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## Beaumaris Reserve Sports Ground:

## Paving for Car Parking and Access Track, and

## Placing of 30 metre high Lighting Poles

Proposals for changes at Beaumaris Reserve were described in a May 2013 Bayside City Council document entitled, "[Beaumaris Reserve Sports Ground Car Parking](#)".

The main and substantial [concern with the proposal](#) is that Bayside City Council is yet again proposing the removal of established indigenous trees from Beaumaris, and the covering with hard paving of more of the natural, permeable surface of our public land that it manages.

**Blindness to what would be destroyed:** The major flaw in the proposal is the failure to recognize the important contribution that the existing indigenous trees and the dry, sandy surface make to the general ambience and tone of Beaumaris. Beaumaris residents realize and value the charm of the original Beaumaris setting of houses among trees and reserves that were set aside to retain as much as practicable of the natural environment that first attracted people to live in Beaumaris rather than live in a crowded completely artificial urban environment.

What is particularly disappointing is the lack of recognition of the value of the change of setting that the sandy surfaces here provide as part of the recreation that people seek. There is bitumen almost everywhere else in the public areas of Beaumaris, so this ability to experience something simpler is important. A bitumen surface is sought for the use of cars, with no allowance for the greater pleasure that the existing dry, flat surface gives to walkers. Cheltenham Park - also in the Southern Ward - has two sports grounds, but its natural setting of indigenous trees and bushland has not been spoilt by paving of car parks or access tracks, or the placing of tall lighting poles.

The access road is not just used by cars, but even more so by walkers, and for a greater number of hours in the week. The existing sandy areas are used by vehicles travelling slowly in their lowest gear, which is a safety factor. Destroying that character by substituting bitumen removes the present signal to drivers that they are in a natural area, where special care is needed.



Dry, sandy, elevated access road



Dry, sandy flat car park



Unfortunately, there seems to be no real awareness, at the engineering level, of the possibility of designing for such values. The almost invariable treatment prescribed - much like the bleeding, or the smoking of tobacco, that physicians in earlier centuries were taught to prescribe for a whole range of ailments – is for modification of all natural surfaces with hard paving.

This is in no way a high speed road. The assertion that it has 4,000 vehicle movements per week appears to be a mistake, and the Council should issue a correction for that mistake.

### **Trees proposed to be removed:**



The six substantial trees proposed to be removed

The photograph above shows the six trees Council proposes to remove. In this era, when the car appears to be invading every aspect of people's lives, and it is hard to get any respite from, it seems totally misguided to replace the above trees with a row of parked cars.

The trees seem to be slightly different from the species stated in Council's document, as they appear to be, from left to right in the above photograph:

|               |                                 |
|---------------|---------------------------------|
| Blackwood     | <i>Acacia melanoxylon</i>       |
| Coast Wattle  | <i>Acacia sophorae</i>          |
| Blackwood     | <i>Acacia melanoxylon</i>       |
| Blackwood     | <i>Acacia melanoxylon</i>       |
| River Red Gum | <i>Eucalyptus camaldulensis</i> |
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**New light masts:** Council also plans to replace the current four lighting poles with four new poles that would each be 30 metres high, which is about double the height of the current poles.