

ERSKINE PENINSULA PROJECT

ZONE E - AS PER ERSKINE RIVER PRECINCT MASTERPLAN 2014



7.5 Zone E Erskine Peninsula

This precinct covers the area from the Top Avenue.

Objectives:

- Improve pedestrian links.
- Improve the overall appearance of the area as a sensitive coastal environment.
- Improve existing car parking facilities.
- Enhance the swing bridge precinct and associated uses.
- Retain Lorne Paddock as public open space.



Figure 7.13: Landscaping can define parking areas and soften the appearance of a car park.

Actions:

- e1** Construct new fishing and viewing platform.
- e2** Improve the vehicle access associated with the waste dump near the toilet block.
- e3** Improve the swing bridge precinct including upgrading the pedestrian connections between the bridge and the beach including additional seating/picnic tables.
- e4** Retain the existing unsealed car park including a loop for larger vehicles. Existing parking areas to be reconfigured to reduce the car park footprint whilst also slightly increasing the number of spaces through good design. In the event that removal of existing plantings of ti trees is required, lost vegetation will be offset with revegetation of locally indigenous species.
- e5** Improve pedestrian connections across the peninsula and retain and modify existing playground as required.
- e6** Retain existing roadway connection with Cypress Avenue.
- e7** Retain the Lorne paddock as public open space.

7.5 Zone E Erskine Peninsula

This precinct covers the area from the Top Bank Caravan Park around to Cypress Avenue.



ERSKINE PENINSULA PROJECT

EXISTING CONDITIONS



Existing vehicle circulation and parking spaces.



Existing bicycle circulation



Existing pedestrian circulation



Existing furniture/seating



Picnic tables are aging and cater for only one or two groups of people. Grades to and from picnic tables require leveling to ensure ease of access.



Treated pine barrier fencing is used as informal seating during peak times and spill out from the Swing Bridge cafe patrons.



The above area currently functions as a turning circle for large vehicles and waste disposal vehicles. Large spaces of road surfaces make it difficult for pedestrians, cyclists and vehicles to negotiate preferred circulation systems.



The above image is located to the east side of the 'loop'. This area is 8 metres wide in some instances allowing for 90 degree parking. This large uninformed gravel path lacks formalised traffic, parking and pedestrian circulation systems.



The above image is located to the west of the 'loop' system and shows the intersection between traffic circulation and pedestrian pathway leading up from the Erskine River.



Four parking spaces are located to the very point of the Erskine River precinct and sixteen informal parking spaces along the existing road network. Pedestrians gather at the point to admire the spectacular view, visit the Swing Bridge Cafe and utilise the Swing Bridge and associated walking tracks.



Basalt boulders that once formed an edge to the point of the river precinct are now overgrown with lawn runners causing a lack of definition between sand, border and lawn.



Pedestrian pathways located adjacent to the Erskine River are depleted of gravel toppings and have steep grades making it difficult for pedestrians to safely navigate the pedestrian paths.

The Erskine Peninsula Project aims to deliver Actions E3-E5 from the Erskine River Masterplan to Zone E (refer map on adjacent panel). The Erskine Peninsula incorporates the southern bank of the Erskine River, Swing Bridge Café and is bounded to the east by Louttit Bay ocean beach and to the south by Erskine Paddock.

The zone forms an important pedestrian link across the iconic Swing Bridge and along the beach, Cypress Avenue and Otway Street through to Lorne Central, Top Bank Caravan Park and Mantra Erskine House and shopping precincts.

The vehicle turn around also functions to allow large vehicles and other traffic to safely turn around and exit, some of which use the waste dump point adjacent the Top Bank Amenities. The Zone is characterised by thick growth of coastal tea-tree and cypress which provide good shade in summer but also makes the area very dark and provides little habitat value blocking light and views to the Erskine River.

Currently vehicle and pedestrian connections area not functioning satisfactorily, the road and pedestrian path grades do not allow safe movement along the sections of Otway Street from Top Bank Caravan Park down to the Swing Bridge Cafe carpark. The steep grades also leave the gravel surface prone to erosion in sections and water does not drain off road surfaces effectively. There is an informal one way vehicle arrangement which is not clearly defined or utilizing space effectively which could be used to provide more parking spaces and separate vehicles from pedestrians along the busy section of the vehicle turn around. There is also a lack of facilities such as picnic tables and seats or opportunities to engage with the areas rich cultural history or stunning natural environment.



ERSKINE PENINSULA PROJECT

KEY MOVES



- Area of vegetation to be thinned
- Existing pedestrian trail
- Proposed pedestrian trail

1. Adjust the existing pedestrian path for ease of access and connection to broader pedestrian network.

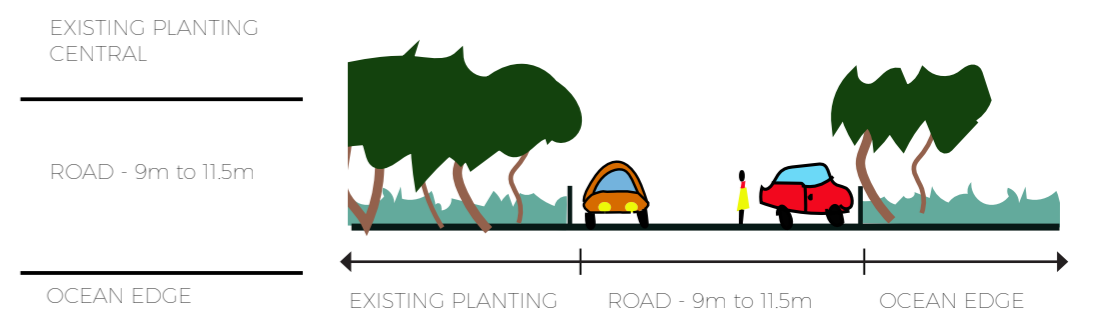
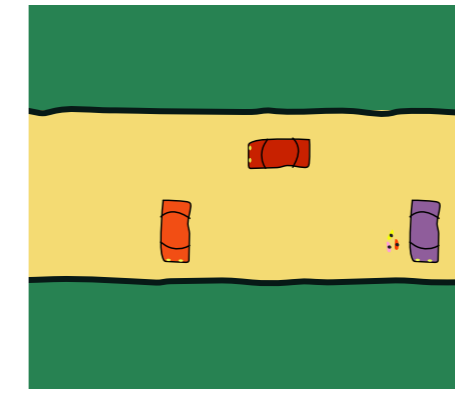
- Regrade the southern entry to meander through the existing trees and decrease the existing path grade.
- Connect the pedestrian trail to broader circulation network.
- Thin Tea tree and Cypress tree lower branches to reveal views across the Erskine River and improve habitat quality.



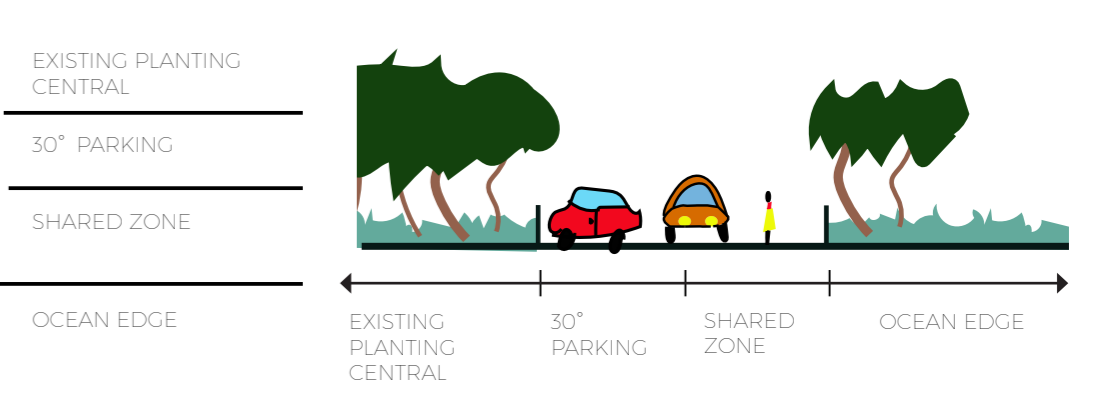
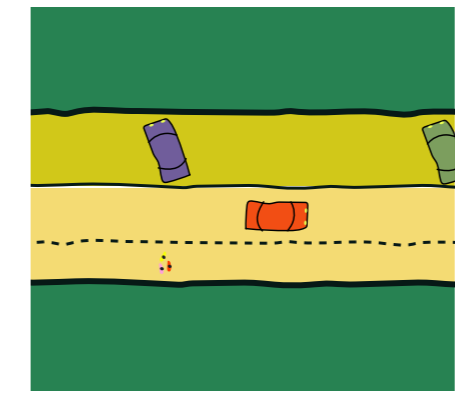
- Area of vegetation to be thinned
- Two way road network
- One way loop system
- Proposed parking locations (area denoted with D = equal access)

2. Formalise the one way loop system

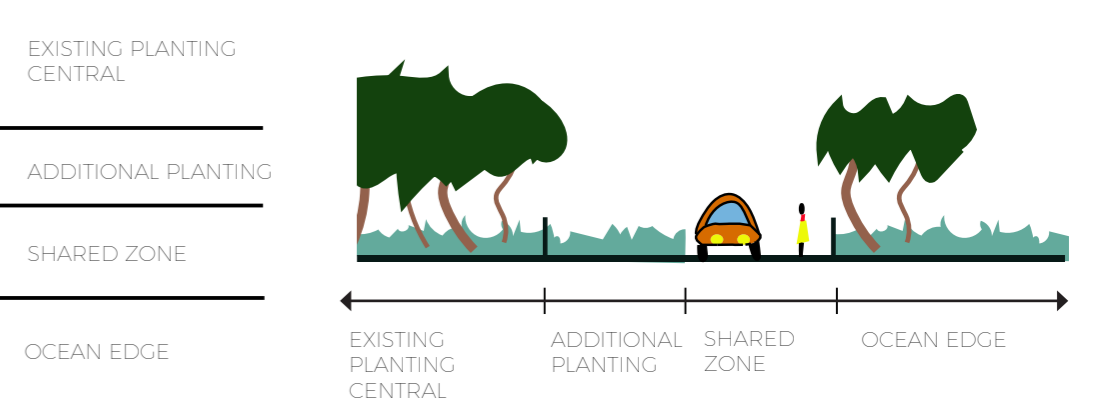
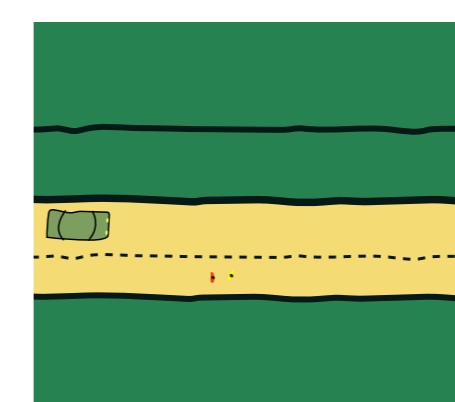
- Reduce the width of the road to the Eastern side of the loop to allow for parking and pedestrian thoroughfare.
- Use of traffic signage to formalise one way system.
- Provide approximately 20 carparking spaces and 2 - 3 accessible parking spaces.
- Staged thinning of coastal Tea tree to provide natural lighting, improve habitat value. Replant with endemic coastal vegetation.



EXISTING CONDITIONS - OCEAN ROAD/CYPRESS AVE EXTENSION



PROPOSED TYPE 1.



PROPOSED TYPE 2.

One way loop system diagrams

The existing gravel road varies from 9 to 11.5m in width. This width allows for two types of conditions.

Type 1: 30° parking to the centre of the loop road and a shared zone for walkers and vehicles. Majority of pedestrians walk currently along the edge of the road closest to the beach. The 'shared' zone will have subtle markings within the gravel road to aid pedestrians in following the informal footpath.

Type 2: in areas where the width of the existing road isn't generous enough for 30° parking, additional ground covers and low shrubs will be planted to soften the road.



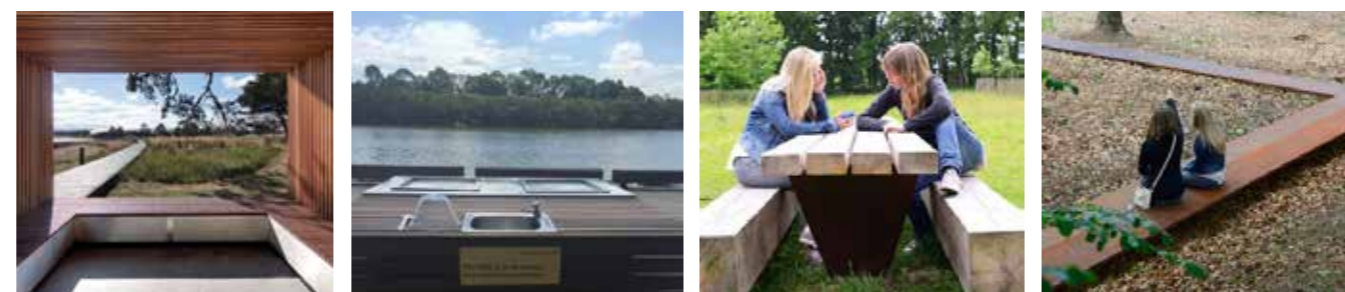
Gathering space/lookout

3. Unify the point into a celebrated outlook and destination

- Remove existing 4 no. carparking spaces and replace with 2-3 equal access parking spaces.
- Connect the swing bridge to a larger pedestrian breakout space.
- Remove existing pine barriers and replace with cypress pine barriers.
- Amalgamate and ground materials and adjust grades to provide a more accessible and connected gathering space.
- Strengthen the basalt boulder edge with intermittent planting and additional boulders.



Proposed furniture locations



4. Provide additional amenity to the point.

- Introduce additional picnic spaces, shelter and a possible bbq.
- Provide appropriate signage to direct traffic and introduce users to the beginning of the Lorne foreshore trail.
- Continue habitat restoration works.



- Gathering space/lookout
- Proposed fence (pedestrian access will be open to the west of road)
- Three point turn for waste disposal/deliveries to cafe.

5. Maintain existing three point turn for waste disposal and deliveries.

- Provide three point turn for waste disposal and large campers.
- Provide appropriate signage.