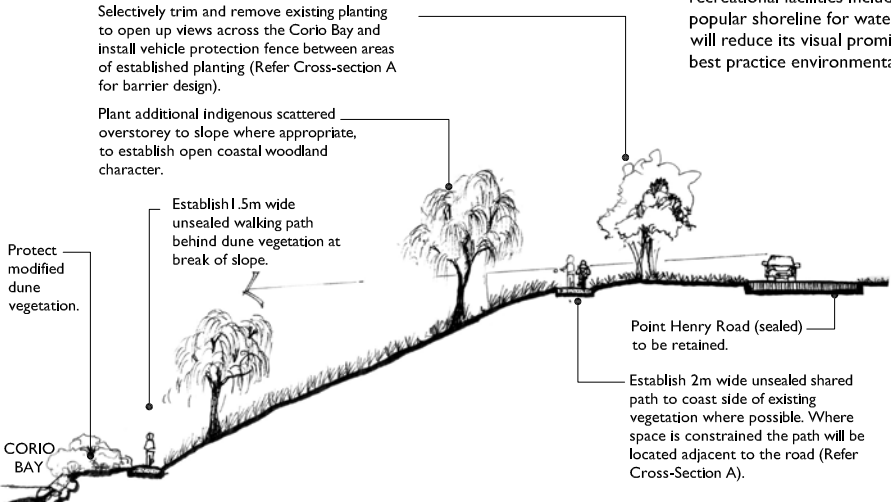


**A** TYPICAL CROSS-SECTION OF PROPOSED SHARED TRAIL ADJACENT TO UNSEALED SECTION OF POINT HENRY ROAD  
SCALE: NTS



**B** TYPICAL CROSS-SECTION THROUGH PROPOSED SHARED TRAIL & WALKING PATH ALONG WESTERN SHORELINE  
SCALE: NTS

**1 POINT HENRY CARPARK**  
The carpark is nestled between existing trees in a location that provides good access to the western shoreline for recreational use including swimming, wind/kite surfing and walking. Approximately 20 car spaces are provided in the main parking area, and additional 15 parking spaces along the road that include some longer parallel bays for boat trailer parking. Overflow parking on busy days is provided along the main entry road. The carpark will be secured with bollard and cable fencing to prevent public vehicle access into the remainder of the site.

**2 BOAT LAUNCHING (not vehicle assisted)**  
There is provision for boat launching (non-vehicle assisted) for small craft from the Point Henry car park on the western shoreline, consistent with the *South West Port Phillip and Adjacent Ocean Coast Public Boat Launching Review* and the *Corio Bay Coastal Action Plan*.

**3 PATH ALONG THE WESTERN SHORELINE**  
The unsealed shared path through this area provides off-road cycle and pedestrian access along the shoreline and links to other walking paths on the Point and the shared trail along Point Henry Road.

**4 PROPOSED TOILET FACILITY**  
This is located on the western shoreline as this is in close proximity to the recreational facilities including the, open grassed areas, picnic areas, and the popular shoreline for water-based recreation. Its position near existing trees will reduce its visual prominence in the site, and the toilet design is to meet best practice environmental design.

**5 PICNIC AND GRASSED AREA**  
This extends both sides of the proposed carpark for informal recreational use including picnics, seating, wind/kite surfing set-up and informal games area.

**6 SALTMARSH AND DUNE SHRUBLAND AT THE POINT**  
The system of unmade tracks on the Point is to be rehabilitated as saltmarsh and dune shrubland to restore the natural values of the Point.

**7 ACCESS TO THE EASTERN SHORELINE**  
An unsealed pedestrian path will be provided to an access point to the eastern shoreline north of the existing toilet block. The remainder of the eastern shoreline will progressively regenerate as dune shrubland with ongoing weed control and supplementary planting where required.

**8 EXISTING TOILET**  
This will be retained in the short-term with longer-term removal and replacement with a smaller facility near the western shoreline. The existing toilet facility is larger than required, and is located in a visually prominent position on the eastern shoreline, away from the main recreational area.

**9 OPEN WOODLAND**  
This area will be planted with scattered indigenous overstorey trees and slashed grass to create an open woodland character. The intent is to establish a transition between the mown grassed areas of the western shoreline to the water quality treatment wetlands. The non-indigenous species will be removed from the existing dense shrub plantings to open up views between the wetland and the open mown grassed areas on the western shoreline.

**10 ALCOA WATER QUALITY TREATMENT WETLAND**  
These wetlands treat the stormwater runoff from the hardstand areas around the Alcoa Point Henry Smelter. They are constructed on both Alcoa land and Crown land, and Alcoa is responsible for their ongoing maintenance and monitoring. Alcoa have constructed boardwalks, bird viewing areas and interpretive signage as an educative and recreational resource and this plan proposes to improve the visibility and pedestrian links to the wetlands to promote their use.

**11 MAINTENANCE ACCESS TO ALCOA WETLANDS AND POINT HENRY PIER**  
The existing unsealed road to the eastern side of the wetland will be retained for maintenance vehicle access to the wetlands and Point Henry Pier. Regular maintenance access will be provided via a locked gate at Point Henry Road near the proposed car park. Pedestrian use of the maintenance road will be retained.

**12 ACCESS TO POINT HENRY PIER**  
Maintenance access to the pier at this location will be retained at all times. No public access will be permitted.

**13 SALTMARSH AND DUNE REHABILITATION ON THE EASTERN SHORELINE**  
Public vehicle access to this area will no longer be permitted, thereby allowing for natural regeneration of the saltmarsh and dune shrubland vegetation in this location.

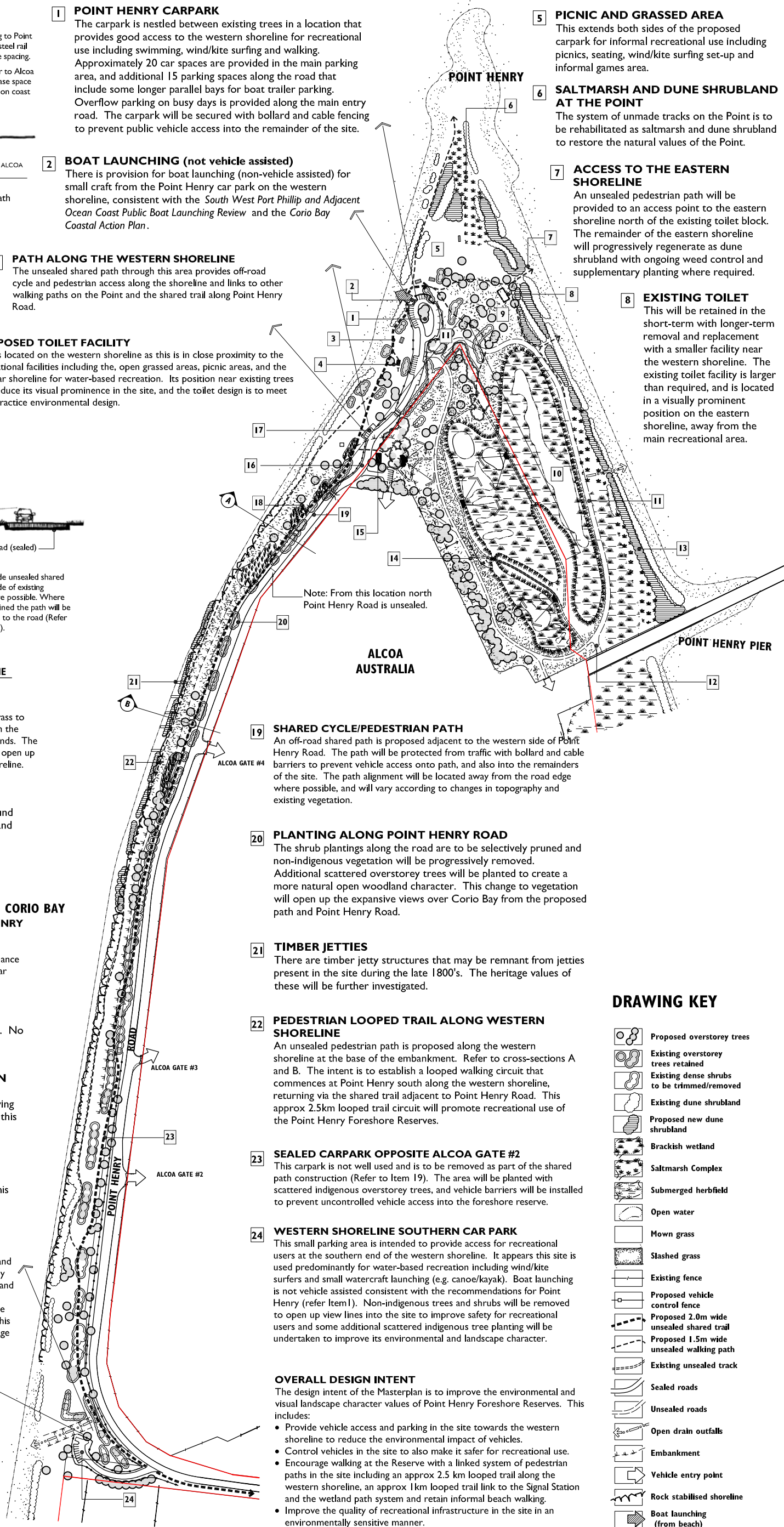
**14 ALCOA MAINTENANCE ACCESS TRACK**  
Alcoa have constructed this maintenance access track on their land for maintenance access to the western side of the wetland. Pedestrian use of this track will be discouraged as an alternative, safer route is provided via the boardwalk through the centre of the wetlands.

**15 POINT HENRY SIGNAL STATION**  
The Signal Station is an important part of the sites history and is currently owned and managed by Alcoa. From Point Henry Road the Signal Station is largely obscured by vegetation and visitors may not be aware of it or the interpretive signage, planting and wetland viewing area. The parking area around the base of the Signal Station is proposed to be slightly re-set and some planting trimmed to improve views into the parking area and improve visibility for vehicles entering and exiting the car park. This will encourage more visitation to the Station utilising the existing interpretive signage that has been provided in the site by Alcoa.

**16 POINT HENRY ROAD NEAR SIGNAL STATION**  
The road will be slightly realigned near the Signal Station to provide adequate space for an off-road shared cycle/pedestrian path, to reduce vehicle speed and improve the sense of entry to the site.

**17 ELEVATED PARKING AREA**  
This small parking area will be constructed slightly downhill from the existing plaque. This location provides elevated views over the Point, Geelong and the You Yangs which are highly valued by visitors to the Point.

**18 WESTERN EMBANKMENT AND NATIVE GRASSLAND REMNANTS**  
This area is currently degraded by uncontrolled vehicle access including a number of steep tracks. Vehicle barriers will secure the area from illegal vehicle access and scattered indigenous overstorey trees will be planted to reinforce the natural open woodland character of this area. The native grassland remnants are to be retained and expanded, if feasible, in the longer term.



**19 SHARED CYCLE/PEDESTRIAN PATH**  
An off-road shared path is proposed adjacent to the western side of Point Henry Road. The path will be protected from traffic with bollard and cable barriers to prevent vehicle access onto path, and also into the remainders of the site. The path alignment will be located away from the road edge where possible, and will vary according to changes in topography and existing vegetation.

**20 PLANTING ALONG POINT HENRY ROAD**  
The shrub plantings along the road are to be selectively pruned and non-indigenous vegetation will be progressively removed. Additional scattered overstorey trees will be planted to create a more natural open woodland character. This change to vegetation will open up the expansive views over Corio Bay from the proposed path and Point Henry Road.

**21 TIMBER JETTIES**  
There are timber jetty structures that may be remnant from jetties present in the site during the late 1800's. The heritage values of these will be further investigated.

**22 PEDESTRIAN LOOPED TRAIL ALONG WESTERN SHORELINE**  
An unsealed pedestrian path is proposed along the western shoreline at the base of the embankment. Refer to cross-sections A and B. The intent is to establish a looped walking circuit that commences at Point Henry south along the western shoreline, returning via the shared trail adjacent to Point Henry Road. This approx 2.5km looped trail circuit will promote recreational use of the Point Henry Foreshore Reserves.

**23 SEALED CARPARK OPPOSITE ALCOA GATE #2**  
This carpark is not well used and is to be removed as part of the shared path construction (Refer to Item 19). The area will be planted with scattered indigenous overstorey trees, and vehicle barriers will be installed to prevent uncontrolled vehicle access into the foreshore reserve.

**24 WESTERN SHORELINE SOUTHERN CAR PARK**  
This small parking area is intended to provide access for recreational users at the southern end of the western shoreline. It appears this site is used predominantly for water-based recreation including wind/kite surfers and small watercraft launching (e.g. canoe/kayak). Boat launching is not vehicle assisted consistent with the recommendations for Point Henry (refer Item 1). Non-indigenous trees and shrubs will be removed to open up view lines into the site to improve safety for recreational users and some additional scattered indigenous tree planting will be undertaken to improve its environmental and landscape character.

**OVERALL DESIGN INTENT**  
The design intent of the Masterplan is to improve the environmental and visual landscape character values of Point Henry Foreshore Reserves. This includes:

- Provide vehicle access and parking in the site towards the western shoreline to reduce the environmental impact of vehicles.
- Control vehicles in the site to also make it safer for recreational use.
- Encourage walking at the Reserve with a linked system of pedestrian paths in the site including an approx 2.5 km looped trail along the western shoreline, an approx 1km looped trail link to the Signal Station and the wetland path system and retain informal beach walking.
- Improve the quality of recreational infrastructure in the site in an environmentally sensitive manner.
- Improve the environmental values with regeneration of indigenous coastal vegetation along the shorelines and at the Point.

**DRAWING KEY**

	Proposed overstorey trees
	Existing overstorey trees retained
	Existing dense shrubs to be trimmed/removed
	Existing dune shrubland
	Proposed new dune shrubland
	Brackish wetland
	Saltmarsh Complex
	Submerged herbfield
	Open water
	Mown grass
	Slashed grass
	Existing fence
	Proposed vehicle control fence
	Proposed 2.0m wide unsealed shared trail
	Proposed 1.5m wide unsealed walking path
	Existing unsealed track
	Sealed roads
	Unsealed roads
	Open drain outfalls
	Embankment
	Vehicle entry point
	Rock stabilised shoreline
	Boat launching (from beach)
	Alcoa title boundary