

**PORT PHILLIP
EMERGENCY
CLIMATE
ACTION
NETWORK**

GREENLINE

PROPOSAL

16/02/2021

PECAN – GREEN LINE MASTER PLAN

GREEN LINE OVERVIEW

The Green Line is a linear park that follows the route of the rail corridor from Alma Park to Elsternwick Nature Reserve. The Green Line connects Alma Park to the Balaclava Precinct, and then continues south east through Ripponlea to Elsternwick Station and on to Elsternwick Nature Reserve.

The route of the Green Line uses existing public open space and walking paths, and expands these by connecting, linking and rehabilitating including by retiring on-street carparking in key areas.

The Green Line will improve public accessibility through St Kilda East and Ripponlea, increase habitat for biodiversity and tree canopy cover.



PECAN

The Port Phillip Emergency Climate Action Network (PECAN) aims to create and sustain a strong climate action movement in Port Phillip to address the climate crisis. We are politically non-partisan and we encourage an exchange of views and connections between member groups that make up the network, and with other like-minded groups.

PECAN comprises:

- Australian Conservation Foundation Macnamara
- Australian Youth Climate Coalition
- Bayside Climate Crisis Action Group
- Community Alliance of Port Phillip
- Elsternwick Park Association
- Elwood Floods Action Group
- Extinction Rebellion Port Phillip
- Locals Into Victoria's Environment
- Port Phillip Alliance for Sustainability
- Port Phillip EcoCentre
- Stop Adani Macnamara
- unChain St Kilda

The Green Line proposal is also supported by:

- Balaclava Environment and Trees (BEST)
- St Kilda Community Gardens Club

To discuss the Green Line proposal, contact us:

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BENEFITS OF THE GREEN LINE

The Green Line offers significant public benefits to the City of Port Phillip and partially responds to the long term acute deficiency in open space in the area east of Brighton Road identified as 5% of this area. Other benefits include improvements in:

- Public accessibility along the green line route
- Precinct walkability including a walking and recreational connection from Alma Park to Elsternwick Nature Reserve, Rippon Lea Gardens, and the Elwood Canal precinct linking to the foreshore and beyond.
- Tree canopy cover
- Bio-diversity support through indigenous (and suitable) planting, and dedicated corridor for wildlife along the rail line route
- Permeability of water by replacing on-street parking with planting reserves and permeable paving
- Integration with the Balaclava precinct redevelopment.

PRIORITIES

The realization of the Green Line project requires long-term local community engagement and investment by the CoPP and other agencies. However, key elements are achievable and affordable in the near-term.

The following sections of the Green Line could be tackled initially, and would immediately contribute to local amenity while progressing the overall Green Line initiative.

The top priority areas in CoPP are:

- Raglan Street (between Alma Rd and Inkerman St)
- Nelson St (between Inkerman St and Balaclava Rd)
- Balaclava Station precinct/Railway Place (between Balaclava Rd and Grosvernor St)
- Lyndon Street (between Glen Eira Road and Hotham Street)

These sections comprise the main connections to the Balaclava precinct from the north and the south.

ACCESS AND SAFETY

To ensure safe pedestrian access along the length of the Green Line, sections of the Green Line may need additional lighting.

The sections that don't have street lighting may require installation of lighting, ideally solar powered lights.

COMMUNITY ACTIVATION

The Green Line supports the community engagement and further activation of community groups along each area of its route. The local residents should be engaged in the process of developing each section of the Green Line. Beyond the local community members, there are a number of groups active along the length of the Green Line, including Balaclava Environment and Trees (BEST) and the St Kilda Community Gardens Club as well as outside the CoPP where key environmental groups in Glen Eira are keen to be involved.

Other groups are providing support for the project including Rob Youl from the Danks Street Biolinks project and Rob Scott from Naturelinks as well as experienced members from the EcoCentre.

WALKING AND CYCLING RECREATIONAL OPPORTUNITIES

While the Green Line is predominately pedestrian-focused, most of its length is readily accessible to cyclists. These accessible sections would be enhanced with on-street cycle paths. Other sections, such as the Balaclava Station precinct, could be designated for shared use by cyclists and pedestrians.

Some sections offer the opportunity for other activities such as using overhead bridges for exercise programs, bluestone walls for belaying etc.

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STRATEGIC ALIGNMENT

The Green Line proposal directly supports and delivers the goals of a number of the City of Port Phillip's strategic plan:

- Act and Adapt, Sustainable Environment Strategy
- Move, Connect, Live Strategy
- Greening Port Phillip - an Urban Forest Approach
- Public Space Strategy (draft)
- Playspace Strategy
- Greening Port Phillip Street Tree Planting Guide
- Road Management Plan (parking removal?)
- Activating Laneway Strategy
- Placemaking Action Plan
- Sustainable Public Lighting Guidelines
- Tree Protection Guidelines
- Wayfinding Guide to Signage

Additionally, the Green Line supports the goals of these plans:

- Elwood Foreshore and Recreation Reserves Management Plan
- Foreshore and Hinterland Vegetation Management
- Nature Strip Guidelines

Act and Adapt

Sustainable Environment Strategy 2018-28



Move, Connect, Live

Integrated Transport Strategy 2018-28



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GREEN LINE ROUTE AND SECTIONS

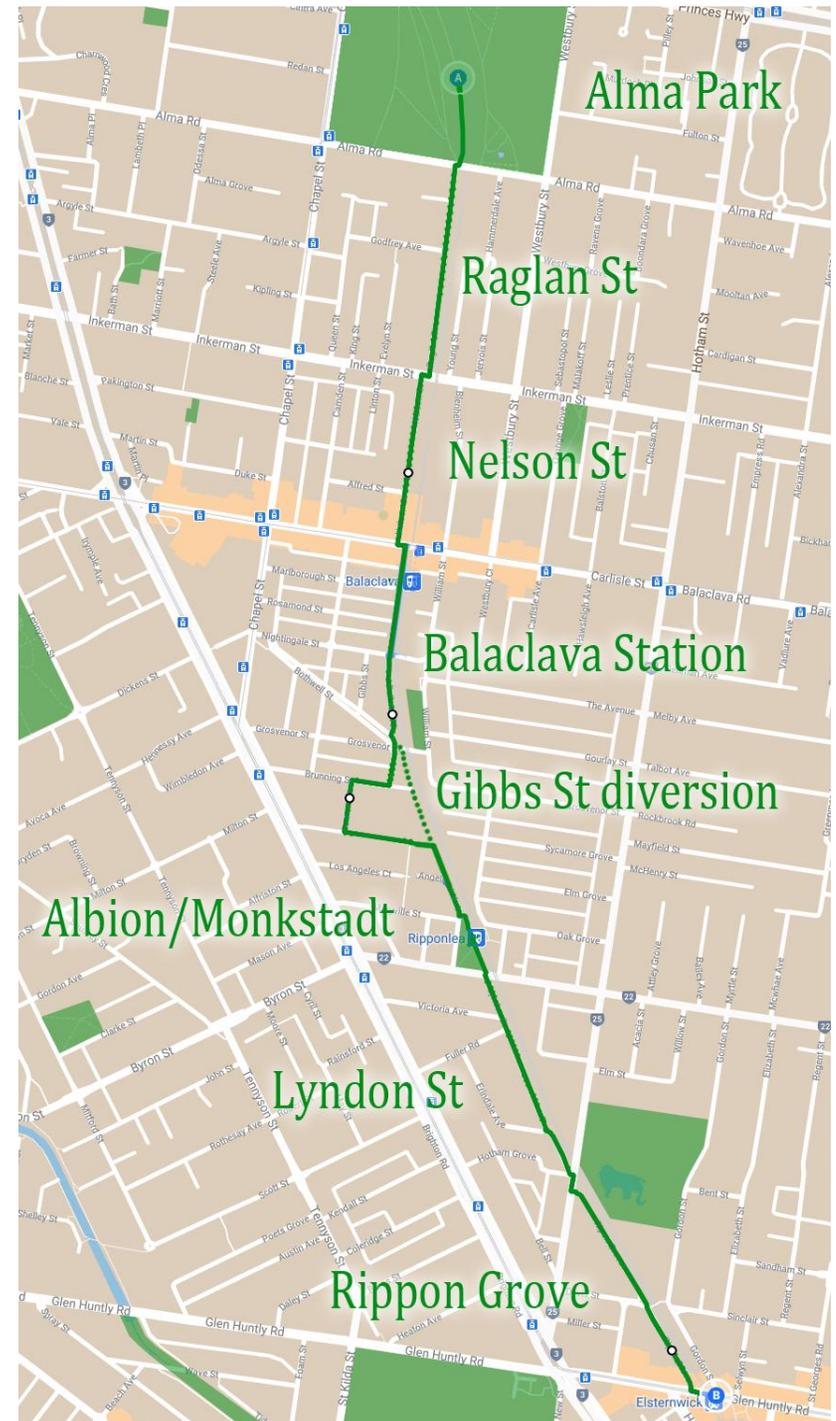
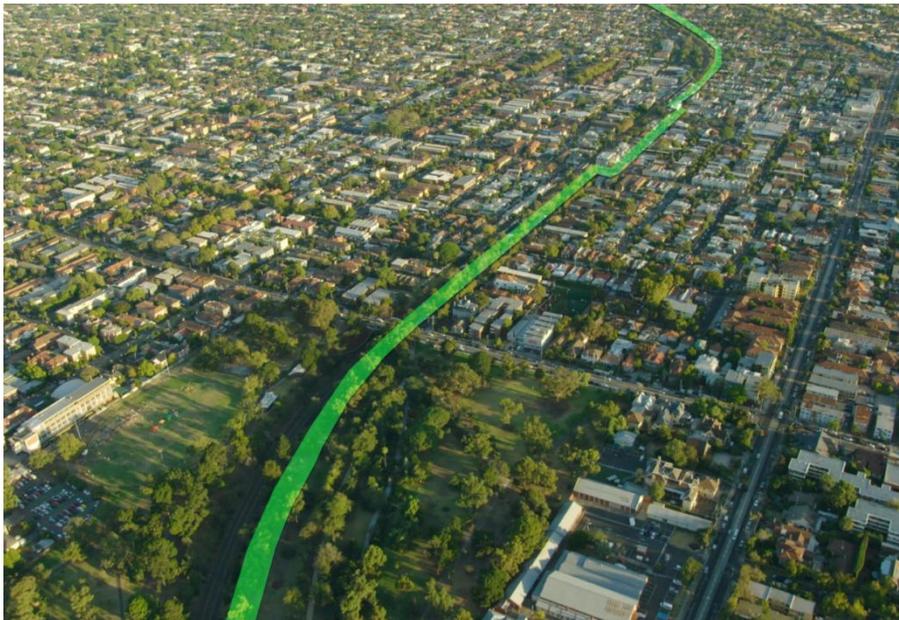
The Green Line is sectioned from Alma Park to Elsternwick Station:

- Alma Park (between Dandenong Rd and Alma Rd)
- Raglan St (between Alma Rd and Inkerman St)
- Nelson St (between Inkerman St and Balaclava Rd)
- Balaclava Station precinct/Railway Place (between Balaclava Rd and Grosvenor St)
- Gibbs St/Brunning St/Summers St/Albion St diversion
- Albion St/Monkstadt Path (between Albion St and Glen Eira Rd)
- Lyndon St (between Glen Eira Rd and Hotham St)

The sections beyond Hotham Street fall outside Port Phillip, and would require engagement with the City of Glen Eira and City of Bayside to extend the Green Line to Elsternwick Station:

- Rippon Grove (between Hotham St and Glen Huntly Rd)

From Elsternwick Station, the Green Line can further connect to Elsternwick Nature Reserve and Riddell Pde.



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ALMA PARK SECTION

The Green Line starts in Alma Park, St Kilda East’s most significant green space. Alma Park has extensive walking paths, including paths on the west and east sides of the rail line.



Alma Park is home to some of the last remnant stands of indigenous vegetation, including spear grass, yellow box and lightwood. Additionally, the park provides valuable habitat to indigenous bird and animal species.



The path on the west side of the rail line is used as a bike path, and runs under established peppercorn trees.



The path on the east side runs alongside Alma Playground and Alma oval. The west side of the Alma Park rail cutting is characterized by introduced grasses, peppercorns, cork oaks.



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PUBLIC ACCESSIBILITY

Public accessibility in this section of the Green Line is generally good. The existing walking and cycling paths to the west and east of the rail line are well situated, well used, and well maintained. However, access to Alma Park is difficult here, because there is no formal pedestrian crossing nearby. Pedestrians and cyclists cross at the intersection of Alma Rd and Raglan St.

Actions Required:

- **Install a pedestrian crossing at the Alma Rd/Raglan St intersection.**



PUBLIC OPEN SPACE

There are limited opportunities to increase public open space in Alma Park. However, the derelict caretaker's building at the north end of the park is an opportunity to increase the public open space in the City of Port Phillip.

Actions Required:

- **Renovate/remove caretaker building at north end of Alma Park West.**
- **Negotiate with army to acquire land for west access to Alma Park**
- **Negotiate with CBC college to acquire land for east access to Alma Park**

TREE CANOPY

The Green Line will increase tree canopy in Alma Park by regenerating Alma Park with indigenous park trees.

Actions Required:

- **Plant replacement yellowbox park trees for aging existing trees.**
- **Propagate lightwood acacia trees along Green Line.**
- **Identify fauna-supporting trees for propagation along Green Line.**
- **Remove recently planted pines and replace with indigenous trees.**



BIO-DIVERSITY

The Green Line will increase bio-diversity in Alma Park by protecting and expanding habitat areas alongside the rail line.

Actions Required:

- **Revegetate and regenerate indigenous species along rail cutting.**
- **Improve landscaping along rail cutting to support indigenous species.**

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RAGLAN ST SECTION

The Raglan St section of the Green Line runs between Alma Road and Inkerman St. This section of the Green Line is widely used, and offers significant opportunities to quickly increase public amenity and accessibility and to increase public open space.

The path here follows the existing nature strip, which is already used as an informal walking path. This informal walking path is used for north-south access until interrupted by the railway substation half way along Raglan St.

Raglan St residents predominantly have access to on title car parking. Much of the on-street parking here is likely used opportunistically, such as by park and sports club visitors and non-residents.



The nature strip is interrupted several times, including by a power substation that blocks continuous north/south walking access.



At the south end of Raglan St, this nature strip is often used to dump rubbish.



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IMPROVING PUBLIC ACCESSIBILITY

The Green Line increases public accessibility in Raglan St. First, it will encourage the use of Raglan St as a walking route through improved walking access and appeal. Second, the Green Line will reduce rubbish dumping in Raglan St by improving maintenance and appeal of the nature strips.

Actions Required:

- **Widen nature strip on east side of Raglan St by removing some or all parking from the east side of Raglan St.**
- **Formalize a continuous walking path from Alma Rd to Inkerman St.**

INCREASING PUBLIC OPEN SPACE

The Green Line increases public open space by widening the nature strip on east side of Raglan St.



BUILDING TREE CANOPY

Raglan St has extensive tree cover over sections of the west of the rail corridor, but only light canopy on the east side of the railway lines.

Actions Required:

- **Replant indigenous species on both sides of the rail embankment.**
- **Replace invasive/introduced plants and with indigenous species.**



SUPPORTING BIO-DIVERSITY

Raglan St has extensive tree cover to the west of the rail corridor, but only light canopy on the east side of the railway lines.

Actions Required:

- **Plant species that support indigenous wildlife.**
- **Landscape west/east sides of embankment to support wildlife.**

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NELSON ST SECTION

In this section, the pedestrian route runs along Nelson St, adjacent to the rail corridor. The rail embankment runs behind the houses facing Nelson St and Blenheim St, making it effectively inaccessible to pedestrian access.

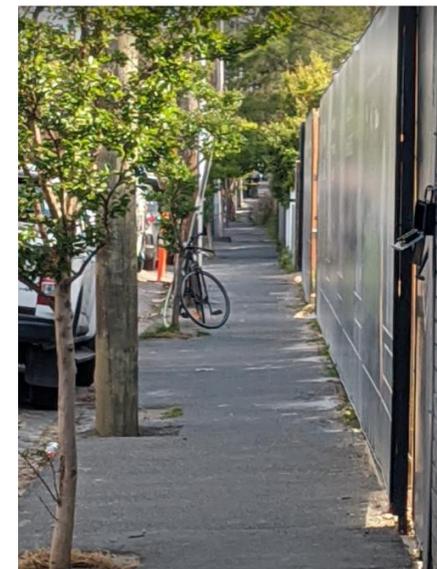


The rail embankment along this section has isolated stands of vegetation, including invasive species, but is otherwise mainly grassy inclines.

The walking route follows Nelson St, to the west of the rail corridor. Nelson St is a major pedestrian thoroughfare, despite its lack of amenity.



The footpaths along Nelson Street do not meet community access standards. That are narrow, do not feature nature strips, frequently interrupted by tree plantings, signage and obstacles (motorbikes, bins, etc), and uneven driveways.



Revitalisation of Nelson St can be aligned with the redevelopment of the Coles car park precinct behind Balaclava Rd. For example, the south end of Nelson St (beyond Alfred St) could be converted to a one-way road. This would allow the widening of footpaths, and improvements to traffic flow.



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IMPROVING PUBLIC ACCESSIBILITY

The Green Line increases public accessibility in Nelson St by removing pedestrian obstacles and impediments along one or both footpaths.

Actions Required:

- Designate Nelson St east or west side as the primary pedestrian route.
- Remove in-footpath plantings and replace with on-street plantings.
- Remove redundant signage intruding onto pedestrian pathways.
- Widen primary pedestrian footpath by narrowing road.
- Replace driveway crossovers with elevated ‘flat’ crossovers.
- Continue practise of landscaped setbacks from footpath for all developments along Nelson Street.
- Upcoming Balaclava Structure plan must address Nelson St’s pedestrian access and amenity issues.



INCREASING PUBLIC OPEN SPACE

Integration of the Nelson St route with the redevelopment of the Coles car park area is the best opportunity to increase public open space as proposed, in part at least, in the draft Public Spaces Strategy report.

BUILDING TREE CANOPY

The Green Line increases tree canopy in the Nelson St section by improving planting on railway embankment and along Nelson St proper.

Actions Required:

- Plant indigenous trees and grasses along rail embankment.
- Continue planting large eucalypts in on-street reserves.
- Protect large existing native trees alongside Coles car park and renew commitment to a reserve in this area.



SUPPORTING BIO-DIVERSITY

The Green Line builds bio-diversity by connecting habitat along the corridor.

Actions Required:

- Plant species that support indigenous wildlife.
- Landscape west/east sides of embankment to support wildlife.

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BALACLAVA STATION/RAILWAY PLACE SECTION

The Green Line runs alongside the rail line through the pedestrian concourse to the west of the station. South of Nightingale St, the Green Line continues along Railway Place, a pedestrian laneway that runs adjacent to the rail embankment, to the Gibbs St and Grosvenor Rd intersection.



Balacava Station runs from Balacava Rd to Nightingale St. This area has good pedestrian access on both the west and (to a lesser extent) east sides of the rail line. However, the embankment here is poorly vegetated with some sections have been covered in spray-on concrete.



Across Nightingale St, the Green Line continues alongside the embankment, where it passes the St Kilda Community Gardens Club.



The west side of embankment here has been rehabilitated by members of the community garden, and is generally well vegetated. On the other side of the rail line, the east embankment runs alongside the William St Reserve, which has been recently rehabilitated.



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IMPROVING PUBLIC ACCESSIBILITY

The Balaclava Station and Railway Place section supports public access. Pedestrian safety and general amenity requires action to upgrade the crossing at Nightingale St.

Actions Required:

- Undertake the street planting and pedestrian crossing as identified in the Balaclava Walk Masterplan 2012 (see appendix attachment).



INCREASING PUBLIC OPEN SPACE

This section of the Green Line is supported by public open space, including the Balaclava Station precinct, and the pedestrian friendly Railway Place, and William St Reserve.

BUILDING TREE CANOPY

The Balaclava Station redevelopment resulted in significant canopy loss whilst the understory is sparse or absent, and needs regenerative planting.

Actions Required:

- Implementation of the Balaclava Walk Masterplan 2012.



SUPPORTING BIO-DIVERSITY

Beyond the railway station area a previous effort to rehabilitate the west embankment has been highly successful. The St Kilda Community Gardens Club has a small community grant to assist in a vegetation review. It has however met many bureaucratic obstacles in accessing the embankment and doing the infrastructure work needed to hold the embankment in place. The Grosvenor Street end has been infested with Ash trees.

Actions Required:

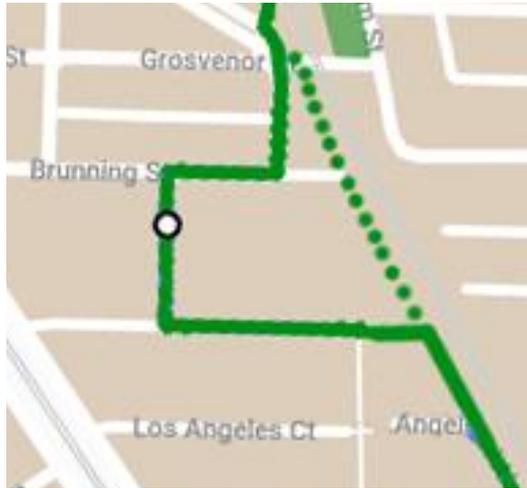
- Remove non indigenous invasive species and facilitate the planting of replacement indigenous trees and grasses along the rail embankment

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GIBBS/BRUNNING/SOMERS/ALBION DIVERSION

The section of the Green Line from Grosvenor St to Albion St has significant access issues. There is an existing walking path along the west side of the railway embankment. However, the path is narrow, and in its current state is unsuitable for pedestrian access.

Ideally, council would work with local property owners to acquire land adjacent to the path, allowing it to be widened enough to allow pedestrian access. Alternatively, the railway embankments could be narrowed by moving retaining walls approximately 60cm towards the rail line.



Until this land is acquired, or the embankments are narrowed, the Green Line must divert south along the continuation of Gibbs St, west along Brunning St, south down Somers St, then east along Albion St.



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IMPROVING PUBLIC ACCESSIBILITY

The Green Line increases public accessibility by reopening the walking path along the railway embankment.

Actions Required:

- Reopen the existing path alongside the railway embankment



INCREASING PUBLIC OPEN SPACE

The Green Line increases public open space by revitalising this poorly maintained section of the existing walking path and returning it to the public realm.

Actions Required:

- Acquire land adjacent to the rail corridor or move embankments to widen existing path

BUILDING TREE CANOPY

The Green Line increases tree canopy in this section by improving planting along both sides of the rail embankment.

Actions Required:

- Plant indigenous trees and grasses along rail embankment.

SUPPORTING BIO-DIVERSITY

The Green Line builds bio-diversity by connecting habitat along the corridor.

Actions Required:

- Plant species that support indigenous wildlife.
- Landscape west/east sides of embankment to support wildlife.

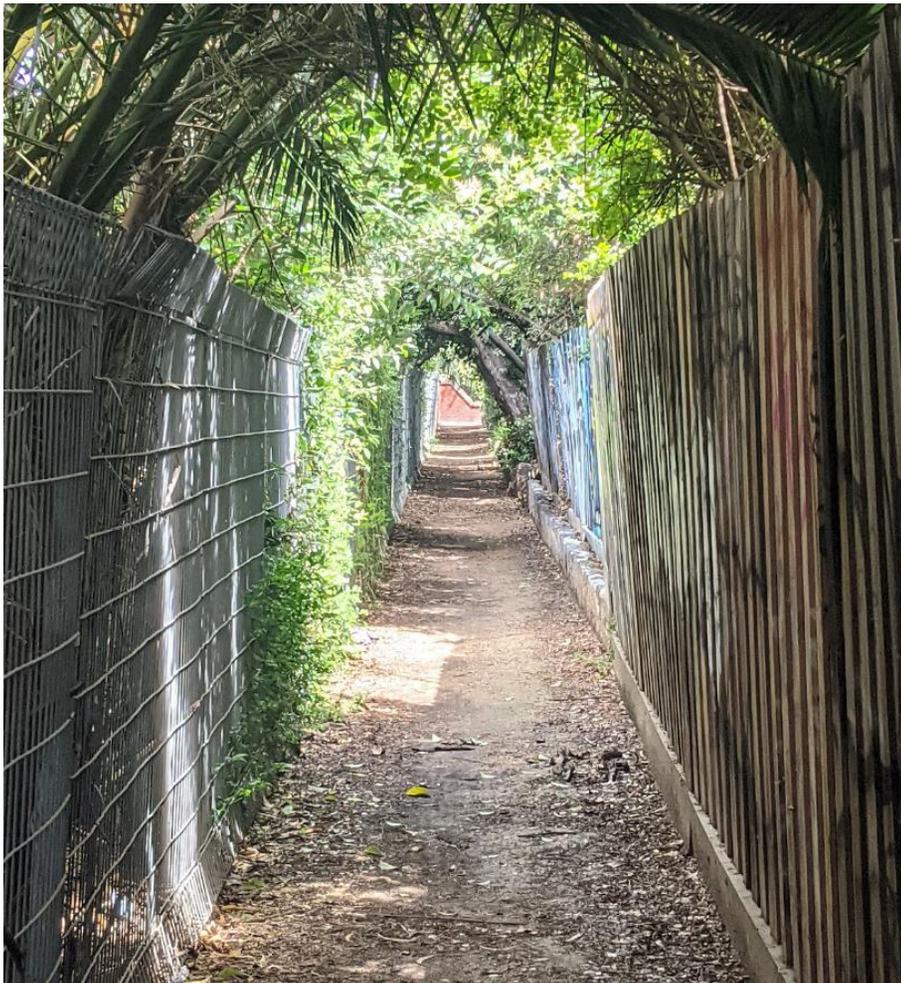


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ALBION/MONKSTADT ST SECTION

The Green Line proper continues at the east end of Albion St. A dedicated walking path runs along the west side of the railway embankment and connects to Monkstadt St and then continues through the park adjacent to Ripponlea Station.

This section of the existing walking path is relatively well-maintained. The path is narrow, and features overarching vegetation, giving a tunnel-like experience.



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IMPROVING PUBLIC ACCESSIBILITY

The Green Line increases public accessibility from Albion St to Monkstadt St by opening the overarching vegetation canopy along the walking path.

Actions Required:

- Prune the trees above the walking path to open the canopy.
- Widen existing walking path by repositioning the metal mesh fence.
- Install pedestrian crossing at the Glen Eira Rd/Lyndon St intersection.
- Remove the wooden paling fence from the south end of this path to open the path to Monkstadt St

INCREASING PUBLIC OPEN SPACE

The Green Line increases public open space by repositioning the metal mesh fence that runs alongside the walking path, approximately 30cm from the retaining wall.

Actions Required:

- Reposition the metal mesh fence to widen the walking path.
- Work with owners of 23 Monkstadt St to either acquire the wedge of land adjacent to the walking path or remove the paling fence.



BUILDING TREE CANOPY

The Green Line increases tree canopy in this section by improving planting along both sides of the rail embankment.

Actions Required:

- Plant indigenous trees and grasses along rail embankment.
- Removal of palms and other invasive species.



SUPPORTING BIO-DIVERSITY

The Green Line builds bio-diversity by connecting habitat along the corridor.

Actions Required:

- Plant species that support indigenous wildlife.
- Landscape west/east sides of embankment to support wildlife.

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LYNDON ST SECTION

Lyndon St, which runs alongside the rail line from Glen Eira Rd to Hotham St, offers significant opportunities for expansion of public open space, revegetation, and creation of an upgraded Green Line walking route.



Lyndon St's configuration offers opportunities for the Green Line and public open space in general. While all of Lyndon St is two-way, the north end of Lyndon St is wider than the south end. The south end is generally used as a one-way street, with occupants continuing out onto Hotham St, rather than performing a difficult u-turn to return to Glen Eira Rd.



Further, the open space at the intersection of Lyndon St and Victoria Ave is the ideal for formalised public open space. This area could be used as a public playground, small park, or habitat for indigenous species.

The new reserve in Riddell Pde Elsternwick provides a benchmark for the effective use of land at the intersection of multiple roads.



Lyndon St has significant surplus on-street parking. One lane of this parking should be removed to expand the reserve adjacent to the established walking path along the east side of Lyndon St.



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IMPROVING PUBLIC ACCESSIBILITY

The Green Line increases public accessibility along Lyndon St by installing a pedestrian crossing across Glen Eira Rd (from Ripponlea Station) and widening the nature strip alongside the walking path,

Actions Required:

- **Install pedestrian crossing at the Glen Eira Rd/Lyndon St intersection.**
- **Investigate road and traffic movement along Lyndon St to reuse surplus road space for open space, maximize car parking and improve safe access from Hotham Street.**

INCREASING PUBLIC OPEN SPACE

The Green Line increases public open space in the Lyndon St section by removing surplus road and rationalizing on-street car parking at the Lyndon St/Victoria Ave intersection to create a pocket park, playground.

Actions Required:

- **Expand nature strip on east side of Lyndon St through road narrowing.**
- **Create local park/playground/habitat at Lyndon St/Victoria Ave intersection.**



BUILDING TREE CANOPY

The Green Line increases tree canopy in this section by improving planting along both sides of the rail embankment.

Actions Required:

- **Plant indigenous trees and grasses along rail embankment.**



SUPPORTING BIO-DIVERSITY

The Green Line builds bio-diversity by connecting habitat along the corridor.

Actions Required:

- **Plant species that support indigenous wildlife.**
- **Landscape west/east sides of embankment to support wildlife.**

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RIPPON GROVE SECTION

Beyond Hotham St the Green Line leaves the City of Port Phillip and enters Glen Eira. The Green Line has the potential to continue along Rippon Grove, along the south-west of the rail line.

Along this section, the rail corridor runs along a shallow cutting. On the north-east side, an existing narrow walking path runs between the railway cutting and the boundary of Rippon Lea Estate. On the south-west side of the rail lines, the shallow cutting blends directly into the verge of Rippon Grove. Since Rippon Grove was closed to through traffic, it has been neglected.



The north-east side of Rippon Grove, adjacent to the rail line, has ample space for a formal pedestrian path and an adjacent nature strip.



Many sections of Rippon Grove's embankment transition are in very poor condition with broken tarmac verges, unplanned plantings, dumped rubbish, rail tracks, and concrete beams.



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IMPROVING PUBLIC ACCESSIBILITY

The Green Line increases public accessibility by revitalising the nature strip on the south-west side of the rail line

Actions Required:

- Install formal walking path alongside rail embankment.
- Consider safety issues



INCREASING PUBLIC OPEN SPACE

The Green Line increases public open space revitalising the derelict embankments south-west side of the rail line.

Actions Required:

- Install walking path adjacent to rail embankment at south end of Rippon Grove by realigning parking near Glen Huntly Rd.



BUILDING TREE CANOPY

The Green Line increases tree canopy by replanting the derelict embankments on either side of the rail line.

Actions Required:

- Plant indigenous trees and grasses along rail embankment.



SUPPORTING BIO-DIVERSITY

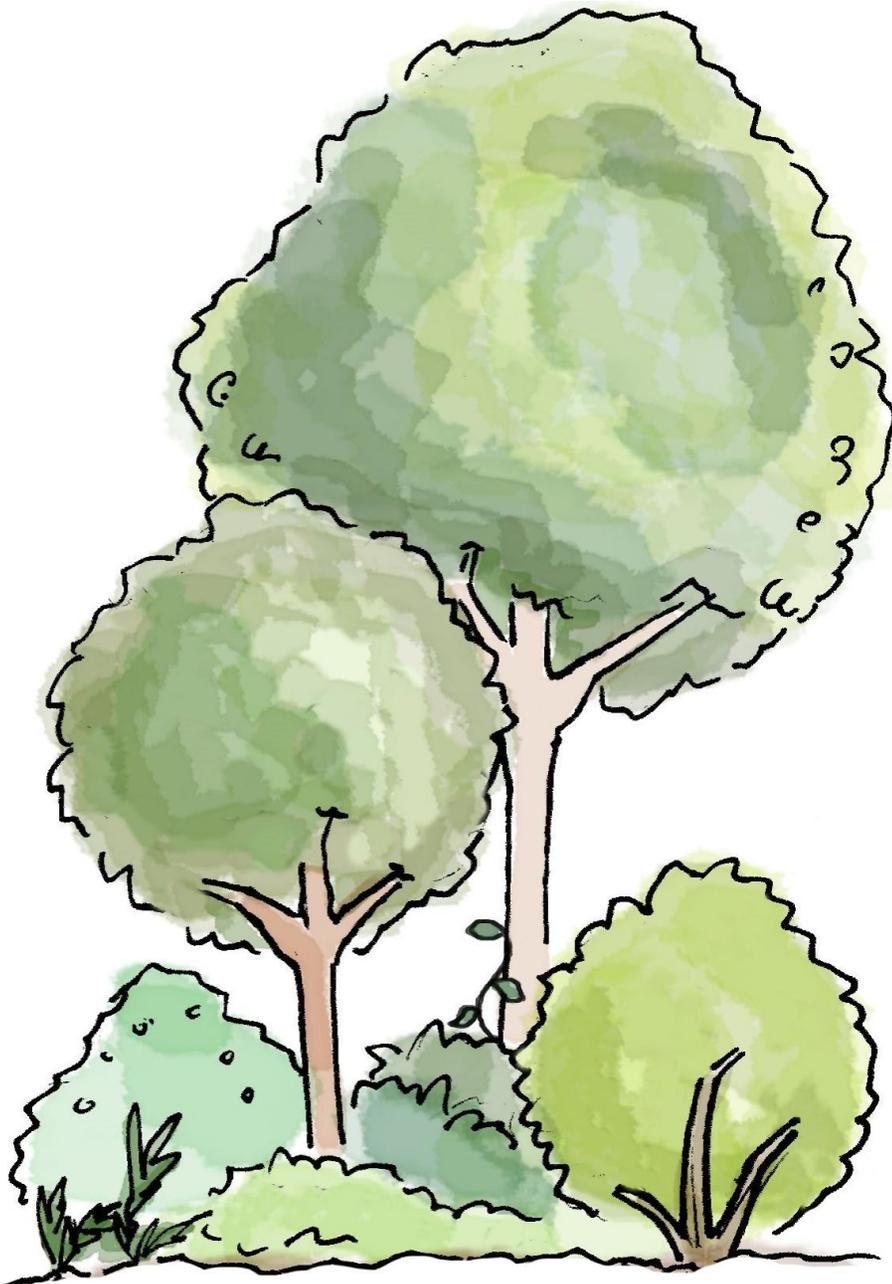
The Green Line supports bio-diversity by linking habitat along the rail line.

Actions Required:

- Plant species that support indigenous wildlife.
- Landscape west/east sides of embankment to support wildlife.

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TREE CANOPY, UNDERSTOREY AND GROUND COVER LAYERS



TREE LAYER

- Coast Banksia
- River Red-gum
- Yellow Box

- Swamp Gum
- Coast Manna-gum

UNDERSTOREY LAYER

- Lightwood
- Black Wattle
- Blackwood
- Hedge Wattle
- Hop Wattle
- Black Sheoak
- Drooping Sheoak
- Silver Banksia

- Sweet Bursaria
- Woolly Tea-tree
- Heath Tea-tree
- Common Boobialla
- Sticky Boobialla
- Tree Everlasting
- Large Kangaroo Apple

GROUND COVER

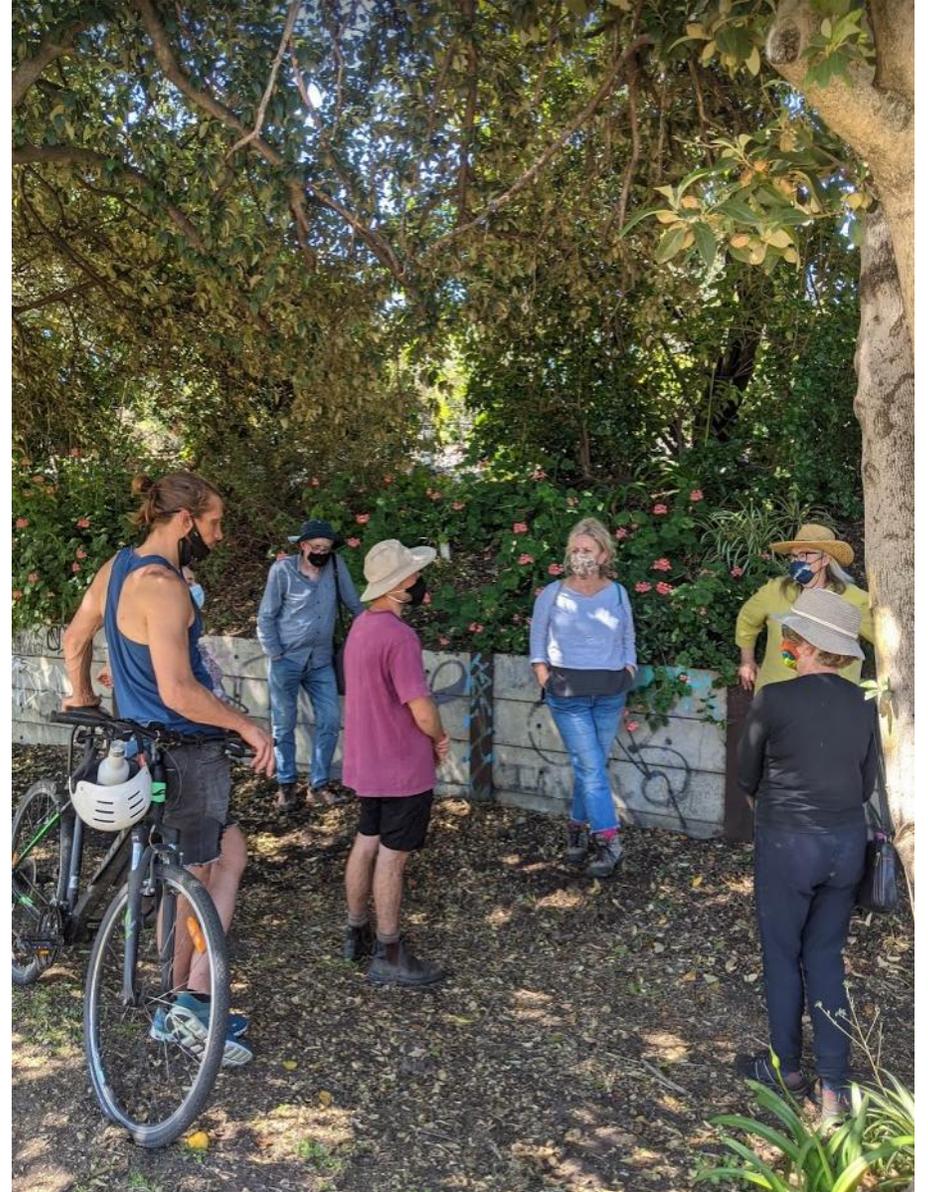
- Heath Wattle
- Sweet Wattle
- Prickly Moses
- Bidgee-widgee
- Scrub Sheoak
- Chocolate Lily
- Berry Saltbush
- Knotty Spear-grass
- Velvet Apple-berry
- Showy Bossiaea
- Creeping Bossiaea
- Bulbine Lily
- Common Everlasting
- Clustered Everlasting
- Small-leaved Clematis
- Pink Bindweed
- Common Correa
- Small-flower Flax-lily
- Pale Flax-lily
- Long-hair Plume-grass
- Kidney-weed
- Nodding Saltbush
- Ruby Saltbush

- Blue Devil
- Knobby Club-sedge
- Austral Crane's-bill
- Hop Goodenia
- Purple Coral-pea
- Austral Indigo
- Running Postman
- Slender Velvet-bush
- Sandhill Sword-sedge
- Prickly Tea-tree
- Wattle Mat-rush
- Spiny-headed Mat-rush
- Weeping Grass
- Austral Stork's-bill
- Common Tussock-grass
- Coast Tussock-grass
- Clustered Wallaby grass
- Kangaroo Grass
- Ivy-leaf Violet
- Tufted Bluebell
- Tall Bluebell
- Golden Everlasting

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FULL LIST OF PLANTING SPECIES

The following planting guides were contributed by Rob Scott from Naturelinks.

TREE LAYER

- *Banksia integrifolia* subsp. *integrifolia* Coast Banksia
- *Eucalyptus camaldulensis* River Red-gum
- *Eucalyptus melliodora* Yellow Box
- *Eucalyptus ovata* Swamp Gum
- *Eucalyptus viminalis* subsp. *pryoriana* Coast Manna-gum

UNDERSTOREY LAYER

- *Acacia implexa* Lightwood
- *Acacia mearnsii* Black Wattle
- *Acacia melanoxylon* Blackwood
- *Acacia paradoxa* Hedge Wattle
- *Acacia stricta* Hop Wattle
- *Allocasuarina littoralis* Black Sheoak
- *Allocasuarina verticillata* Drooping Sheoak
- *Banksia marginata* Silver Banksia
- *Bursaria spinosa* subsp. *spinosa* Sweet Bursaria
- *Leptospermum lanigerum* Woolly Tea-tree
- *Leptospermum myrsinoides* Heath Tea-tree
- *Myoporum insulare* Common Boobialla
- *Myoporum petiolatum* Sticky Boobialla
- *Ozothamnus ferrugineus* Tree Everlasting
- *Solanum laciniatum* Large Kangaroo Apple

GROUND COVER

- *Acacia brownii* Heath Wattle
- *Acacia suaveolens* Sweet Wattle
- *Acacia verticillata* Prickly Moses
- *Acaena novae-zelandiae* Bidgee-widgee
- *Allocasuarina paludosa* Scrub Sheoak
- *Arthropodium strictum* s.l. Chocolate Lily

- *Atriplex semibaccata* Berry Saltbush
- *Austrostipa nodosa* Knotty Spear-grass
- *Billardiera scandens* s.s. Velvet Apple-berry
- *Bossiaea cinerea* Showy Bossiaea
- *Bossiaea prostrata* Creeping Bossiaea
- *Bulbine bulbosa* Bulbine Lily
- *Chrysocephalum apiculatum* s.l. Common Everlasting
- *Chrysocephalum semipapposum* Clustered Everlasting
- *Clematis microphylla* var. *microphylla* spp. agg. Small-leaved Clematis
- *Convolvulus erubescens* s.l. Pink Bindweed
- *Correa reflexa* Common Correa
- *Dianella brevicaulis* Small-flower Flax-lily
- *Dianella longifolia* s.l. Pale Flax-lily
- *Dichelachne crinita* Long-hair Plume-grass
- *Dichondra repens* Kidney-weed
- *Einadia nutans* Nodding Saltbush
- *Enchylaena tomentosa* var. *tomentosa* Ruby Saltbush
- *Eryngium ovinum* Blue Devil
- *Ficinia nodosa* Knobby Club-sedge
- *Geranium solanderi* s.l. Austral Crane's-bill
- *Goodenia ovata* Hop Goodenia
- *Hardenbergia violacea* Purple Coral-pea
- *Indigofera australis* subsp. *australis* Austral Indigo
- *Kennedia prostrata* Running Postman
- *Lasiopetalum baueri* Slender Velvet-bush
- *Lepidosperma concavum* Sandhill Sword-sedge
- *Leptospermum continentale* Prickly Tea-tree
- *Lomandra filiformis* Wattle Mat-rush
- *Lomandra longifolia* Spiny-headed Mat-rush
- *Microlaena stipoides* var. *stipoides* Weeping Grass
- *Pelargonium australe* Austral Stork's-bill
- *Poa labillardierei* Common Tussock-grass

PECAN – GREEN LINE MASTER PLAN

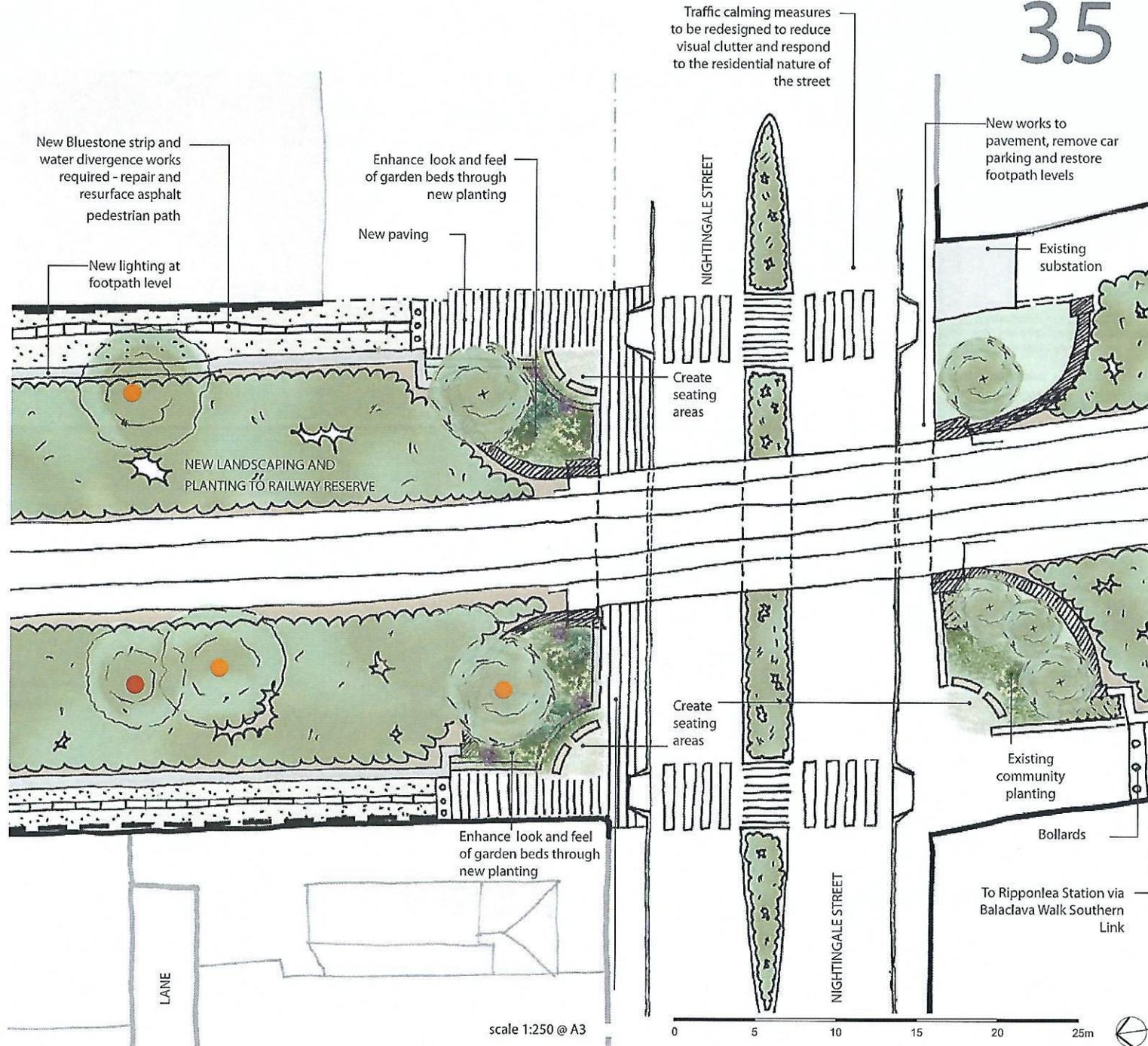
- *Poa poiformis* Coast Tussock-grass
- *Rytidosperma racemosum* var. *racemosum* Clustered Wallaby grass
- *Themeda triandra* Kangaroo Grass
- *Viola hederacea* sensu Willis (1972) Ivy-leaf Violet
- *Wahlenbergia communis* s.l. Tufted Bluebell
- *Wahlenbergia stricta* subsp. *stricta* Tall Bluebell
- *Xerochrysum bracteatum* Golden Everlasting

Plan has been amended to show existing community planting, retaining and enhancing garden beds as opposed to removing.

after

Design response

- > Enhance look and feel of garden beds at the foot of the railway bridge through additional planting and seating areas
- > Incorporate gateway elements to communicate the entry to Balaclava Walk East and West
- > Install signage and wayfinding devices into the space to direct people to the station and promote local destinations
- > Provide masking for the electrical substation
- > Provide a common street treatment to the area, to help unify the space and announce the gateway to Balaclava Walk East and West
- > Incorporate traffic calming measures to Nightingale Street and provide a generous and clear pedestrian crossing
- > Widen footpaths on Nightingale Street so that they meet the piers of the railway bridge



Precinct design materials legend

- New planting
- Large-scale planting
- Tree
- Bluestone paving
- Asphalt with Bluestone paving strip
- Graphic design element applied to wall/fence line
- Bicycle hoops
- Bollards
- High tree retention value
- Very high tree retention value (Cork Oak)

