Port Melbourne Light Rail Park Master Plan

PREPARED BY CITY OF PORT PHILLIP

Version 1 - May 2026

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01

INTRODUCTION

1.1 INTRODUCTION

The Port Melbourne Light Rail Corridor is a one kilometre linear park that provides a range of informal recreation opportunities, including a commuter trail connecting City of Port Phillip (CoPP) residents to Melbourne's CBD.

This map illustrates the location of the Light Rail Corridor in relation to major roads and surrounding landmarks.

The corridor's unique character is shaped by its historic rail alignment, expansive informal park areas, dog off-leash zones, significant trees, memorial gardens, passive recreation spaces and shared use paths.



The Light Rail Corridor comprises a series of reserves, known individually as Cook, Hester, Turner, Smith, Walter, Howe, Gill, Page and Fennell Reserves.

The reserves of the Light Rail Corridor are outlined in Map 01.

For the purposes of this Master Plan, the parkland is collectively referred to as the Port Melbourne Light Rail Corridor, reflecting common usage. The term 'Light Rail Corridor' is used throughout this document to ensure clarity and consistency.



Figure 01. Northern reserves shared user path



Figure 02. Characteristic stone walls



Map 01. Light Rail Corridor reserves

1.2 PURPOSE

Project Objectives

The purpose of this Landscape Master Plan is to guide the future development and management of the Light Rail Corridor and guide future projects and works with the reserves.

More specifically the Master Plan will:

- Set a long-term shared vision for the Light Rail Corridor
- Provide a framework to guide future design, development and management
- Enhance and celebrate the environmental, heritage and cultural qualities of the Light Rail Corridor
- Address the needs of the City of Port Phillip, key user groups, residents and visitors
- Provide a strategic plan for implementation and establish priorities for staged improvements.



Figure 03. Master Plan process

1.3 STRUCTURE

The structure of this report is as follows:

Section 1

1. **INTRODUCTION**
   Introduces the Master Plan and sets the site area, purpose of the Master Plan, structure of this document and the preparation approach.
2. **CONTEXT**
   Outlines background information including historic context, land ownership, strategic documents, planning controls, existing and demographics.
3. **SITE ANALYSIS & EXISTING CONDITIONS**
   Provides information on the existing site conditions and analysis that has informed the master plan based on the context and site area.

Section 2

4. **COMMUNITY ENGAGEMENT**
   What we've heard already from the community.
5. **VISION AND OBJECTIVES**
   Outlines the vision and the key objectives for the Master Plan
6. **THE MASTER PLAN**
   Detailed explanation with plans, images and text of the Master Plan proposal.

Section 3

7. **IMPLEMENTATION**
   Program for the delivery of the Master Plan.

1.4 PREPARATION

The development of the Master Plan has involved a comprehensive review of background documents as well as extensive engagement with the community and consultation with key external and internal stakeholders. Informed by consultation and site understanding, key recommendations have been developed for the overall site and for each individual reserve within the Light Rail Corridor.

After we've heard from the community, the Master Plan will be reviewed and updated to reflect feedback where appropriate. The final version will then be presented to Council for consideration and adoption.

The maps, pictures, and diagrams in this document are illustrative only. They provide one possible vision for how the area could look in the future and are intended to help explain the overall ideas, not to show final designs.

Any future projects will be subject to funding and will involve further investigations and more detailed planning and design, including community engagement. As a result, the final designs and outcomes may change from what is shown in this Master Plan.

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02

CONTEXT

2.1 BACKGROUND

Port Melbourne comprises approximately 17% open space, which is consistent with the City of Port Phillip average of 16.7%. The neighbourhood has a high proportion of families with children as well as older residents, reinforcing the need for existing open spaces to support a wide range of uses, from play and informal recreation to passive enjoyment.

With limited opportunities to create new public open space in an already built up urban environment, it is vital that existing areas such as the Light Rail Corridor remain functional, accessible and appealing to ensure they continue to deliver maximum community benefit.

As the population grows, particularly with the significant high density living anticipated in nearby Fishermans Bend, more people will be relying on surrounding open space to supplement their smaller backyards or apartment living. This growth will place additional pressure on surrounding parks, including the Light Rail Corridor, which will serve as an important linear connection for new communities travelling to and from the foreshore.

The reserves that make up the Light Rail Corridor are already highly valued local open spaces, and they hold significant potential to be enhanced to meet the current and future needs of both Port Melbourne and Fishermans Bend communities. Investment in these spaces will benefit people of all ages and backgrounds.

2.2 HISTORIC CONTEXT

The Light Rail Corridor reserves are located on the Traditional Lands of the Bunurong people.

The Light Rail Corridor sits on the alignment of Victoria's first railway, the 1854 Hobsons Bay line, which connected Melbourne to the busy piers at Sandridge (now Port Melbourne).

The Light Rail Corridor shaped the development of the surrounding neighbourhood and served as a major gateway for residents, workers, and visitors arriving by ship and rail for more than a century.

During the late 1800s and early 1900s, portions of the railway land were progressively set aside as public reserves. Community advocates and Council worked over many decades to convert the once sandy and poorly maintained railway margins into green, civic open spaces. Key beautification periods in the 1890s, 1906–1911, and 1950s introduced avenues of trees, shrubbery borders, ornamental garden beds, and formal entries, establishing the landscape framework still visible today.

By the mid-twentieth century, the reserves formed a sequence of linear parklands, marked by tree avenues, planted borders and low stone walls at road crossings.

Further transformation occurred in 1987, when the heavy rail line was converted to tram operation and new areas of land were added to create the continuous linear park used today.

The Light Rail Corridor's heritage value is expressed through several enduring elements:

Historic Railway Origins

- The Light Rail Corridor continues its legacy as a transport spine, originally Melbourne's first public transport route, now a light rail line connecting Station Pier to Southbank.

Early Civic Landscaping

- Tree avenues and rows (Plane, Elm, Fig, Peppercorn and others) planted through key landscape improvement phases from the 1890s–1950s.
- Serpentine and straight pathways originally paired with ornamental borders and feature garden 'rooms'.

Characteristic Stone Walls (c. 1952–1953)

- Low stone walls built at road crossings and station entries as part of a postwar beautification effort, now a defining material feature along the Light Rail Corridor.

Significant Individual Trees

- Mature Moreton Bay Figs, Peppercorns, Elms, Poplars and conifers that reflect major planting eras and contribute to the Light Rail Corridor's distinctive landscape identity.

Former Railway and Civic Infrastructure

- A 1942 horse trough at Bridge Street, reflecting wartime activity and local goods distribution patterns.

Evolving Landscape Character

- A unique blend of formal ornamental plantings and later native vegetation, illustrating how community priorities, resourcing and environmental conditions have shaped the reserves over more than a century.

Overall Significance

- Today, the Light Rail Corridor is valued not only as a transport link and open space network, but as a living record of Port Melbourne's civic ambition, community stewardship and railway heritage. Its blend of historic plantings and linear park structure makes it a distinctive landscape within both Port Melbourne and metropolitan Melbourne.

2.3 LAND OWNERSHIP

The Light Rail Corridor comprises nine reserves, all owned by the Department of Energy, Environment and Climate Action (DEECA).



Figure 04. Mature trees along the Light Rail Corridor



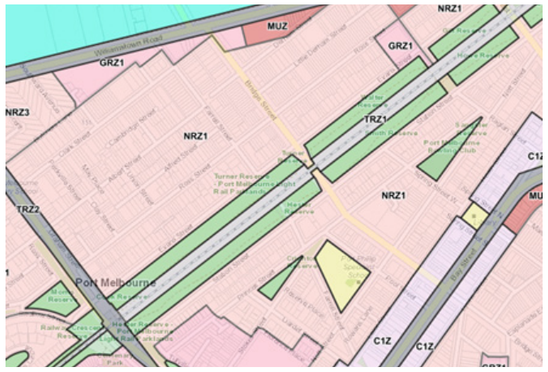
Figure 05. Characteristic stone walls

2.4 PLANNING CONTEXT AND CONTROLS

Public Park and Recreation Zone (PPRZ)

The Light Rail Corridor is covered by the Public Park and Recreation Zone (PPRZ). See Map 02.

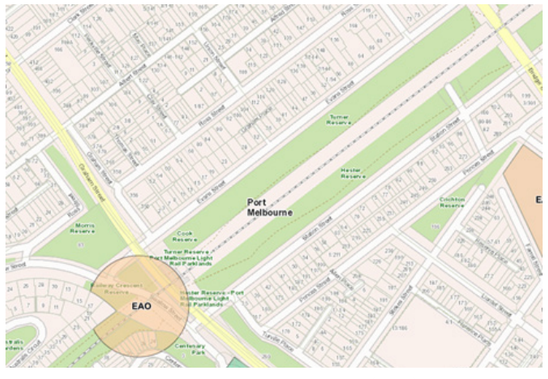
The PPRZ recognises areas for public recreation and open space, protects and conserves areas of significance and where appropriate provides for commercial uses.



Map 02. Planning Zone Map

Environmental Audit Overlay (EAO)

The EAO applies to a small section of Cook Reserve. See Map 03. The EAO ensures that potentially contaminated land is assessed before being approved for a use which could be adversely affected by any contamination.



Map 03. Environmental Audit Overlay (EAO) Map

Special Building Overlay - (SBO2 & SBO3)

The SBO2 and SBO3 apply to sections of the Light Rail Corridor. SBO2 applies to the 'Port Phillip City Council Local Drain' and SBO3 applies to the 'Melbourne Water Main Drain'. See Map 04.

The purpose of the Special Building Overlay is:

- To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.
- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.
- To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.



Map 04. Special Building Overlay – (SBO2 & SBO3) Map

Heritage Overlay - (HO1)

The HO1 applies to the majority of the Light Rail Corridor, except for Fennell and Page Reserves. See Map 05.

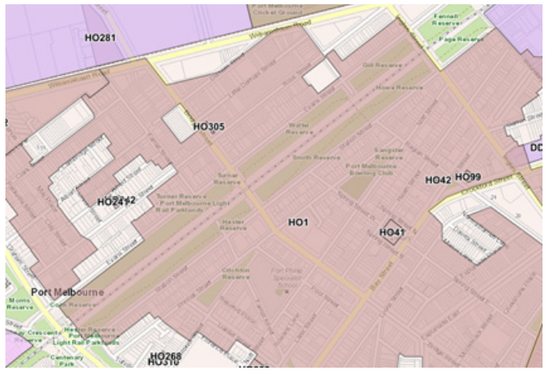
The purpose of the Heritage Overlay is:

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

The Port Melbourne Railway Reserves Sub precinct is part of the broader HO1 Port Melbourne heritage precinct, with citations included in the Port Phillip Heritage Review (2021) and incorporated into the Port Phillip Planning Scheme.

- Historical: Associated with Australia's first steam railway (opened 1854). Originally reserved as a buffer between the rail corridor and adjacent allotments; later designated for ornamental purposes (1866). By the late 19th century, surrounding allotments featured diverse housing and commercial buildings.
- Social: Long-standing role as a space for passive recreation, featuring elements like freestone rock walls and a memorial near Graham Street.
- Aesthetic: Unique landscaped reserves with dense tree plantations between Boundary and Graham Streets, rare in Port Melbourne and among few in Victoria linked to a railway alignment.

Overall, the sub-precinct contributes to the heritage value of Port Melbourne through its historical origins, social use, and distinctive landscape character.



Map 05. Heritage Overlay – Schedule 1 (HO1) Map

Area of Cultural Heritage Sensitivity

The Light Rail Corridor is in an area of cultural heritage sensitivity. 'Areas of cultural heritage sensitivity' are defined in the Aboriginal Heritage Regulations 2018 (the Regulations) and relate to landforms and soil types where Aboriginal places are more likely to be located. These include land within 200 metres of named waterways and land within 50 metres of registered Aboriginal cultural heritage places. The site is located on the Traditional Lands of the Bunurong people. See Map 06.



Map 06. Area of Cultural Heritage Sensitivity Map

2.5 STRATEGIC DOCUMENTS

The Port Melbourne Light Rail Park Master Plan has been strategically informed by a broad range of Victorian State Government and City of Port Phillip's plans and strategies. They are as follows:

STATE FRAMEWORK

Plan Melbourne 2017-2050	Plan Melbourne is a metropolitan planning strategy that defines the future shape of the city and state over the next 35 years. Integrating long-term land use, infrastructure and transport planning, Plan Melbourne sets out the strategy for supporting jobs and growth, while building on Melbourne's legacy of distinctiveness, liveability and sustainability.
Plan for Victoria	Plan for Victoria guides the actions of all Victorian Government departments and Councils, by setting the strategic planning direction for Victoria, it supports councils to plan at a local level. It aims to enable safety and wellbeing, inclusive places, green spaces and great open spaces.
Environmental Protection Amendment Act 2018	Provides a framework to control and manage contaminated land in public space.
Open Space Strategy for Metropolitan Melbourne 2021	Guides all levels of government in the planning, management and delivery of the metropolitan Melbourne public space network over the next 30 years.

LOCAL FRAMEWORK

Plan for Port Phillip 2025-35	The Plan for Port Phillip is our strategic plan that guides all our work. It provides a strong foundation for the continuing rollout of projects, services and initiatives that go to the heart of the health and wellbeing of our diverse community. Under the Liveable Port Phillip service profile, we value providing the community access to high quality public spaces.
Urban Forest Strategy 2024 to 2040	The Urban Forest Strategy 2024 to 2040 outlines how we will plan, protect, and grow our urban forest in the City of Port Phillip. It addresses challenges like climate change, population growth, and space limitations. Developed with community input, the strategy includes actions to expand canopy cover, enhance biodiversity, and encourage green practices on both private and public land. The Strategy also includes a range of targets including 'Canopy cover in the park increased – public space canopy cover short term target 30% by 2029, 2040 target of 40% canopy cover, no net loss of canopy at any individual park or reserve (excludes places where tree cannot be planted i.e. sports ovals)'

LOCAL FRAMEWORK CONT.

Places for People: Public Space Strategy 2022 – 2032	The Places for People: Public Space Strategy 2022 – 2032 is the vision and blueprint for an enhanced public space network in our City. The strategy informs Council's ongoing planning and investment in public spaces and will transform our existing spaces through an integrated action plan for each of our neighbourhoods. The strategy is underpinned by the Liveable Strategic Direction of the Plan for Port Phillip 2025-35 and supports the delivery of Council's vision and other core Council strategies, guided by external legislation and plans. The Strategy has been divided into Municipal-wide directions and Neighbourhood actions. A short-medium term priority action in Port Melbourne is: • *Prepare a landscape Master Plan for Cook, Fennell, Gill, Hester, Howe, Page, Smith, Turner and Walter Reserves to increase the diversity of unstructured recreation and social facilities. Investigate if a fenced dog off-leash area can be supported, see Dog Off Leash Review for direction. Protect mature trees and strengthen the indigenous vegetation values along the Light Rail Corridor.*
Move, Connect, Live: Integrated Transport Strategy 2018-2028	City of Port Phillip's Integrated Transport Strategy (ITS) provides strategic direction to support a well-connected transportation future for our city. Outcome 2 is relevant to the Master Plan - Our community is healthier because it has safe, connected and convenient walking and bike riding choices.
Getting our Community Active: Sport and Recreation Strategy 2015 - 2024	This Strategy establishes a shared Council and community vision to guide the planning, provision and maintenance of high-quality sport and recreation infrastructure across our City. *New Strategy currently being prepared.*
Domestic Animal Management Plan 2026-2029	The Plan provides Council with a strategic, balanced approach towards promotion of responsible pet ownership, the welfare of dogs and cats in the community and the protection of the community and the environment from nuisance dogs and cats. The Plan also outlines how Council will enforce all legislative requirements and compliance with our local laws.
Dog Off-Leash Guideline	The purpose of the Dog Off-Leash Strategic Guideline is to provide the City of Port Phillip with clear principles that guide how Council will make provision for dogs to be off-leash in our public open spaces, ensuring everyone is mindful of their use of dog off-leash areas, is respectful of dogs and feels welcome in these spaces, no matter their age, gender, ability or background.

2.6 EXISTING REPORTS & STUDIES

The following reports and studies have informed the development of this Master Plan:

EXISTING REPORTS & STUDIES	
Port Melbourne Light Rail Linear Parks Heritage Considerations Review (Lovell Chen, April 2025)	City of Port Phillip engaged Lovell Chen to provide updated heritage advice: • Review changes to the condition and integrity of the reserves since the 2002 Master Plan • Undertake further research where needed to understand the importance of features within the place • Identify levels of significance for heritage features to guide future management and inform the new Master Plan • Provide advice in respect to changes to the low stone walls to permit access improvements. This report has been used to guide the development of the Master Plan.
Environmental Site Assessment and Soil Sampling at Ten Reserve along Port Melbourne Light Rail Line (Environmental Earth Sciences, September 2021)	City of Port Phillip engaged Environmental Earth Sciences to undertake an Environmental Site Assessment (ESA) and targeted soil sampling at ten (10) reserves along the Port Melbourne Light Rail Line to assist Council to meet its obligations under the Environmental Protection Act 2017 (as amended in 2018) (The Act). Based on this environmental site assessment with limited soil sampling at ten (10) reserves along the Port Melbourne Light Rail Line the overall risk to human health and ecological health associated with potential land contamination at the reserves varies. The risk profile, recommendations and necessary actions vary per reserve investigated, with some reserves posing a lower risk to human and ecological health based on the limited sampling undertaken to date. These recommendations were taken into consideration when preparing the Master Plan
Port Melbourne Light Rail Reserves (Treelogic, January 2025)	City of Port Phillip engaged Treelogic to carry out a of review of tree species within the Light Rail Corridor with a particular focus on appropriate climate tolerant succession planting. Treelogic produced a list that could be considered the more dominant or signature species for the reserves. The selections considered the conservation and historical components, more recent plantings and species and cultivars that are not original plantings but are suitable for the landscape character and to climate change.
Port Melbourne Light Rail Reserves Master Plan and Conservation Report (Aspect Melbourne Pty Ltd, July 2002)	The Port Melbourne Light Rail Reserves Master Plan and Conservation Report (2002) provides a framework for the future development of the Light Rail Reserve through integrated conservation analysis, landscape planning, and design. Its vision emphasises restoring heritage places, encouraging contextual and innovative design to maintain Port Phillip's layered heritage character, and supporting community needs identified through consultation. The plan aims to protect and enhance parkland as significant public open space, unify and evolve the character of reserves, and adapt to changing community values and activities. It includes site analysis, conservation and horticultural assessments, statements of significance, management considerations, and detailed design recommendations with cost estimates.

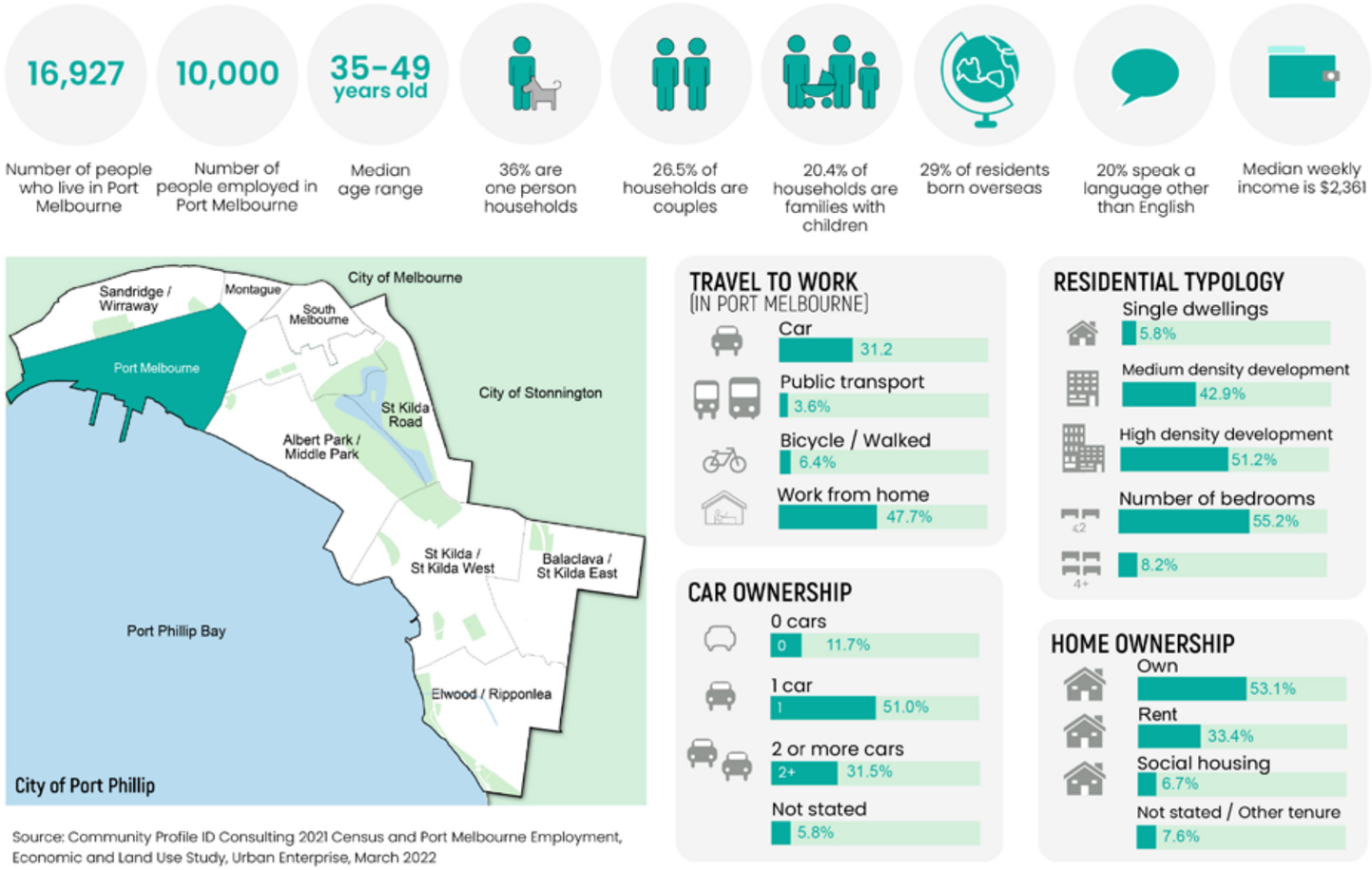
2.7 DEMOGRAPHICS

Port Melbourne will experience an expected 5.14 per cent population increase by 2041 (over 900 additional residents, taking the population to around 18,600). Forecast growth in Fishermans Bend (to the north of this neighbourhood) is high and will likely result in an increased level of use of public space within Port Melbourne.

There is a higher proportion of families with young children and older people in this neighbourhood when compared to the City average.

In the future, it will be important to ensure that the network is diverse and caters to a wide range of uses from play to informal recreation.

Three of the five Fishermans Bend precincts are located in the City of Port Phillip. They are located in the Montague and Sandridge / Wirraway neighbourhoods and are expected to be the fastest growing neighbourhoods in our City, forecast to experience 1520 per cent growth by 2041 (over 28,022 additional residents, taking the population to around 29,865). These neighbourhoods are projected to keep growing and accommodate 68,000 people and 34,000 jobs by 2050. It is expected that this new population will also use existing public space in South Melbourne and Port Melbourne.



Source: Community Profile ID Consulting 2021 Census and Port Melbourne Employment, Economic and Land Use Study, Urban Enterprise, March 2022

Figure 06. Port Melbourne demographic overview

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03

SITE ANALYSIS & EXISTING CONDITIONS

3.1 URBAN CONTEXT

Port Melbourne has 56 public open spaces, more than any other neighbourhood in the municipality and covering about 17% of the neighbourhood's area.

These well-distributed parks ensure most residents and workers are only a short walk from open space, including the foreshore. Beyond parks, public spaces also include the Bay Street and Centre Avenue shopping strips, and local school grounds, creating a connected and varied public realm that the Light Rail Corridor can further strengthen.

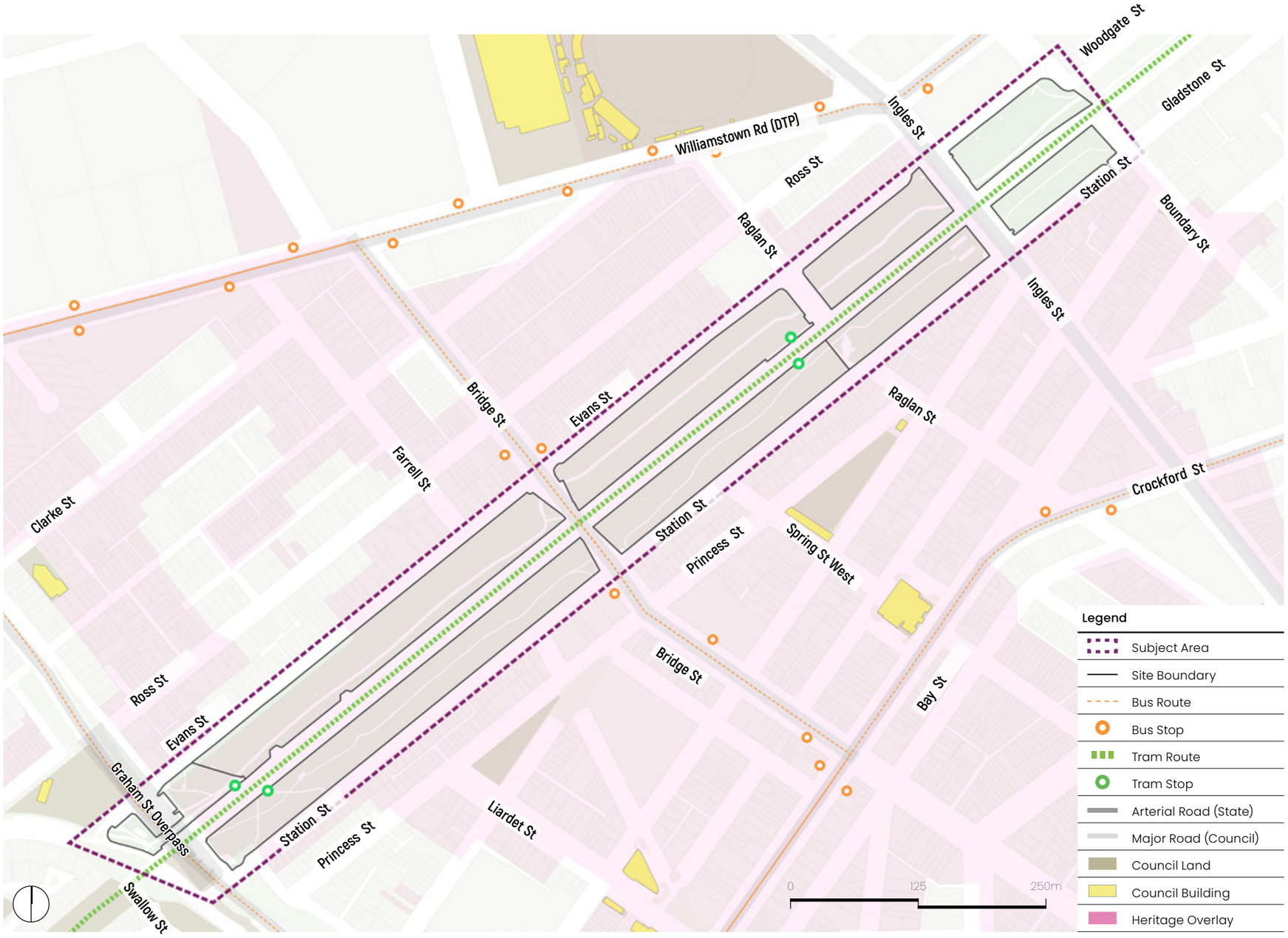
The one-kilometre Light Rail Corridor runs between Beacon Cove and South Melbourne through an area of Victorian terraces, interwar flats and newer apartments.

Older industrial buildings on the northern side transition into higher-density mixed-use development toward Bay Street.

Heritage features, such as former station shelters, grain silos and historic industrial streetscapes, give the Light Rail Corridor a strong industrial-maritime character.

As Fishermans Bend grows, demand for quality public spaces and better walking, cycling and recreation options will increase. The Light Rail Corridor and Linear Parks will be key to meeting these needs.

Any new amenities in the Linear Parks must respect heritage values, maintain their character, and prioritise greenery, open space and passive recreation to support long-term community enjoyment.



Map 07. Urban context map

3.2 ENVIRONMENT CONTEXT

The Light Rail Corridor is an important green space in Port Melbourne, providing shade, and a strong sense of local character.

These elements create a green, welcoming landscape that contributes to the identity and environmental health of Port Melbourne however, landscapes naturally change over time. The trees and plants within the reserves grow, age, and eventually need renewal.



Figure 07. Landscape screening to shared user path



Figure 08. Moreton Bay Fig



Figure 09. Roman Cypress along Light Rail Corridor



Figure 10. Light rail corridor interface



Figure 11. Dog off-leash area in Hester Reserve



Figure 12. Vegetation along light rail corridor



Figure 13. Victorian era row of trees in Page Reserve



Figure 14. Vegetation at light rail stops



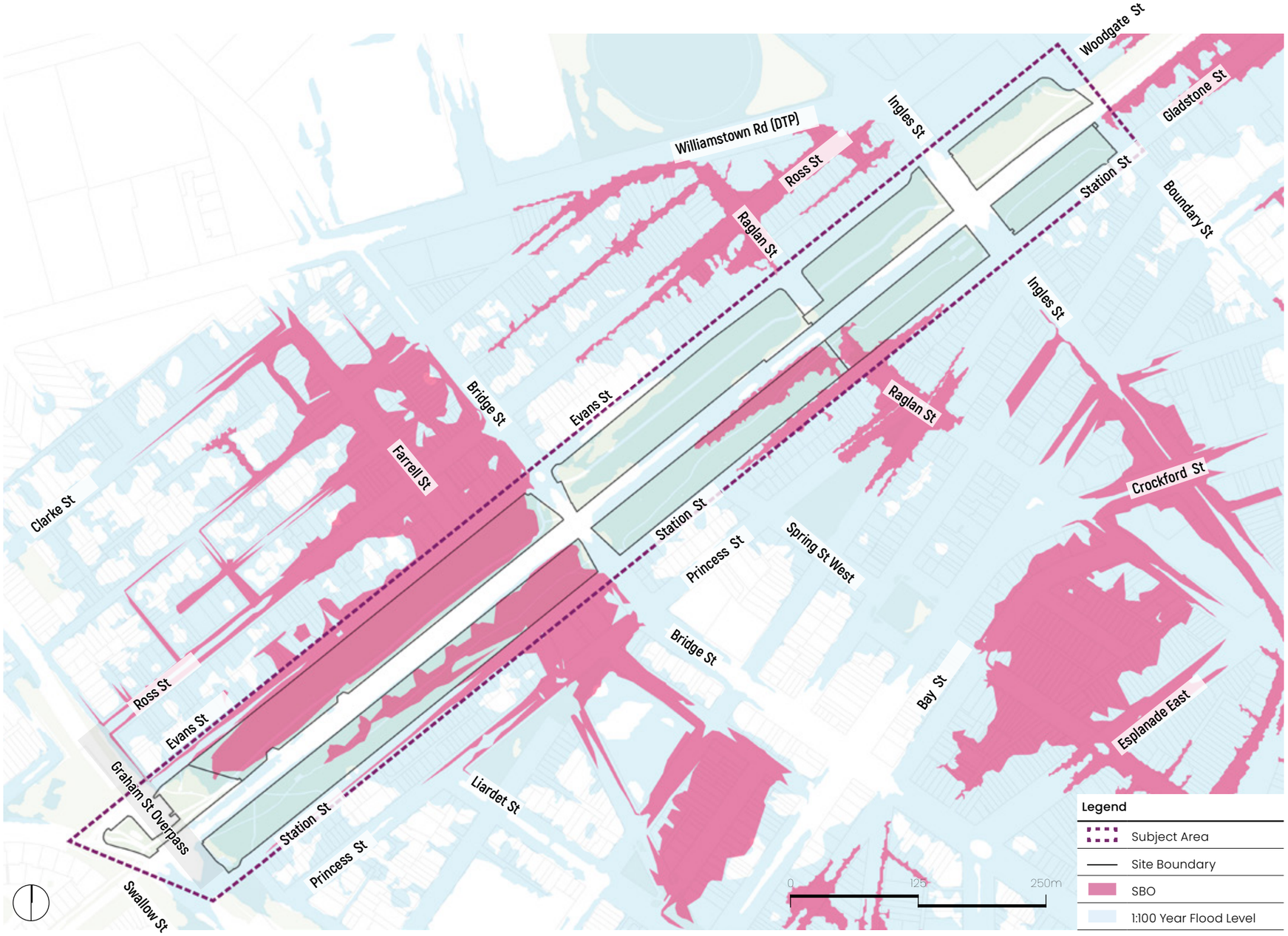
Figure 15. Vegetation around light rail infrastructure

3.3 FLOOD MAPPING

The site is partially affected by Special Building Overlays (SBO2 and SBO3), indicating exposure to overland flooding associated with both local and main drainage systems. These areas are subject to the 1:100 year flood level, meaning they have a 1% annual probability of inundation during major storm events.

Of particular note is Turner Reserve and a large portion of Hester Reserve, predominantly covered by the Special Building Overlay.

As a result, the landscape and any associated works will need to accommodate for the drainage and flow paths to minimise potential damage to surfaces and vegetation.



Map 08. Special Building Overlay – (SBO2 & SBO3) Map

3.4 HERITAGE CONTEXT

The historic layout and elements including mature trees and low stone walls contribute to the historic, aesthetic and social values of the corridor.

Tree plantings in the Light Rail Corridor follow a clear pattern, including avenues of trees along pathways, garden beds at the edges, and feature entrances marked by distinctive planting and bluestone elements. Rows of mature trees also help define the Light Rail Corridor's linear parkland feel.

The adjoining streets feature a mix of hardy native trees such as Silky Oak, Lilly Pilly, Peppers and Moreton Bay Fig, which provide year round greenery. Along the railway line, the planting palette includes both exotic and native species, with tall Roman Cypress forming a regular rhythm, supported by cedars, cypress, poplars and seasonal flowering trees.

While some trees may take many decades to mature, the environment around them (soil, climate, and surrounding development) continues to evolve which means when replacement planting is needed, the conditions are rarely the same as when the original trees were planted.

Returning the Port Melbourne Linear Parks to their earliest historical planting styles is neither practical nor desirable. Many of the original plantings from the early 1900's were difficult to maintain and only partly successful. By the 1940s, drought, budget pressures and vandalism had significantly reduced them

The same challenges affected later planting schemes, from the rows of trees in Smith and Page Reserves to the ornamental borders introduced in the 1950s.

What these plantings did have in common was a clear intention; to create a formal and well maintained appearance that reflected the parks' prominent location and their role as important public spaces for the community.

This will need to be continued in future management arrangements for the reserves.

Where historic tree species have failed or are no longer suitable, consider more resilient species having regard to soil conditions and climate change. Focus on infill planting, reinstating structural consistency of avenue plantings, and enhancing reserve edges and entrances.

Low stone walls located along the frontage of the reserves and adjacent to several garden beds help reinforce the heritage character of the Light Rail Corridor. However, in some locations these walls create physical barriers and limit direct entry from the street. Discrete openings could be created in these walls if required to improve accessibility.



Map 09. Trees and vegetation map

3.5 ACCESS, CIRCULATION & CONNECTIONS

The Light Rail Corridor is an important linear open space in Port Melbourne, providing opportunities for walking, cycling and local connections between neighbourhoods.

On the northern side of the Light Rail, a fully constructed shared user path offers a safe and continuous walking and cycling route all the way to Melbourne's CBD.

Signalised and priority pedestrian crossings at Ingles Street and Bridge Street help people move safely between the Linear Parks and nearby residential areas.

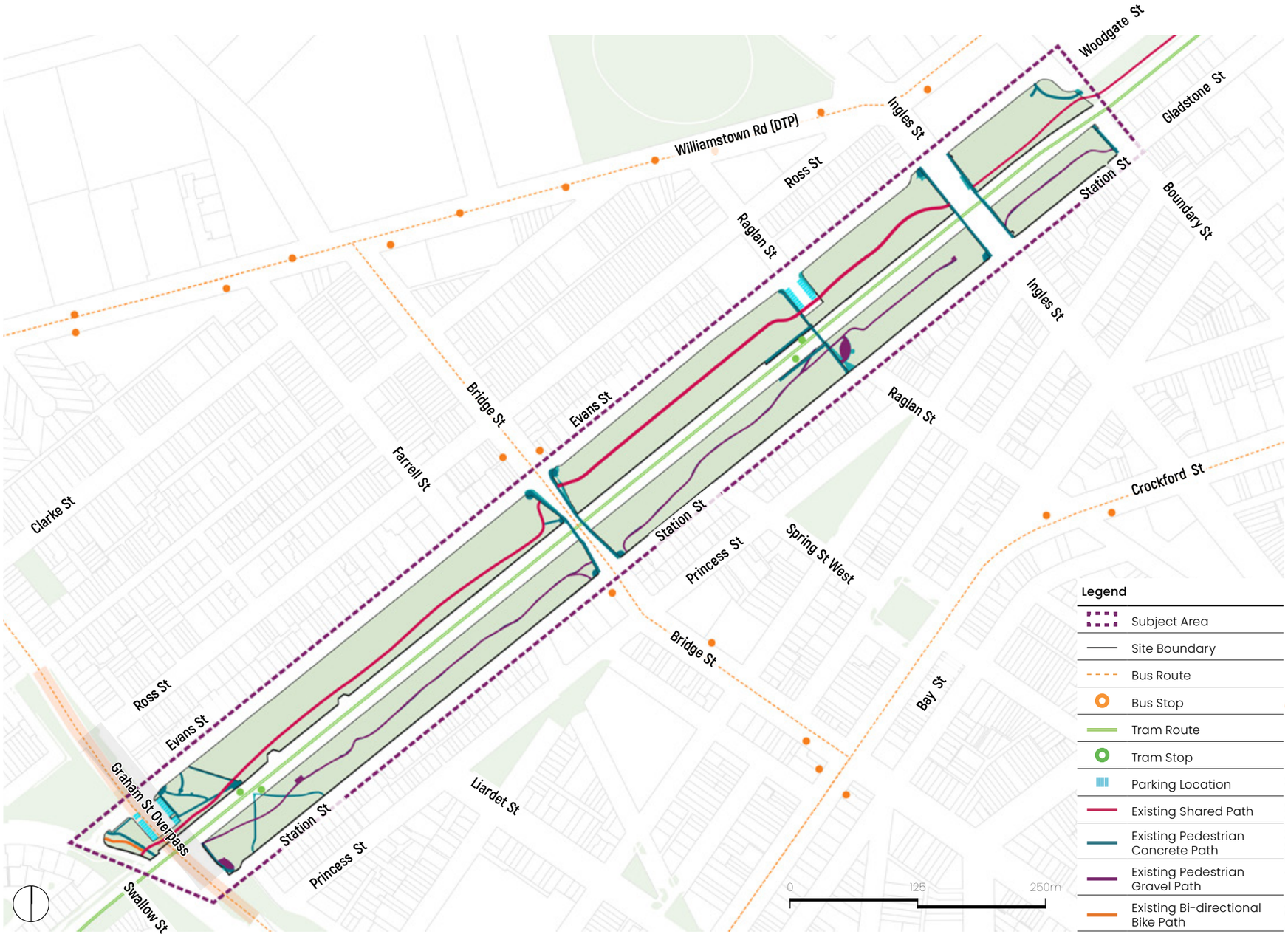
The southern reserves include crushed rock paths that support local walking, but they do not offer the same level of accessibility or convenience as the northern path.

Low stone walls along much of the southern frontage create physical barriers, limiting direct entry from the street. In several areas, paths end at these walls, leading people to create informal short cuts or step over the walls. Pedestrian desire lines suggest a need for better connections between reserves crossing Bridge Street and Ingles Street.

These behaviours highlight the need for improved access design as well as consideration for future pedestrian crossing and links to the surrounding neighbourhood.

Formal entrances to the Linear Parks vary in style across the Light Rail Corridor but are generally located near road intersections and traffic islands.

Additional key access points are located near Graham Street and the North Port Light Rail Stations, providing connections between walking, cycling and public transport. These multimodal links make the Light Rail Corridor a valuable part of the wider movement network.



Map 10. Active and public transport map

Active Transport

Path networks of different surfaces and uses are present across all reserves:

- Shared user paths support cycle and pedestrian movements along the northern reserves, passing through Cook Reserve, Turner Reserve, Walter Reserve, Gill Reserve and Fennell Reserve, linking to a network continuing along the Light Rail Corridor.
- Public bicycle parking facilities are available in the vicinity of both light rail stations.
- Concrete and gravel pedestrian paths connect into the shared user path across all reserves.

Public Transport

The Light Rail is well-integrated into Melbourne's public transport network, enhancing accessibility for residents and visitors:

- Tram Route 109 operates along the corridor, connecting Box Hill to Port Melbourne, with key stops at Graham Street and North Port Stations.
- Additional bus routes service the area, providing multimodal transport options and improving connectivity to surrounding areas.

Car Parking

A mix of restricted and unrestricted parking is available to support access to the Light Rail Corridor and adjacent reserves:

- Evans Street and Station Street offer on street parking options for visitors.
- Two dedicated car parks are located adjacent to the Light Rail Corridor near Graham Street and North Port Light Rail Stations, providing convenient access for commuters and park users.



Figure 16. Northern shared user path



Figure 17. Bike hoops at Graham Street light rail stop

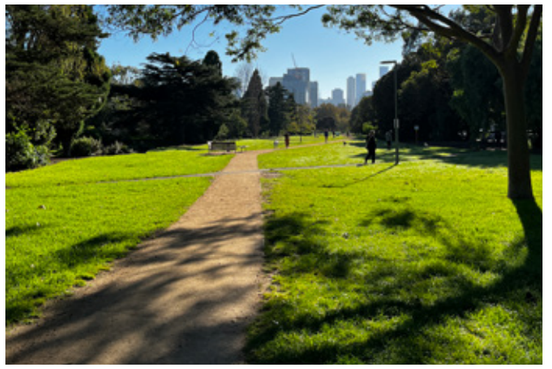


Figure 18. Hester Reserve pedestrian gravel path



Figure 19. Graham Street light rail stop



Figure 20. Graham Street light rail stop



Figure 21. Pedestrian light rail crossings



Figure 22. Evans Street on street parking



Figure 23. Graham Street carpark



Figure 24. Evans Street car park in Walter Reserve

3.6 KEY FEATURES & PARK INFRASTRUCTURE

The Light Rail Corridor offers a range of informal recreation opportunities and community facilities. These spaces support everyday activity, social connection and wellbeing. Key features include:

Port Melbourne Skate Park

Located under the Graham Street overpass, the Port Melbourne (Graham Street) Skate Park was recently redeveloped in partnership with the Victorian Government. The renewed skate park now offers improved skating features, better seating, stronger path connections and an enhanced public space for young people and families.

Play Space

Walter Reserve includes a play space that provides valuable recreation opportunities for children and families. However, the equipment is nearing the end of its useful life and there is an opportunity to introduce more diverse and engaging play experiences in the future.

Workout Station

Outdoor fitness equipment in Cook Reserve encourages physical activity and supports healthy lifestyles for people of all ages.

Remembrance Gardens

Walter Reserve features landscaped memorial gardens that offer quiet spaces for reflection and community remembrance. The gardens include seating areas, bins, drinking fountains, storytelling signage and connecting paths, supporting comfortable and contemplative use. Several elements, including bins and drinking fountains, would benefit from an uplift to improve visitor amenity.

Pétanque Pistes / Bocce Courts

Located within Howe Reserve, these courts support casual and social recreation, offering a unique activity option for the community. Paths in the vicinity currently terminate at low stone walls, and the courts sit along an informal desire line used by walkers. Consideration should be given to enhanced accessibility by providing clearer, more direct and inclusive pathways to the courts.

Seating and picnic tables

Seating and picnic tables are currently dispersed throughout the reserves, providing places for rest, relaxation and social interaction. There is an opportunity to review the location, quantity and quality of this infrastructure to enhance visitor comfort and create more inviting spaces for gatherings and community use.

Lighting

Lighting is currently provided along the shared user path and near light rail stations, helping to improve safety and visibility. Further south, however, several reserves would benefit from an investigation into whether additional lighting would be appropriate and beneficial for users, while ensuring that landscape character and local fauna are not adversely affected.

Irrigation

Irrigation is currently provided at Hester, Howe, Smith and Turner Reserves. Extending irrigation to the remaining reserves would help improve landscape quality, support healthy vegetation and enhance the overall visitor experience.

Additional elements

- Bins throughout reserves
- FOGO bins supporting sustainable waste management and organics recycling
- Garden beds and plantings enhancing biodiversity and visual appeal
- Utility infrastructure, including a gas pipeline along the southern edge of Smith and Hester Reserves, as well as various service pits.

While the elements described above contribute to an inviting landscape that supports recreation, movement and community life, several key features are currently lacking. These include the provision of public toilet facilities, improved social spaces such as shelters, and dedicated areas designed to better support teenage girls and gender diverse young people.

Providing more inclusive spaces along with quieter areas separated from dog off-leash zones would help ensure that the reserves cater to a broader range of community needs.



Figure 25. Port Melbourne Skate Park



Figure 26. Cook Reserve outdoor gym



Figure 27. Seating in Hester Reserve



Figure 28. Historic low stone walls



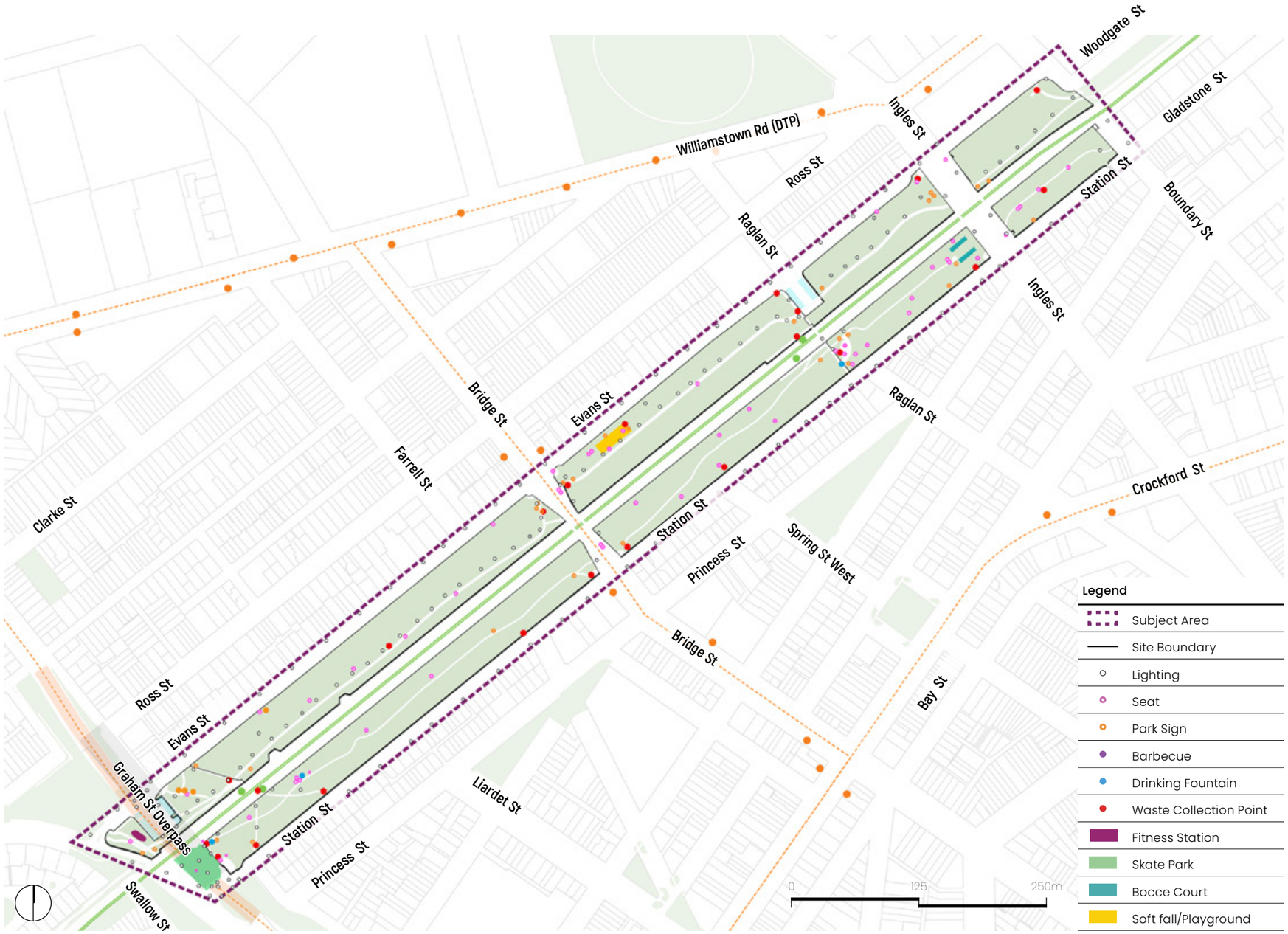
Figure 29. Remembrance Gardens



Figure 30. Bocce Court



Figure 31. Play space in Walter Reserve



Map 11. Park infrastructure map

3.7 LIGHTING

Park and street lighting

Lighting across the reserves is centred along the shared user path corridor, light rail stops and Port Melbourne Skate Park at Graham Street overpass.

Street lighting on Evans Street and Station Street is along the residential side of streets and therefore beyond the site boundary.

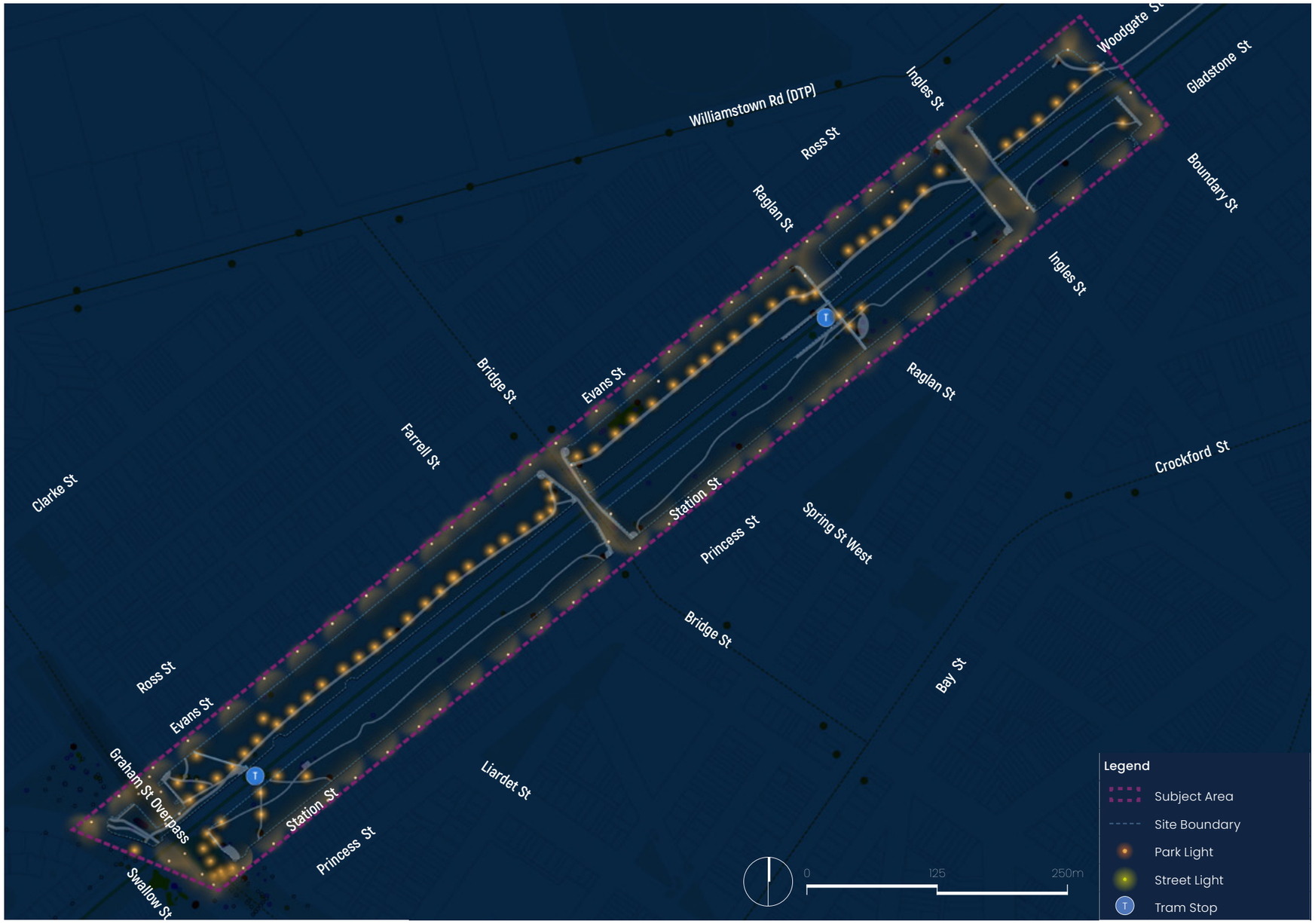
Lack of lighting infrastructure has been highlighted by community as a safety concern in early mornings and evenings.



Figure 32. Park lighting along shared user path



Figure 33. Park lighting



Map 12. Park and street lighting map



Figure 34. Bike hoops



Figure 35. Wrought Steel hoop bed fencing



Figure 36. Water fountains



Figure 37. Park seating at Remembrance Gardens



Figure 38. Park bench along historic stone walls



Figure 39. Remembrance Garden signage



Figure 40. Park signage



Figure 41. Communal glass recycling bin



Figure 42. Communal FOGO bin hub



Figure 43. Water fountain with dog bowl



Figure 44. Park seating



Figure 45. Park lighting

3.8 DOG OFF-LEASH AREAS

Page, Howe, Smith, Hester and Fennell Reserves are designated dog off-leash areas, providing safe and accessible environments for dogs to exercise freely.

In all other reserves, dogs are required to remain on-leash at all times, and are not permitted within five metres of playgrounds, barbecues or exercise equipment.

Fennell Reserve has been identified as a future fenced dog off-leash area, with detailed design to be progressed as a separate project.



Figure 46. Dog off-leash signage

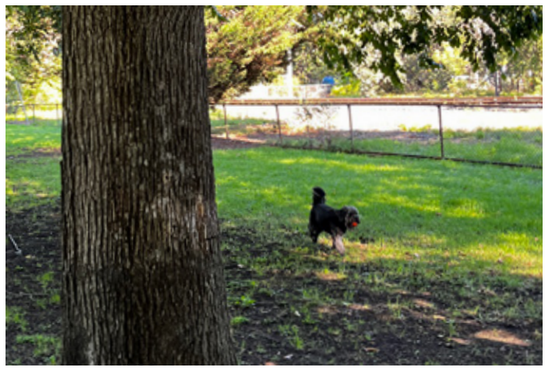
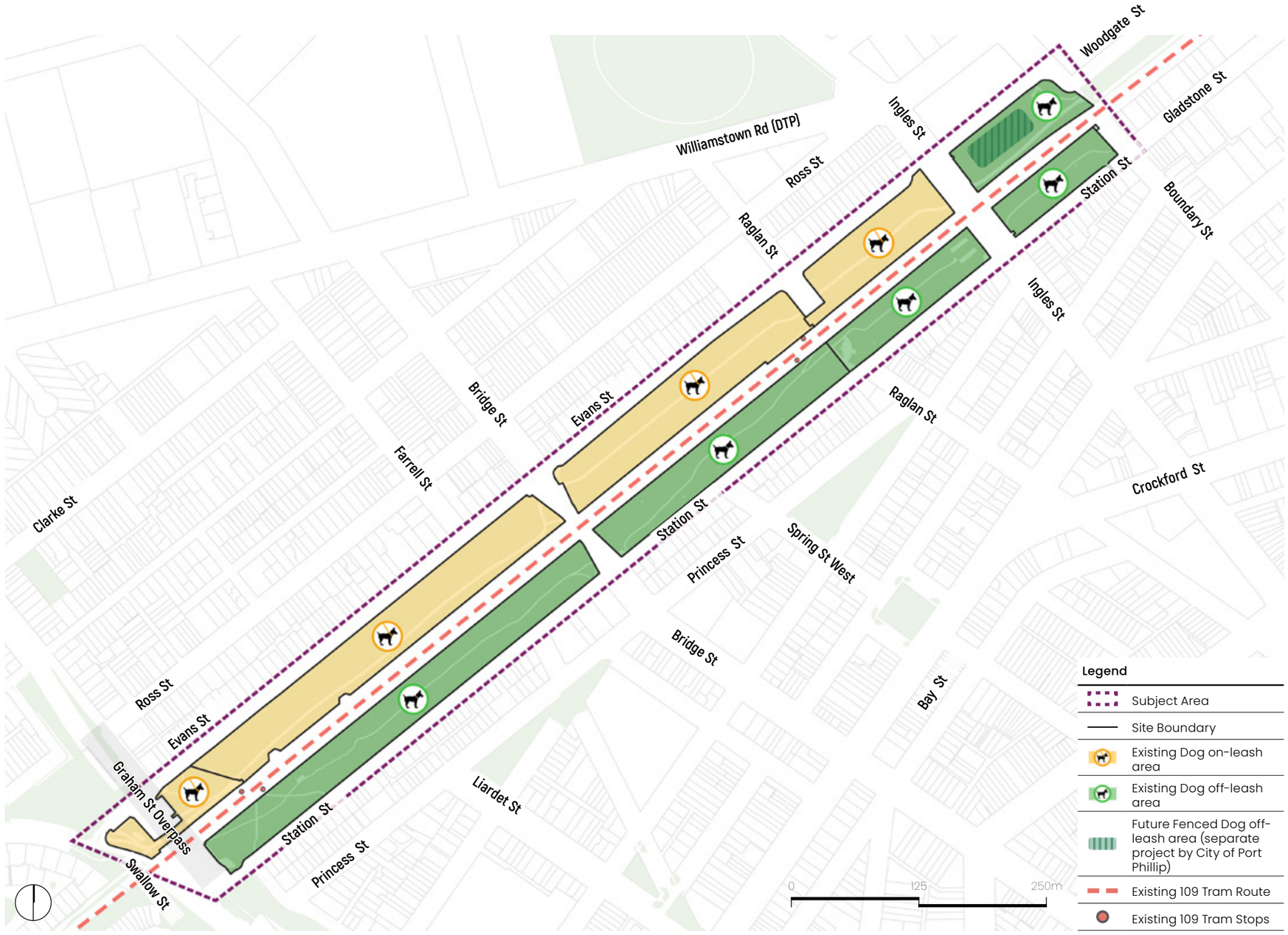


Figure 47. Dog off-leash area in Howe Reserve



Map 13. Dog off-leash and on-leash map

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04

COMMUNITY ENGAGEMENT

4.1 WHAT WE'VE HEARD ALREADY

Stage one community engagement ran from 8 March to 11 April 2025 to understand how people use the reserves and their aspirations for the future.

Engagement was promoted through Council's Have Your Say (HYS) project page, on-site corflute signage, a letterbox drop, social media, and direct emails to Council networks. Council officers also attended the Port Melbourne Neighbourhood Conversation session on 29 March 2025.

At least 3,300 people heard about the project through the HYS newsletter and Council social media, and 1,217 unique visitors accessed the HYS project page. A total of 386 people participated: 355 via the survey, 28 through face-to-face activities, and 3 via email feedback.

Participants described the reserves as well-used and well-loved for walking, exercising, socialising and dog walking. While most did not want significant change, they suggested improvements to access, vegetation, the play space, and facilities such as BBQs, seating, tables and drinking fountains.

Overall feedback

- Challenges in using the Light Rail Corridor are paths and crossings, dogs and owners, safety concerns; and 'other themes' included better seating and infrastructure and general maintenance issues.
- Improvements that could be made include better infrastructure (bins, toilets, seating, and lighting), fencing for dog and children's area, better management of dogs, and tree planting.
- Highest priorities include open and green spaces, vegetation and plantings, dog off-leash areas and lighting.

Turner, Cook and Hester Reserves

- Challenges in using these reserves are dogs, safety, walking paths, seating and maintenance issues.
- Improvements that could be made include improved access and pathways, greenspace, dog management and better infrastructure (bins, toilets, seating, drinking taps and lighting).
- Highest priorities for each reserve include:
  - Turner Reserve – vegetation and open lawn, followed by dogs off-leash and lighting.
  - Cook Reserve – vegetation and open lawn, followed by dogs off-leash and lighting.
  - Hester Reserve – dogs off-leash, followed by vegetation and open lawn and lighting. Seating was a priority in this reserve in comparison to others.



Figure 48. Hester Reserve

Fennell and Page Reserves

- Challenges in using these reserves are access, maintenance issues, dogs, seating and tables.
- Improvements that could be made include improved access, maintenance, lighting and dog off-leash areas.
- Highest priorities for each reserve include:
  - Fennell Reserve – vegetation and open lawn, followed by lighting and seating.
  - Page Reserve – dogs off-leash and vegetation were equally important, followed by open lawn, lighting and seating equally.



Figure 49. Fennell Reserve

Walter, Smith, Gill and Howe Reserves

- Challenges in using these reserves are safety including the play space, Pub in the Park impacting access and amenity, access, dogs, lighting and maintenance issues.
- Improvements that could be made include improved access, infrastructure including the play space, dog management and fencing, lighting, maintenance and tree planting.
- Highest priorities for each reserve include:
  - Walter Reserve – vegetation and open lawn, followed by playgrounds & nature play and seating.
  - Smith Reserve – dogs off-leash and open lawn, followed by vegetation and lighting.
  - Gill Reserve – open lawn, followed by vegetation and seating. Seating was a priority in this reserve in comparison to others.
  - Howe Reserve – open lawn and vegetation, followed by dogs off-leash and lighting.



Figure 50. Walter Reserve

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05 VISION

5.1 VISION

"To preserve, enhance and encourage greater use and enjoyment of the Light Rail Corridors' natural, environmental and historic qualities and increase the diversity of uses offered in the parks for everyone to enjoy."

The vision builds on the 2002 Management Plan vision which states:

"To encourage a contextual design approach for additions and alterations to a heritage place. Contemporary and innovative design is an important part of a contextual approach because it adds to the existing diversity and layering of styles through time. This layering is a defining feature and is therefore an important component of Port Phillip's heritage."
Port Phillip Planning Scheme, Policy 22.04-4, 2000.

- *Provides for current and projected needs expressed by the community through consultation in March and April of 2002.*
- *Supports the parkland as a significant public open space, whose potential has been consistently upheld and protected by the community.*
- *Enhances and develops through evolution, both the unified character of the parklands and the individual character of each reserve.*
- *Intends to lay scope for a framework to cater for the changing values and forms of activity of those that benefit from its existence.*

5.2 DESIGN OBJECTIVES

The Master Plan proposes four design objectives to help guide the design approach to the reserves. These design objectives have been designed to help achieve the vision of the Master Plan and deliver on meeting the current and future community needs for the reserves.



PROTECT TREES & ENHANCE BIODIVERSITY

Conserve mature trees and increase the diversity and structural complexity of indigenous vegetation to ensure a broad representation of local species and quality habitat for wildlife along the corridor.

- Strengthen the landscape character by integrating planting with the overall reserve design and highlighting mature trees and indigenous vegetation as defining corridor features.
- Enhance ecological resilience through appropriate species selection, protection of existing mature trees, and planting that links fragmented habitats along the Light Rail Corridor.
- Support long term canopy and sustainability goals by aligning with Council's Urban Forest Strategy 2024–2040 and limiting earthworks or infrastructure near sensitive vegetation areas.



ACCESSIBLE & SAFE

Improve physical and visual access across the reserves to support safe and inclusive movement for all users.

- Provide universally accessible paths and facilities that offer equitable access for people of all ages and abilities.
- Enhance safety and comfort by maintaining clear sightlines, providing appropriate sharing of spaces, and offering seating, shade and accessible resting points along routes.
- Integrate access routes with the landscape by aligning paths with natural features and vegetation, creating visually appealing corridors that strengthen the reserve's overall identity.



ENHANCE & CELEBRATE

Enhance and celebrate the environmental, heritage and cultural qualities of the Light Rail Corridor.

- Conserve, manage and adapt heritage features of the Light Rail Corridor as an integral part of the design to enable change while minimising adverse impacts.
- Design flexible areas for community events and diverse cultural practices to be showcased and celebrated.



FLEXIBLE & INCLUSIVE

Provide for a diversity of experiences, including flexible and inclusive recreational and social opportunities for all age groups, abilities and demographics.

- Design inclusive spaces that welcome people of all ages, abilities and backgrounds, applying universal design principles.
- Create adaptable, multipurpose areas that support a variety of community uses.
- Provide a mix of active, passive and social spaces, balancing recreation with opportunities for rest and reflection.
- Improve accessibility and provide quality amenities that enhance wellbeing and strengthen community connection.

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06

THE MASTER PLAN

6.1 MASTER PLAN OVERVIEW



Map 14. Master Plan map

Master Plan

The benefits associated with the creation of the Master Plan include:

- Improved strategic direction for use and development of the reserves
- Provide clear implementation and delivery uplift to the reserves
- Increase in usable public open space
- Increase the number of trees and shrubs planted, with a focus on locally appropriate indigenous species selection to strengthen ecological connectivity and habitat value across the municipality
- Increased sense of safety
- Increase in diversity of unstructured recreation and social facilities
- Improved access to and throughout the reserves
- Upgraded assets and infrastructure.

COOK RESERVE & TURNER RESERVE

Cook Reserve

Cook Reserve is approximately 3,900m2 and includes several paths, trees with understorey planting, the shared user path running along the southern boundary and fitness equipment. This reserve is located adjacent to car parking under the Graham Street overpass.

Both Cook and Turner Reserve have access to a tram stop.

Turner Reserve

Turner Reserve is approximately 7,400m2 and includes the shared user path adjacent to the southern boundary, several paths leading to Evans Street, trees along the northern and southern boundaries with understorey planting, and a large grassed area in the centre of the reserve.

Key moves/ideas

1a Infill planting
Infill planting of garden beds to improve density, strengthen ornamental borders, enhance amenity and biodiversity. Provide screening of the Tram corridor.

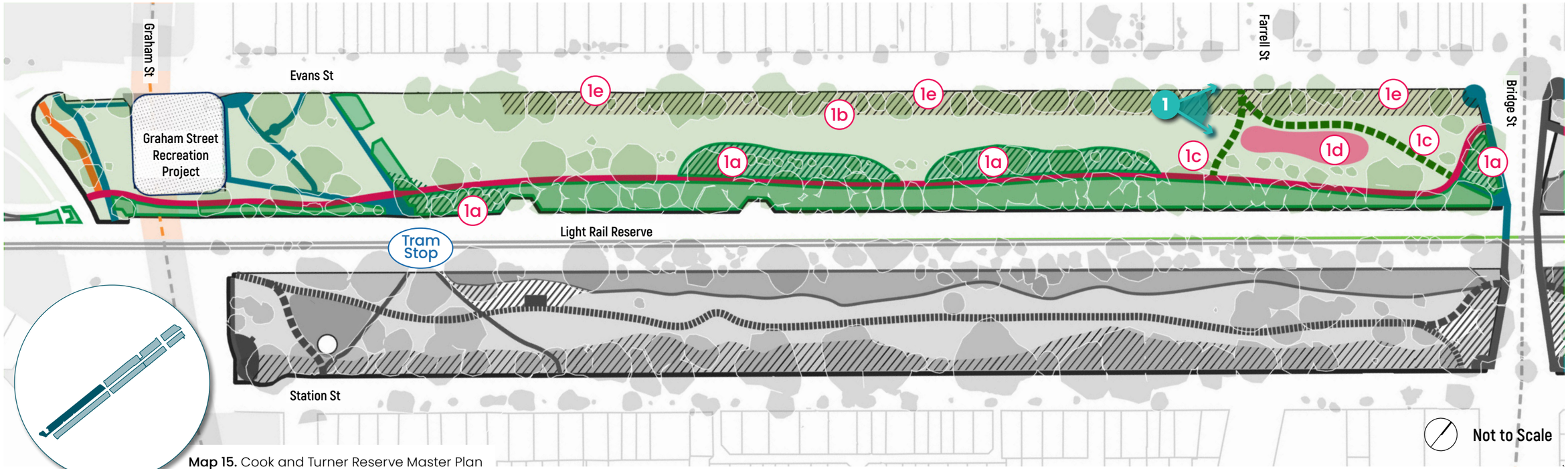
1b Planting to existing mulch zones
Planting to existing mulch zones to increase biodiversity, increase greening, strengthen ornamental borders and provide understorey. Use new planting to strengthen structure of reserve, with new tree planting consistent with existing character.

1c New path connection
As part of desire line improvements, creating a new path that is adjacent the garden bed and facilitates better connection from Evans Street/Farrell Street and to the bicycle corridor.

1d New activity node
Provision of a new activity node including larger paved area with picnic tables and seats to provide improved facilities and encourage longer stays within the reserve. This may include a shelter and BBQ.

1e Infill tree planting
Infill tree gaps and reinstate shrubbery along Evans Street border, consider mixed ornamental trees.

Legend	Proposed Works
Site Boundary	New Path Connection
Existing Shared Path	Proposed Activity Node
Existing Pedestrian Concrete Path	New Planting Bed
Existing Bi-directional Bike Path	New Planting to Mulch Area
Existing Turf	Infill planting (to existing beds)
Existing Planting	**Separate projects**
Vegetation protection	Graham Street Recreation Project
Existing Trees	



Map 15. Cook and Turner Reserve Master Plan

1 Turner Reserve activity node

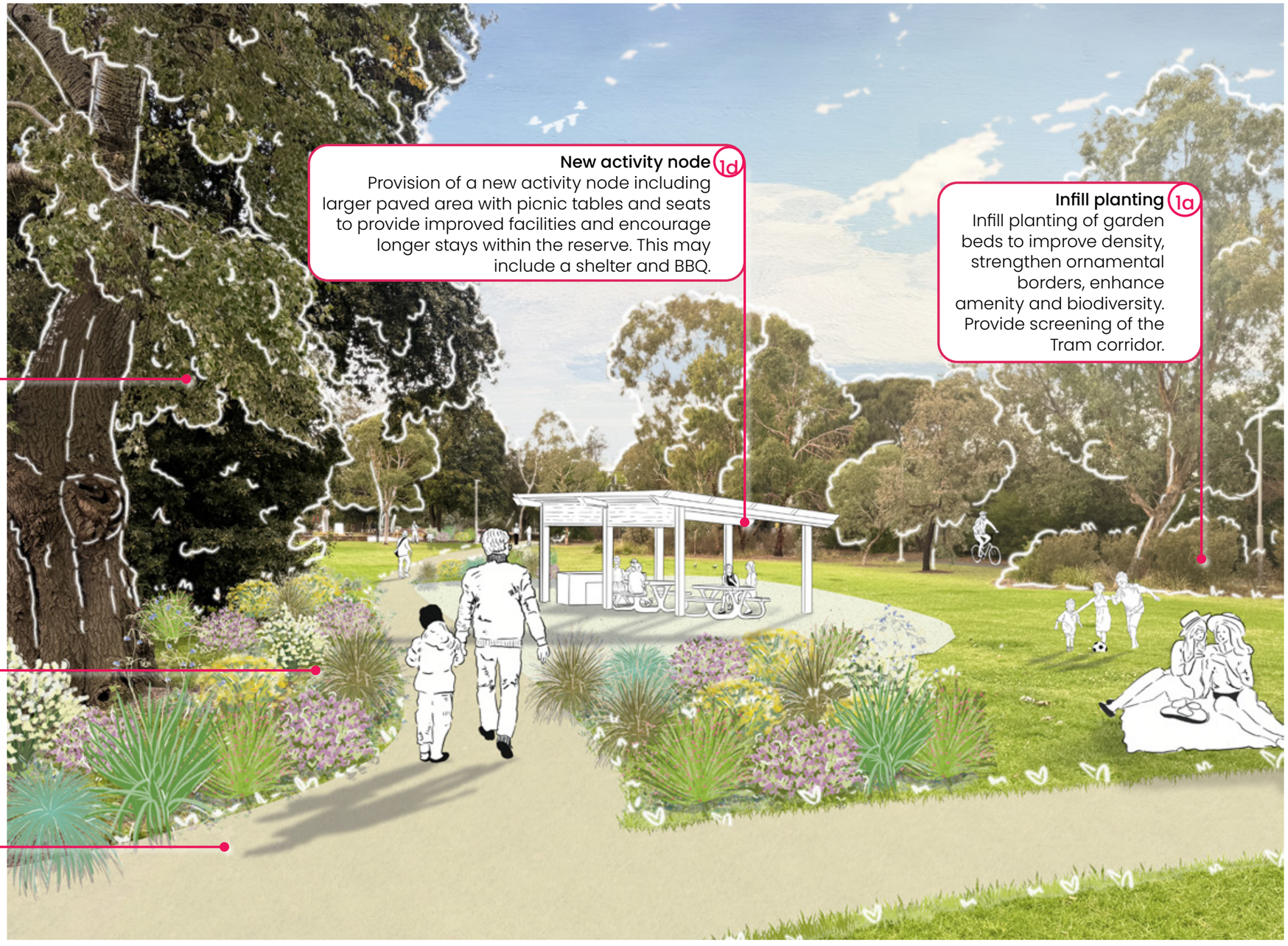


Figure 51. Conceptual sketch of Turner Reserve activity node

HESTER RESERVE

Hester Reserve

Hester Reserve is approximately 17,100m2 and contains the Graham Street skate park, access to the Graham Street Light Rail tram stop, scattered tees with understorey planting, gravel paths and low stone heritage walls to the Bridge Street frontage and throughout the reserve.

The reserve is also a dog off-leash area.

Key moves/ideas

2a Opening in heritage wall
Creation of a discrete opening in low stone heritage wall to the street frontage to allow for improved access in accordance with heritage advice, and creation of a new path adjacent to the garden bed to create improved connections to Bridge Street and Station Street.

2b New activity node and toilet facilities
Provision of a new activity node including larger paved area with picnic tables and seats to provide improved facilities and encourage longer stays within the reserve. This may include a shelter and provision of new all-gender toilet facilities in accordance with Council's Public Toilet Plan, to service the Port Melbourne Skate Park and new activity node/social space.

2c New planting
Creation of a new path to improve access to adjoining streets and provision of infill planting associated with new path connections. At street edge to discourage unsafe crossings of Bridge Street.

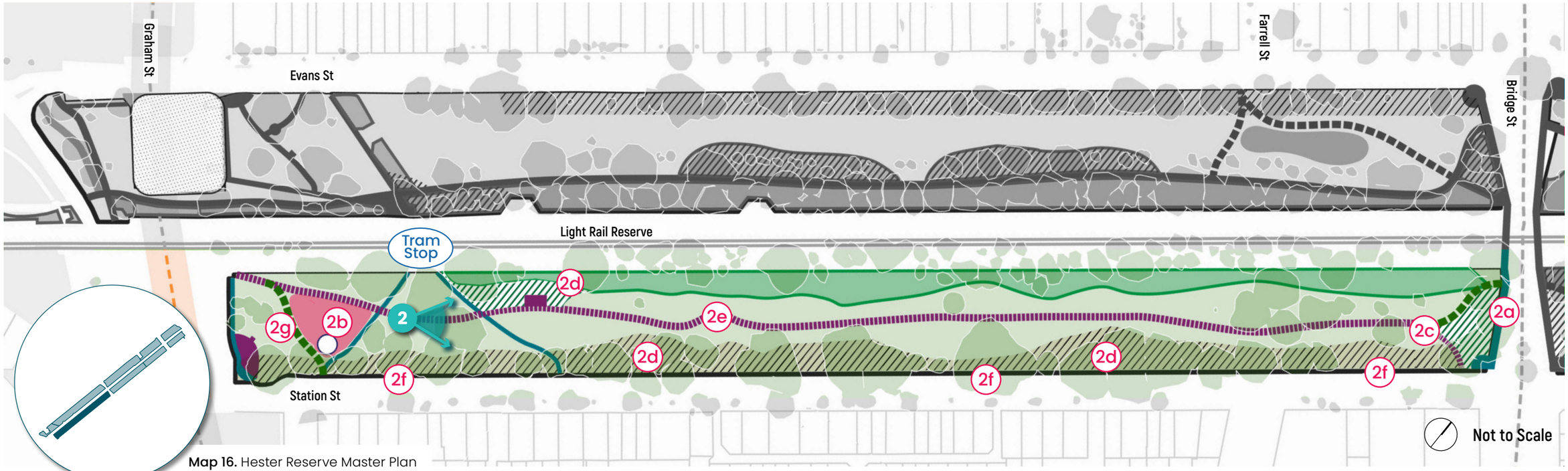
2d Infill planting
Infill planting to increase biodiversity, densify greening, improve understorey, strengthen ornamental borders and provide screening to Tram corridor. Extend and duplicate regular pattern of Italian Cypress with other ornamental specimen trees and smaller trees to extend shrubbery.

2e Improved pathway
Increase the width of the existing gravel path from 1.5m to 2-2.5m depending on site features, and formalise the edge to improve accessibility and maintain the natural landscape character of the reserve. Final design to ensure any drainage, accessibility and grading issues are resolved.

2f Tree replacements
Replace Peppercorn trees with 'Ficus Macrophylla' along Station Street. Consider trials of other canopy avenue tree planting.

2g New path connection
Creation of a new path alignment to improve connections to Station Street.

Legend		Proposed Works	
	Site Boundary		New Path Connection
	Gravel area		Proposed Path Widening
	Existing Pedestrian Concrete Path		Proposed Activity Node
	Existing Turf		New Planting Bed
	Existing Planting		New Planting to Mulch Area
	Vegetation protection		Infill planting (to existing beds)
	Existing Trees		



Map 16. Hester Reserve Master Plan

2 Hester Reserve pedestrian paths

Infill planting 2d
Infill planting to increase biodiversity, densify greening, improve understorey, strengthen ornamental borders and provide screening to Tram corridor. Extend and duplicate regular pattern of Italian Cypress with other ornamental specimen trees and smaller trees to extend shrubbery.

Improved pathway 2e
Increase the width of the existing gravel path from 1.5m to 2-2.5m depending on site features, and formalise the edge to improve accessibility and maintain the natural landscape character of the reserve. Final design to ensure any drainage, accessibility and grading issues are resolved.



Figure 52. Conceptual sketch of Hester Reserve pedestrian paths

WALTER RESERVE & GILL RESERVE

Walter Reserve

Walter Reserve is approximately 13,300m2 and contains scattered trees with understorey planting, the shared user path running on the southern boundary, some informal seating and a play space area.

Gill Reserve

Gill Reserve is approximately 7,200m2 and contains scattered trees with understorey planting, the shared user path running on the southern boundary, and some informal seating.

Key moves/ideas

3a New path connection
Creation of a new path alignment to improve connections to Ingles Street.

3b Upgraded play space
Undertake planning for the provision of an upgraded play space in accordance with Council's Play Space Strategy. An upgraded space should provide for an expanded footprint, social space including picnic tables, BBQ and shelter, improved play options including nature play, and shade.

3c New teen hang-out zone
Plan and design a dedicated, welcoming space where teenage girls and gender-diverse young people can relax, socialise and spend time.

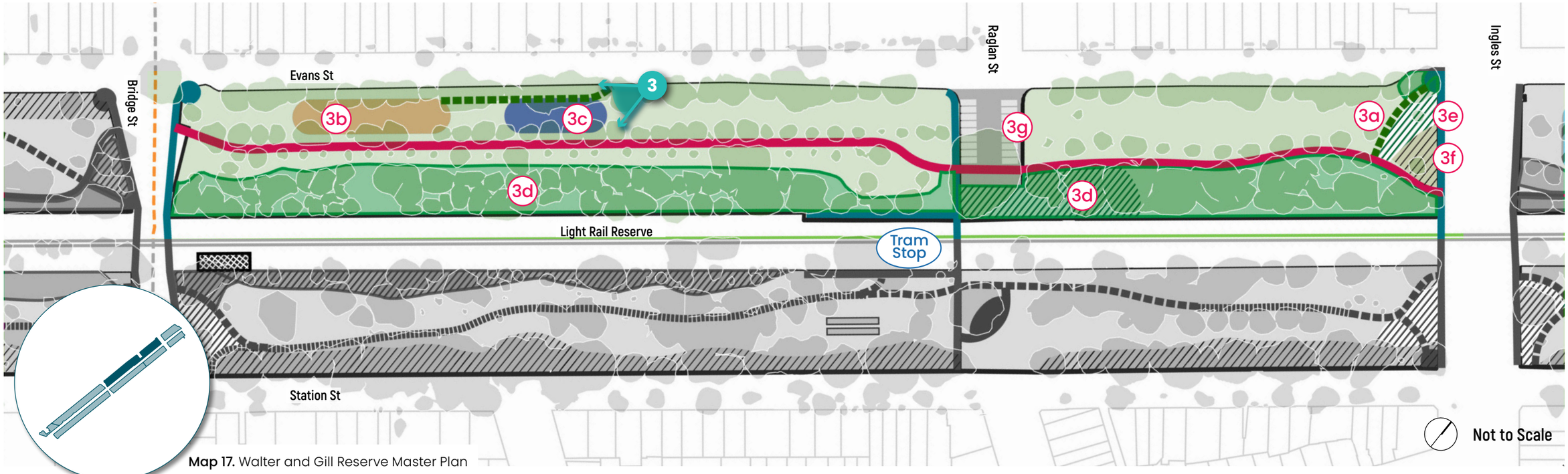
3d Infill planting
Infill planting of garden beds to improve density, strengthen ornamental borders, enhance amenity and biodiversity and provide screening of the Tram corridor.

3e New planting
Provision of new planting associated with new path connections. At street edge to discourage unsafe crossings of Ingles Street.

3f Planting to existing mulch zones
Infill planting to increase biodiversity, increase greening and provide understorey.

3g Car park planting
Strengthen mixed ornamental borders to Bridge Street and Raglan Street car park.

Legend		Proposed Works	
	Site Boundary		New Path Connection
	Parking Location		Playground Upgrade
	Existing Shared Path		New Teen Activity Zone
	Existing Pedestrian Concrete Path		New Planting Bed
	Existing Turf		New Planting to Mulch Area
	Existing Planting		Infill planting (to existing beds)
	Vegetation protection		
	Existing Trees		



Map 17. Walter and Gill Reserve Master Plan

3 Walter Reserve teen hang-out zone



Upgraded play space
Undertake planning for the provision of an upgraded play space in accordance with Council's Play Space Strategy. An upgraded space should provide for an expanded footprint, social space including picnic tables, BBQ and shelter, improved play options including nature play, and shade.

New teen hang-out zone
Plan and design a dedicated, welcoming space where teenage girls and gender-diverse young people can relax, socialise and spend time.

Figure 53. Conceptual sketch of Walter Reserve teen hang-out zone

SMITH RESERVE & HOWE RESERVE

Smith Reserve

Smith Reserve is approximately 10,600m2 and contains scattered trees with understorey planting, gravel paths and low stone heritage walls to the street frontage.

The Reserve is also a dog off-leash area.

Howe Reserve

Howe Reserve is approximately 6,400m2 and contains scattered trees with understorey planting, gravel paths, bocce courts and low stone heritage walls to the street frontage.

The Reserve contains the Port Phillip Remembrance Gardens which is a memorial space commemorating those lost in conflict and is used for Remembrance Day services.

The Reserve is also a dog off-leash area.

Key moves/ideas

4a New planting bed
Provision of new planting associated with new path connections. At street edge to discourage unsafe crossings of Bridge Street and Ingles Street.

4b Opening in heritage wall
Creation of a discrete opening in low stone heritage wall to the street frontage to allow for improved access in accordance with heritage advice, and creation of a new path adjacent to the garden bed to create improved connections to Bridge Street and Ingles Street.

4c Infill planting
Infill planting of garden beds to improve density, strengthen ornamental borders, enhance amenity and biodiversity and provide screening of the Tram corridor.

4d Improved pathway
Increase the width of the existing gravel path from 1.5m to 2-2.5m depending on site features, and formalise the edge to improve accessibility and maintain the natural landscape character of the reserve. Final design to ensure any drainage, accessibility and grading issues are resolved.

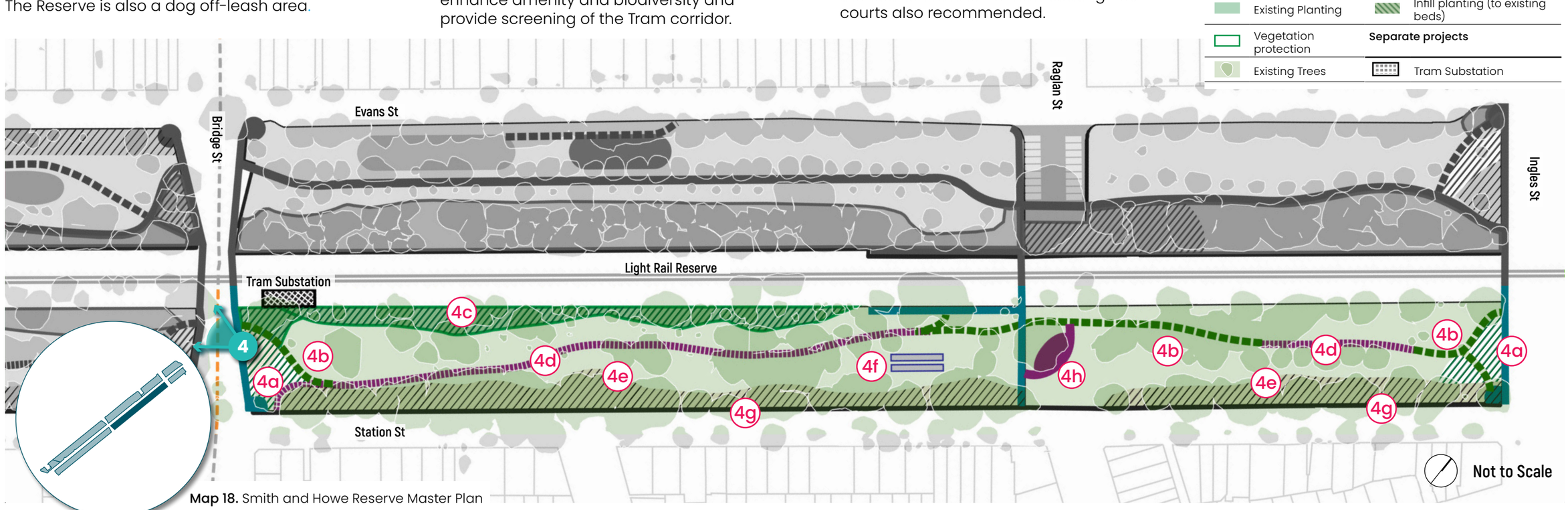
4e Planting to existing mulch zones
Planting to existing mulch zones to increase biodiversity, increase greening, strengthen ornamental borders and provide understorey.

4f Relocated Bocce Courts
Relocated Bocce courts to allow space for new path connections and provide improved accessibility and connection to the courts. Provision of new seating near courts also recommended.

4g Tree replacements
Replace Peppercorn trees with Moreton Bay Figs along Station Street. Consider trials of other canopy avenue tree planting in place of failing Plane Trees.

4h Remembrance Gardens improvements
Improvements to Remembrance Gardens through rationalisation of bin locations, drinking fountains and other amenities with improved planting.

Legend		Proposed Works	
	Site Boundary		New Path Connection
	Gravel area		Proposed Path Widening
	Existing Pedestrian Concrete Path		Relocated Bocce Courts
	Existing Pedestrian Gravel Path		New Planting Bed
	Existing Turf		New Planting to Mulch Area
	Existing Planting		Infill planting (to existing beds)
	Vegetation protection	**Separate projects**	
	Existing Trees		Tram Substation



Map 18. Smith and Howe Reserve Master Plan

4 Bridge Street pathways and crossings

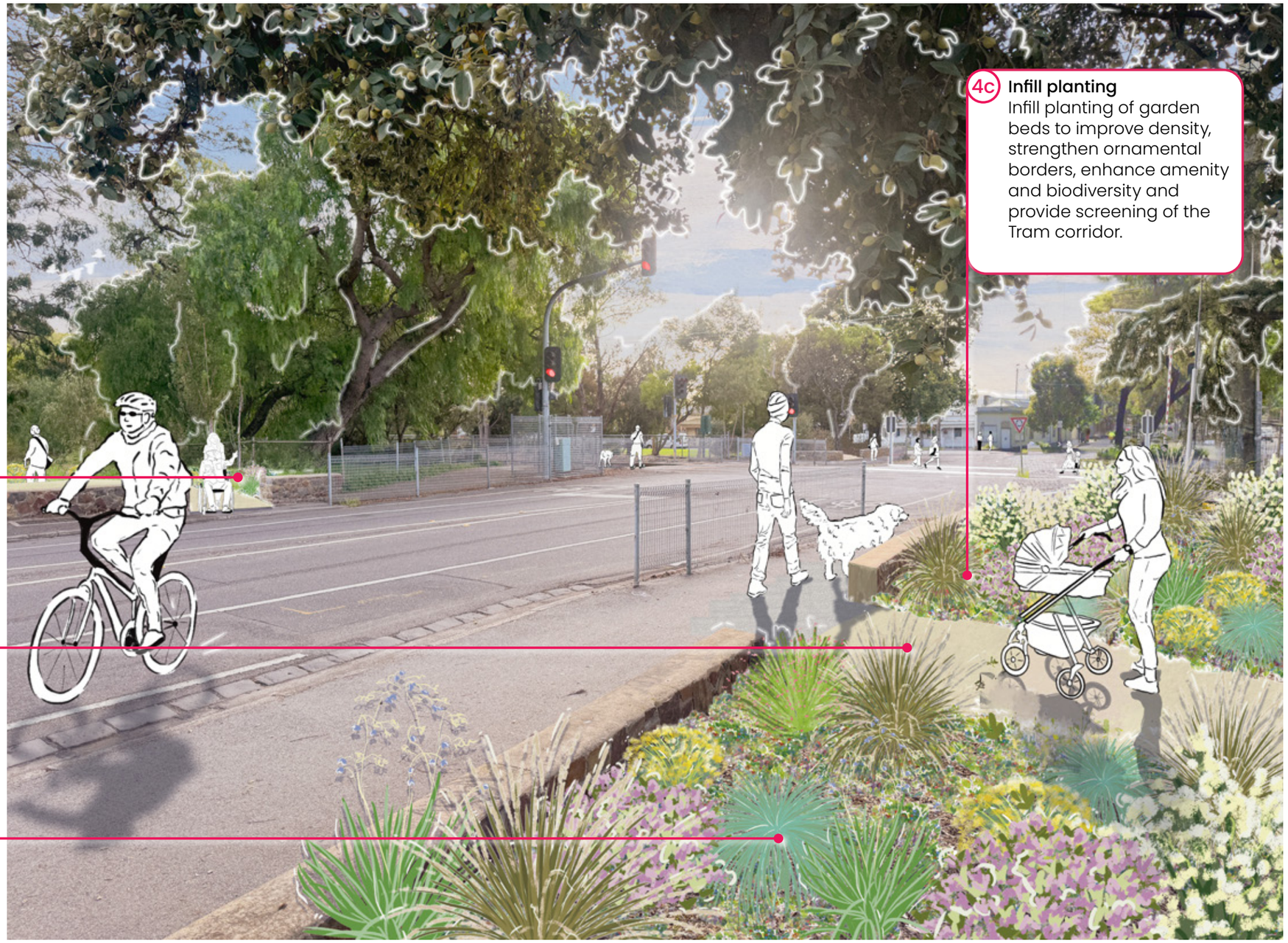


Figure 54. Conceptual sketch of Bridge Street pathways and crossings

FENNELL RESERVE & PAGE RESERVE

Fennell Reserve

Fennell Reserve is approximately 6,000m2 and contains scattered trees with understorey planting, the shared user path running on the southern boundary and some informal seating and picnic tables.

The Reserve is a dog off-leash area. A fenced dog park will be constructed in the Reserve in the 2026/2027 Financial Year.

Page Reserve

Page Reserve is approximately 4,600m2 and contains an avenue of trees down the centre framing a gravel path, understorey planting, and some informal seating.

Key moves/ideas

5a **New path connection**
Create a new path adjacent the garden bed to facilitate better connection to the shared user path from Boundary Street.

5b **Opening in heritage wall**
Creation of a discrete opening in low stone heritage wall to the street frontage to allow for improved access in accordance with heritage advice, and creation of a new path adjacent to the garden bed to improve connections to Ingles Street.

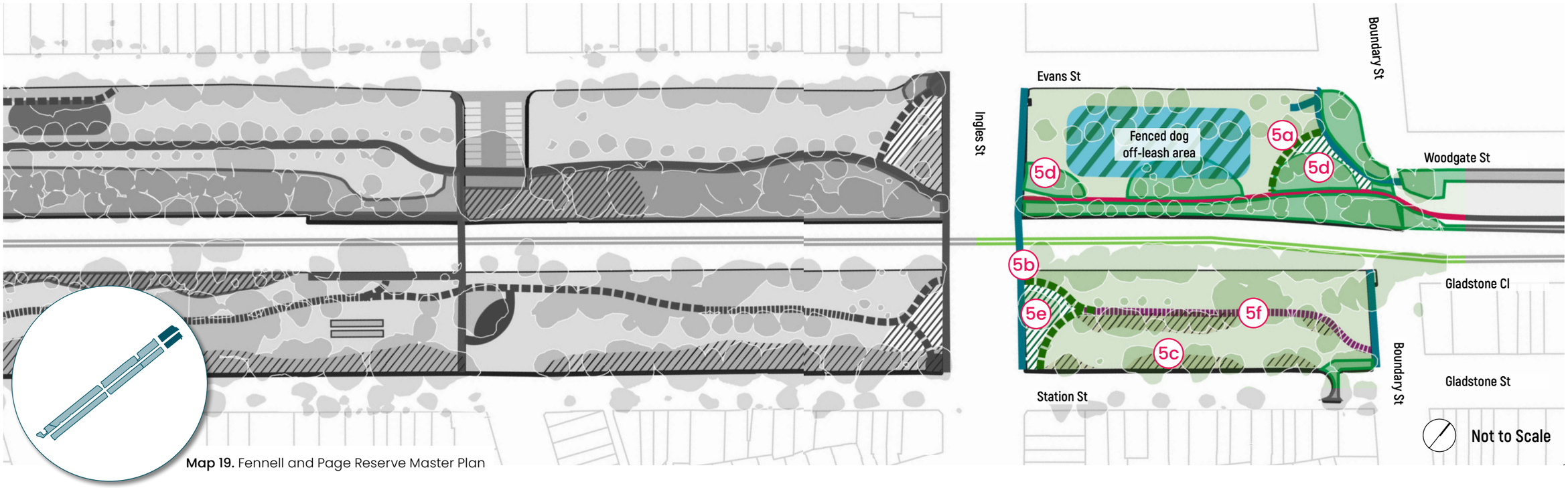
5c **Tree planting**
Infill gaps in Peppercorn tree border to Station Street.

5d **New planting bed**
Provision of new planting associated with new path connections. At street edge to discourage unsafe crossings of Ingles Street.

5e **Planting to existing mulch zones**
Planting to existing mulch zones to increase biodiversity, increase greening, strengthen ornamental borders and provide understorey.

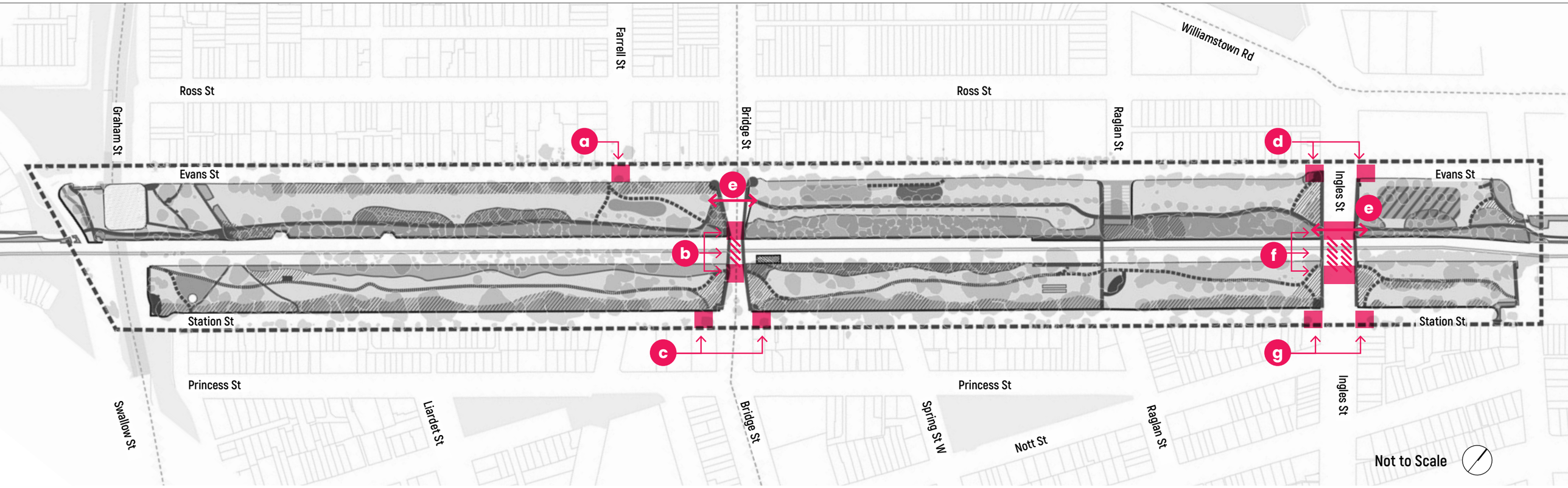
5f **Improved pathway**
Increase the width of the existing gravel path from 1.5m to 2-2.5m depending on site features, and formalise the edge to improve accessibility and maintain the natural landscape character of the reserve. Final design to ensure any drainage, accessibility and grading issues are resolved.

Legend		Proposed Works	
	Site Boundary		New Path Connection
	Existing Shared Path		Proposed Path Widening
	Existing Pedestrian Concrete Path		New Planting Bed
	Existing Turf		New Planting to Mulch Area
	Existing Planting		Infill planting (to existing beds)
	Vegetation protection	**Separate projects**	
	Existing Trees		Fenced dog-off leash area



Map 19. Fennell and Page Reserve Master Plan

6.2 ADVOCACY OPPORTUNITIES



Map 20. Advocacy opportunities map

CoPP Advocacy

Advocacy opportunities are actions that will require support for Council to achieve. This will require advocating internally within City of Port Phillip to the teams best placed to deliver the action. In cases where the project occurs outside of Council land, Council will need to advocate to the relevant Victorian Government departments to deliver the action.

a Evans St Crossing at Farrell St

Investigate provision for a pedestrian crossing on Evans Street.

b Bridge St Crossings & slow point

Advocate to the Victorian Government for an additional signalised crossing immediately adjacent to the Bridge Street level Crossing.

c Station St Crossing at Bridge St

Investigate provision for a pedestrian crossing on Station Street.

d Evans St Crossings at Ingles St

Investigate provision for a pedestrian crossing on Evans Street.

e Bridge St & Ingles St Crossing upgrade

Advocate to the Victorian Government for safety upgrades to existing pedestrian and cyclist crossings at both Ingles Street and Bridge Street.

f Ingles St Crossings & slow point

Advocate to the Victorian Government for an additional signalised crossing immediately adjacent to the Ingles Street level Crossing.

g Station St Crossing at Ingles St

Investigate provision for a pedestrian crossing on Station Street.

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07

IMPLEMENTATION PLAN

7.1 COSTINGS APPROACH

The costing approach for the Port Melbourne Light Rail Master Plan and its associated actions will be developed by a specialist quantity surveyor as the Master Plan progresses.

These estimates will support Council in making informed decisions regarding staging and delivery to ensure the Master Plan remains both true to the vision as well as practical and deliverable.

Our Timeframes

The Port Melbourne Light Rail Park Master Plan action plan has three stages for delivery:



Short-term projects
(1-2 years)

Medium-term projects
(3-5 years)

Long-term projects
(5+ years)

7.2 IMPLEMENTATION PLAN

How to read the Implementation Plan

The following graphic breaks down the information provided in the following Implementation Plan. Each reserve has its own associated table and links to the Master Plan outlined in the previous chapter.

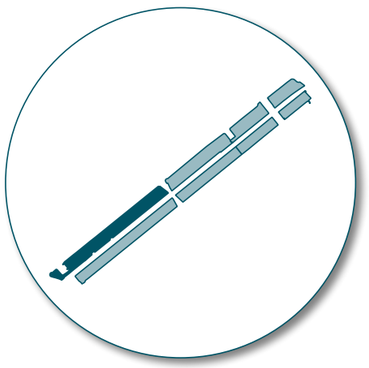
Master Plan Map ID
Where actions have been noted spatially on the reserve Master Plans in Section 6, their callout number is shown here.

Action
Reserve actions are outlined here, in some cases greater detail is provided than in the Section 6 Master Plans.

Implementation Phase
Denotes how long the action will take council to implement

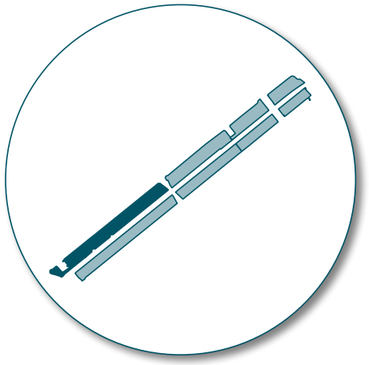
MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
1b	**Infill planting** Infill planting of garden beds to improve density, strengthen ornamental borders, enhance amenity and biodiversity. Provide screening of the Tram corridor.	●		
N/A	**Seating and bin locations** Rationalise seating and bin locations to improve functionality of the reserve and provide regular rest areas.	●		

COOK RESERVE



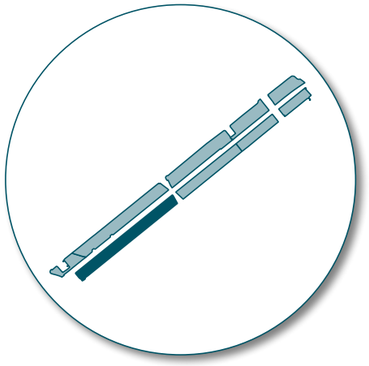
MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
1b	**Planting to existing mulch zones** Planting to existing mulch zones to increase biodiversity, increase greening, strengthen ornamental borders and provide understorey. Use new planting to strengthen structure of reserve, with new tree planting consistent with existing character.	●		
N/A	**Seating and bin locations** Rationalise seating and bin locations to improve functionality of the reserve and provide regular rest areas to enhance use of formal area.	●		

TURNER RESERVE



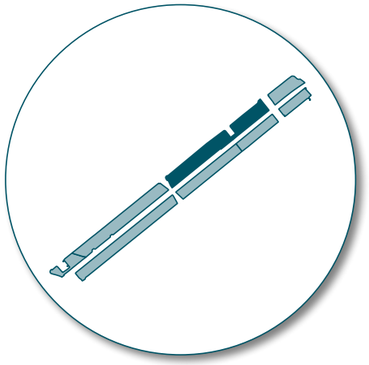
MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
1a	**Infill planting** Infill planting of garden beds to improve density, strengthen ornamental borders, enhance amenity and biodiversity. Provide screening of the Tram corridor.	●		
1b	**Planting to existing mulch zones** Planting to existing mulch zones to increase biodiversity, increase greening, strengthen ornamental borders and provide understorey.	●		
1c	**New path connection** As part of desire line improvements, creating a new path that is adjacent the garden bed and facilitates better connection from Evans Street/Farrell Street and to the bicycle corridor.	●		
1d	**New activity node** Provision of a new activity node including larger paved area with picnic tables and seats to provide improved facilities and encourage longer stays within the reserve. This may include a shelter and BBQ.		●	
1e	**Infill tree planting** Infill tree gaps and reinstate shrubbery along Evans Street border, consider mixed ornamental trees.	●		
N/A	**Seating and bin locations** Rationalise seating and bin locations to improve functionality of the reserve and provide regular rest areas.	●		

HESTER RESERVE



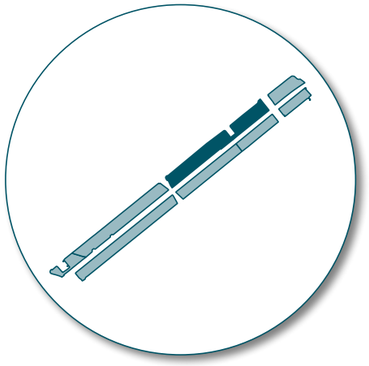
MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
2a	**Opening in heritage wall** Creation of a discrete opening in low stone heritage wall to the street frontage to allow for improved access in accordance with heritage advice, and creation of a new path adjacent to the garden bed to create improved connections to Bridge Street and Station Street.		●	
2b	**New activity node** Provision of a new activity node including larger paved area with picnic tables and seats to provide improved facilities and encourage longer stays within the reserve. This may include a shelter and BBQ.		●	
2b	**New public toilet facility** Provision of new all-gender toilet facilities in accordance with Council's Public Toilet Plan, to service Graham Street Skate park and new activity node/social space.		●	
2c	**New planting bed** Creation of a new path to improve access to adjoining streets and provision of infill planting associated with new paths connections, to discourage unsafe crossings of Bridge Street.		●	
2d	**Infill planting** Infill planting to increase biodiversity, densify greening, improve understorey, strengthen ornamental borders and provide screening to Tram corridor. Consider duplicating regular pattern of Italian Cypress with other ornamental specimen trees and smaller trees to extend shrubbery.	●		
2e	**Improved pathway** Increase the width of the existing gravel path from 1.5m to 2-2.5m depending on site features, and formalise the edge to improve accessibility and maintain the natural landscape character of the reserve. Final design to ensure any drainage, accessibility and grading issues are resolved.	●		
2f	**Tree replacements** Where replacements of Peppercorn trees are required along Station Street, replace with 'Ficus Macrophylla'. Consider trialling other broad canopy avenue tree planting in testing blocks that can handle poor soil conditions, in place of existing Plane Trees.	●		
2g	**New path connection** Creation of a new path alignment to improve connections to Station Street.		●	
N/A	**Seating and bin locations** Rationalise seating and bin locations to improve functionality of the reserve and provide regular rest areas.	●		

WALTER RESERVE



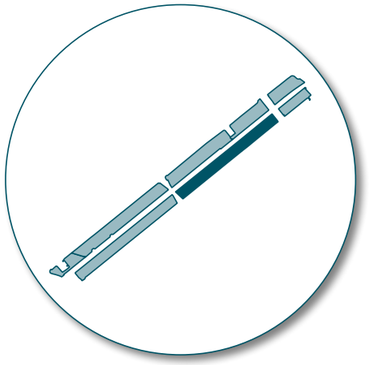
MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
3a	**New path connection** Creation of a new path alignment to improve connections to Bridge Street and Ingles Street.		●	
3b	**Upgraded play space** Undertake planning for the provision of an upgraded play space in accordance with Council's Play Space Strategy. An upgraded space should provide for an expanded footprint, social space including picnic tables, BBQ and shelter, improved play options including nature play, and shade.			●
3d	**New teen hang-out zone** Plan and design a dedicated, welcoming space where teenage girls and gender-diverse young people can relax, socialise and spend time.			●
3e	**Infill planting** Infill planting of garden beds to improve density, strengthen ornamental borders, enhance amenity and biodiversity. Provide screening of the Tram corridor.	●		
3h	**Car park planting** Strengthen mixed ornamental borders to Bridge Street and Raglan Street car park.	●		
N/A	**Seating and bin locations** Rationalise seating and bin locations to improve functionality of the reserve and provide regular rest areas.	●		

GILL RESERVE



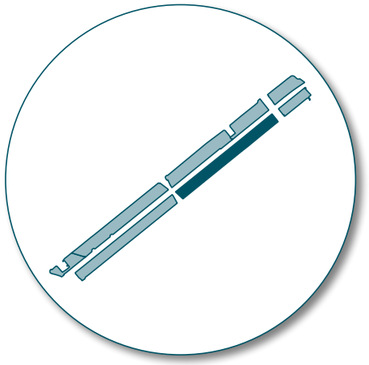
MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
3a	**New path connection** Creation of a new path alignment to improve connections to Bridge Street and Ingles Street.		●	
3e	**Infill planting** Infill planting of garden beds to improve density, strengthen ornamental borders, enhance amenity and biodiversity. Provide screening of the Tram corridor.	●		
3f	**New planting bed** Provision of new planting associated with new path connections, to discourage unsafe crossings of Ingles Street.	●		
3g	**Planting to existing mulch zones** Planting to existing mulch zones to increase biodiversity, enhance greening, strengthen ornamental borders and provide understorey.	●		
3h	**Car park planting** Strengthen ornamental border planting to Ingles Street and Raglan Street car park.	●		
N/A	**Seating and bin locations** Rationalise seating and bin locations to improve functionality of the reserve and provide regular rest areas.	●		

SMITH RESERVE



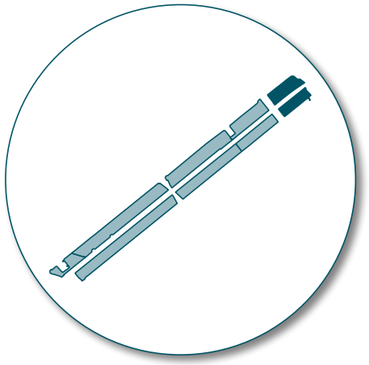
MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
4a	**New planting bed** Provision of new planting associated with new path connections, to discourage unsafe crossings of Bridge Street and Ingles Street.	●		
4b	**Opening in heritage wall** Creation of a discrete opening in low stone heritage wall to the street frontage to allow for improved access in accordance with heritage advice, and creation of a new path adjacent to the garden bed to create improved connections to Bridge Street and Ingles Street.		●	
4c	**Infill planting** Infill planting of garden beds to improve density, strengthen ornamental borders, enhance amenity and biodiversity. Provide screening of the Tram corridor.	●		
4d	**Improved pathway** Increase the width of the existing gravel path from 1.5m to 2-2.5m depending on site features, and formalise the edge to improve accessibility and maintain the natural landscape character of the reserve. Final design to ensure any drainage, accessibility and grading issues are resolved.		●	
4e	**Planting to existing mulch zones** Planting to existing mulch zones to increase biodiversity, increase greening, strengthen ornamental borders and provide understorey.	●		
4f	**Relocated Bocce Courts** Relocated Bocce courts to allow space for new path connections and provide improved accessibility and connection to the courts. Provision of new seating near courts also recommended.		●	
4g	**Tree replacements** Where replacements of Peppercorn trees are required along Station Street, replace with Moreton Bay Figs. Consider trialling other broad canopy avenue tree planting in testing blocks that can handle poor soil conditions, in place of existing Plane Trees.	●		
N/A	**Seating and bin locations** Rationalise seating and bin locations to improve functionality of the reserve and provide regular rest areas.	●		

HOWE RESERVE



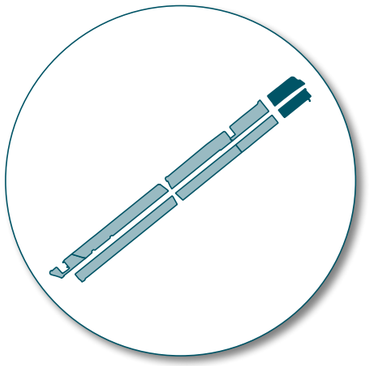
MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
4a	**New planting bed** Provision of new planting associated with new path connections, to discourage unsafe crossings of Bridge Street and Ingles Street.		●	
4b	**Opening in heritage wall** Creation of a discrete opening in low stone heritage wall to the street frontage to allow for improved access in accordance with heritage advice, and creation of a new path adjacent to the garden bed to create improved connections to Bridge Street and Ingles Street.		●	
4c	**Infill planting** Planting to existing mulch zones to increase biodiversity, increase greening, strengthen ornamental borders and provide understorey.	●		
4d	**Improved pathway** Increase the width of the existing gravel path from 1.5m to 2-2.5m depending on site features, and formalise the edge to improve accessibility and maintain the natural landscape character of the reserve. Final design to ensure any drainage, accessibility and grading issues are resolved.		●	
4g	**Tree replacements** Maintain alternating border of Peppercorn and Moreton Bay Fig trees when replacing trees along Station Street reserve boundary.	●		
4h	**Remembrance Gardens improvements** Improvements to Remembrance Gardens through rationalisation of bin locations, drinking fountains and other amenities with improved planting.	●		
N/A	**Seating and bin locations** Rationalise seating and bin locations to improve functionality of the reserve and provide regular rest areas.		●	

FENNELL RESERVE



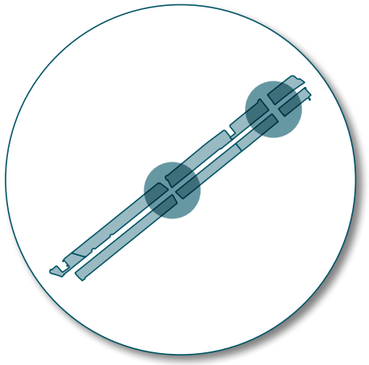
MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
5a	**New path connection** Create a new path adjacent the garden bed to facilitate better connection to the shared user path from Boundary Street.		●	
5b	**Opening in heritage wall** Creation of a discrete opening in low stone heritage wall to the street frontage to allow for improved access in accordance with heritage advice, and creation of a new path adjacent to the garden bed to improve connections to Ingles Street.		●	
5d	**New planting bed** Provision of infill planting associated with new path connections, to discourage unsafe crossings of Ingles Street. Consider ornamental border plantings to Ingles Street boundary.		●	
5e	**Planting to existing mulch zones** Planting to existing mulch zones to increase biodiversity, increase greening, strengthen ornamental bordersand provide understorey.	●		

PAGE RESERVE



MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
5b	**Opening in heritage wall** Creation of a discrete opening in low stone heritage wall to the street frontage to allow for improved access in accordance with heritage advice, and creation of a new path adjacent to the garden bed to improve connections to Ingles Street.		●	
5c	**Tree planting** Infill gaps in Peppercorn tree border to Station Street.	●		
5d	**New planting bed** Provision of infill planting associated with new path connections, to discourage unsafe crossings of Ingles Street.		●	
5e	**Planting to existing mulch zones** Planting to existing mulch zones to increase biodiversity, increase greening, strengthen ornamental borders and provide understorey.	●		
5f	**Improved pathway** Increase the width of the existing gravel path from 1.5m to 2-2.5m depending on site features, and formalise the edge to improve accessibility and maintain the natural landscape character of the reserve. Final design to ensure any drainage, accessibility and grading issues are resolved.		●	

ADVOCACY OPPORTUNITIES



MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
f	**Signalised crossing** Advocate to the Victorian Government for an additional signalised crossing immediately adjacent to the Ingles Street level Crossing.			●
b	**Signalised crossing** Advocate to the Victorian Government for an additional signalised crossing immediately adjacent to the Bridge Street level Crossing.			●
e	**Safety upgrades** Advocate to the Victorian Government for safety upgrades to existing pedestrian and cyclist crossings at both Ingles Street and Bridge Street and advocate to investigate the feasibility of installing an additional signalised crossing immediately adjacent to the Bridge Street level crossing.			●
a d	**Pedestrian crossing** Work with Council's Strategic Traffic Department to investigate provision for a pedestrian crossing on Evans Street.			●
c g	**Pedestrian crossing** Work with Council's Strategic Traffic Department to investigate provision for a pedestrian crossing on Station Street.			●

STRATEGIC OPPORTUNITIES

MASTER PLAN MAP ID	ACTION	IMPLEMENTATION PHASE		
		1-2 years	3-5 years	5+ years
N/A	**Lighting investigation** Carry out study to investigate whether there is opportunity to provide low level lighting within the southern reserves to provide increased safety in early mornings and evenings. Consideration will need to be given to light spill and impacts to local fauna.			●
N/A	**Irrigation** Support opportunities to provide irrigation within the Light Rail Reserves, in the following priority order: 1. Gill Reserve 2. Walter Reserve 3. Fennell Reserve 4. Page Reserve (All other reserves are irrigated)			●
N/A	**Develop evidence-based biodiversity and planting strategy** Undertake a comprehensive, evidence-based approach to greening that aligns planting design with ecological outcomes and measurable biodiversity improvements.		●	
N/A	**Wayfinding** Carry out wayfinding study to identify gaps in legibility and access throughout the reserves. Use findings from study to progressively update a cohesive wayfinding network across the reserves. This should be delivered in parallel with the signage strategy and updates.			●
N/A	**Signage** Carry out an audit of signage across the reserves to determine gaps and infrastructure that requires updating. Use findings from study to progressively update signage across the reserves. This should be delivered in parallel with the wayfinding strategy and updates.			●
N/A	**Heritage vegetation protection** Deliver new planting and protections to vegetation in line with heritage recommendations.			●

DRAFT

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