

BAYVIEW PARK

PLAN OF MANAGEMENT



Prepared for
Concord Council

by
Connell Wagner

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BAYVIEW PARK, CONCORD

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CONCORD COUNCIL

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1.0 INTRODUCTION

1.1 Background

Connell Wagner were appointed by Concord Council to prepare this Management Action Plan for Bayview Park, Concord. Partial funding for the study was provided by the Public Works Department (PWD) under a Waterway Infrastructure Development Program Grant.

The reserve has recently become a subject of Council consideration for restoration and refurbishment. This development is largely due to pressure from increased residential development in the local area, a perceived conflict between its local and regional role (associated with the boat ramp) and a need to determine the future of Bayview Baths.

Under the Local Government Act, 1993, Bayview Park has been classified as community land by Concord Council. All community land must have a Management Action Plan (PoM) prepared in accordance with the Act by July 1996. This PoM has been prepared to satisfy Council's obligations under the Act and provide for the most appropriate management of the reserve.

1.2 Site Location

Bayview Park is located at the north-eastern extremity of Burwood Road, Concord (refer Figure 1). The park is approximately 3.5 hectares in area and extends as a prominent point into Hen and Chicken Bay. The point serves to divide the smaller bays of Exile Bay to the north and Canada Bay to the south. Hen and Chicken Bay opens onto Parramatta River to the north at Cabarita Point, and thereby provides waterway access to Sydney Harbour.

1.3 General Description

The existing park layout is illustrated on Figure 2, and Figures 3a-c provide photographs of the park.

The park is divided into two distinct use areas: the northern parking area and boat ramp, and the southern parkland. Use of the northern parking area is mostly confined to vehicles with boat trailers which utilise an existing double boat ramp at the north-eastern corner. This section is divided from the southern park by an access road which allows car only access to a small car park along the foreshore. The southern parkland section consists mostly of scattered trees in grass, with features such as a brick amenities building near the park entrance, an out-dated playground, barbeques and a heritage walkway constructed for the Bicentenary in 1988.

Recently, sections of a Council's planned foreshore walkway system have been constructed as part of the redevelopment of adjacent industrial sites to residential. The continuation of this walkway is currently undefined through Bayview Park.

1.4 Study Objectives

The overall objective of this Management Action Plan has been established by the Project Brief, which states "the Plan is intended to provide the guiding principles for the future care, control and management of the Park in order to ensure that all developments, restorations and activities within the Park are sympathetic to its character".

Based on the overall objective, and the guidelines provided by the Department of Land Management (CaLM, 1993), the detailed objectives of this PoM are to:

- fulfill Council's statutory requirements under the Local Government Act, 1993
- identify the most appropriate recreation activities for the park
- ensure a consistent approach to the park management and maintenance
- provide for efficient funding allocation
- provide a concise and readily understood framework for the management of Bayview Park.

1.5 Land Ownership and Categorisation

The park is owned by the Crown and is under the care and control of Concord Council. Bayview Park was initially dedicated for the purposes of public recreation on 21st April 1880. Council's responsibility for management of Crown Reserves is established under the Crown Lands Act, 1989. Council essentially has the power to exercise all the necessary functions of a manager of a reserve trust.

Bayview Park is categorised as a Park under the Local Government Act by Concord Council. There are no trusts, covenant or other restrictions applying to the land other than those provided in the Local Government Act, 1993. There are no current leases or licences over the park.

1.6 Consultation Activities

Consultation was conducted with both relevant statutory authorities and community/park user representatives.

To facilitate this consultation process three workshops were held. The first two of these were held during the study and the final workshop was held following the exhibition of the draft Plan of Management. A list of the participants who attended these workshops is attached as Appendix A.

The first workshop held during the first half of the study ensured all relevant issues were understood and the best available information was accessed. Outcomes of the workshop were the establishment of a clear line of communication between all representatives, an identification and agreement on the major issues and an exploration of possible management solutions.

The second workshop was held following the development of a draft master plan and management strategies. Participants provided input and generally agreed on the objectives for the overall park and for each of the three park management zones. They also provided comment and evaluation of the draft management strategies. As a result of this feedback, and additional documentation and research by the study team, the final draft Management Action Plan was produced.

The final workshop discussed local resident and Councillor concerns and issues arising from the exhibition. This provided the final forum for the draft Plan prior to its finalisation.

2.0 PARK DESCRIPTION AND SITE ANALYSIS

This section provides a description and an analysis of Bayview Park. A summary of analysis and issues is provided in Figure 4.

2.1 Context and Land Use

Bayview Park is located in a predominantly low to medium density residential area, with the majority of buildings one to two storeys. Land use surrounding Bayview Park has been historically a residential and industrial mix, with many large factories in adjacent areas. In more recent times there has been a shift in land use with several adjacent industrial sites converted to prestige residential developments.

Directly adjacent to Bayview Park are two residential townhouse developments: Phillip's Landing (on the southern side of Burwood Road), and Pelican Point (on the northern side).

Due to this recent change in land use there is anticipated to be increased local recreational demand on Bayview Park which has raised the issue of the park's conflicting role as both a local park and its role in providing for public access to adjacent waterways and Sydney Harbour. This issue was seen as important by the workshop participants who believed more emphasis should be given to the park's local recreational role as opposed to a perceived regional/sub-regional role.

Other Recreation Areas

Along the foreshore area of Hen and Chicken Bay there are many public reserves, however, the majority of these are golf courses which restrict public access particularly for low key or informal recreational activities (refer Figure 1). The nearest foreshore parks are Prince Edward Park and Cabarita Park to the north. This limited access to the foreshore undoubtedly accounts for the high popularity of Bayview Park.

Concord Council currently has plans to connect many of the foreshore reserve areas, including the golf courses, via a pathway system. As part of this overall plan foreshore walks were constructed alongside the adjacent townhouse developments. At present the continuation of this system is only partially provided in Bayview Park, and this creates a significant missing link to this local foreshore walkway. Figure 1 identifies the existing and proposed sections to this local pathway system.

Boat Ramps

In addition to the boat ramp at Bayview Park there are three boat ramps within a 5km radius on the southern side of Sydney Harbour: one at Cabarita Park, another at the end of Reginald Street, Five Dock, and a third in Drummoyne Park. Overall, there are approximately 11 boat ramps along the Parramatta River and its tributaries, with three of these (at Blaxland Road, Silverwater, in addition to those at Bayview and Cabarita Parks) located within the City of Concord.

According to the MSB (Chris Bolton, pers comm) there is planned to be an increasing emphasis placed on recreational waterway use in Sydney Harbour, as commercial shipping is phased out of the Harbour and relocated to Botany Bay. In view of this, the MSB currently considers the provision of boat ramps in the Harbour as inadequate. The MSB also consider the boat ramp at Bayview Park to be a high standard facility.

Planning and Zoning Considerations

The park is zoned as 6(a) Open Space under the Concord Local Environmental Plan, and is zoned for the purposes of public recreation. Under the Sydney Harbour and Tributaries Waterside Control Plan (Maritime Services Board, 1990) it is within a Class 7 area, which includes open space foreshore areas. Within a Class 7 area, unless otherwise prohibited by a Regional Environmental Plan (REP), proposals for "general recreational boating activities" are considered on merit. The Board is the consent authority for any proposed works below the high water mark, and the Council for any works within the park.

2.2 Recreation Use

Bayview Park provides a variety of recreational opportunities to local residents and visitors. Use of the park can be broadly divided into two categories: the parkland with facilities such as seats, shelters and barbeques; and the boat ramp which provides access to Sydney harbour waterways.

Parkland Use

The main attraction to the park is the foreshore access and facilities the park provides. The development of adjacent residential uses has also provided a longer foreshore promenade which appears to be becoming a popular foreshore walk. Picnicking and relaxing are popular activities in the park, with use of facilities such as the barbeques, playground and amenities building. Others use the car parking areas to view the water from their cars.

Waterway Users

There is a double boat-ramp in the northern parking area which draws a variety of waterway users to Bayview Park, such as pleasure-craft users, anglers, waterskiers and jetskiers (refer Figure 3b).

The former two groups generally use the park to access the Bay, and their activities include use of the car/boat trailer parking area and boat-ramp. Waterskiing is conducted from the two beach areas on either side of the boat ramp. Jetskiers also use the boat ramp, predominantly the northern beach, and it is understood from discussions with local residents and the Maritime Services Board (MSB) that the jetskis are a particular source of noise complaints.

A 'No Wash Zone' applies to this part of Hen & Chicken Bay all day Saturday. This is administered by the MSB and generally means motor boats must maintain very low speeds (nominally 4 knots) in this area during these times, which essentially prevents waterskiing. The main purpose for this restriction, according to the MSB, is to encourage calm water conditions for rowing skulls on the Bay.

The potential for swimming is reduced due to poor water quality. Water quality testing was conducted by the Water Board between December 1993 and May 1994, which determined the area was unsuitable for swimming. Bayview Baths were closed in 1969 due to disrepair although some derelict sections still remain.

Intensity of Use

Although there were no user surveys conducted as part of this study, many observations made during the course of the study and anecdotal evidence from both Council staff and local residents suggests the park supports a high number and variety of users.

Concord Council also hold records of past fee collections for the car parks. Although these records provide some information on park usage during summer their value is limited as residents of Concord are not charged fees and are therefore not recorded.

2.3 Access and Parking

Bayview Park is located at the end of Burwood Road, which is a local collector road through this area of Concord. Concord Council plans to implement traffic calming devices along the length of the road in the near future.

Parking

There are two parking areas: a small car-only parking area along the foreshore on the southern side (providing around 18 spaces), and a large car/boat-trailer parking area (providing 12 car only spaces and 33 combined car/trailer spaces) encompassing most of the northern half of the park. There are currently no separate provision for disabled parking.

Along the eastern foreshore edge there is some conflict between car/trailer parking and the foreshore parkland. This appears to have been designed as a car-only parking area, however, at times cars with trailers often park in these spaces and back their trailers onto the adjacent grass verge. This occurs fairly close to picnic tables and the nearby beach, and leads to some conflicts with park users. It may also constitute a danger to these users.

During weekends and school/public holidays in summer a Council appointed attendant collects parking and boat ramp fees and direct drivers to allocated areas.

Traffic and Transport

Public bus services formerly serviced the former industrial factories on the eastern end of Burwood Road utilising the roundabout at the entrance to the park for a turnaround area. This service ceased with the redevelopment of these sites for residential use. There is currently some pressure, associated with the new residential developments, to reinstate a bus service to the end of Burwood Road. According to the State Transit Authority (STA) there is a strong likelihood of this proceeding in the near future, although the ease of turning a bus has been reduced by road narrowing features recently constructed at the park's entrance.

Pedestrian Movement

Pedestrians using the site are mostly confined to the open space, pathways and foreshore areas. However, the existing pathway to the south of the park is aligned so as to direct people along the boundary of the park rather than through the main park area. In addition, the foreshore path system is incomplete along the northern section of the park thus denying a circular foreshore route for pedestrians.

2.4 Cultural Aspects

The park is located within an area of Sydney recognised for its strong associations with Australia's early post-settlement history. The area in the vicinity of Concord Oval was used for some fifty years from the early 1790's as the Longbottom Stockade for convicts (Coupe, 1983). The park itself was dedicated for recreation purposes on the 21st of April 1880.

The most famous of the convicts imprisoned at Longbottom were 58 French-Canadian political exiles in 1840. When released, many settled within the Concord area (Coupe, 1983). A plaque near the boat ramp in the park, inscribed in both French and English, celebrates these historical events and are a notable park feature.

There are currently eleven monuments in Bayview Park (refer Figure 2), 10 of these directly associated with the heritage walk constructed in 1988, and a monument to the opening of the boat ramp in 1980. The monuments range from sandstone plinths (one in disrepair) and large feature rocks (refer Figures 3b and 3c). In many cases information plaques are tarnished and/or difficult to read, while in some cases some repair/maintenance is warranted.

While there is no direct evidence that Aborigines used the current site of Bayview Park, evidence exists within the nearby suburbs of Birchgrove, Abbotsford and Chiswick that the Wangal Aboriginal tribe travelled and lived around the local area (Coupe, 1983). It is highly likely that they also used the park location (most probably for fishing and food gathering).

2.5 Natural Environment

The foreshore area surrounding Hen and Chicken Bay is based on Hawkesbury Sandstone, with resulting poor and sandy soils interspersed with rocky outcrops (Benson & Howell, 1990).

Prior to disturbance, the vegetation found in Bayview Park would have consisted of a woodland of small trees with a dense shrubby undergrowth (Benson & Howell, 1990). Trees likely to have been found on these headland areas would have included Blackbutt (Eucalyptus pilularis), Red Bloodwood (E. gummifera) and Smooth-barked Apple (Angophora costata), and common shrubs would have included Coast Banksia (Banksia integrifolia) and Black She-oak (Allocasuarina littoralis).

The surrounding Canada and Exile Bays once supported extensive mangroves and saltmarsh at the inlets to their bays, however, during the nineteenth and early twentieth centuries these wetland areas were subject to major land reclamation projects (Benson & Howell, 1990). Interpretation of historical photographs and aerial photographs indicates that the foreshores to Bayview Park formed part of these wetland areas and there appears not to have been any natural sand beach in this location. Indeed, the natural foreshore line has been extended by some 30-40 metres in some areas (southern shoreline). The sand beaches that presently exist on the foreshores are man-made and need to be replenished annually because of erosion.

There is photographic evidence (Concord Council, 1933) that the endemic vegetation which once would have occurred on the site was removed by the 1920's. Aerial photography taken in 1976 shows a park with very few trees.

The existing soil and geology conditions of the park appear to have changed little during its development. However, a review of various historical photographs revealed the foreshore line has been extended beyond its original limits on the northern side.

Most existing vegetation on the site has been established since 1976. There is a great variety of plant species in the park, although most are native to Australia. The most dominant species which occur in the park are Hills Fig (Ficus microcarpa var. hillii) along the southern fenceline (presumably planted as a screen to the previous industrial development), Broad-leaved Paperbark (Melaleuca quinquenervia) along the central roadway, Casuarinas around the foreshore area and several types of scattered Eucalypt species over the southern park. There is also several, mostly immature, exotic tree species which were mostly planted in association with the heritage walk in 1988. There are also some exotic Fiddlewood (Citharexylum sp.) in the parking area median, which provide little shade. There are scattered areas of mostly native shrubs along the foreshore edge.

The small beach to the west of the boat ramp is subject to erosion. Due to this erosion, sand is currently replaced annually by Council as a means of counteracting this loss of sand. The most likely reason for this sand loss is the interruption to natural foreshore processes as a result of past filling and the construction of the boat ramp.

A small berm was constructed to the east of the boat ramp in attempt to halt this erosion, however, this has proved unsuccessful and sand continues to erode into Exile Bay. This is an ongoing environmental concern given that Exile Bay will ultimately be choked with silts and sediments which may require maintenance dredging. This dredging would cause environmental impacts for aquatic and benthic organisms (water turbidity, habitat disturbance) and reduction in any import of sediments to the bay should be considered.

2.6 Visual Issues

Bayview Park is located on a point of land extending into Hen and Chicken Bay, and therefore has high visibility within the surrounding area. Its visual catchment extends to most immediate areas around the Bay, including Abbotsford across the Bay to the east, Five Dock to the south and Cabarita (Prince Edward Park) directly to the north. To the east views of the park are confined to the adjacent residential developments. The park can also be readily viewed by waterway users in the Bay.

From the park, visitors view the mostly low-rise residential development and scattered foreshore parkland and golf courses which occur around the Bay. Also visible are the many boat moorings around the eastern edge of the Bay and the Mangrove areas in Exile Bay. Prince Edward Park on the nearest point to the north forms a recognisable parkland feature. Viewers can gain a greater view and feel of the bay by walking to the end of the wharf. The visual quality of available views from the park has been assessed as moderate due to the surrounding urban environment.

The visual quality of the park itself is low to moderate. Characteristics which contribute to this visual assessment include the bare exposed nature of the parking area (ie. minimal vegetation), its lack of consistent planting and landscape layout, its lack of a clear and easily perceived entrance (refer Figure 3a) and the low visual amenity of the amenities building. Shrub planting along the foreshore obscures many viewpoints to the Bay which detracts from the park environment and potential obscures some attractive views.

2.7 Utility Services

There is a stormwater outlet just to the west of the boat ramp, and one to the east of the small car park (refer Figure 2), which pipe stormwater from Burwood Road to the Bay. There are no covers over these outlets, allowing rubbish from the local road system into the waterway.

Other services include electricity to service the existing park lights (confined to the main car parking area) and also water, electricity and sewer connections to the amenities building. There is also a water hydrant associated with the water tap near the park entrance sign.

2.8 Land Contamination

There has been a history of land contamination in the park associated with the now demolished Austral Bronze factory which was located adjacent to park on the south side of Burwood Road. The land contamination was attributed to white oil seepage and was confined to the area between the western boundary fence and the amenities building. According to Council, this site was remediated by the developer of the adjacent townhouse site in consultation with the Environment Protection Authority (EPA), and there are currently no remaining areas of land contamination in the park itself nor adjacent sites.

2.9 Condition of Park Facilities

The following is a brief description of the condition of the major park facilities.

Bayview Baths

According to Council, Bayview Baths were closed in 1969 due to disrepair. Sections of the net are still visible and it is likely some other sections remain below the water. Concord Council have applied (August 1994) to the MSB for permission to demolish the remaining sections of the net due to its unsightly nature and the safety hazard it poses to vessels and the public.

Bayview Park Wharf

In the past a former wharf structure formed one side of Bayview Baths which was replaced in about 1989 as it was in disrepair and Council wished to maintain this feature. Due to this recent construction it appears to be in good structural condition.

Amenities Building

The amenities building appears in sound structural condition, and is cleaned daily by Council. However, it includes no provision for disabled persons.

Boat Ramp

The boat ramp was opened in 1980 and provides for two medium-size boats to be launched or taken out at any one time. There are problems with algae growing on the ramp causing it to become slippery which constitutes a potential safety hazard.

Playground

The playground is outdated (probably dating from the early 1980's) and in a state of disrepair. In addition, there are many features of the playground which do not

conform to the current draft Australian Standard for playgrounds (AS 94007 and AS94010). This equipment constitutes a hazard for children and potential liability for Council.

Car Parking Areas

There are currently maintenance problems associated with the "grass-crete" material used as the surfacing for the vehicle spaces in the northern car park. This material consists of segmented concrete sections which have perforations through which grass can grow. According to the Parks Manager there have been many failed attempts to establish grass in these areas, and over most of the area only bare earth is visible. This may at times cause soil to be washed into the Bay and contribute to its siltation.

Pathways

The heritage pathway is largely degraded to the extent that it requires either replacement or removal as it poses a potential safety hazard to the public. Some of the plinths and plaques are also in disrepair, with some plinths damaged and plaques tarnished and difficult to read.

Barbeques

There are two electric barbeques in the park, which according to park staff are in good working order and appear well-used. When first installed these were prone to vandalism, a problem which was attributed to their coin operation. Since the conversion of the barbeques to free-use this problem has apparently ceased.

Lighting

The foreshore areas associated with the neighbouring residential developments are lit with low level bollards or post-top lamps. Some powered lighting exists near the boat ramp and associated areas. The amenities block, carpark and foreshore lack sufficient lighting.

2.10 Maintenance and Staffing Operations

General park maintenance is carried out about once per week (e.g. weeding, mowing, watering). This normally involves two persons for a working day. In summer this increases to up to two days. Maintenance of the amenities building has been described above.

The park is equipped with a watering system based on underground hose attachments (quick couplers) and some taps. This system is presently considered inadequate and inefficient by the Parks Manager. When the park is watered, particularly in summer, it requires hoses and sprinklers to be set in place early in the morning and removed again in the afternoon. These activities take approximately one hour each and this is conducted at least twice weekly in summer.

In summer, on weekends and public and school holidays, a car park attendant collects vehicle entrance fees. This attendant is paid 10% of the gate takings per day.

2.11 Administration and Funding

Administration of the park is the responsibility of Council's engineering department. At present decisions concerning the park are made on a needs basis, and generally result when problems or inadequacies are brought to the attention of Council.

There are no current leases or licences over the park. There are, however, current leases between Concord Council and the MSB over the boat ramp and the baths, due to their location within the MSB's jurisdiction (i.e. below the high water mark). The fees for these leases are nominal. With the removal of the baths Council still wishes to maintain this lease to retain the potential for re-opening the baths in the future.

Funding

Funding is from three main sources: the general Council park maintenance budget, Section 94 Contributions from developers and through grants from authorities. Funds received from the car park and boat ramp toll during summer are used directly for maintenance of Bayview Park.

Park Maintenance Budget

In addition to the normal provisions of Council's annual park maintenance budget, at the time of this study Council had already set aside \$25,000 for the demolition of the baths, \$25,000 to replace the playground equipment and \$10,000 for a park gazebo.

Section 94 Contributions

Section 94 Contributions have been levied by Council from nearby residential redevelopments. These contributions have been levied for a variety of community facilities in Concord as the developments will create demand for many Council facilities including recreation resources such as Bayview Park.

Funding Grants

Public Works Department

The Waterways Infrastructure Development Program and Estuary Program Management of the PWD are potential funding sources for Bayview Park. The Waterways Infrastructure Development Program provides 50% funding for the upgrading or construction of boat ramps and associated facilities such as car parks, landscaping and lighting, the construction or upgrading of public wharves or jetties and other waterway improvements.

The principle objectives of the Estuary Management Program is to provide statutory and technical advice on the management of estuaries and fund restoration work in environmentally degraded estuaries, particularly for recreation, aesthetic enjoyment by the community, tourism, wildlife habitat and fishing.

Department of Conservation & Land Management

The department of CaLM supplies a limited amount of funding for Crown reserves. This funding can be applied for on an individual reserve basis to the department for general activities associated with recreational use.

3.0 MANAGEMENT ISSUES AND STRATEGIES

This section identifies appropriate management strategies to address the main issues raised in Section 2.0.

For management purposes, the park has been divided into the three distinct park zones: the boat ramp area, the parkland area and the foreshore area (refer Figure 4). To assist in overall management, a set of objectives have been adopted for each zone including identification of management alternatives and strategies.

3.1 Bayview Park Management Goals

Prior to establishing strategies for each of the three park zones, a set of overall park goals were developed as guiding principles. The are:

- create a park environment compatible with the park's capacity for recreation and development, primarily with a local function;
- provide for equitable and balanced use of the park's resources by all users;
- recognise the context of the park in regard to surrounding land uses, and integrate with the foreshore walkway system and surrounding residential development;
- maintain and improve the park asset in terms of the natural environment, both within the park and adjacent waterway areas;
- protect and enhance the park's recreational attributes;
- create an environment which recognises the importance of personal safety to all park users.

These goals apply to the whole of Bayview Park in addition to those specifically developed for each zone as described below.

3.2 Zone 1: Boat Ramp Area

3.2.1 Boat Ramp Use

During the course of the study, and particularly at the workshops, the future role and management of the boat ramp was seen as a significant issue in the park's management.

One of the main issues associated with the boat ramp zone is the traffic and parking generation particularly during summer weekends and school holidays. The workshop participants indicated that this use comprises both local and 'regional' users. Some users have been reported to reside as far away as Campbelltown. While there have been no vehicle number plate surveys undertaken to date for the park, as noted in Section 2.0, there are approximately 11 boat ramps along the Parramatta River and its tributaries, with three of these located within the City of Concord. Clearly, the southern foreshores of the Parramatta River provide the closest opportunities for access to Sydney Harbour for a potentially substantial population. The MSB believes that the provision of boat ramps in the Harbour is inadequate and consider the boat ramp at Bayview Park to be of a high standard and providing for legitimate demand.

As indicated above, the main impact of the boat ramp use is traffic. Its use often causes traffic/parking congestion, parking outside of marked bays and overflow parking into Burwood Road. Although all adjacent residential development have off street parking provided, the parking along Burwood Road can often back up into residential areas further away leading to residential complaints.

According to government guidelines, (Public Works Department, 1987), car parking provision for boat ramps should meet projected demand. However, if all car parking was to be provided on site, there would be little room left for parkland. Demand clearly exceeds parking supply periodically in summer as evidenced by the overflow parking in Burwood Road, however, in winter months demand is well below supply. It would therefore appear unreasonable to provide for short term parking needs. Consequently, the main thrust of management should be to control demand and parking location.

A number of alternative management strategies were investigated to address these issues:

Removal of Boat Ramp

Clearly, an obvious alternative to remedy the problems associated with the boat ramp would be to remove it altogether. This would permit park improvements to be made including returning the majority of the car parking area to parkland, allowing for greatly improved pedestrian links in the foreshore pathway system and aesthetic improvements to the foreshore area.

While Council presently accepts responsibility for almost a third of all ramps to these areas of Parramatta River, the Council area also encompasses long sections of the river. The loss of a boat launching facility in the area conflicts with wider recreational objectives of the MSB for Sydney Harbour. Given that car parking is the only significant issue associated with the boat ramps use, total removal would appear to be a retrograde step in the management of recreational activities on the harbour. It would appear that controlling users would be the more appropriate action.

Restriction on Number of Boats Launched

A strategy which limited the number of boats launched was also considered including limiting the number of boats launched to the car park capacity, thus removing the potential for cars and trailers to park along Burwood Road and reducing overall congestion. While this could be managed by a parking controller, this would require control and enforcement of use restrictions. This would lead to, for example, the controller turning users away until space was available in the car park. However, this would lead to overflow parking along Burwood Road anyway as cars waited for space. This could also lead to possible confrontation with the car park controller and possibly deflect demand to other boat ramps thereby simply transferring the problem.

Restricted Parking in Burwood Road

Workshop participants agreed that excess demand for car/trailer parking in Burwood Road could be controlled by providing angled parking with landscaping, although there would be impacts upon bus movements. A separate committee has been established to consider traffic management and parking in Burwood Road.

Reduction in Car/trailer Parking Capacity

Another alternative is to reduce the number of available car/trailer parking spaces which would limit the overall capacity of the parking area (possibly in conjunction with restrictions along Burwood Road). While this may reduce conflict associated with other car parking and park areas, again, demand could be deflected to other areas.

Pricing Control Mechanism

Increased parking and boat ramp use fees could be introduced to reduce the attractiveness of the parking area to users. It is difficult to nominate the fee required to effectively reduce use, however, an increase of 50-100% probably would deter some users. While this would limit some demand, there would be an increased financial burden on boat ramp users which would limit legitimate recreational opportunities for the public.

Preferred Option

All of the above alternative were reviewed by the study team and discussed with workshop participants. As the boat ramp does play a legitimate role in providing access to Sydney's waterways, and given the investment in the boat ramp and car parking facilities and the relatively limited number of similar launching facilities, the most appropriate strategy is to manage its use. Apart from some traffic and management problems, it would not appear to be having a significant impact on the surrounding residential areas.

Considering that the management problems that have been associated with the use of the ramp can be controlled appropriately, the preferred strategy described above should be reviewed on an annual basis and more comprehensively in five years. Should management problems continue, the full removal of the ramp should be considered as an alternative in the longer term in consultation with the MSB.

3.2.2 Waterway Use

During the workshops and discussions with local residents and Councillors, it became clear that the use of the local waterways by water craft sometimes caused excessive noise. This included watercraft, waterskiers and jetskis.

Fishermen using the park to launch their watercraft often attempt to synchronise with tides. This can occasionally mean that they used the park at very early times (eg, 5.00 am or earlier). While the industrial uses were adjacent this was not a real concern, however, with the gradual occupation of the adjacent residential estates, this problem may grow. Should this become a major problem of disturbance, a simple solution would be ban entry of boats until perhaps 6.00 am. This could be policed by Council rangers if it does cause complaint.

Waterskiers use a range of boats types and their impact would appear to be variable. The craft sometimes are confined to the areas around Exile Bay while other craft go further down the river. It would appear that the main problem is the variable sound levels that come from different boats and this is difficult to control. It would appear impractical to attempt to place restrictions on the type of boat, however, Council could consider the placement of signage alerting users to noise complaints and warning of fines should noise be leading to adverse noise pollution.

Similarly, the use of jetskis is emerging as a significant noise pollution problem. Unlike larger craft, due to their size and range restrictions, they tend to be used within Exile Bay and the immediately surrounding waterways. There also appears to be multiple jetskis in the water simultaneously. As jetskis have a particular sound type and level, and because of their use in relative close proximity to residential areas, they do lead to noise complaints. This has not been a particular problem in the past when the area contained industrial uses. However, these users are impacting on the amenity of local residents.

Although the MSB controls the use of waterways (including policing noise complaints), it is difficult to control the use of jetskis as they are a licensed craft. Council does, however, have the option of controlling the use of jetskis in the area by restricting their use to appropriate locations. For example, Council could prohibit the entry of jetskis into the park and ensure that the sand beaches are not replenished (the beach is used to temporarily stand these craft whilst not in use). Although there are no attendants in winter months, rangers could police this prohibition.

3.2.3 Landscape/Aesthetics

The boat ramp zone has relatively low visual quality of zone because of the large areas of asphalt, lack of shade trees and the problems associated with the existing grass-crete leaving areas of exposed soil. To an extent, this area can be viewed as a 'working' boat ramp and the lower visual quality could be tolerated. However, improvements could be made to the visual quality of the area through simple treatments such as judicious landscape planting (eg, establishment of large shade trees), replacement of the problematic grass-crete with pavers and improvements to the picnic area.

3.2.4 Environmental Controls

At present, an existing stormwater outlet located adjacent to the boat ramp is uncontrolled (ie, no trash racks, silt traps) and this is a localised source of pollution of the adjacent waterway. This also has potential to periodically erode beach and bank areas nearby.

Some environmental control of this outlet is warranted to assist in improving the local water quality. This would involve installation of trash racks within drainage/silt traps at end of Burwood Road and scour protection in beach area (which should be regularly maintained).

There is also the question of the potential pollution from boats being washed down in the car park and the car park runoff. The PWD (1987) recommends that boat washdown facilities should be provided at all boat ramps to collect greases and oils washed from boats and trailers. The park currently has no formal washdown area and it appears that boat owners connect hoses to the water tap outside the amenities building for the wash down (it would also appear that the taps in the amenity block are also used for this purpose).

Construction of a dedicated washdown facility would increase the attractiveness of the park to water-craft users which could thereby exacerbate the parking problems experienced in the area. By the same token, there is an opportunity to control runoff into local waterways containing greases and oils (albeit these are probably at relatively low concentrations at this stage). On balance, the provision of a washdown facility to recycle water is recommended.

At present gate fees are \$10.00 for cars with boats and \$5.00 for cars only. These fees are probably adequate and generally cover the use of existing facilities and compare to the same fee scale at Cabarita Park. However, as boat washdown facilities are to be provided, Council may wish to give consideration to an increase in fees to defray the costs of provision of this facility. Any changes in fees should also be considered in association with Cabarita Park due to its close proximity and likely spill over effects if a price differential exists.

Alternatively, Council may wish to discuss funding opportunities with the Public Works Department with a view to securing funding under the Waterways Infrastructure Development Program and Estuary Program Management. This could potentially provide 50% funding for the washdown area.

3.2.5 Boat Ramp Conditions/Safety

The boat ramp can become slippery and unsafe for users due to algal build up. Although this is cleared occasionally, it would be prudent for Council to consider improvement of the concrete ramp. This would involve provision of concrete strips (or similar) across the ramp to provide a rougher surface with greater grip. Regular maintenance to remove algal growth is also recommended.

3.3 Zone 2: Parkland Area

The parkland area is the major open space area for passive recreation. However there are a number of issues that should be addressed to achieve the overall goals of the park. These are discussed in detail below.

3.3.1 Entrance Zone

The main park entrance is dominated by large expanses of bitumen and is fairly crowded by vegetation. Partial views to the water are available although the existing amenities block tends to dominate views. Additional mature planting along Burwood Road would be an improvement. There is a need for a more legible and attractive entrance to the park.

Provision of an entry structure would formalise the park entry and provide shelter and accommodation for the park attendant in summer months. An entry structure such as that provided at Cabarita Park is suggested. The revised entry concept is shown in Figure 7.

Finalisation of the adjoining residential sites will also provide additional planting along Burwood Road which will improve the overall aesthetics of this end of Burwood Road.

3.3.2 Amenities Building

The issue of the current low aesthetics of the amenities building and its perceived poor siting were frequently raised in consultations and discussions with Council officers. Alternatives suggested included total demolition and removal, possible relocation to minor aesthetic improvements.

While the building is not visually pleasing, it is a park resource which represents considerable Council investment. To replace the building with similar amenities would cost approximately \$40,000.

The existing building is too small to incorporate disabled toilets without substantial renovations. To construct an adjacent building with two disabled toilets the total cost would be in the order of \$30,000. Aesthetic improvements to the facade, repainting and establishment of minor landscape works around the perimeter would cost in the order of \$10,000.

The location of the facility at virtually the entrance of the park is not ideal, however, it is clear that relocation would involve considerable cost. The other question is a new location. Given the park's relatively small size, there are few options available for relocation (the most likely location is further to the south adjacent to the row of large Fig trees).

Consequently, in the short term minor improvements are recommended. It is also recommended that Council investigate the relocation of the facility in the longer term following further assessment

3.3.3 Heritage/Foreshore Pathway

The existing heritage pathway is currently in disrepair (unsafe, broken surfaces) as are the associated monuments. Some monuments would also appear to need repairs and some of the associated structures (eg, picket fences) do not provide an appropriate context.

As well, the existing pathway system does not make best use of the site attributes (such as views, potential avenues). In view of these considerations, it is recommended the pathway be replaced and relocated to maximise views and ensure all parkland spaces are utilised to their optimum level. All monuments are proposed to be repaired and repositioned in the revised pathway system. The foreshore pathway system should be constructed to match the existing foreshore pathway system elsewhere (ie, 2 metres in width).

3.3.4 Small Car Park/Access Road

The small car park and access road to the foreshore place a barrier between the park and foreshore and is incompatible with the development of a foreshore walkway system. In addition, the car park reduces safe pedestrian access to the foreshore and lowers the overall aesthetics of this area. The access road itself creates a harsh dividing line in the park and provides the opportunity for moving vehicles to conflict with park users, particularly children.

It is recommended that this car park and access road be removed from the foreshore and these areas returned to parkland. The spaces lost would be replaced by a new car park as shown in the revised entry concept and car parking drawings (refer Figure 8).

The revised car park utilises the existing car park entry for car only vehicles and the pavement of the former road as a base for this parking area (refer Figure 8).

3.3.5 Planting/Vegetation Structure

As noted previously, the existing vegetation in the parkland appears to have been planted in a relatively ad hoc fashion with little regard for any overall structure or space planning. The foreshore vegetation, for example, reduces views to the waterway which should be a primary focus of the parkland. In addition, there is a lack of cohesive planting in the existing scheme. This not only provides the user with a confused layout but also increases Council's maintenance costs as many trees have to be avoided and mown around (ie, increased time for staff).

The revised layout adopts more of an open planting scheme with all low vegetation (ie, less than 3 metres high) being removed and replaced with a more cohesive planting plan (Refer Figure 5). This scheme provide more space around individual items in the park such as the play equipment and bbq area.

3.3.6 Playground/BBQ Equipment

The playground equipment does not conform with current Australian Standards and constitutes a potential safety risk to users although it appears well utilised. It is proposed to replace the existing equipment with equipment that conforms to standards. This equipment would be relocated to allow for the new car park's construction. In addition, additional seating is proposed near to the play equipment for mothers/fathers to supervise their children using the equipment.

The bbq's are is also well used and has some seating although it would appear that additional seating and picnic shelters would be warranted. While there is one picnic shelter near the bbq and two picnic tables near the wharf, these latter structures are located some distance away, are not convenient to bbq users and are often crowded by users of the boat ramp. Therefore, it is recommended than additional seating and picnic shelters be provided for the bbq area and additional seating near to the playground equipment. As Council also has funding for a gazebo structure, it is recommended that this be placed in the approximate position of the former foreshore car park to provide a focus point.

3.4 Zone 3: Foreshore Area

3.4.1 Beach Erosion

The erosion associated with the small beach west of the boat ramp is an area of environmental concern. The current Council practice of replacing this sand annually, whilst providing for some users, is also leading to siltation of Exile Bay. This practice is discouraged by PWD guidelines (1987).

It is likely that if natural processes were allowed to take their course the majority of this sand would eventually be eroded exposing the underlying sandstone which may also undermine the existing seawall.

The establishment of Mangroves on the foreshore would reduce and potentially prevent this erosion, however, during the workshops, participants showed resistance to this concept. The main concern was the potential for views to the Bay to be interrupted and perceived problems with odours and rubbish accumulation.

The alternative is to plant additional Casuarinas along the foreshore to provide stabilise the embankment area, which is the preferred solution (refer Figure 5).

3.4.2 Foreshore Pathway

The foreshore pathway lacks connections to the adjacent sections of the foreshore walk adjoining the residential sites. It is proposed to construct a new pathway including the heritage monuments (appropriately relocated) and connect with the adjacent foreshore pathway sections. The removal of the small car park in Zone 2 would also permit the establishment of this foreshore pathway.

It is also proposed that to link the walkway more closely with wharf through a boardwalk. Construction of a timber (or similar shelter) at the end of the wharf is also recommended to increase both the use of the wharf and the opportunity for berthing of ferries in the future.

3.4.3 Bayview Baths

The remaining sections of the baths are currently proposed to be removed by Council. Existing poor water quality of the surrounding Bay presently restricts use in the near future. However, it is Council's intention to retain a lease over this area of the Bay to maintain the potential for their re-opening should water conditions substantially improve in the future.

4.0 MANAGEMENT POLICY AND STRATEGY

This section details the use restrictions for the park and concepts for the Plan of Management. The plan incorporates management strategies detailed in Section 3.0 and the broad goal of improving the park's landscape environment and aesthetics.

4.1 Recommended Uses for the Park

Under the Local Government Act 1993, Council has classified Bayview Park as 'community land'. The Act also allows Council, via Plans of Management, to determine the most appropriate recreational use of the land.

Following the analysis in previous sections of this Plan and the issues raised by these, the following are proposed as being the uses which Council will encourage for Bayview Park:

- Low key recreational uses such as picnicking, relaxing, walking, enjoying views, etc. These uses are to be promoted in all management zones with particular emphasis in Zones 2 and 3.
- Water oriented recreational uses such as boat launching, relaxing, picnicking in association with waterway use. This is the primary focus of Zone 1. Council considered closure of the park after dark and provision of boom gates but resolved to maintain the status quo, being open twenty four hours as well as permit Personal Water Craft including jet-skis to be launched from the Park (Refer Meeting No. 2/97).
- Use of the wharf for public ferry services and use of car parks for commuter parking, should services be proposed and the shelter at the end of the wharf retained.

The following uses are specifically prohibited:

- Organised ball sports.
- Golf practice and other such uses.
- Organised events such as weddings, parties and the like without the express written permission of the Council.

4.2 Management Strategy Plan

An overall strategy/concept plan for the site is presented as Figure 5. Figure 6 provides some sketches for some park components while Figures 7 and 8 detail the revised entry concept and car parking. The main features of the plan are described below.

4.2.1 Foreshore Promenade

A foreshore promenade is proposed along the foreshore perimeter of Bayview Park to link into the existing foreshore walkway systems in adjoining sites. This is to be constructed in three stages.

Stage 1 features a boardwalk/deck over the majority of the eastern beach. This will allow direct access along the foreshore area, provide a different experience for walkers and also a park resting place. New lights and seats would also be installed. Its construction will create an immediate link prior to the proposed removal of the small car park in this area, and will remain unaffected when the car park is removed.

Stage 2 replaces the existing section of the heritage walkway along the foreshore. It involves demolition of the pathway, and provision of seating areas and lighting. This stage also includes the construction of a timber shelter at the end of the wharf. The MSB have suggested that a small pontoon be constructed adjacent to the wharf for direct water-craft access to the park which is supported. This stage also includes the placement of the gazebo in the park.

Stage 3 includes connection of the walkway across the main car park using brick pavers (at grade) to identify it as a pathway.

4.2.2 Park Circulation Pathway

The existing internal pathway is to be removed and replaced by a new semi-circular pathway designed to address the pedestrian desire lines in the park (including those from the main car park) and also to create more useable recreation spaces. Privacy and security for adjacent residents should be considered when addressing boundary areas. As for the foreshore promenade, existing monuments would be relocated as appropriate.

4.2.3 New Car Park and Entry

It is proposed to remove the existing car park and road along the foreshore and return this to parkland. The parking spaces lost would be replaced by a smaller car park using part of the existing roadway as a base. This new car park would be closer to the play equipment and bbq area. This parking would be maintained as cars only (ie, no trailers). Car parking with views over the bays would be maintained in the boat ramp car park. The park entry should be designed to allow for bus turning movements and control traffic into the park.

4.2.4 Boat Ramp/Car Park Area

The planned improvements to the car park and boat ramp arrangements are:

- Construction of non-slip surface on the boat ramp (possibly by adhered concrete strips) and ongoing algal removal.
- Continued use of a car park attendant during the summer period.
- Replacement of the existing grasscrete with pavers to minimise maintenance and erosion problems.
- Provision of the boat washdown area.

4.2.5 Planting and Vegetation Removal

A co-ordinated planting scheme is proposed which includes:

- Removal of all shrub planting along the foreshore area, and immature trees less than 3m in height, to open up of views to the Bay. Other tree removal may also be necessary following the proposed survey and detailed design development for the park. Other mature trees which are not consistent with the master plan should be removed over time as they naturally become unhealthy or die.
- Establishment of a co-ordinated planting scheme throughout the park. This includes emphasis on the existing fig tree planting and deciduous trees around the new internal pathway. Deciduous trees recommended for consideration are Celtis australis (Nettle Tree), Gleditsia triacanthus 'Sunburst' and Robinia pseudoacacia 'Frisia'.
- Planting of trees at the entrance of the park along Burwood Road, consistent with Council's proposed traffic calming/landscape plan.

4.2.6 General Maintenance/Environmental Controls

Works to be carried out for general maintenance and environmental control include:

- Overall landscape/aesthetic improvements to park in general, including amenities building and entrance.
- Replacement of existing playground equipment with new equipment (possibly with a wooden boat model in recognition of the park's foreshore location).
- Removal of remaining Bayview Bath sections, while retaining lease with MSB

to maintain the option for future use should water quality improve over time.

- Establishment of a park irrigation system and installation of tap cocks that do not allow use by non-authorised users (ie, boat washdown unless in a dedicated area).
- Placement of trash racks within the stormwater pits in Burwood Road, and the construction of scour protection zones (preferably with small sandstone boulders) where these pipes discharge to the beach areas. Replacement of sand to beaches should be the result of investigations carried out in order to minimise sedimentation of Exile Bay.
- Replacement of existing park furniture over time with a coordinated scheme (including rubbish bins, seating and lighting).

4.3 Strategy Implementation

Table 4.1 presents an implementation plan for the park improvement strategies noted above. Tasks are divided into those that are high priority (within 6-8 months), medium priority (up to 12 months) and low priority (12-18 months).

The implementation plan is divided into the following areas of activity:

A	-	General Administration/Management
B	-	Boat Ramp/Car Park Zone
C	-	Parkland Zone
D	-	Foreshore Zone

4.4 Estimated Implementation Costs

Estimated Capital Costs

Estimated capital costs for the components of the master plan are listed in Table 4.1. The total estimated cost of works proposed for the high, medium and low priority work are:

High priority (within 6 months)	\$118,000
Medium priority (within 12 months)	\$269,500
Low priority (12-18 months)	<u>\$137,500</u>
Total	\$525,000 (\$1994)

These estimates have been calculated as accurately as possible. However, prior to undertaking any works Council would require detailed construction drawings and should seek competitive prices.

Estimated Recurrent Costs

The estimated recurrent costs at the full implementation of the master plan is \$20,000 (\$1995) per annum.

4.5 Funding

Government funding options were described in Section 2.11. For the works proposed at Bayview Park 50% funding can be applied for from the PWD under the following programs:

The Waterways Infrastructure Development Program

- wharf shelter, pontoon and other facilities
- boat washdown facility
- seawall reconstruction (if required)
- amenities upgrading

The Estuary Management Program

- seawall reconstruction (if required)
- works to stormwater outlets

Under CaLM funding, specific works (e.g. sections of the foreshore promenade) can be applied for on an annual basis.

4.6 Review of Strategy Plan

The strategy plan has been prepared to prioritise needed works for the short term. The progress of implementation should be assessed on an annual basis by Council in terms of the performance measures described in Table 4.1.

A more comprehensive review should be made in around five years to assess the effectiveness of the proposals.

Table 4.1: Bayview Park - Management Strategy Implementation Plan

Management Goals/Objectives	Management Strategies	Estimated Capital Costs**	Priority	Responsibility	Performance Standards
A: General Administration/Management					
Ensure park development is consistent with use restrictions and environmental constraints/opportunities.	Finalise Bayview Park Plan of Management.	-	H	CC	Adoption by Council.
Prepare improvement works program.	Design development of approved master plan to tender stage (including full survey).	\$12,000	H	CC	Documentation complete, works completed.
Improve overall amenity of park and water use by restrictions of anti-social behaviour.	Request more vigorous patrol of Bay area by MSB to reduce noise. Ban use of jetskis and police.	-	H	CC/MSB	Reduction of resident complains. Reduction in user complaints.
Ensure park use and management strategies are reviewed regularly.	Establish Council procedure for reviewing park Management Action Plan progress on an annual basis.	-	H	CC	Procedure/timetable approved and implemented.
B: Management Zone: Boat Ramp/Park					
Protect and enhance the environment of the boat ramp/park and adjacent waterways.	Implement changes to car parks.		H	CC	Tasks implemented
	Install signs to direct users.	\$2,000	M-H	CC	
	Undertake landscaping as appropriate. Replace existing trees in main car park with tree species that will eventually provide shade (possibly only initially remove 50% of existing trees until new trees become established).	\$3,500	M	CC	
	Provide boat washdown facility.	\$45,000	M		

Management Goals/Objectives	Management Strategies	Estimated Capital Costs**	Priority	Responsibility	Performance Standards
Enhance public accessibility to all foreshore areas through this zone.	Install walkway to adjacent development site and delineate/provide walkways across this zone for pedestrians. Stage 1 Stage 2 Stage 3	 \$20,000 \$40,000 \$15,000	 H M L	CC	Task implemented
Reduce erosion/user problems associated with grass-crete and manage car parking appropriately.	Replace grass-crete in car park with brick paving	\$40,000	M	CC	Task completed
Ensure boat ramp is safe and reduce potential for injury to users.	Provide concrete strips on boat ramp to increase safety. Ensure boat ramp is cleaned of algae as necessary.	\$2,500 -	H	CC CC	No public injuries. No liability claims. No complaints from users.
C: Management Zone: Parkland					
Enhance the park environment and open up views to waterways.	Remove existing, obsolete trees (less than 3 metres) and shrubs to open up views to Bay. Initiate the implementation of a co-ordinated planting scheme.	\$5,000 \$10,000	L L	CC CC	Tasks implemented Park environment enhanced.
Reduce parkland maintenance.	Install irrigation system (pop-up sprinklers on timer) in park. Rationalise vegetation and replace with grassed areas as appropriate.	\$20,000 \$5,000	L L	CC CC	Reduced Council maintenance costs. Improved park environment.

Management Goals/Objectives	Management Strategies	Estimated Capital Costs**	Priority	Responsibility	Performance Standards
					Tasks Implemented.
Enhance park entrance and provide entry structure.	Improve aesthetics of park entrance (simultaneously with removal of small car park and access road), including provision of entrance shelter for attendant.	\$40,000	M	CC	Task implemented.
Ensure all children play facilities are safe.	Remove existing playground.	\$5,000	H	CC	Playground equipment replaced.
	Reinstate playground with contemporary equipment	\$35,000	H	CC	New equipment complies with relevant Australian Standards.
Enhance the safety of the waterway through removal of derelict/unsafe structures.	Remove remainder of Bayview Baths.	\$25,000** *	H	CC	Task complete. Improved public safety.
Enhance public safety of nighttime users of park.	Install additional lighting along foreshore area	\$30,000	L	CC	Task complete. Public safety improved.
Enhance and improve settings and placement of historic monuments.	Maintain and repair existing monuments.	\$5,000	L	CC	Task achieved
	Relocate monuments during works to appropriate locations.	\$3,000	L	CC	Settings of monuments improved.
Enhance and improve parkland facilities and settings.	Remove small car park and access road and return to parkland.	\$45,000	M	CC	Task achieved, new parkland area.
	Provide new car park to replace old access/car park.	\$50,000	M	CC	Task completed
	Provide additional seating adjacent to play equipment for parents.	\$2,000	L	CC	Improved seating arrangements
	Provide additional seating adjacent to play equipment for parents.	\$4,000	L	CC	Improved bbq area
	Provide additional seats and picnic shelter for users of bbq.	\$2,000	L	CC	Enhanced views and parkland setting.

Management Goals/Objectives	Management Strategies	Estimated Capital Costs**	Priority	Responsibility	Performance Standards
	Remove existing vegetation along waterfront blocking views and replace with varieties of lower profile.				
Provide appropriate amenity facilities for park users.	Upgrade amenities building to improve aesthetics (repainting interior, outside landscaping, improvements to facade).	\$10,000	L	CC	Task achieved/improved aesthetics
	Investigate replacement/relocation in longer term including provision of disabled facilities.	-	L	CC	Feasibility complete
	Replace water tap stop cocks to prevent inappropriate use.	\$1,000	L	CC	Reduced use of park water.
D: Management Zone: Foreshore					
Enhance foreshore zone and provide appropriate facilities. Ensure facilities are safe for the public.	Reconstruct existing walkways as required and construct foreshore pathway.	\$20,000	H	CC	Task achieved/facilities provided for user needs.
Enhance wharf and other water based facilities to provide for user needs.	Construct timber structure at end of wharf	\$20,000	L	CC	Task achieved
	Construct foreshore promenade/boardwalk adjacent to former baths.	already priced		CC	
	Investigate replacement of baths.	-	L	CC/CALM	

Management Goals/Objectives	Management Strategies	Estimated Capital Costs**	Priority	Responsibility	Performance Standards
Enhance the environment of surrounding waterways.	Discontinue sand placement/replacement to minimise siltation of Exile Bay. Investigation required.	saving of approx \$10,000 pa	H	CC	Siltation of Exile Bay reduced.
	Replace sand beach with vegetation to enhance area and stabilise foreshore.			CC	Vegetation installed/foreshore stabilised
	Install trash racks on all stormwater outlets and regularly maintain.	\$1,500	M	CC	Trash racks installed/reduced debris in bay
	Install silt traps on all stormwater outlets and regularly maintain (including Burwood Road).	\$2,000	L	CC	Silt trap installed and reduced siltation of bay
	Establish scour protection at base of stormwater outlets	\$2,000	L	CC	Protection installed/reduced scouring.
		\$2,500	L		
	TOTAL	\$525,000			

* H - High Priority (within 6-8 months);

M - Medium Priority (12 months)

L - Low Priority (12-18 months)

** estimated cost in \$1995 (reference: Cordells, 1995, Landscape Contractors Association, 1992-93)

*** Estimate provided by Council

APPENDIX A : WORKSHOP PARTICIPANTS

Representatives who attended the workshops were:

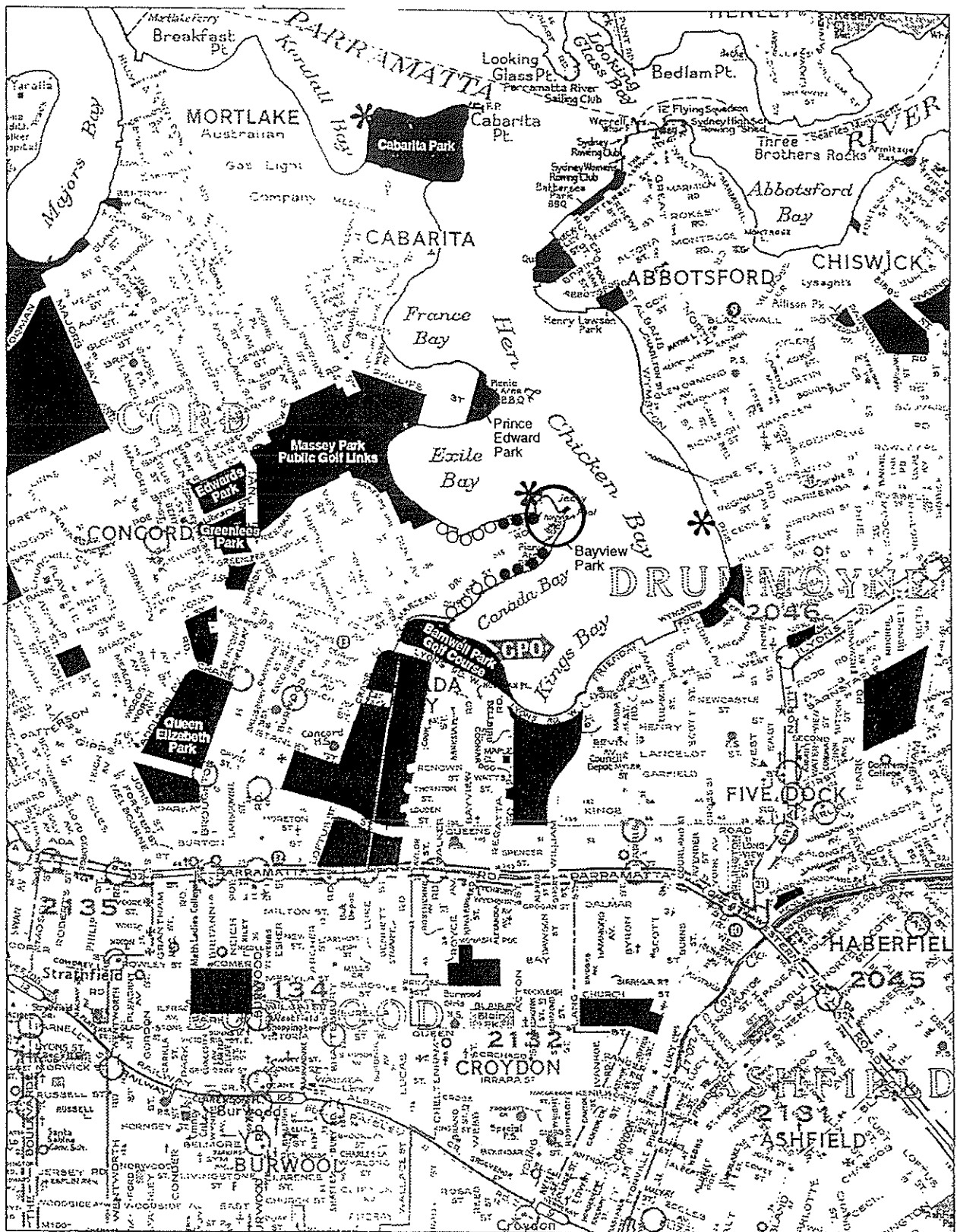
Workshop No. 1

- Lloyd Kent (Parks Manager) - Concord Council
- Stacey Brodbeck (Landscape Architect) - Connell Wagner
- Des Brady (Town Planner) - Connell Wagner
- Peter Davidson - Bayview Action Group
- Jerzy Kortynski - Public Works Department
- Jamie Howieson - Public Works Department
- Andrew McAnespie - Department of Conservation & Land Management
- John Sidoti - IPM Developments (Phillip's Landing townhouses)
- Andrew Griffin - Trafalgar Properties (Pelican Point townhouses)
- Mark Hudson - Maritime Services Board.

Workshop No. 2

- Soumi Gunasekera (Senior Engineer) - Concord Council
- Peter Saupe (Parks Department) - Concord Council
- Stacey Brodbeck (Landscape Architect) - Connell Wagner
- Alison Dodds (Landscape Architect) - Connell Wagner
- Peter Davidson - Bayview Action Group
- Jerzy Kortynski - Public Works Department
- Jamie Howieson - Public Works Department
- John Sidoti - IPM Developments (Phillip's Landing townhouses)
- Mark Hudson - Maritime Services Board.

FIGURES

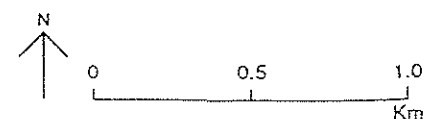


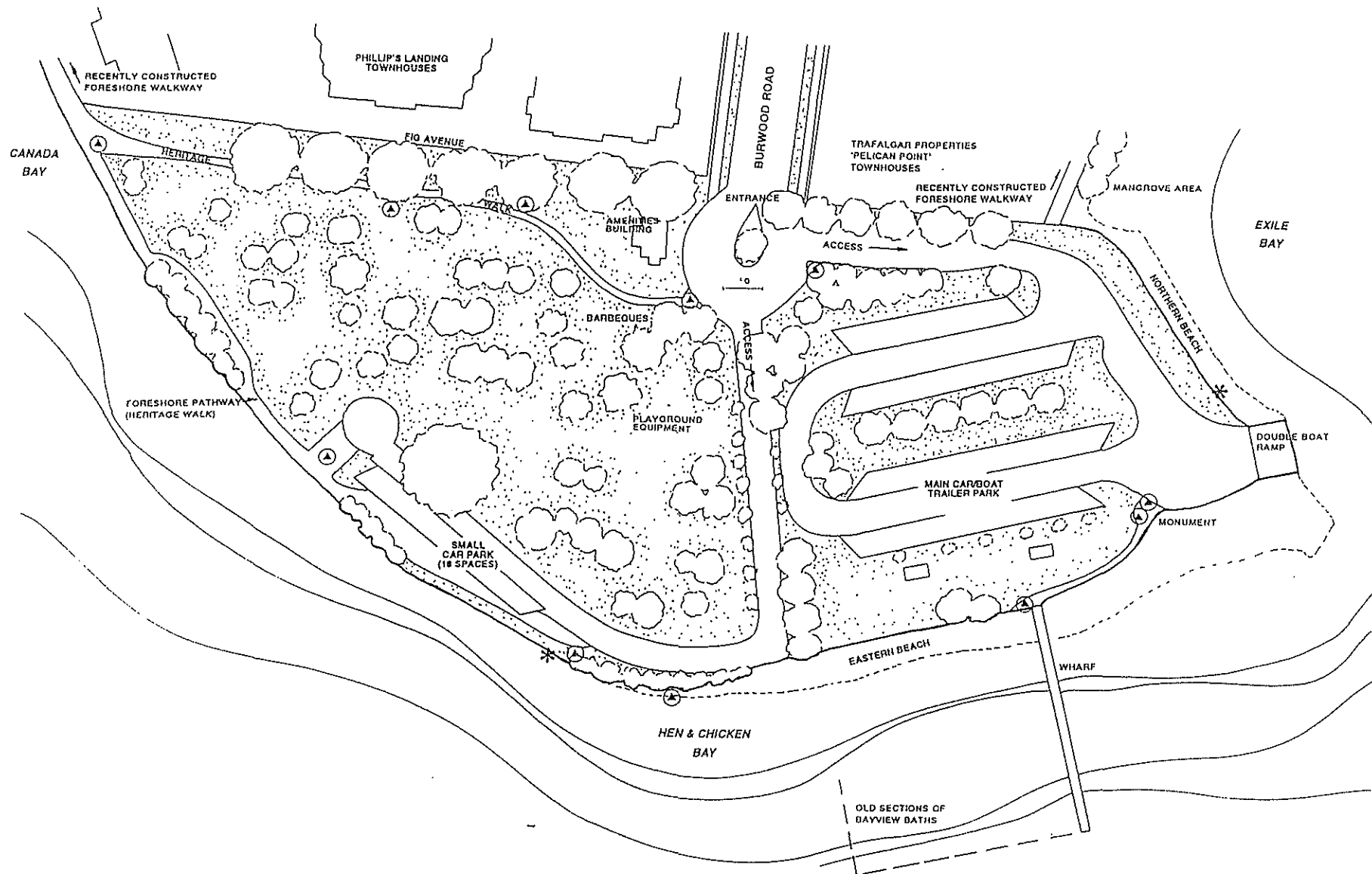
Source: UBD

Figure 1
Bayview Park Location

- Existing public recreation areas
- Existing Boat Ramps
- Existing sections of foreshore walkway
- Proposed sections of foreshore walkway

Connell Wagner
Bayview Park Location
5517-4CE





Existing trees/vegetation
Monument

* Stormwater outfalls

0 25 50
Approximate scale Metres



Figure 2
Bayview Park
Existing Park Layout



Park entrance



Northern Beach area and main car park



Eastern Beach showing wharf and remaining sections of Bayview Baths.



Northern Beach on a typical warm Sunday

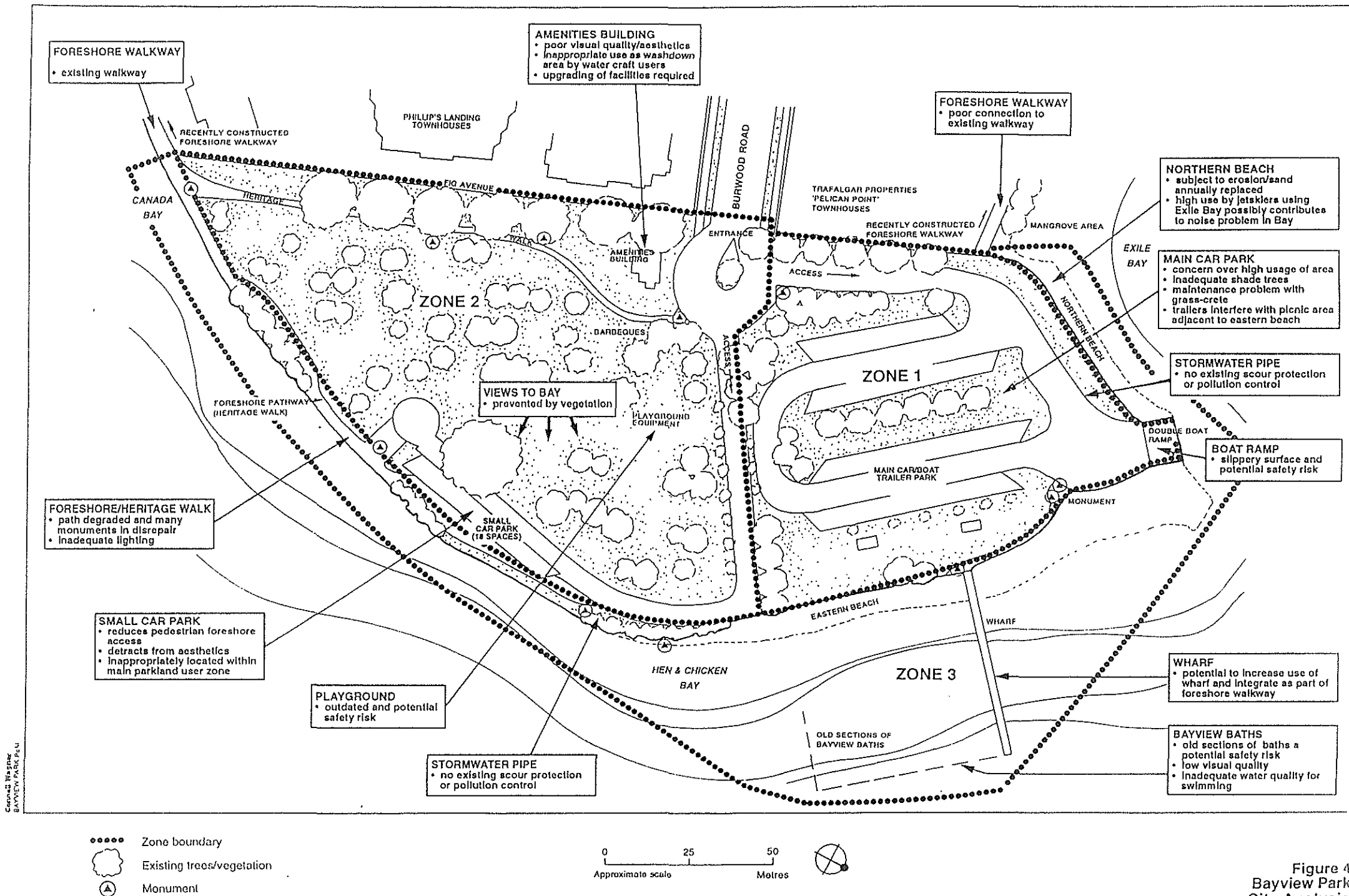


Figure 4
Bayview Park
Site Analysis

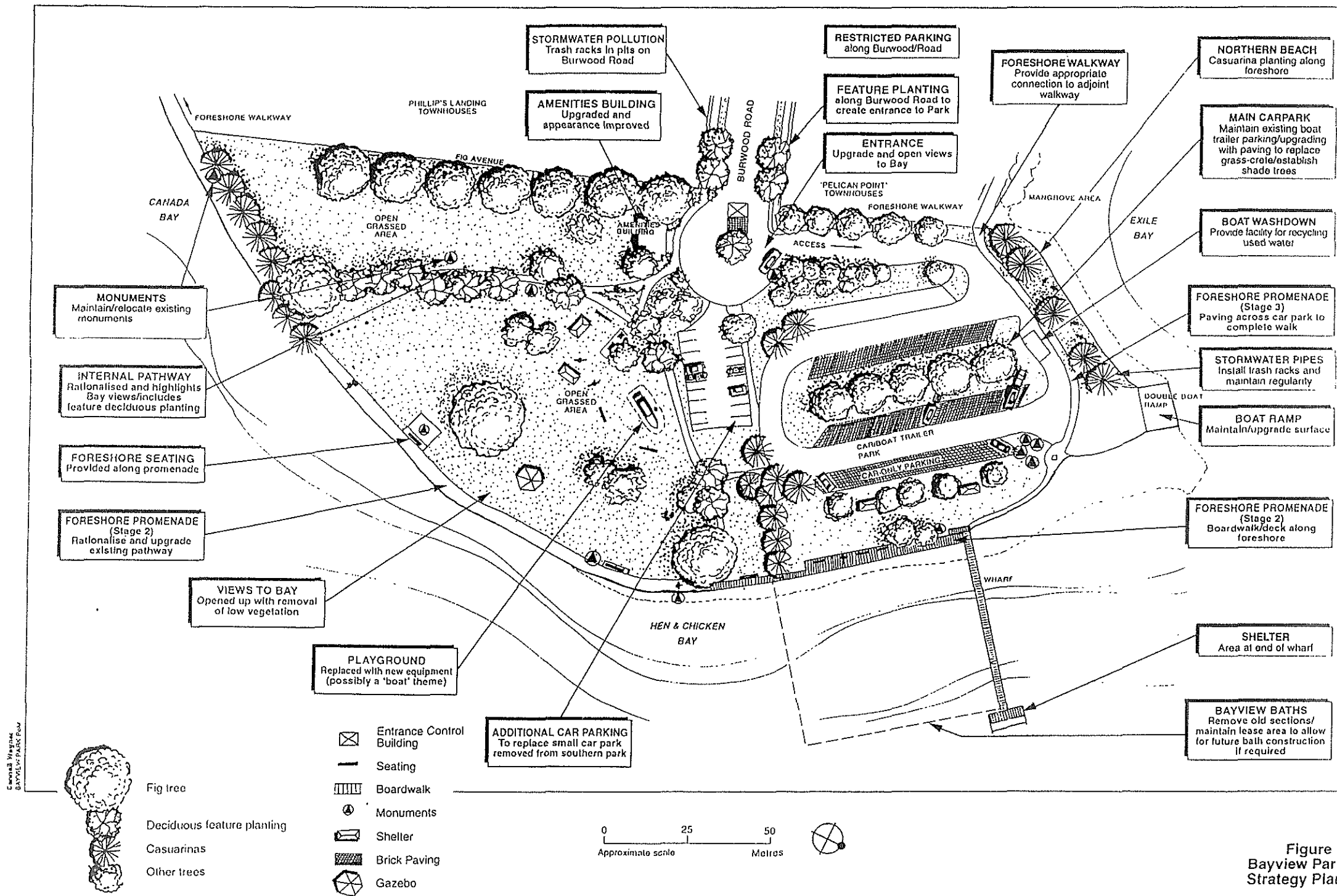
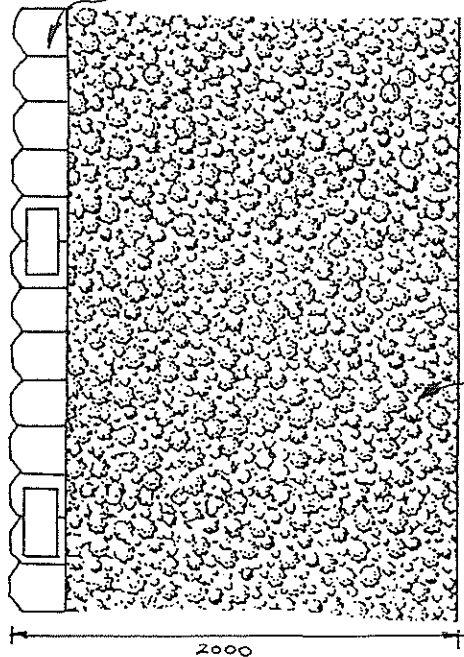


Figure 5
Bayview Park
Strategy Plan

concrete edge to match
adjacent path - heritage
plaques, set along edge

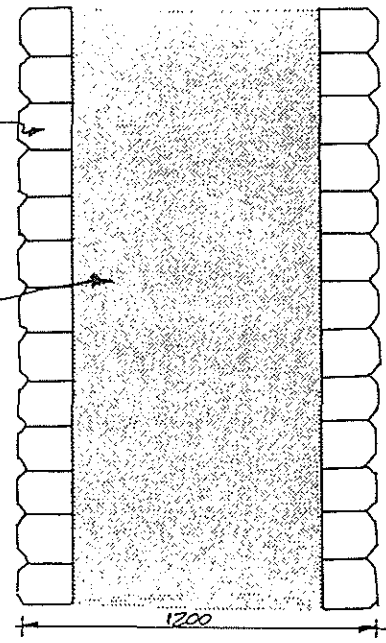


Foreshore Promenade
(Southern Section)

concrete
edge to
match
other

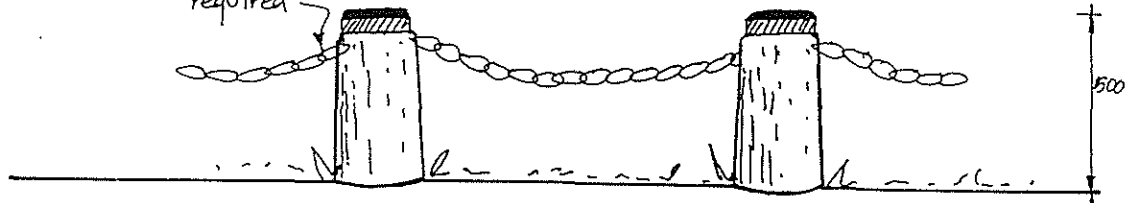
tan
coloured
bitumen

exposed
aggregate
concrete
to match
adjacent
path



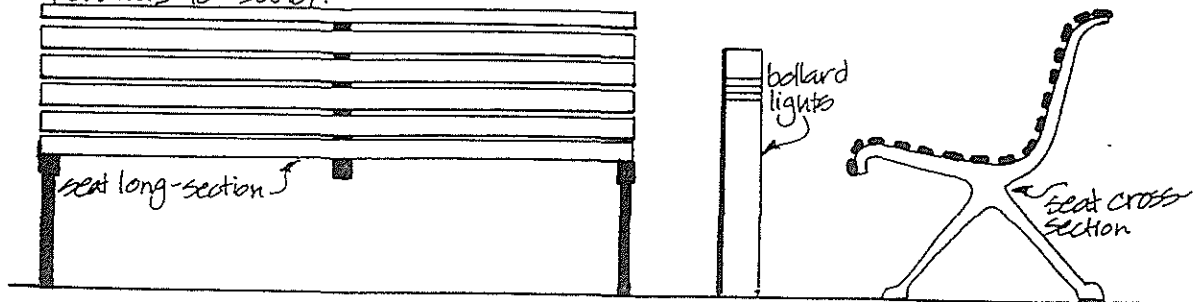
Internal Pathway

marine motif fence
around car park as
required



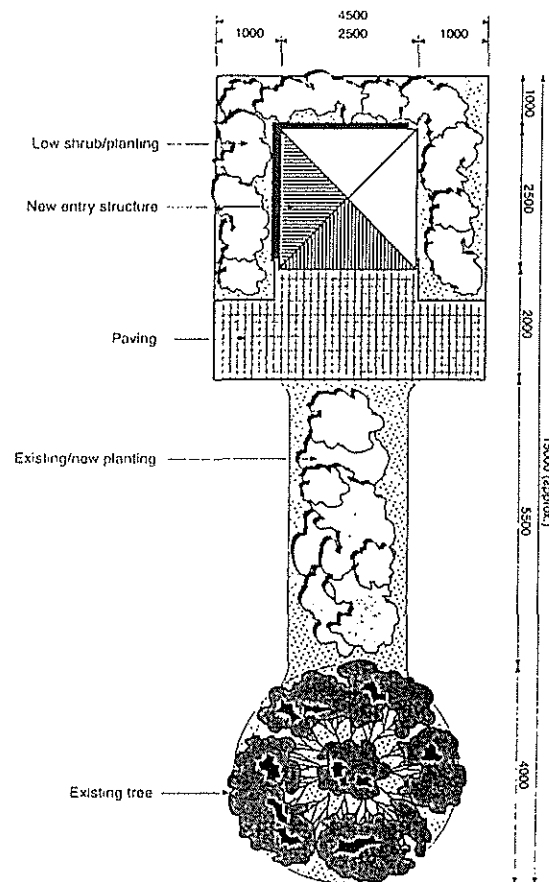
Car Park Barrier Fence

seats bollard lighting & other lights
to match/complement adjacent
Pathway to south.

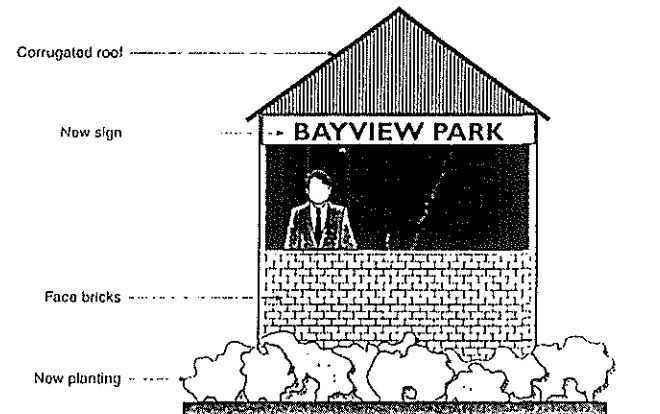


Seating/Lighting

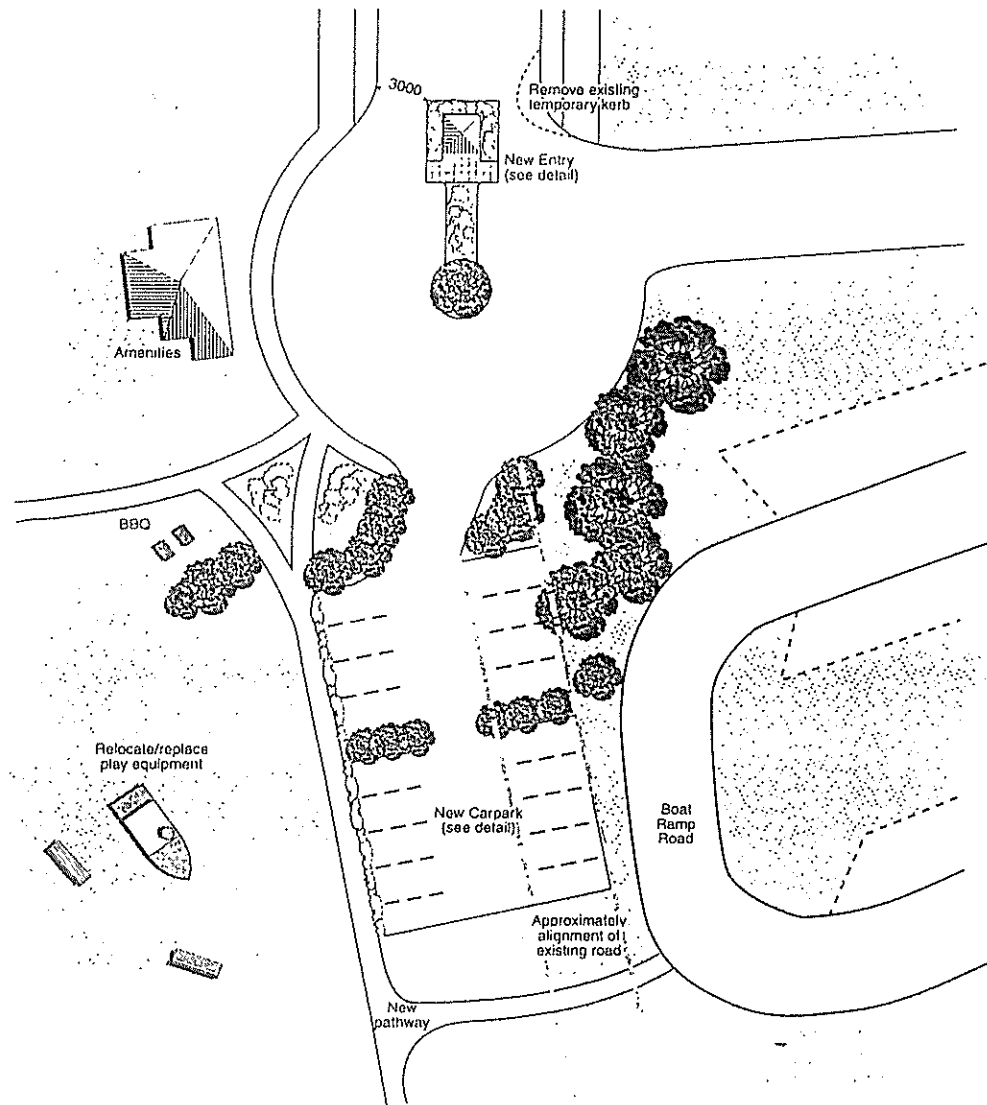
Figure 6
Concepts for Park Components



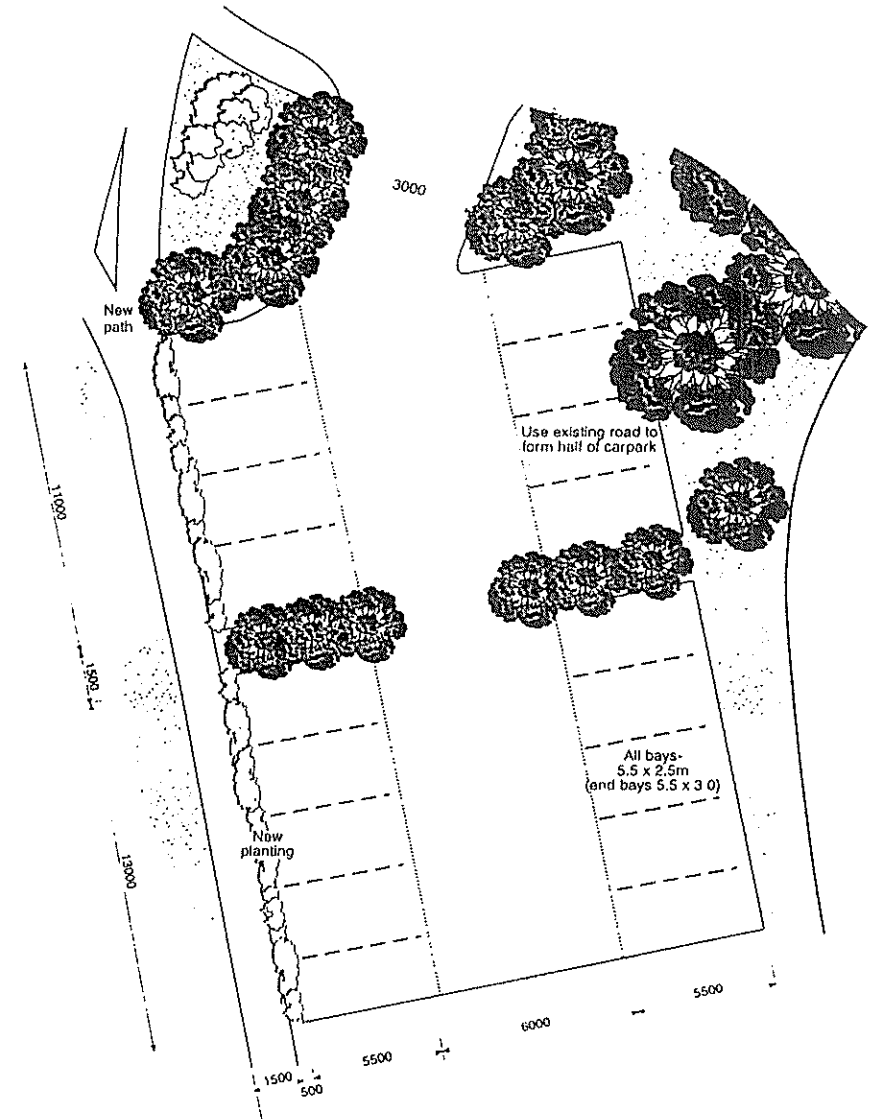
CONCEPT PLAN FOR ENTRY
Detail 1:100



CONCEPT FOR ENTRY
Elevation 1:500



CONCEPT FOR NEW PARK ENTRY AND CAR PARK
1:400



CONCEPT FOR NEW CAR PARK
Detail 1:200