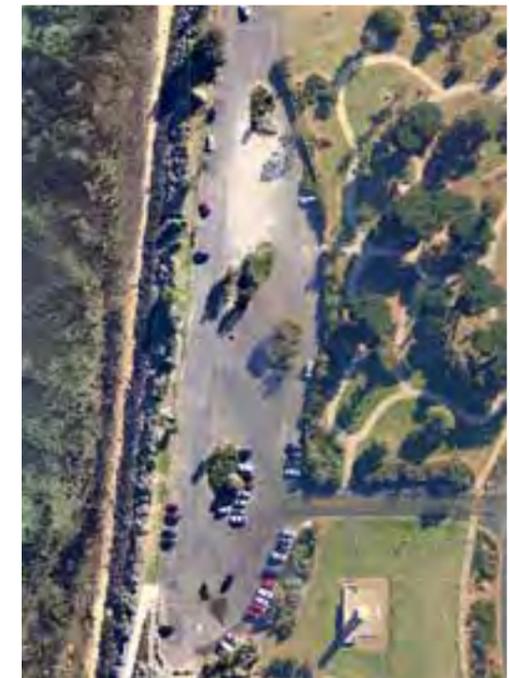
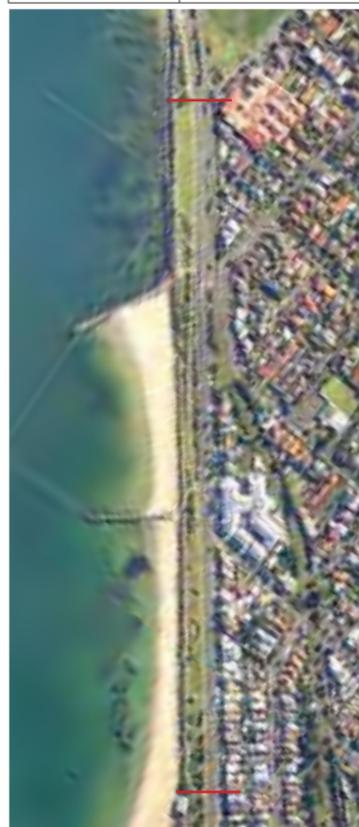


Table 14a Car park summary

| | |
|------------------------------|--|
| No. | B5 |
| Location: | Beach Road - between Mair and South Rd |
| Surface: | Bitumen |
| Approx. No. carparks: | 75 |
| Management Action: | Maintenance |
| Priority: | Low |



| | |
|------------------------------|---|
| No. | P1 |
| Location: | Beach Road, between Mair St and Hampton Life Saving Club, Hampton |
| Surface: | Proposed bitumen roadside parking |
| Approx. No. carparks: | 350 approx |
| Management Action: | Implement Beach Road Corridor Strategy |
| Priority: | High |



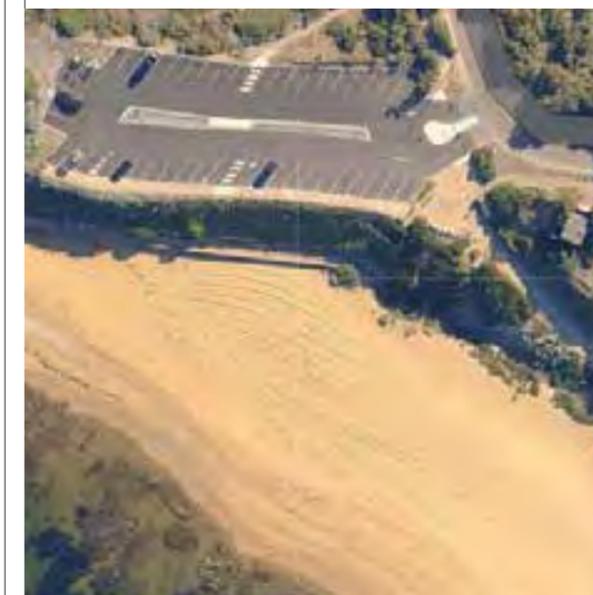
| | |
|------------------------------|--|
| No. | B6 |
| Location: | Sandringham Football Club |
| Surface: | Gravel |
| Approx. No. carparks: | 96 |
| Management Action: | Improve carpark for use and efficiency within the guidance of the precinct master plan (to be developed) |
| Priority: | Medium |



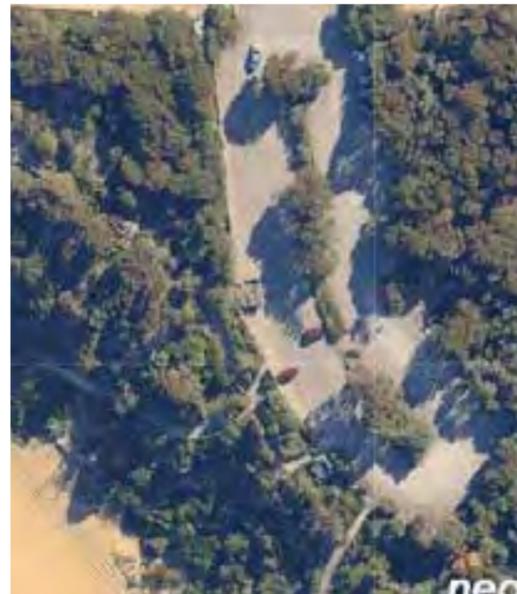
| | |
|------------------------------|-------------|
| No. | B7 |
| Location: | Beach Cafe |
| Surface: | Gravel |
| Approx. No. carparks: | 18 |
| Management Action: | Maintenance |
| Priority: | Low |



| | |
|------------------------------|-------------|
| No. | B8 |
| Location: | Jetty Rd |
| Surface: | Bitumen |
| Approx. No. carparks: | 50 |
| Management Action: | Maintenance |
| Priority: | Low |



| | |
|------------------------------|--|
| No. | B9 |
| Location: | Trey Bit Carpark |
| Surface: | Gravel |
| Approx. No. carparks: | 80 |
| Management Action: | Improve carpark for use and efficiency within the guidance of the precinct masterplan. |
| Priority: | High |



| | |
|------------------------------|--|
| No. | B10 |
| Location: | Abbott St |
| Surface: | Gravel |
| Approx. No. carparks: | 100 |
| Management Action: | Improve carpark for use and efficiency ensuring it is well connected to recreation facilities and fits within its natural setting and minimises impacts on the environment |
| Priority: | Medium |



| | |
|------------------------------|-------------------------------|
| No. | B11 |
| Location: | Sims St |
| Surface: | Bitumen |
| Approx. No. carparks: | 130 |
| Management Action: | Recently improved Maintenance |
| Priority: | Low |



| | |
|------------------------------|-------------------------------|
| No. | B12 |
| Location: | Masefield Ave |
| Surface: | Bitumen |
| Approx. No. carparks: | 75 |
| Management Action: | Recently improved Maintenance |
| Priority: | Low |



Table 14c Car park summary

| | |
|------------------------------|--|
| No. | B13 |
| Location: | Love St |
| Surface: | Gravel |
| Approx. No. carparks: | 150 |
| Management Action: | Improve carpark for use and efficiency and consider the addition of WSUD and public toilets together with more sophisticated viewing points. |
| Priority: | Medium |



| | |
|----------------------------------|---------------|
| No. | B14/B15 |
| Location: | Half Moon Bay |
| Surface: | Bitumen |
| Approx. No. carparks: | 40 |
| Approx. No. trailerparks: | 18 |
| Management Action: | Maintenance |
| Priority: | Low |



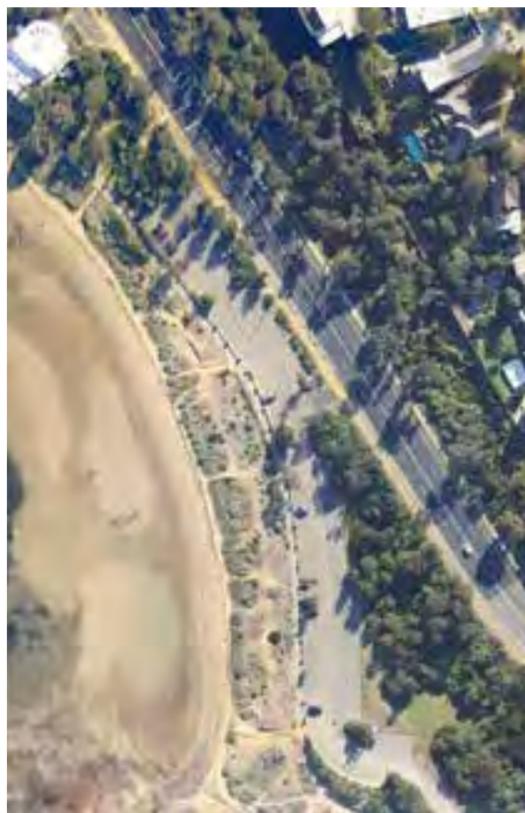
| | |
|------------------------------|--|
| No. | B16 |
| Location: | Near Balcombe Rd/ Second St Round-a-bout |
| Surface: | Bitumen |
| Approx. No. carparks: | 34 |
| Management Action: | Recently improved Maintenance |
| Priority: | Low |



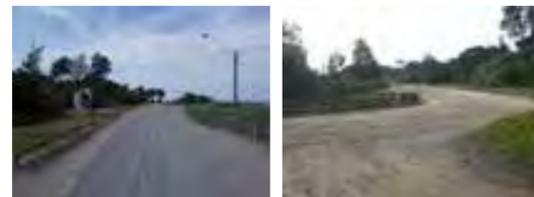
| | |
|------------------------------|--|
| No. | B17 |
| Location: | Beaumaris Yacht Club |
| Surface: | Bitumen |
| Approx. No. carparks: | 80 |
| Management Action: | Possible further landscape and WSUD improvements |
| Priority: | Low |



| | |
|------------------------------|--|
| No. | B18 |
| Location: | Ricketts Point Tea House |
| Surface: | Bitumen |
| Approx. No. carparks: | 163 |
| Management Action: | Possible further landscape and WSUD improvements |
| Priority: | Low |



| | |
|------------------------------|--|
| No. | B18 Southern Section |
| Location: | Beaumaris Life Saving Club |
| Surface: | Gravel |
| Approx. No. carparks: | 43 |
| Management Action: | Improve carpark for use and efficiency ensuring it is well connected to recreation facilities and fits within its natural setting and minimises impacts on the environment |
| Priority: | High |



| | |
|------------------------------|--------------------------|
| No. | B19 |
| Location: | Keys St |
| Surface: | Gravel |
| Approx. No. carparks: | 20 |
| Management Action: | Review/ possible upgrade |
| Priority: | Medium |



Table 14e Car park summary



3.8 THEME 5 – MANAGEMENT, COORDINATION AND RESOURCING

3.8.1 Context

Bayside Council has foreshore management responsibility for Crown land and Council owned public land. Parks Victoria (PV) has management responsibility beyond the low water mark. The Department of Environment and Primary Industries (DELWP) represents the Crown as the landowner. Leases and licenses are provided by Council and PV to various private and community entities in relation to specific sites. Effective coordination of priorities and resources between these agencies is sought to be effected through the CMP and the establishment of formalised liaison and collaboration arrangements under the CMP is desirable.

Community groups already make an invaluable contribution to the management of the foreshore, mostly via 'friends' groups. Strengthening the engagement of the community in relation to the development and execution of foreshore programs is desirable to feed additional local knowledge into the strategic management of the foreshore.

There are several community groups with major building assets on the foreshore that do not have a current lease or market rental arrangement. Updated tenure arrangements are required to maximise the community outcomes in relation to these sites.

Private encroachments on the foreshore have occurred from time to time. Council will maintain the foreshore for public use and act to ensure the removal of such incursions.

Bayside's revenue and expenditure on the foreshore have been in relative balance in recent years. Various factors are likely to cause demands for increased funding levels for both capital and recurrent expenditure, eg climate change, increased utilization, access improvements, regulation enforcement. Opportunities for revenue generation and cost savings need to be explored. The CMP Business Plan provides clarity on targets, priorities and responsibilities.

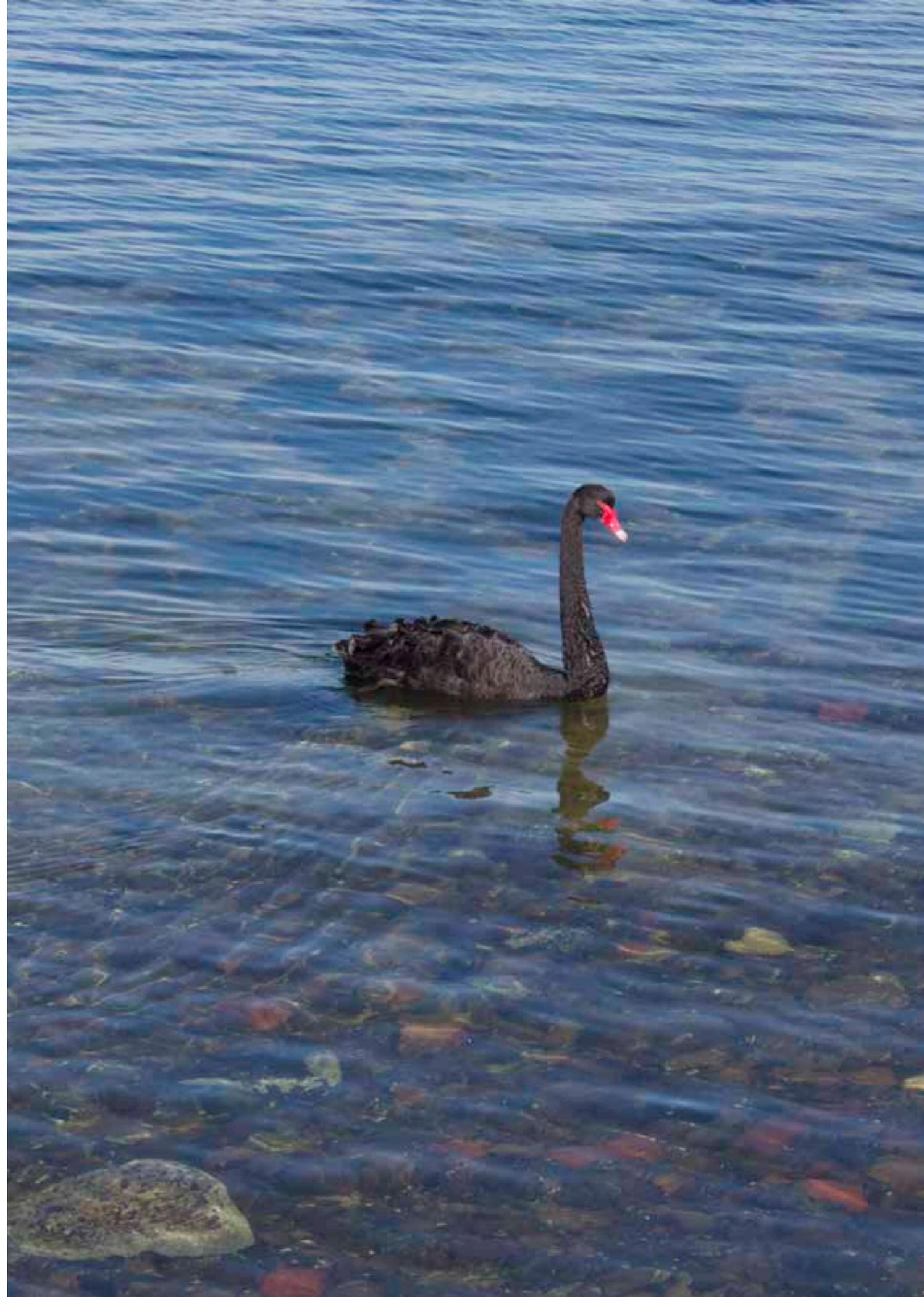
Public education and awareness campaigns are required in relation to environmental sensitivity, costs associated with anti-social behaviour, local laws and expenditure priorities.

The CMP provides a framework for the preparation of more detailed plans of sites / precincts via master plans. Master plans help define expenditure priorities. Master plans need to be completed or updated for various parts of the foreshore. Changes to the Bayside Planning Scheme are also required to reflect CMP and master plan policies and actions.

3.8.2 Theme 5 – Management and Coordination: Strategic Directions & Actions

| Strategic Direction | Action | Implementation Responsibility | Priority | Expenditure |
|--|--|--|----------|-------------|
| Priorities for effective planning, management, coordination and resourcing of the foreshore include: | | | | |
| <ul style="list-style-type: none"> Establish improved inter-agency management and coordination arrangements for the foreshore incorporating opportunities for community based collaboration / participation | <ul style="list-style-type: none"> Establish an annual future foreshore actions forum for participation by the community as an input to CMP monitoring and implementation. Establish a CMP implementation liaison committee for the exchange and coordination of research, strategic planning and budgeting information of Council, Parks Vic, DELWP and Vic Roads in relation to the foreshore. | BCC – City Strategy | High | Operating |
| | | BCC – City Strategy Melbourne Water | High | Operating |
| <ul style="list-style-type: none"> Ensure public use of the foreshore is maintained | <ul style="list-style-type: none"> Ensure any private encroachment on the foreshore is restored to full public access | BCC - City Strategy | Ongoing | Operating |
| <ul style="list-style-type: none"> Provide funding for improvements and management of the foreshore based on Council's strategic priorities. | <ul style="list-style-type: none"> Examine all funding options for each project as part of the annual budget process. Monitor the impact of annual improvements and reconsider priorities for expenditure allocations within the context of the overall strategies in the CMP. | BCC – City Strategy / Infrastructure Services | Ongoing | Operating |
| | | BCC – City Strategy | Ongoing | Operating |
| <ul style="list-style-type: none"> Ensure there is public awareness of the basis and content of annual foreshore budgets | <ul style="list-style-type: none"> Provide for continuing public education and awareness programmes on CMP principles and policies in the CMP Communication Strategy. Provide information on the CMP Business Plan and its implementation through the CMP Communication Strategy. | BCC – Corporate Services / City Strategy | Ongoing | Operating |
| | | BCC – Corporate Services / City Strategy | Ongoing | Operating |
| <ul style="list-style-type: none"> Ensure the CMP principles and policies are integrated into future Council strategies and policies. | <ul style="list-style-type: none"> Incorporate / consider application of the CMP principles and policies in the development or review of Council policies, strategies and plans. | BCC | Ongoing | Operating |

Table 15 Theme 5 Strategic directions and actions



4.1 INTRODUCTION

The whole of foreshore strategies and actions detailed in the preceding section have been applied to a local Precinct level to provide a framework for a range of local actions. The Precincts established by the Bayside Coastal Strategy 1997 have been maintained for continuity. Each Precinct has been reviewed in relation to the implementation of the 1997 recommendations and subsequent design and development work. These factors are summarised in the following sections, together with a discussion of further improvement opportunities and recommended actions. All recommended actions have been costed and built into the Business Plan as year by year actions for the next six years. The first three years are summarised in the business plan, refer section 5. This review has found that the 1997 Coastal Strategy has been a valuable guiding document and many of the recommendations for further design work and master plans have been successfully implemented.

New master plans are recommended for several precincts. These are desirable so that ideas and actions listed in this section can be properly explored and developed as integrated design solutions. Technology has advanced since the last phase of master plans done for the foreshore. It is recommended that Council undertake future master plans in the following manner.

- Prepare or assemble from existing survey, a base feature survey rectified to AHD for the master plan site and immediate context.
- Develop the master plan as an accurate Computer aided design (CAD) file suitable for integration with others and the Council GIS.
- Consult with relevant local community and other stakeholders during the analysis and concept development stages of the master plan.
- Undertake an accessibility audit on the developed master plan to check for safety and code compliance.
- Consider development of a site lighting plan to complement the master plan with staging if required.
- Develop consistent signage proposals fully integrated with the master plan.
- Develop building guidelines for existing and proposed buildings including demand, environmental and financial feasibility investigations.
- Specifically consider integration of master plans with CMP whole of coast actions as well as precinct actions.
- Utilise the services of a Geomorphologist in the development of Precinct Master plans.
- Master plans will ideally contain developed cost and staging plans that can feed into the future three year reviews of the CMP Business Plan and into annual Council budgets.



4.2 PRECINCT 1: HEAD ST TO CHELSEA ST

Precinct 1 Summary

This precinct is the northern most section of Bayside foreshore connecting to the more urban foreshore areas of the City of Port Phillip. This landscape has been progressively developed since the 1950's with public facilities including boat launching, walking and bicycle paths and commercial and club facilities of the Royal Brighton Yacht Club and the recently redeveloped Brighton Baths to the south. The landscape is highly modified from its pre-settlement character, but salt tolerant regrowth areas and open lawns have been well established in a manner that softens the housing and fences to the eastern side while maintaining views and a preferred open character. The northern part of the precinct is developed with separated concrete bicycle and walking paths that are heavily used. The southern section of the Precinct has a single shared path that is congested and less attractive because boundary fences are not screened with planting and grass is suffering from over use.

History of planning and design

Most opportunities identified in the Bayside Coastal Strategy 1997 have been implemented, as have most recommendations of the 1999 Precinct Master Plan. The latter Plan was a schedule of recommended actions rather than a developed design concept. It preceded the redevelopment of the Brighton Baths and associated new bike path connections and car parking. The redevelopment of the Coast Guard building as a cafe with associated upgraded car parking has also been very successfully implemented.



Management and Improvement Opportunities

- Full development of a separated walking path from Bay Street to Brighton Baths with associated landscaping to relieve conflict on the existing shared path is recommended as a high priority future improvement.
- Development of a nodal gathering / lookout point on the end of Bay Street was recommended in the 1999 Master Plan in the form of steps and ramps down to a renourished beach area. Alternative high quality treatments could be considered based on full awareness of coastal processes. A high quality, architect designed jetty/viewing platform, swimming access point could be developed over the water at this location to help articulate this precinct and add to the recreation experience.
- The park space behind the boat launching facility between North Road and Chatsworth Street is an attractive landscape of small lawn areas within a remnant tea tree woodland. The area has few pathways or facilities and the cafe and public toilets block views and access to this reserve. The previous Master Plan proposed limiting access to this area with picnic facilities on the fringe. This area could become better used with careful re-consideration of the cafe design and the development of links and a walking circuit of pathways and appropriate passive facilities and artworks. The design of this area could be developed cost effectively around the character of existing trees as an enclosed contemporary urban garden that is complementary to the café / play area and open views of the adjoining foreshore open space.
- Lighting throughout the precinct is quite dated with some newer fittings being introduced in limited locations. A lighting plan that looks at crime prevention through environmental design (CEPTED) issues, lighting efficiency, code requirements and glare is desirable with the idea of selecting a palette of modern new fittings to enhance the Precinct by night and day.
- Existing native vegetation in this Precinct is mostly new planting with pre settlement ecological systems destroyed by landfill, farming then urbanisation. Despite this, the new vegetation includes indigenous and other Australian coastal species and it now has habitat value for a limited number of birds and animals. Maintenance will include removal or spraying of weed species, supplementary planting and appropriate maintenance.
- Lawn areas are unirrigated but maintain their cover despite drying off. If grass becomes difficult to sustain under the effects of global warming stormwater, harvesting and treatment for irrigation should be considered.
- Seawalls and sand movement require ongoing management. Some sections of the seawall are prone to erosion and may need increasing attention.
- The foreshore walking path is mostly concrete with a widened strip, which is uneven and unattractive in parts. Resurfacing or reconstruction should be investigated.



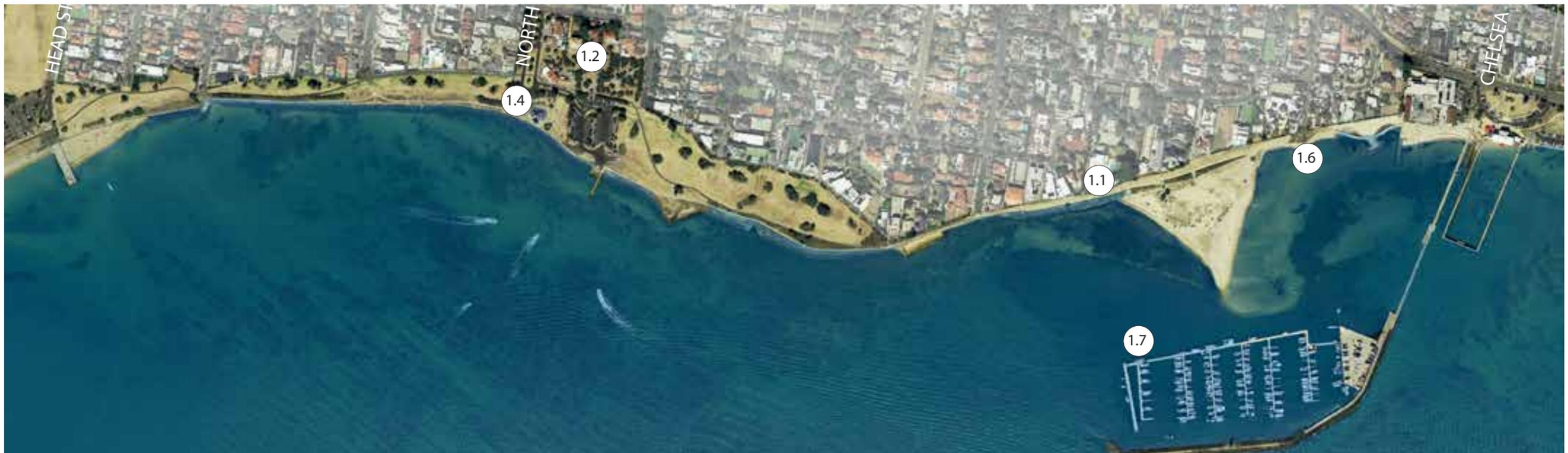


Figure 13 Precinct 1 Action program plan

| No | Action | Implementation Responsibility | Priority | Funding |
|-----|--|---|----------------------------|---------------------|
| 1.1 | Develop a separated gravel walking path from Bay Street to Brighton Baths | BCC – City Strategy / Infrastructure Services | High (1- 3 years) | Capital |
| 1.2 | Develop and implement a concept plan for the gardens behind the boat ramp car park between North Road and Chatsworth Avenue | BCC – City Strategy | Medium (4 - 6 years) | Operating & Capital |
| 1.3 | Develop a lighting plan for the Precinct and renew public lighting | BCC – City Strategy / Infrastructure Services | Medium (4 - 6 years) | Operating & Capital |
| 1.4 | Develop a high quality design for an over water viewing deck and gathering space with water access at the end of North Road. | BCC – City Strategy | Longer term (6 plus years) | Operating |
| 1.5 | Assess existing rock revetments and seawalls for height and stability in relation to sea level rise and effects of global warming and maintain accordingly | BCC – City Strategy, DELWP | High (1- 3 years) | Operating |
| 1.6 | Repair rock seawall at the end of Sandown Street. | BCC – City Strategy / Infrastructure Services / DELWP | High (1- 3 years) | Operating |
| 1.7 | Carry out periodic dredging to maintain harbour access. | Royal Brighton Yacht Club | Medium (4 - 6 years) | RBYC |

Table 16 Precinct 1 Management action program

Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

4.3 PRECINCT 2: MIDDLE BRIGHTON BATHS AND MIDDLE BRIGHTON BEACH

Precinct 2 Summary

This Precinct extends between Grosvenor and Wellington Streets and includes the Middle Brighton Pier, Middle Brighton Baths and the renourished Middle Brighton Beach. The Precinct is the gateway to the Bayside foreshore as it is the first section with open water views when travelling south from the city along The Esplanade. The landscape has been highly modified since settlement with foreshore vegetation removed to open up water views and the provision of grassy slopes.

History of planning and design

Most opportunities identified for this Precinct in the Bayside Coastal Strategy 1997 have been implemented. In particular, the recommendations for the Pier and Brighton Baths redevelopment are all in place. The beach has been renourished and the landscape of the Precinct has been enriched while maintaining views. New car parks and separated bicycle and walking paths have been implemented. The focus for further improvements is to resolve congestion and minor upgrades to improve the visitor experience.

Management and Improvement Opportunities

- Consider ways to reduce bicycle / pedestrian conflict past the Brighton Baths frontage.
- Existing native vegetation in this precinct is mostly new planting with indigenous and other Australian coastal species. It has habitat value for a limited number of birds and animals and also local cultural value. Maintenance will include removal or spraying of weed species, supplementary planting and appropriate pruning.
- Lawn areas are unirrigated but opportunities may exist for stormwater harvesting and treatment for irrigation.
- Some sections of the seawall are prone to erosion and may need increasing attention.





Figure 14 Precinct 2 Action program plan

| No | Action | Implementation Responsibility | Priority | Funding |
|-----|--|---|----------------------------|-----------|
| 2.1 | Investigate ways to further reduce the conflict between pedestrians and bicycles along the frontage of the sea baths. Consider foreshore entry signage in this area. | BCC- Infrastructure Services / City Strategy | High (1- 3 years) | Operating |
| 2.2 | Increase height of beach retention groyne to the north of the beach to accommodate sea level rise. | BCC – City Strategy / Infrastructure Services / DELWP | Longer term (6 plus years) | Operating |

Table 17 Precinct 2 Management action program

4.4 PRECINCT 3: DENDY STREET BEACH & BRIGHTON DUNES

Precinct 3 Summary

This Precinct extends between the Brighton Life Saving Club to the north and Green Point to the south. The area between the beach and The Esplanade is a unique natural dune formation, known as Dr. Jim Willis Reserve (significant in the context of its scale and proximity to Melbourne CBD) with mature remnant vegetation in some areas and regrowth further to the south. The area contains the largest remaining midden site remaining near central Melbourne with aboriginal cultural heritage value. The Brighton Dunes have been identified as a site of geological and geomorphological significance in Port Phillip. The bathing boxes are iconic cultural and post settlement heritage assets attracting many visitors and international tourists. Photography of the bathing boxes, the beach and the distant city skyline is a great attraction. The Brighton Life Saving Club is an active organisation in a building that needs replacement. The Sea Scouts utilise a building at Holloway Bend for Scouting activities. Both blocks of public toilets and change rooms in this Precinct are in need of replacement or upgrade.

History of planning and design

Only some opportunities identified in the Bayside Coastal Strategy 1997 have been implemented. Conservation of the dune vegetation has been undertaken by volunteers and Council over the past 16 years with considerable success, although there is a significant weed problem that persists.

The 1999 Precinct Master Plan extended to the Brighton Life Saving Club and recommended rationalisation of the car park and investigation of replacing or upgrading the Life Saving Club building. Council completed a master plan for this Precinct in 2013 and this plan has addressed the buildings and other issues, including the inefficient car park. The issues associated with the stormwater outfall at the Life Saving Club were not raised in earlier master plans but should also be addressed.



Management and Improvement Opportunities

- Vegetation in this precinct is precious from a conservation perspective. The area is part of Bayside's Native Vegetation Works Program but current weed management arrangements have not proven effective. It is recommended that other methods of management to achieve better weed control and revegetation outcomes be explored by Council in consultation with the 'Friends' group.
- The southern section of the dune area, including the access road and Sea Scout building requires a careful design study that explores ways to develop and open this attractive natural landscape to public access and connection to Green Point. High quality interpretation of this remnant dune system including earlier aboriginal use of the site and flora and fauna is recommended, in consultation with relevant Aboriginal group.
- The access paths from The Esplanade to the beach all require rationalisation and upgrade to meet current building regulations, including some provision for disabled access. Intersections with the road edge shared path need upgrading to improve safety and sight lines.
- The redevelopment of the Brighton Life Saving Club building needs to be recessive high quality architecture that merges with the dune landscape.
- The redevelopment of the Life Saving Club could include a commercially viable cafe and interpretive information that provides facilities for locals and tourist visitors year round during daylight hours.
- Both public toilet and change buildings should be replaced with high architectural quality buildings designed to integrate with their natural coastal setting.
- Seawalls and sand movement are two aspects of maintenance that need regular attention. The Vulnerability Study suggests that this section of the foreshore will come under increased pressure from sea level rise and more extreme events. Seawalls and sandstone headlands will be increasingly exposed to wave attack during storms. The frequency of beach renourishment may need to be increased. Bathing boxes may be increasingly threatened by these changes.





Figure 15 Precinct 3 Action program plan

| No | Action | Implementation Responsibility | Priority | Funding |
|-----|--|---|----------------------|-----------|
| 3.1 | Develop a new building for the use of Brighton Life Saving Club and other community groups (including site works and connection of services). | BCC – Infrastructure Services / City Strategy/ BLSC | High (1- 3 years) | Capital |
| 3.2 | Develop a small commercially operated cafe for lease by Council to provide facilities and a point of interpretation for tourists visiting the bathing boxes. | BCC – Corporate Services | High (1- 3 years) | Capital |
| 3.3 | Include new public toilets and change rooms in association with either of the above buildings. Subject to master plan demolish existing toilet block. | BCC – City Strategy / Infrastructure Services | High (1- 3 years) | Capital |
| 3.4 | Develop external public spaces and landscaping around new buildings including a new more efficient car park and new public spaces that serve as a focal point on the foreshore promenade and cater to training and other recreation uses managed by the Life Saving Club and cafe. | BCC – Infrastructure Services | High (1- 3 years) | Capital |
| 3.5 | Assess need for beach access paths and where required upgrade paths to enhance their safety and appearance. | BCC – City Strategy / Infrastructure Services / DELWP | Medium (4 - 6 years) | Capital |
| 3.6 | Develop an electrical plan that eliminates overhead wires along the western side of The Esplanade and replaces timber poles with contemporary street lights that meet code and policy requirements, and implement for this section of the foreshore. | BCC – City Strategy / Infrastructure Services | High (1- 3 years) | Capital |
| 3.7 | Provide a stormwater treatment system including litter traps and constructed rain garden at Dendy Street beach. | BCC – Infrastructure Services / DELWP | High (1- 3 years) | Capital |
| 3.8 | Upgrade southern terrace toilet block. | BCC – Infrastructure Services | Medium (4 - 6 years) | Capital |
| 3.9 | Explore increased utilisation opportunity for the existing Sea Scout building and other measures to enhance the area as a conservation area and passive public parkland, should be explored. | BCC - City Strategy / Sea Scouts Association | High (1- 3 years) | Operating |

Table 18 Precinct 3 Management action program

Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

4.5 PRECINCT 4 GREEN POINT

Precinct 4 Summary

This precinct extends between Were Street and South Road and includes the Brighton Beach Gardens, the War Memorial and a more recently developed car park along the western edge of the promontory. The precinct has an association with several historically significant landmarks and structures including the former Royal Terminus Hotel, (now Milanos) and the Brighton Beach Railway Station (opened in 1850), which were very popular holiday and recreation destinations in the past.

History of planning and design

Few of the opportunities for this precinct identified in the Bayside Coastal Strategy 1997 have been implemented. Opportunities identified in the 1997 Strategy were:

- *“Enhance the unique character of the Green Point Precinct with regard to historic context.*
- *Investigate greater opportunities for community access and utilisation of the Green Point facilities.*
- *Develop and stage a master plan for the Green Point Precinct including the War Memorial site.*
- *Enhance the historic context of the Precinct through interpretive facilities, cultural events and opportunities.*
- *Review opportunities for a commercial facility within the car park area.*
- *Any further development of this area should have particular regard to the fragile dunes and native vegetation to the north of Brighton Beach Gardens.*
- *Investigate opportunities for the beautification of the South Road/ Beach Road intersection and gateway.*
- *Investigate opportunities to improve the visual amenity of the public toilet block.”*

A 1996 master plan and report for Green Point was prepared and some road landscaping has been implemented. Ideas including the proposed re-design of the car park have transferred to a more recent 2012 Landscape Conservation Management Plan. This plan assessed the significance of landscape elements and made recommendations for their conservation and management.

Management and Improvement Opportunities

- Investigate a pedestrian promenade to connect from the Dendy Street Beach Precinct through Green Point and down to the beach beyond as a disabled access compliant pathway.
- Investigate the feasibility of public toilets at the northern end of the gardens.
- Redevelop the car park to provide an efficient layout and incorporate WSUD provisions for surface drainage.
- Vegetation in this precinct has significant cultural value as an early Melbourne foreshore public garden and the recommendations of the Landscape Conservation Management Plan should be implemented.
- Investigate the opportunities to harvest and treat stormwater and to use the water to irrigate some selected lawn areas.





Figure 16 Precinct 4 Action program plan

| No | Action | Implementation Responsibility | Priority | Funding |
|-----|---|---|----------------------------|-----------|
| 4.1 | Improve carpark for use and efficiency including provisions for WSUD. | BCC – City Strategy / Infrastructure Services | Medium (4 - 6 years) | Capital |
| 4.2 | Develop a plan for using Green Point for events such as festivals, markets, memorial services and sporting events. Provide service infrastructure as required by this plan without compromising its design and heritage attributes. | BCC – Community Services / City Strategy | Medium (4 - 6 years) | Operating |
| 4.3 | Raise section of low level rock revetment to accommodate sea level rise. | BCC – City Strategy / Infrastructure Services / DELWP | Longer term (6 plus years) | Operating |

Table 19 Management action program

Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

4.6 PRECINCT 5: BRIGHTON BEACH TO FERDINANDO GARDENS

Precinct 5 Summary

This Precinct extends between Green Point and Linacre Road and includes Brighton Beach and Hampton Beach swimming areas. The Precinct has Hampton Life Saving Club and the Ferdinando Gardens at its southern end. Successful renourishment and erosion protection of Hampton Beach has provided an extensive sandy area. A beach level seawall promenade extends from Green Point, Brighton to the Hampton Life Saving Club. Adjacent to Beach Road, valuable pedestrian and shared pathway links between Brighton and Sandringham have been established, together with attractive landscaping (incorporating a wetland area) and the distinctive "Swimmer" sculpture. Views of the bay and foreshore have been enhanced through the underground relocation of electrical cabling.

History of planning and design

Most opportunities identified in the Bayside Coastal Strategy 1997 have been implemented and a Master Plan for the Precinct was prepared at that time. The report contained detailed recommendations covering vegetation management, parkland and passive recreation areas, foreshore access, nodal activity areas, structures, feature projects and construction and maintenance. These actions were numerous and most have been implemented in some form. Beach renourishment, a new bicycle path and work on the Hampton Life Saving Club and Ferdinando Gardens as well as substantial landscaping appear to have resulted from this plan and report. As the Master Plan is over 15 years old and largely implemented, a new master plan for the development and management of this precinct over the coming decade is desirable.



Management and Improvement Opportunities

- Extension of a dedicated coastal walking trail from this Precinct through Sandringham Harbour and beyond is a key opportunity.
- There seems to be a disproportionately small amount of off street parking in this Precinct in relation to the size and amenity of the beaches and other facilities. This can be partially addressed by better pedestrian links from existing car parks at either end of the Precinct and measures to encourage visits on foot and by bicycle. Ways to enhance the safety of kerb side parking on busy beach days could be explored. Consider implementation of indented parallel parking as recommended by the Beach Road Strategy, whilst ensuring no net vegetation loss.
- This long Precinct lacks any commercial facilities. Consider options including better pedestrian and bicycle links to existing and future facilities to the north and south and elsewhere in Hampton. Also consider temporary seasonal facilities near the Hampton Life Saving Club.
- Vegetation management and enhancement of Ferdinando Gardens together with the siting of artworks along the upper foreshore have started to establish a strong and unique character for this area. There is great potential to build on this new identity with continued improvements to the landscape and the addition of carefully selected and sited new artworks that may be temporary or permanent.
- The 1997 Master Plan raised the issue of the visual dominance of overhead wires in the Precinct. A review of the current situation and a master plan for public lighting using low glare, high quality energy efficient fittings and underground power supply could be undertaken.
- Vegetation in this precinct is mostly new planting which now has habitat value for birds and animals. Maintenance will include removal or spraying of weed species, supplementary planting and appropriate pruning.
- Investigate the opportunities to harvest and treat stormwater and to use the water to irrigate some selected lawn areas.
- Some sections of the seawall in this precinct may require increasing attention due to increased pressure from sea level rise and more extreme events.



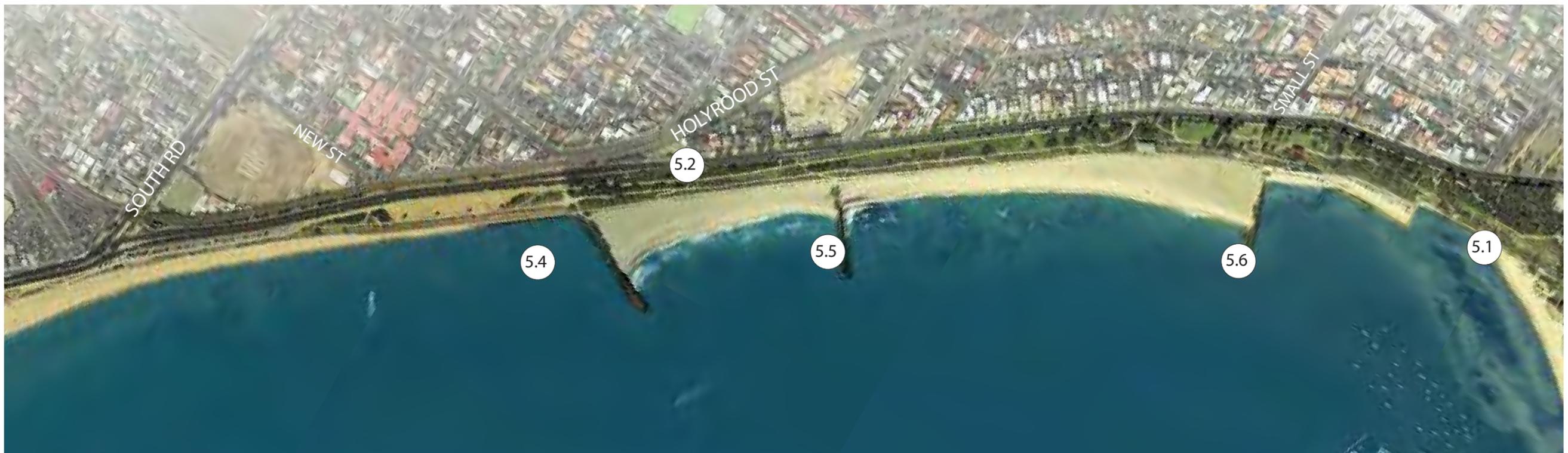


Figure 17 Precinct 5 Action program plan

| No | Action | Implementation Responsibility | Priority | Funding |
|-----|---|---|----------------------------|-----------|
| 5.1 | The southern section of this Precinct lacks a beach level pedestrian promenade link to Sandringham Harbour. The feasibility of this link or a disabled compliant ramped promenade connection to, and through, Sandringham Harbour precinct needs detailed investigation to enable future consideration. | BCC- City Strategy | High (1- 3 years) | Operating |
| 5.2 | Develop indented parallel parking on Beach Road as recommended in the Beach Road Corridor Strategy 2012. | Vic Roads / BCC – Infrastructure Services / City Strategy | Medium (4 - 6 years) | Capital |
| 5.3 | Prepare a new master plan for the Precinct. Consider ways to further activate Ferdinando Gardens as an activity node for year round public use in association with the beach. The addition of a playground and stronger pedestrian connections from Hampton and Hampton Station could be developed. | BCC – City Strategy | Medium (4 - 6 years) | Operating |
| 5.4 | Renourish beach north of New Street to protect masonry seawall (subject to external funding). | DELWP/ BCC | Medium (4 - 6 years) | External |
| 5.5 | Repair rock groynes between New Street and Small Street. | DELWP/ BCC | Medium (4 - 6 years) | External |
| 5.6 | Replace timber groynes with rock groynes to maintain beach and protect seawalls opposite Small Street | DELWP/ BCC | Longer term (6 plus years) | External |

Table 20 Precinct 5 Management action program

Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

4.7 PRECINCT 6: PICNIC POINT AND SANDRINGHAM HARBOUR

Precinct 6 Summary

This Precinct extends between Linacre Road and Abbott Street. It contains a wider section of the foreshore that has been developed with substantial boating and recreation facilities including, Sandringham Harbour, associated clubs and businesses and Sandringham Football Club. Despite the size of these facilities the Precinct retains its natural bushland setting and has cliff top views and attractive beaches. The silting up of the harbour has created a wide new beach with areas of revegetation.

History of planning and design

Most opportunities identified in the Bayside Coastal Strategy 1997 have been implemented. A Master Plan and Management Plan was prepared by Council in 1998 and the Sandringham Foreshore Coastal Management Plan sponsored by Council, Parks Victoria and DSE (now DELWP) was developed in 2010. The later report recommends adjustment of management responsibilities and includes 43 specific actions.

Management and Improvement Opportunities

- Extension of a dedicated coastal walking trail from this Precinct through Sandringham Harbour and beyond is a key opportunity.
- All existing car parks require design consideration to ensure they are well designed, efficient, well connected to recreation facilities, fit their natural setting and minimise their environmental impact. Some minor reduction or expansion could be considered within environmental constraints.
- Walking paths through the Precinct need to be accurately documented and improved consistent with pathway strategy.
- Vegetation management has been raised as an issue in the current Sandringham Foreshore Coastal Management Plan. The Bayside Native Vegetation Works Program Stage 2 has a detailed description of existing vegetation and management issues with a 3 year monitored list of actions for Picnic Point.
- The Sandringham Foreshore Coastal Management Plan recommends review, rationalisation and formalising all tenancy agreements with clubs and businesses on the foreshore.
- Continue monitoring of the sink hole west of car park B6 and take remedial actions as required.





Figure 18 Precinct 6 Action program plan

| No | Action | Implementation Responsibility | Priority | Funding |
|-----|---|---|----------------------|---------------------------|
| 6.1 | Develop a new Precinct master plan that evaluates and resolves design in relation to the recommendations of the Sandringham Foreshore Coastal Management Plan. The master plan should include exploration of rationalisation of under-utilised club buildings near the boat sheds with upgraded pedestrian and vehicle access arrangements. | BCC – City Strategy / DELWP, Parks Vic | High (1- 3 years) | Operating |
| 6.2 | Improve carpark use and efficiency within the guidance of a Precinct master plan when completed. | BCC – City Strategy / Infrastructure Services | Medium (4 - 6 years) | Capital |
| 6.3 | Develop a program for rationalising pathways within the Precinct taking care to preserve and enhance a network of natural bushland style paths in addition to at least one designated coastal walking trail through the Precinct. | BCC – City Strategy | High (1- 3 years) | Capital |
| 6.4 | Improve the visibility and pedestrian amenity of Hampton Pier. | PV / BCC | High (1- 3 years) | Capital |
| 6.5 | Investigate the need for the provision of public toilet facilities at the boat shed precinct. | BCC – Infrastructure Services | High (1- 3 years) | Capital |
| 6.6 | Carry out periodic dredging to maintain the harbour entrance. | PV / Harbour Stakeholders | Medium (4 - 6 years) | PV / Harbour Stakeholders |
| 6.7 | Investigate as part of the Sandringham Coastal Processes Study the merit of installing a rock groyne to retain sand within this cell. | DELWP/ BCC | High (1-3 years) | DELWP |

Table 21 Precinct 6 Management action program

Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

4.8 PRECINCT 7: SANDRINGHAM BEACH AND GARDENS

Precinct 7 Summary

This Precinct extends between Abbott St and Eliza Streets. Sandringham beach is mostly hidden from Beach Road north of the rotunda. It is a wide stable beach set well below the Sandringham Gardens that edges Beach Road and frames views to the Bay. The Precinct has a strong relationship with the Sandringham activity centre and railway station. Sandringham Gardens are public gardens with cultural heritage value. Some substantial works have occurred at the southern end of the gardens, near Sims Street including new toilets, a reconstructed car park and playground, but other parts of the Precinct have infrastructure that needs improvement.

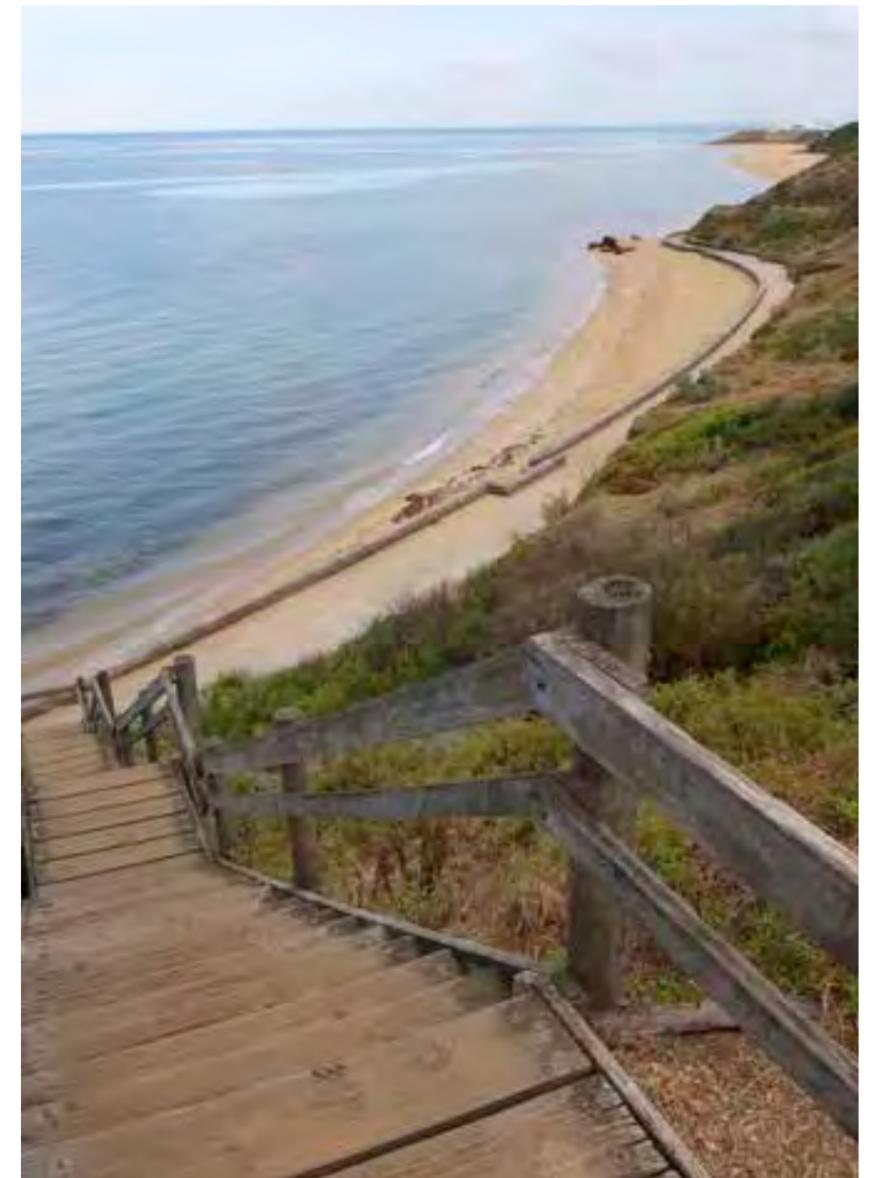
History of planning and design

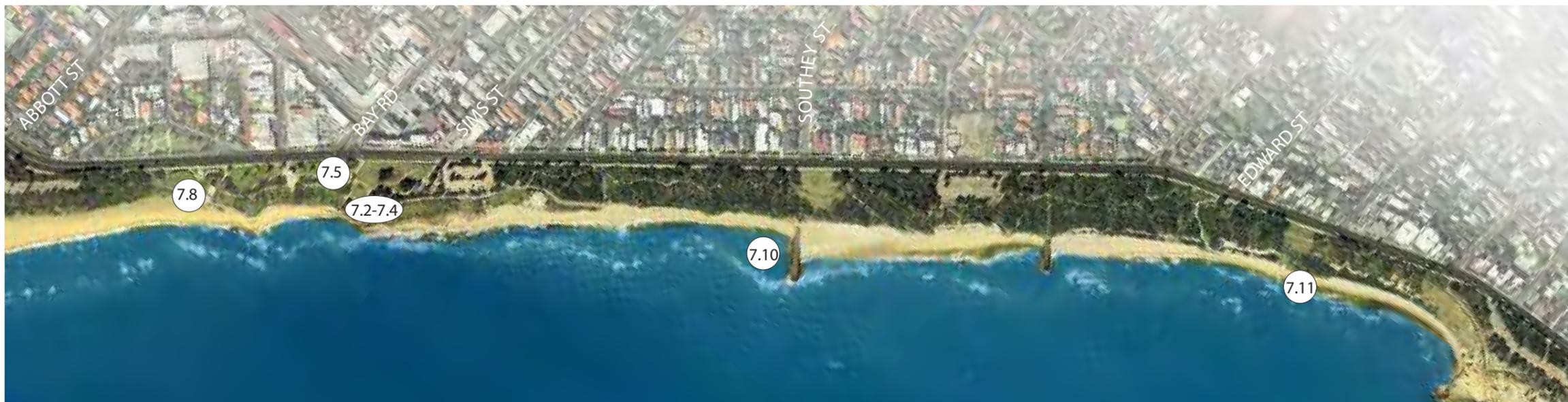
Most opportunities identified in the Bayside Coastal Strategy 1997 have been implemented, excepting the recommendations to review the location of the substation at the end of Bay Road and improved pedestrian access to the foreshore at Melrose Street. The Sandringham Foreshore Master Plan and Management Plan was prepared by Council in 1998. Concepts and ideas for connecting the foreshore to the commercial area in Melrose Street are yet to be realised. The commercial outlets in Waltham Street have developed and a pedestrian crossing at the end of Abbott Street could be considered.



Management and Improvement Opportunities

- Connection of a dedicated coastal walking trail from Sandringham Harbour through this Precinct and beyond is a key opportunity.
 - Abbott Street car parks require redesign to improve the design quality, and ensure they are efficient, well connected to recreation facilities, fit the natural setting and minimise the environmental impacts.
 - Walking paths through the Precinct need to be accurately documented and improved consistent with the pathway strategy.
 - Completion of works designed for the Sandringham Gardens South Master Plan is desirable.
 - The Sandringham Life Saving Club building requires redevelopment to be more attractive, better integrated into the foreshore and to offer improved club facilities with amenities that serve the community and help activate the foreshore.
 - The Bayside Native Vegetation Works Program Stage 2 has a detailed description of existing vegetation and management issues with a 3 year monitored list of actions for Sandringham Foreshore. This plan covers the indigenous vegetation to the north of this Precinct.
 - Pathways, ramps and stairs to the beach need to be considered for safety and compliance to current safety codes and building regulations. Heritage paths may need to be retained but others could be improved to high quality designs.
- Advocate with Melbourne Water for the appropriate relocation of the storm water drain north of the Life Saving Club.
 - Implementation of actions arising from the DELWP / BCC Coastal Processes Study (in progress).





Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

Figure 19 Precinct 7 Action program plan

| No | Action | Implementation Responsibility | Priority | Funding |
|------|--|---|----------|--------------------------------------|
| 7.1 | Develop a new Precinct master plan that provides design solutions for proposed improvements to the Precinct over the next decade. | BCC – City Strategy | Medium | Operating |
| 7.2 | Remove wall on beach side and revegetate battered slope. (Sandringham Gardens South) – subject to recommendations of new master plan. | BCC – City Strategy | High | Capital |
| 7.3 | Removal of stairs only on resolution of new beach access. (Sandringham Gardens South) – subject to recommendations of new master plan. | BCC- City Strategy | High | Capital |
| 7.4 | New beach access (Sandringham Gardens South) – subject to recommendations of new master plan. | BCC- City Strategy | High | Capital |
| 7.5 | Investigate the removal / relocation of the substation at the end of Bay Road | BCC- Infrastructure Services | Medium | Capital |
| 7.6 | Provide subsurface drainage along cliff top to intersect and redirect surface runoff away from the cliff face. | BCC – City Strategy / Infrastructure Services | High | Capital |
| 7.7 | Provide bio retention system for stormwater treatment with boardwalk over (Sandringham Gardens South). | BCC- City Strategy / Infrastructure Services | High | Capital |
| 7.8 | Investigate the feasibility of redeveloping the Sandringham Life Saving Club building to improve its amenity appearance and to further activate the gardens with new public or commercial facilities. | BCC – City Strategy / Corporate Services | Medium | Capital |
| 7.9 | Improve coastal trail through this Precinct without impacting on indigenous vegetation. | BCC- City Strategy | High | Capital |
| 7.10 | Undertake study to minimise erosion of beaches north of the groyne. | DELWP/ BCC | High | External |
| 7.11 | Provide periodic renourishment of the beach south of Edward Street to maintain beach width and protect cliffs. Investigate future external funding to support these works (subject to external funding). | DELWP/ BCC | High | External |
| 7.12 | Investigate provision of interpretation and protection of cultural heritage sites with local aboriginal groups. | BCC / Aboriginal Groups | Medium | Mix of Operating/ Capital & External |

Table 22 Precinct 7 Management action program

4.9 PRECINCT 8: RED BLUFF TO HALF MOON BAY

Precinct 8 Summary

This Precinct extends between Potter Street and Arkaringa Crescent. Half Moon Bay is a distinctive part of the foreshore with two rocky points, Red Bluff and Black Rock Point containing the bay to the north and south. Half Moon Bay is the home of the wreck of HMVS Cerberus, boat hire facilities, a kiosk, a boat ramp and the Black Rock Yacht Club. Half Moon Bay and its activities are largely screened from Beach Road by the landform and vegetation.

History of planning and design

Opportunities identified in the Bayside Coastal Strategy 1997 have been partially implemented. The Black Rock Beaumaris Master Plan (2000) listed a number of more specific actions. A Half Moon Bay Master Plan was prepared in 2008 that proposed further actions.



Management and Improvement Opportunities

- Extension of a dedicated coastal walking trail through this Precinct is a key opportunity.
- The Bayside Native Vegetation Works Program Stage 2 has a detailed description of existing vegetation and management issues with a three year monitored list of actions for Sandringham Foreshore. The works program covers Sandringham Foreshore South and Red Bluff, the vegetation is important for its ecological values and for the management of erosion to the cliffs below.
- Some filled sections of embankment require weed removal and replanting with indigenous grasses and other ground cover to enhance slope stability.
- Pathways, ramps and stairs to the beach need to be considered for safety and compliance to current safety codes and building regulations. Heritage paths may need to be retained but others could be improved to high quality designs.
- Vegetation management to minimise erosion.



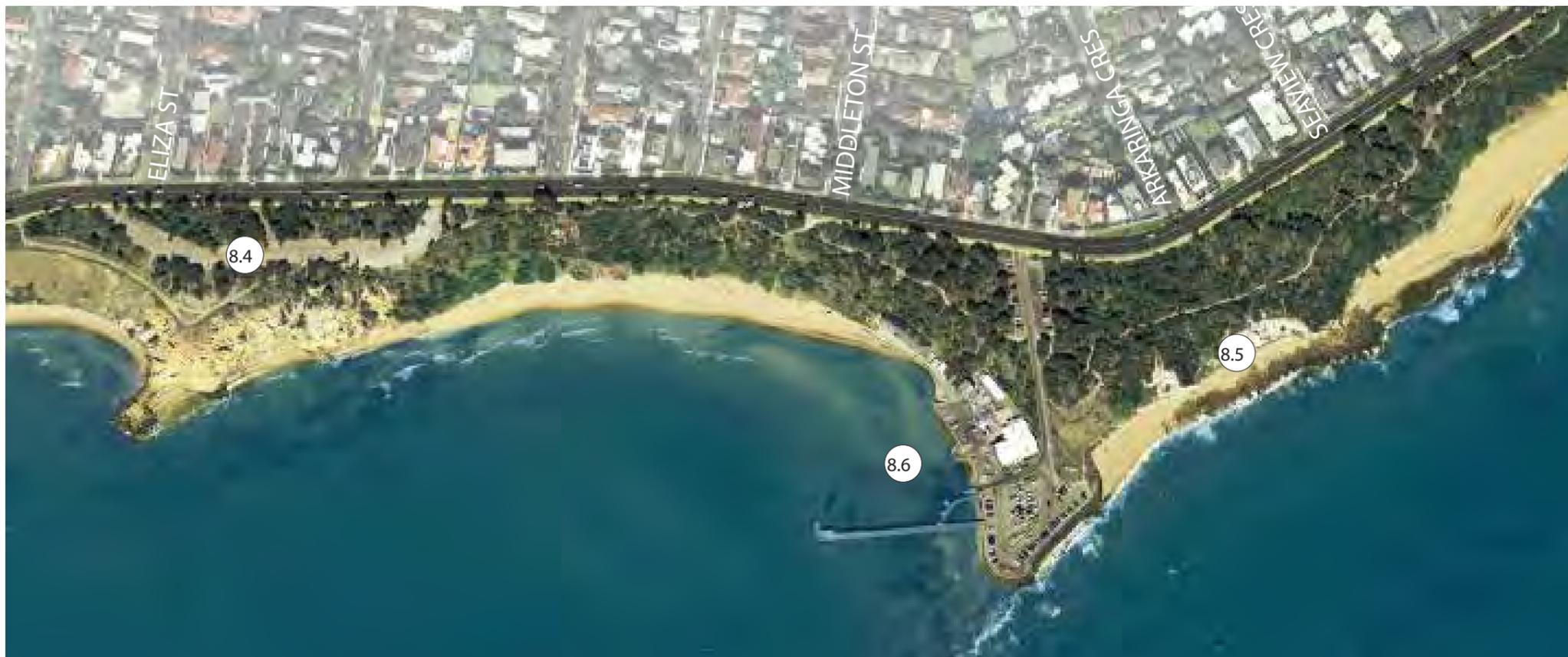


Figure 20 Precinct 8 Action program plan

| No | Action | Implementation Responsibility | Priority | Funding |
|-----|--|--|----------|-----------|
| 8.1 | Develop a Precinct master plan that provides design solutions for proposed improvements to the Precinct over the next decade. The emphasis of this plan should be enhanced revegetation, path connections, improved car parking and interpretation of the local geology. | BCC – City Strategy | Medium | Operating |
| 8.2 | Improve coastal trail through this Precinct. | BCC – City Strategy | Medium | Capital |
| 8.3 | Further improve cliff top drainage systems using WSUD techniques | BCC – City Strategy / Infrastructure Services | High | Capital |
| 8.4 | Improve the use and efficiency of the Love St carpark and consider the addition of public toilets, investigate developing more formal viewing points and interpretation facilities while further enhancing the natural landscape and walking trails. | BCC - Infrastructure Services | Medium | Capital |
| 8.5 | Undertake suitable measures to change the drainage at the top of White Cliffs to reduce erosion effects of surface stormwater flows. | BCC – City Strategy / Infrastructure Services / Community Services | High | Operating |
| 8.6 | Remove sand accretion at Half Moon Bay boat ramp. | BCC – City Strategy | Medium | Operating |

Table 23 Precinct 8 Management action program

4.10 PRECINCT 9: ARKARINGA CRESCENT TO FOURTH STREET

Precinct 9 Summary

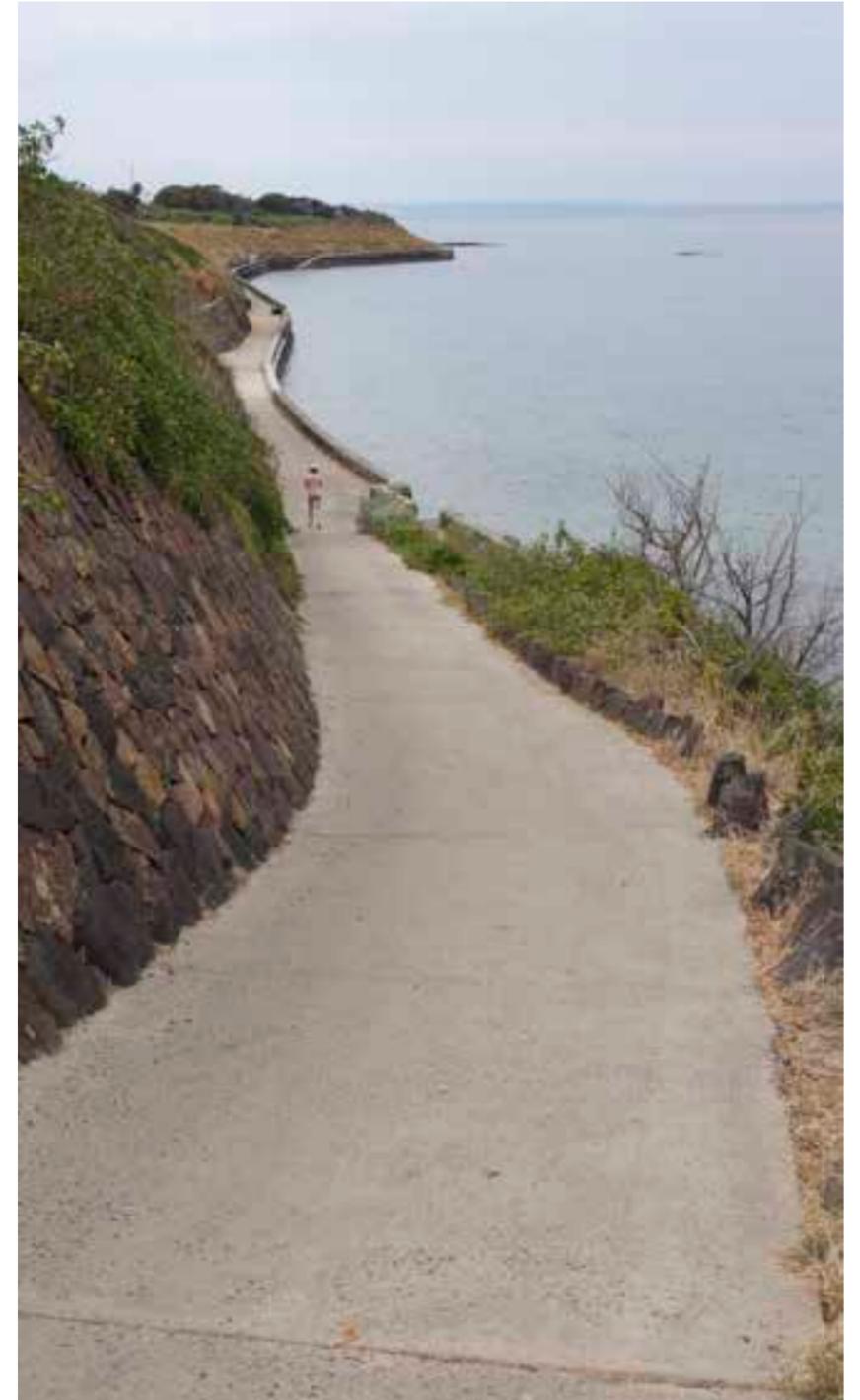
This Precinct adjoins the Black Rock commercial area where Bluff and Balcombe Roads meet Beach Road. This section of the foreshore has sandy beaches below a narrow cliff top and densely vegetated fore dunes and cliff faces. There are extensive seawalls and a promenade throughout this Precinct. Black Rock Gardens is an established cultural landscape complementing the commercial area.

History of planning and design

Some opportunities identified in the Bayside Coastal Strategy 1997 have been implemented. A recommendation to investigate a commercial facility within this Precinct was discounted as a result of the Black Rock Beaumaris Foreshore Master Plan (2000) report.

Management and Improvement Opportunities

- Black Rock Gardens should be enriched as a landscape to reinforce its cultural values and to provide better facilities for visitors.
- Review the condition, use and location of Black Rock Life Saving Club. Consider the time frame and opportunity to redevelop or replace the life saving club building with a more significant and attractive shared use facility that adds to the recreation use of this activity area of the foreshore.
- The Bayside Native Vegetation Works Program Stage 2 has a detailed description of existing vegetation and management issues with a 3 year monitored list of actions for a limited section of indigenous vegetation called Black Rock South. This program covers the indigenous vegetation within a small part of this Precinct. Other areas of indigenous vegetation should be incorporated into this plan.
- Pathways, ramps and stairs to the beach need to be considered for safety and compliance to current safety codes and building regulations.



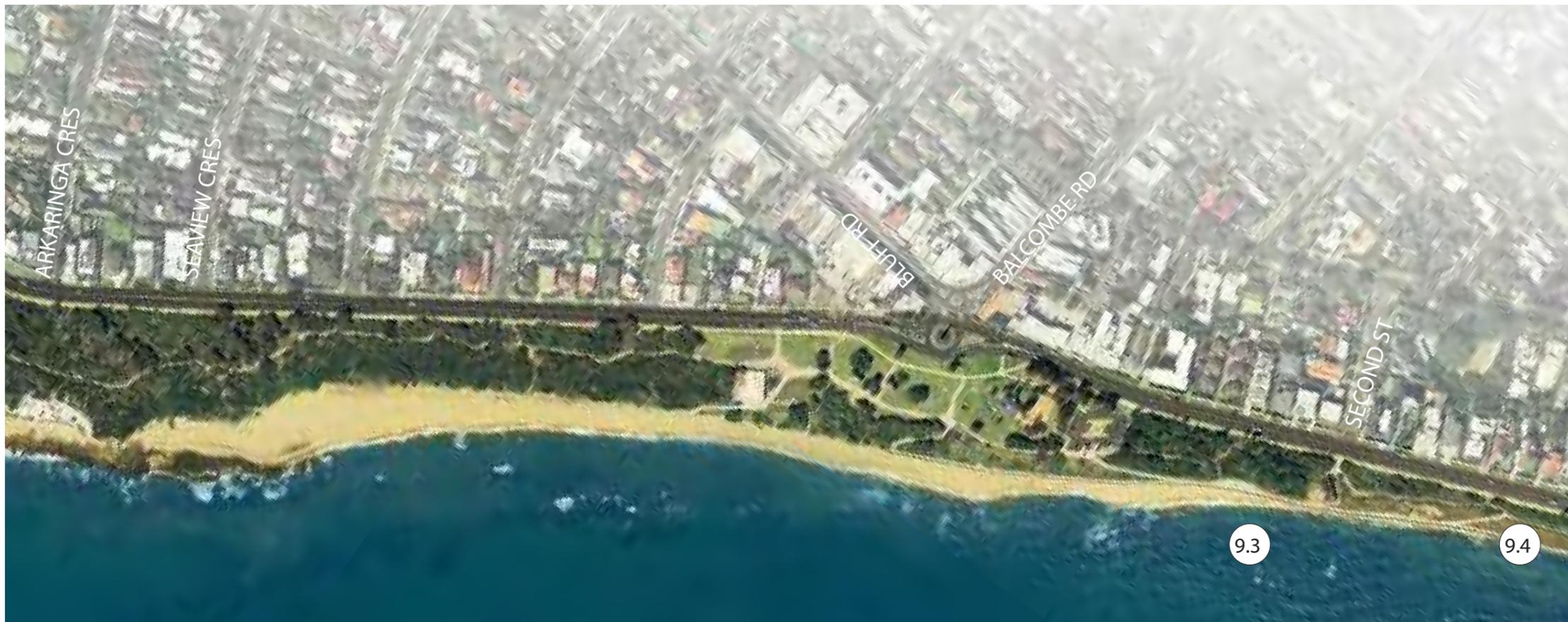


Figure 21 Precinct 9 Action program plan

| No | Action | Implementation Responsibility | Priority | Funding |
|-----|---|--|----------|-----------|
| 9.1 | Develop a new Precinct master plan that develops design solutions for proposed improvements to the Precinct over the next decade. Include investigation of the feasibility of redeveloping the Black Rock Life Saving Club building to improve its amenity and appearance and to further activate the gardens with new public or commercial facilities. | BCC – City Strategy / Community Services | High | Operating |
| 9.2 | Investigate the possibility of extending both high and beach level walking paths through this Precinct as pedestrian trails. | BCC – City Strategy | Medium | Capital |
| 9.3 | Carry out regular sand renourishment of beach north of Second Street by trucking sand from further north towards Half Moon Bay (subject to external funding). | DELWP/ BCC | Low | External |
| 9.4 | Carry out regular repair and maintenance of the seawall between Second and Fourth Streets. | DELWP/ BCC | Medium | External |

Table 24 Precinct 9 Management action program

Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

4.11 PRECINCT 10: FOURTH STREET TO SPARKS STREET (RICKETTS POINT AND TABLE ROCK)

Precinct 10 Summary

This Precinct extends between Quiet Corner and Table Rock and contains the whole of the foreshore adjacent to the Ricketts Point Marine Sanctuary. It also contains the small area of remnant bushland on the northern side of Beach Road (Ricketts Point Landside). The central part of the Precinct is unique along the Bayside foreshore because it is almost at sea level. The topography provides excellent access at the northern end which enables wheelchair users to access the beach and water for diving and snorkelling. The ramp leads down to the beach from a bluestone toilet block with a shower and toilet facilities for disabled users. This is a unique Access for All facility within Port Phillip and is widely promoted as ideal for parafinishing, snorkelling and SCUBA opportunities via the Joint Councils Access for All Abilities and other dive websites.

The extensive indigenous vegetation and the adjoining Marine Sanctuary and tidal rock platforms are of great natural interest and significance requiring careful management. Panoramic 270 degree views of Port Phillip are available from Table Rock at the south eastern extremity of the Precinct. The Ricketts Point Tea House and its adjoining lawns, car parks and groves of coastal banksia are an established destination for visitors. Beaumaris Yacht Club and Beaumaris Life Saving Club provide valuable community recreation services and facilities.

History of planning and design

Most opportunities identified in the Bayside Coastal Strategy 1997 have been implemented. Recommendations on the assessment and upgrade of existing community buildings, and educational and visitor interpretation of the natural and cultural environment require further consideration. The Black Rock - Beaumaris Foreshore Master Plan included this Precinct and proposed eleven prioritised actions, many of which were management actions. More recently, Council commissioned in 2012, the Ricketts Point and Ricketts Point Landside Management Plan that is in draft form. Sand bags have been installed south of the Life Saving Club Carpark as an erosion protection measure.

Management and Improvement Opportunities

- Extension of a dedicated coastal walking trail from this precinct through Ricketts Point is a key opportunity subject to environmental considerations.
- Upgrade or redevelopment of the Ricketts Point Tea House needs to be planned for the time of lease renewal in 2018.
- Investigate concepts for and the feasibility of an enhanced Marine Education Centre at Ricketts Point.
- Provide stormwater management and treatment systems to improve water quality entering the Marine Sanctuary.
- Consider opportunities to rationalise and improve existing club buildings and associated facilities.
- Investigate the improvement of the lookout at Table Rock.
- The Bayside Native Vegetation Works Program Stage 2 has a detailed description of existing vegetation and management issues with a 3 year monitored list of actions for the Ricketts Point Landside vegetation only. The works program should include the whole precinct.
- Some car parks are less formalised than others. As heavily used facilities, all car parks should be designed, developed and managed to have minimum visual and environmental impact using appropriate technologies.





| No | Action | Implementation Responsibility | Priority | Funding |
|------|--|---|----------|---------------------|
| 10.1 | Develop a concept to improve the use and efficiency of the Ricketts Point southern carpark area including pedestrian links, landscaping and a bio retention system to enable removal of the stormwater pipe opposite Reserve Road and also to serve the carpark. | BCC – City Strategy, DELWP, MW, PV | High | Capital |
| 10.2 | Develop an issues and options paper for consideration by Council and the State Government for the future of the Ricketts Point Tea House. | BCC – Corporate Services | High | Operating |
| 10.3 | In collaboration with key stakeholders, develop a strategic plan for the expansion of the Marine Education Centre at Ricketts Point. Consideration should be given to the best location for the Marine Education Centre, provision of outdoor and indoor space, management structure and funding options. Co-location of this facility with other coastal facilities is desirable. | BCC – City Strategy, DELWP, Stakeholders, PV | High | Operating |
| 10.4 | Consistent with the pathway strategy, develop a proposal for path hierarchy in the Precinct and explore the opportunity of a designated walking route through the Precinct from north to south. | BCC – City Strategy | Low | Capital & Operating |
| 10.5 | Remove existing toilet block south of Beaumaris Life Saving Club and examine options as part of the preparation of the Precinct Master Plan to provide new public toilets that meet the activity demands in this locality. | BCC – Infrastructure Services / City Strategy | Medium | Capital & Operating |

Table 25 Precinct 10 Management action program

Figure 22 Precinct 10 Action program plan

Note: The above actions identified with DELWP as having an implementation responsibility does not constitute a funded works program. DELWP allocate funding on an annual basis for programs across the State which are subject to future decisions and funding considerations.

4.12 PRECINCT 11: SPARKS STREET TO CHARMAN ROAD

Precinct 11 Summary

The landform of this Precinct is distinctive, especially to the east of Table Rock. The cliff is sheer and access to the base of the cliff is limited except from the east and west. The inshore waters at the base of the cliff are shallow and rocky. Moysey Gardens have cultural value including a memorial to the original settlers. The Beaumaris Motor Yacht Squadron has a significant physical presence on a constrained site. This site contains the registered, Beaumaris Bay fossil site. This site is of international significance and should be protected. Numerous sites of Aboriginal significance are located throughout this precinct.

History of planning and design

Few of the opportunities for this Precinct identified in the Bayside Coastal Strategy 1997 have been realised. The Black Rock Beaumaris Foreshore Master Plan provides a schedule of management actions that appear to be only partly implemented.

Beaumaris Motor Yacht Squadron have a current proposal to develop a Marina in this location.

Management and Improvement Opportunities

- Extension of a dedicated coastal walking trail from Ricketts Point through this Precinct and beyond is a key opportunity that is not identified by previous reports. There are challenging physical constraints to such an objective in parts of the Precinct.
- The Bayside Native Vegetation Works Program Stage 2 has a detailed description of existing vegetation and management issues with a 3 year monitored list of actions for Beaumaris Foreshore. This program covers a limited section of indigenous vegetation in this Precinct (Beaumaris Foreshore North). Consider extending this management regime to other parts of the Precinct.

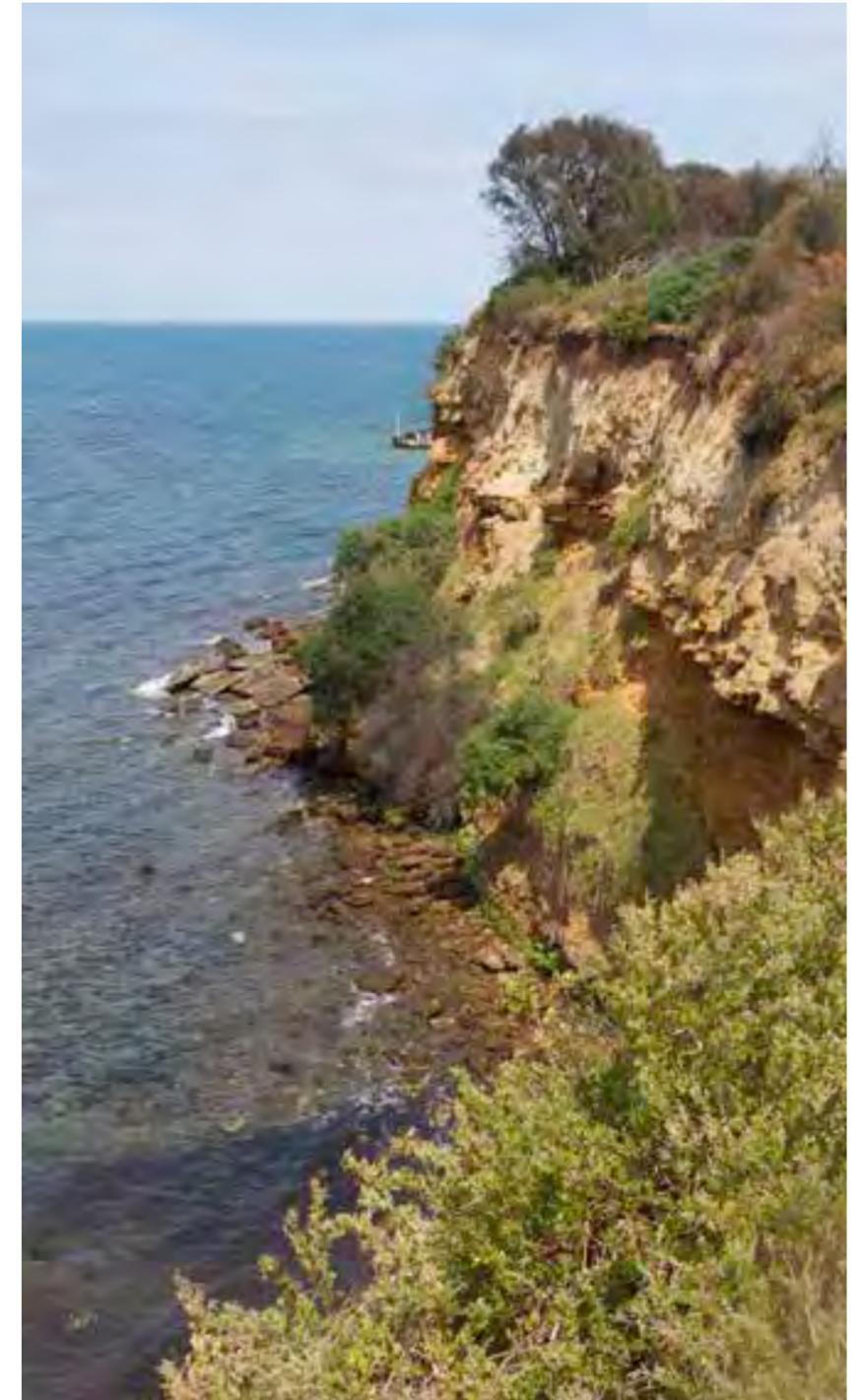
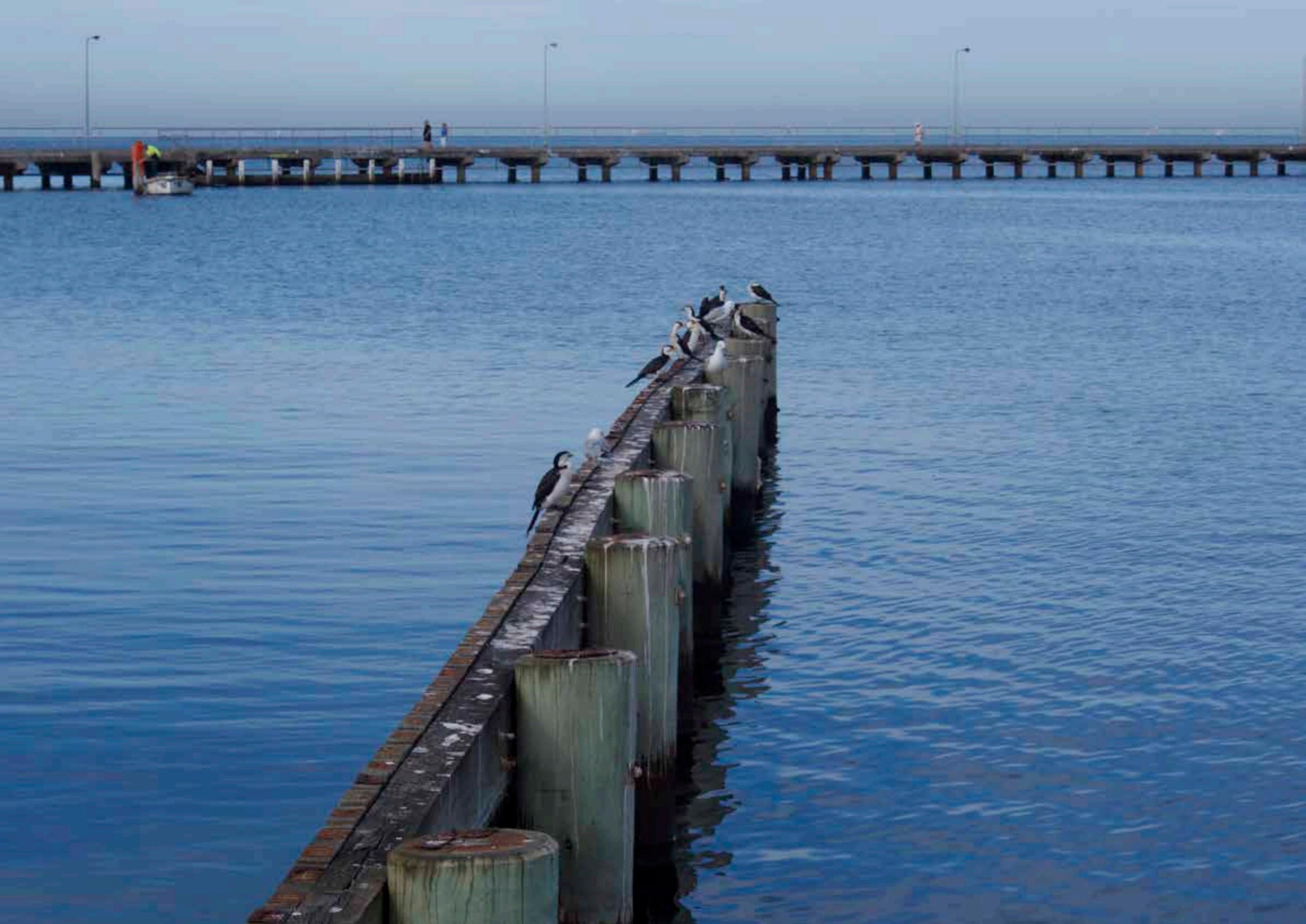




Figure 23 Precinct 11 Action program plan

| No | Action | Implementation Responsibility | Priority | Funding |
|------|---|---|----------|---------------------|
| 11.1 | Investigate removal of the Rennison Street public toilet block and assess need for any alternative provision (including, subject to 11.6, incorporation into the Sea Scouts compound) | BCC – City Strategy / Infrastructure Services | High | Operating & Capital |
| 11.2 | Amalgamate stormwater drains where practical and install litter traps on all outlets without disturbing any roost sites. | BCC – Infrastructure Services, MW | High | Capital |
| 11.3 | Clean up immediate space between Keefers and BMYS, ie. Install a litter trap. | BCC – Infrastructure Services / City Strategy | High | Capital |
| 11.4 | Provide interpretive information of fossils in cliffs and seabed adjacent to cliff top walking trail. | BCC – City Strategy | Medium | Capital |
| 11.5 | Improve the quality of the cliff top walking trail and connect from Ricketts Point through to Kingston walking paths to the south. | BCC – City Strategy | Medium | Operating & Capital |
| 11.6 | Review the use of building, jetty and other structures of the Sea Scouts site. | BCC – City Strategy / Corporate Services / Community Services | High | Operating |
| 11.7 | Investigate water level pedestrian access options in the locality of the Beaumaris Motor Yacht Squadron site and the provision of connections to the cliff top pathways. | BCC – City Strategy, BMYS | Medium | Operating |
| 11.8 | Increase the height of the rock revetment at Beaumaris Motor Yacht Squadron to reduce overtopping, which will increase with sea level rise. | Beaumaris Motor Yacht Squadron | Low | BMYS |

Table 26 Precinct 11 Management action program



FORESHORE INVESTMENT (BUSINESS PLAN)



5.1 Introduction

In accordance with the requirements of the *Coastal Management Act 1995*, a three year Business Plan is included in the Coastal Management Plan. The Business Plan details the revenue and expenditure on the foreshore and provides a budget estimate for the cost of implementing the high value actions. This Business Plan will be used to guide Council's budgeting related to the capital works and operational management program to enable effective implementation of the Coastal Management Plan.

The expenditure items reflect a combination of activities already identified by Council in their annual budget process and longer term financial plans, and the issues identified in the Coastal Management Plan. These actions include initiatives covering the whole of the Bayside foreshore (as included in Section 3) and the Precinct specific initiatives detailed in Section 4.

This Business Plan is subject to change reflecting the financial capacity of Council to meet its obligations and the availability of funding from other Government sources.

Expenditure categories

The expenditures have been categorised by their broad purpose. Table 27 provides details of the types of items and activities incorporated in each category.

Expenditure categories Table 27

| Expenditure item | Components |
|---------------------------|--|
| Beach and Toilet Cleaning | Cleaning services for the foreshore |
| Foreshore Maintenance | Routine maintenance of foreshore vegetation, infrastructure and buildings |
| Beach Management | Management of sand loss and accretion, seawalls and bathing boxes |
| Facilities | Community amenities including toilets, and buildings predominantly for community use, playgrounds |
| Infrastructure and safety | Provision of safety audits, improve pedestrian safety, foreshore structures such as stairs and walls, street furniture |
| Lighting | Specific lighting projects |
| Parking | Management and construction of car parking and associated landscaping |
| Paths and tracks | Management and provision of foreshore walking and cycling paths and beach access |
| Planning | Preparation of local master plans and management plans |
| Services | Provision of public art, interpretive and other community information |
| Stormwater | Management and construction of Stormwater |

Note planting and landscaping works are integral to works in a number of categories such as Paths and Tracks, Parking, and Beach Management.

Estimated Foreshore Revenue Table 28

| INCOME | 2014/15 | 2015/16 | 2016/17 |
|------------------------------------|--------------------|--------------------|--------------------|
| Parking fees fines and charges | \$1,199,200 | \$1,235,200 | \$1,272,200 |
| Grants and Contributions Operating | \$1,788,200 | \$1,841,800 | \$1,897,100 |
| Grants and Contributions Capital | \$1,776,000 | \$1,829,300 | \$1,884,200 |
| Foreshore leases | \$610,000 | \$628,300 | \$647,100 |
| TOTAL INCOME | \$5,373,400 | \$5,534,600 | \$5,700,600 |

The income noted in the following table provides an estimate of revenue broadly attributable to the foreshore, as the foreshore is understandably not a specific cost centre in the Council's accounting system. These estimates are based on discussions with Council officers and an analysis of recent Annual Reports and Budgets. It has been assumed that approximately 80 per cent of revenue from parking fees and fines is related to the foreshore and that 20 per cent of all Council Grant moneys are for foreshore projects.

Estimated Foreshore Expenditure Table 29

| EXPENDITURE | 2014/15 | 2015/16 | 2016/17 |
|------------------------------|--------------------|--------------------|--------------------|
| RECURRENT EXPENDITURE | | | |
| Beach and Toilet Cleaning | \$1,408,000 | \$1,450,200 | \$1,493,700 |
| Foreshore Maintenance | \$2,950,000 | \$3,038,500 | \$3,129,700 |
| Beach management | \$60,000 | \$0 | \$40,000 |
| Facilities* | \$30,000 | \$0 | \$0 |
| Infrastructure and safety | \$50,000 | \$40,000 | \$40,000 |
| Lighting | \$0 | \$0 | \$15,000 |
| Parking | \$0 | \$0 | \$0 |
| Paths | \$0 | \$120,000 | \$10,000 |
| Planning | \$50,000 | \$30,000 | \$45,000 |
| Public Space | \$0 | \$0 | \$0 |
| Services | \$30,000 | \$0 | \$40,000 |
| Stormwater | \$963,000 | \$150,000 | \$150,000 |
| Subtotal Recurrent | \$5,541,000 | \$4,828,700 | \$4,963,400 |
| CAPITAL EXPENDITURE | | | |
| Facilities | \$0 | \$150,000 | \$850,000 |
| Infrastructure and safety | \$5,000 | \$5,000 | \$5,000 |
| Lighting | \$0 | \$0 | \$15,000 |
| Parking | \$0 | \$80,000 | \$300,000 |
| Paths | \$175,500 | \$720,000 | \$110,000 |
| Planning | \$80,000 | \$210,000 | \$0 |
| Services | \$0 | \$0 | \$0 |
| Stormwater | \$150,000 | \$100,000 | \$0 |
| Subtotal Capital | \$410,500 | \$1,265,000 | \$1,280,000 |
| TOTAL EXPENDITURE | \$5,951,500 | \$6,093,700 | \$6,243,400 |

* Facilities include the provision of buildings such as the proposed redevelopment of the Brighton Life Saving Club. Discussions with the City of Bayside and Lifesaving Victoria suggest that no clear agreement has been made detailing how and by who this facility will be financed. As such, no estimate of the value of this project has been included in the Business Plan.

* \$0 - no budget allocated/ required.

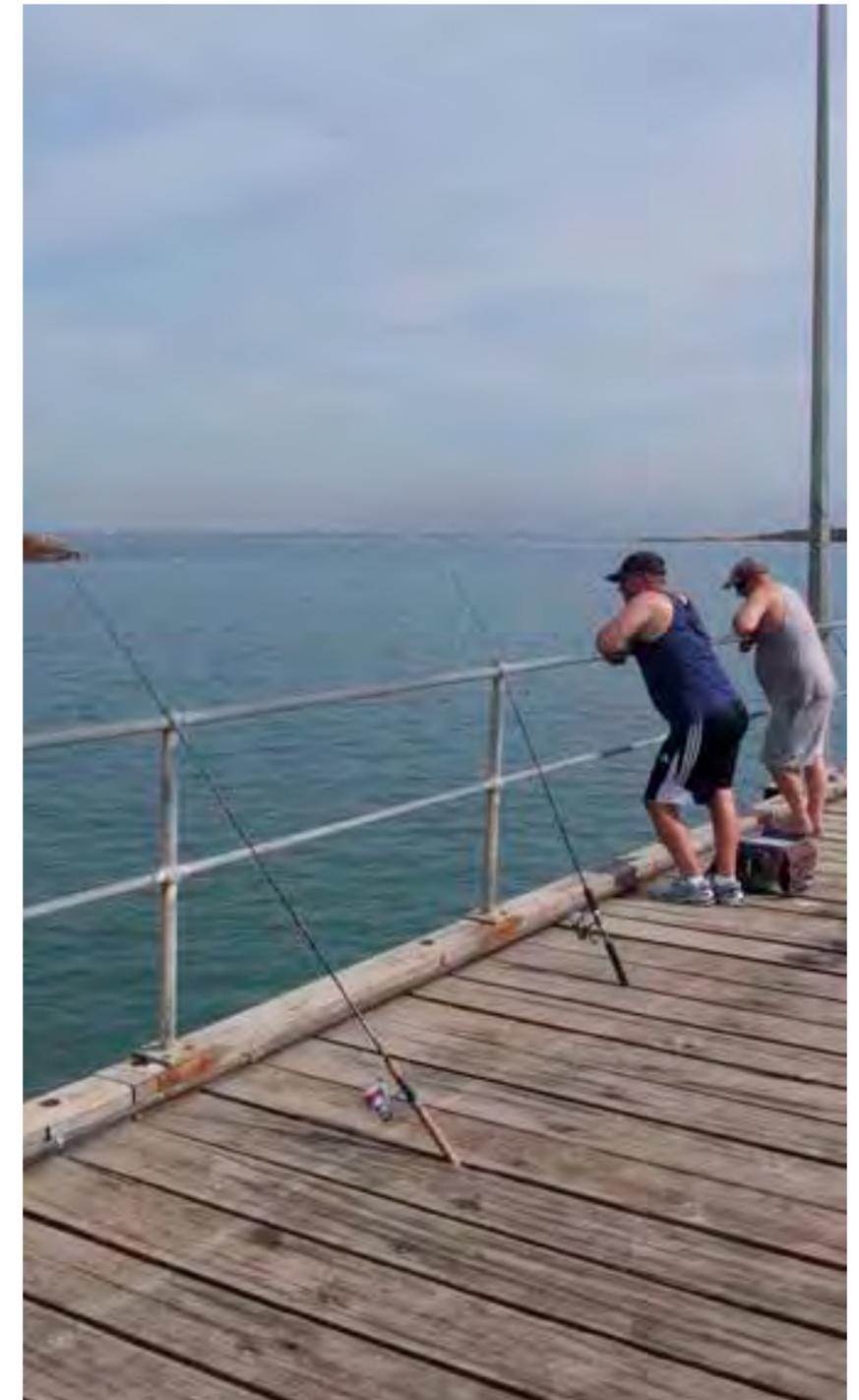
Potential Funding Sources

Council's ability to fund necessary foreshore management projects is constrained by its budget capacity. In recent years Council's expenditure and rate base has increased at a faster rate than the Consumer Price Index, reflecting the broader community trend for rising real wages and increasing community demands for more services and higher quality facilities. As the foreshore is used by the broader Victorian community, it is appropriate that Council should not bear the cost of all foreshore activity and management.

Council will need to consider the costs and benefits associated with the whole range of community and commercial buildings and leases to ensure the community derives appropriate value from these facilities. There are also opportunities to provide greater commercial services, possibly through 'pop-up' style retail outlets in the peak season at key activity points along the foreshore without compromising the habitat, heritage and lifestyle values of the foreshore. Revenue derived from these facilities should be directed to the management and development of foreshore facilities and services.

Reflecting the role of the foreshore as a Victorian and not simply a Bayside asset, Council should seek to advocate for funding applications from external sources at both a State and Federal level.

Funding programs may cover a range of areas from sustainable ecosystems, urban and coastal waterways, volunteers and conservation, recreational fishing, public risk, safety and asset maintenance to name a few.





MONITORING AND REVIEW OF THE COASTAL MANAGEMENT PLAN

6

This Bayside CMP has a ten year time horizon. Under Section 35 of the *Coastal Management Act 1995*, Council has a statutory obligation to review the Plan every three years from the date of approval. Under the *Coastal Management Act 1995* the Plan can be amended at any time and an amended Plan with an updated three year Business Plan is required following each review. Effective monitoring of the progressive implementation of the Plan will facilitate those statutory obligations.

The CMP contains an extensive list of management actions, including policy based actions, administrative arrangements, planning initiatives and proposed works. In relation to the future review of these actions the following key factors should be considered in relation to their evaluation:

- Policy actions – have they been applied in decision making, effectiveness and value in relation to outcomes
- Administrative arrangements – have they been established, continuation, value and effectiveness
- Planning initiatives – timing, clear goal setting, efficient execution, stakeholder satisfaction
- Proposed works – their execution related to objectives, budget and timing, community satisfaction.

High priority actions in the Plan should be targeted for completion with the initial three year period (subject to the availability of any external funding required) and Medium priority actions targeted for commencement within that time frame. The amended Plan will include an update of priorities, timing and cost estimates.

The utilisation of GIS based electronic data management in the administration, planning, design, execution and maintenance of foreshore activities is considered to be essential to the effective establishment and implementation of this Plan. This approach has been highlighted in the Action Program especially in relation to master plan preparation, detailed design, construction documentation and ongoing maintenance.

The review process will also take into account new and amended local and state legislation and policy that affects coastal areas.

The *Victorian Coastal Strategy 2014* has recently been updated.

The *Coastal Management Act 1995* also requires Council and public authorities to take all reasonable steps to give effect to an approved Coastal Management Plan in relation to its role as a coastal land manager. In this regard it is important that both public authorities and the community are aware of the Plan's objectives and proposals.

The Plan recommends that formal liaison arrangements be established with DELWP, Parks Victoria and other authorities as required, such as Melbourne Water and Vic Roads. While such liaison can occur as required on specific matters or locations, an annual workshop to review implementation progress and proposals for the immediate future is recommended. Similarly the recommended establishment of a community coastal process special interest group would provide valuable feedback on annual progress and community satisfaction. The proposed CMP Communication Strategy should be directed to both statutory authorities and the general community (within the municipality and externally) to increase awareness of the Plan and its implementation.