



APPENDIX

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A CONSULTATION STAGE 1 - DROP IN SESSION COMMENTS

USE OF THE BEACH

- Important to note how people are using the beach all year round
- Distinct patterns in use all year round to be taken into consideration
- 90% of the year it is deserted

PARKING / CARS

- Famously dangerous for boat launching - not always safe with pedestrians and cars
- Parking area near Waratah Street often used for camping in the Summer months. However, there are no facilities in this area (eg. Toilers)
- Carparking to be low key
- Consider how this effects ratepayers, residents and day-trippers. All have different requirements.
- Disabled parking access close to beach and access points
- A roundabout at Holt Street to slow down vehicular movement
- 10-20 car parking spaces is all that is needed.
- Cars are not the priority
- Multipurpose (car and trailer) parking - please advise how I can turn around and get back to the ramp?
- Parking bays to maximise access opportunities - eg. All abilities beach access
- If cars are prioritised they will eat Walkerville and endanger us all
- 40km road for shared pedestrians/cars/cyclists in peak holiday times (camping ground to Hall)
- Improve turn in and out of the caravan park

EROSION

- Planting on the foreshore has help greatly when the foreshore gets hit by king waves in Winter - rocks and trees are the reason the road has been protected
- Erosion is already being attended by the committee!
- Erosion is an increasing problem - with the dunes retreating to the road in some places
- Needs to be fixed for the long term
- Sea walls to protect erosion or beach edge.
- No development to the coastal side of the road
- Address erosion issues
- Erosion control measures to protect and retain sand
- Must maximise environmental sensitivity
- Underground powerlines - a risk to erosion

THE PROJECT

- Very concerned with the elaborate nature of the survey -

nothing said about the cost of consultants.

- Create an overall family/people centred character - low key beach rather than boating and parking

WHAT PEOPLE LOVE ABOUT WALKERVILLE / CHARACTER

- Walkerville is known and loved for it's unspoiled and simple nature
- Been coming to Walkerville for 30+ years
- Leave the place alone with all it's quirks - that's how we like it.
- Walkerville has its own charm and natural beauty - anything undertaken needs to be done with the greatest sensitivity
- Walkervilles informal coastal/country/heritage character is its key value - this value needs to be retained and strengthened
- Maintain the informal atmosphere of Walkerville
- Above all, retain character of Walkerville.
- Retain informal character of Walkerville
- Retain natural character, vegetation and prioritise animals. People who visit can adapt.
- Keep in mind Walkerville is only active around 4 weeks of the year
- The magic of Walkerville is the integration of bush to foreshore and nature. We must keep it that way. We can sit on the rocks, walk on the sand and road.

NEGATIVE/WORRIED COMMENTS

- We are worried about the progressives who seem hell bent on changing the place in whatever direction they wish
- Interventions needs to be sensitive and creative rather than being done in ways seen in other coastal township areas.
- Minimise too much development across the foreshore - minimise car parking areas. Limitations of Walkerville.
- Maintain the difficult balance between development and preservation.

PATHWAYS/WALKING/PEDESTRIAN EXPERIENCE

- Pathway needed for walkers, pushers and children, etc.
- Signage needed for visitors. Re: To access tracks or different beaches, hard to spot from the beaches.
- Most people walk on the beach - but this isn't possible when it's high tide. A path to take people off the road would be great.
- Need better definition of pedestrian paths and trails and creative interpretations of BBQ/picnic/seating/shelter areas.
- Provide safe walking within the area - provide safe access points to the beach (ie. For elderly, disabled and small

children, too)

- Speed limits on road could be reduced so that children on bikes (etc) are safer
- Pedestrian crossing at Waratah Street between carpark and beach area
- Create an attractive experience where people expect to come and walk to the beach - promoting healthy lifestyle.
- Walking track required between camp entrance and Holt Street - pedestrian safety
- Pressing need for a walking path for pedestrians - traffic separation is needed.
- Boardwalk is a solution to walking issue - they do it in national parks as its an excellent solution
- Safe pedestrian path - easy to access the beach ie. For aged and disabled use
- Elevated boardwalk seems like a sensible solution
- Shared road for safety of all users / make the road multi use
- Separate pedestrians from cars
- Path to be made as an elevated boardwalk not to damage below vegetation
- Bike path

FACILITIES

- Shelter from sun and rain - eg. For day trippers
- Kiosk area is a disgrace. Surely could be improved as a meeting place.
- Kiosk is the entry to the town and should be completely reconsidered
- Upgrade picnic area at Waratah Street - Improved beach access, toilet blocks, rubbish bins.
- Upgrade area around kiosk.
- A public information board at the camp ground or at public toilets
- Maintain simple facilities and toilets - with all facilities based at the camp ground.
- Water fountains and toilets - so humans have the 'basic needs' covered.
- Infrastructure upgrades (paths, benches, signage) to be made out of organic materials (eg. Timber, not steel and concrete)
- Kiosk upgrades
- Public showers and change rooms
- Toilet in the parking area near Waratah Street
- BBQ facilities at loop road could be 100% better
- Keep any major development towards the camp ground area

- Toilet block near caravan park for general use
- Kiosk and park management should be linked - important because tourists go there
- Kiosk in a better location
- Kiosk could be designed into encourage outdoor seating or dining with coffee/kids playing/views of the ocean, etc.
- Some picnic tables
- Built suitable residence to attract permanent kiosk managers and allow great and simple food/café culture
- Sitting and café area to be made
- A park / play area
- Signage that tells the story of indigenous people / signs with more local history
- No playgrounds/keep natural beauty
- Beach access to be improved
- VEGETATION / ENVIRONMENT
- Vegetation should not be removed at any costs. Nor should the natural beach/land be altered - do not fool around with it.
- Control or clear re-growth on road side - overgrown shrubs (fire and safety hazard for pedestrian and passing motorists)
- Lyrebirds, echidnas, wallabys, koalas live here too - if we plan properly we can educate people who live and visit here to tread softly on the landscape with respect for all life-forms.
- Minimal eco-footprint
- We planted the foreshore as 'Friends of Walkerville' years ago and it provided a solution to erosion.
- Insufficient drainage - move fresh water from the west side of the road to either side of the road and toilets.
- Clear and maintain McPherson Creek
- Credible peer-reviewed science suggests 1-1.4m sea level rise by 2040. How can Walkerville respond to climate adaptation?
- Keep our natural environment with subtle improvement
- Spinifex/native grass planting along foreshore to slow erosion
- Weed management all along the foreshore

MATERIALITY

- Minimise metal barriers, signs, barriers, etc. to retain the coastal/country/heritage character in all interventions.
- Critical not to pour concrete on the beach for parking - it is a sensitive foreshore with rough oceans. Concrete will be quickly undermined and is not a great environmental solution.

B CONSULTATION STAGE 1 SURVEY RESULTS

1: How often do you go to the Walkerville Foreshore area?

Answer Choices	Responses
Almost every day	7.41% 4
Once or twice a week	5.56% 3
Once a month	33.33% 18
A few times a year	51.85% 28
Almost never or never	1.85% 1
	Answered 54

2: What is your age?

Answer Choices	Responses
Under 18	3.70% 2
18-35	12.96% 7
36-50	42.59% 23
51-65	33.33% 18
Over 65	7.41% 4
	Answered 54

3: Are you a:

Answer Choices	Responses
Local Walkerville resident	9.26% 5
Part-time resident (holiday home owner)	42.59% 23
Regional resident (less than 30km from Walkerville) that regularly visits Walkerville	25.93% 14
Regular seasonal visitor (camping ground or holiday rental user)	9.26% 5
Day visitor – more than 40km from Walkerville	12.96% 7
	Answered 54

4: Please enter your residential postcode:

Postcode	Responses
3051	1
3056	2
3070	2
3071	4
3095	1
3096	1
3124	1
3125	1
3133	1
3137	1
3151	1
3204	1
3207	1
3616	1
3754	1
3818	1
3844	1
3931	1
3945	1
3953	3
3956	15
3959	4
3960	2
3996	1
	Answered 49

5: When you visit, do you usually come:

Answer Choices	Responses
As an individual	11.32% 6
As a family group	83.02% 44
As a group but travelling separately	3.77% 2
As part of an organised group	1.89% 1
	Answered 53

6: How do you typically get to the Walkerville Foreshore (Check up to 2 modes)

Answer Choices	Responses
Walk	33.33% 18
Drive	81.48% 44
Cycle	1.85% 1
	Answered 54

7: What activities do you do in the Walkerville Foreshore area? (Check your top 5 activities)

Answer Choices	Responses
Picnic	31.48% 17
Swim	83.33% 45
Beach activities	81.48% 44
Go for coastal walks	77.78% 42
Bushwalking & regional trails	37.04% 20
Passive recreation such as sitting and enjoying the view	59.26% 32
Bike-riding	5.56% 3
Visit friends or family	16.67% 9
Surfing and water sports	37.04% 20
Boating related activities	33.33% 18
Use the BBQ or amenities	11.11% 6
Camping	9.26% 5
Other (please specify)	7.41% 4
For work purposes	
Venus Bay nipper events	
Birdwatching	
Rock fishing	
	Answered 54

8: List the top 3 things you love about the Walkerville Foreshore area:

Responses
The natural environment and the beaches, that it is not 'developed'
Not too crowded, good surf, beautiful views
1. It has not been over developed. 2. Walkerville retains a sense of 'wild' coast about it. 3. There's lots of great native vegetation
pristine, isolated, quiet
sheltered beach, beautiful natural environment, wildlife
Pristine beauty, safe swimming beach, unspoiled and undeveloped
Great beach, Fishing, swimming
It's wild untamed nature, dog friendly and no motor boats/jet skis
1) Quiet and peaceful 2) untouched/undeveloped 3) connection to bush & water alike
Peaceful, stunning beaches, unspoilt by development, walking track from north to south
Beach, Rocks, Place
The quietness, camping ground and facility
Peaceful tranquility, has not been over developed, lots of fun to be had by the whole family.
Beautiful location and protected from weather generally
Scenic, safe for kids
we love our unique coast. The friendly locals. home away from home feeling
clean water, ability to walk on the cliffs between North & south Walkerville
Love the views, the absence of crowds (most of the time) and how safe the swimming is.
It is quiet all year despite some people's views, it is a mediocre place to launch a boat, good place to walk the dog
It's natural beauty & protection from the weather
Safe Beaches, Character, Great people, Campers, Visitors
History, scenery, isolation
1.beauty of the beach 2. Dogs allowed 3. Bushwalking

Hasn't really changed since first came in 1956

The beaches, the view, the natural environment

Quite, clean, pristine

Animals fauna vibe

Lime stone kilns,views, rock pools, walking tracks

Beauty, Safety, relaxing

Beach, quiet,uncrowded

Greenery, view, adventurous walks

The landscape, the areas to sit and picnic, being able to snorkel

The views, safe water for fishing and swimming, not many people there

Isolated. Pure. Peaceful.

Love the beauty of the place and the feeling of community

Beautiful little cove sheltered from wind when windy at venus bay. Very calm water.

Protected from weather; calm water; walks

Pristine water, coastline, bush & wildlife

Pristine waters. Protected from winds. Undeveloped/peace and quiet.

Wildness, nature, peacefulness

Iconic scenery, low key, not too busy, great walks

Quiet, clean, great diving

- that it's untouched - that there aren't many people - the beach and bush together

Pristine nature,Walks-beach and bush,Still being able to obtain a good coffee from the kiosk...when its open!

Beauty! Location! Variety of beaches!

The view, the quite and peaceful atmosphere, the walking trails

Beautiful view

friendly people, lack of crowds, beautiful beaches and the views of the Prom

It's under development and natural beauty

Answered 49

9: What are the 3 biggest problems with the Foreshore area?

Responses

The foreshore erosion, cars driving too fast

Erosion

1. Vehicles on the beach. 2. Erosion and lack of vegetation. 3. Increasing pressure from increasing use, especially over summer. But the greatest concern by far is the extent of vehicle access on the beach especially during summer.

Lack of a decent boat ramp.

summer crowds, parking at peak times, boats

Parking, Shared roadways for prams/cycles/pedestrian/coastal erosion

Coastal erosion, lack of pedestrian paths.

vehicular access, parking, erosion

Dog regulations too restrictive, not safe to cross road due to speed limit and poor visibility around corners and eeds invading the foreshor.

None

1) too many cars & trailers 2) too high speed 3) no designated space for pedestrians & cyclists

Cars and boats being able to drive onto the beach

People trying to change it, people think they are the only ones who belong, lack of respect for original / traditional owners (Boonwurrung)

To many people are knowing about it

Lack of bins, Summer Holiday season you can not get a park some days, people driving between Walky North and South

The Foreshore committee illegally excluding and intimidating local groups

parking, foreshore committee and its lack of support for the Venus Bay SLSC nippers program

There are to many people on committee's pushing their own agenda. There isn't a boat ramp for the many boat user's we are still in the same mode as they were 50 years ago. There are no designated invalid toilets that the public can access.

Lack of adequate boat launching facilities, Lack of care and maintenance of the Walkerville Cemetery, this is historically significant. No bins for all the rubbish people leave behind

Parking, lack of amenities (hot showers etc) and too many boats (and litter).

The foreshore committee that wants to stop all progress, the lack of a proper boat ramp and again the foreshore committee

Parking, erosion,

Limited Parking Area, Poor Boat Launch & Retrieval, Erosion

Parking.

1. Lack of bins for dog poo 2.kiosk not open enough and very expensive 3. Lack of brack access

Not enough parking for boat trailers

The boat launch areas are quite ugly, the parking is bad, limited greenery

Parking, amenities

Parking price that's all

Parking, boat ramp.

Parking, Access, Locals thinking they own the beach

Parking, toilets, change areas

Parking

no bike/ walking path, no bins

The dirt road down to Walkerville South

Too many cars, boats, jet skies

Parking can be tricky but seems to be managed well by the foreshore committee

Parking

Parking, parking; foreshore committee

Congestion in summer, plastic & other waste primarily bait bags left behind by users of the area, jetski's

Parking/access during peak times.

Blind corners, Cars drive too fast especially given children crossing, weeds

Disrespect by visitors, lack of foot path, time taken to repair walks after storms

Dogs, parking,weeds

- boats. - more houses being built. - people

Erosion-both along the road and hillside walking tracks,outdated kiosk,BBQ seating

Not enough barbeque/picnic table areas. Too crowded at south in summer. Rubbish left by tourists.

Erosion, lack of seating, narrow shared roadway

Cape ivy and traffic

Erosion

Beach erosion with rising sea levels. It is at its worse I've seen in 45 years of going to Walkerville North. The cycles at the foreshore now seem orientated in the direction of beach erosion. Signs of damage are very present, the shorefront is fighting a losing battle and rising sea levels aren't helping either.

Speeding cars along the foreshore, no other exit road and people stripping the crabs and abelone from the water line

Answered 52

10: What key improvements or changes would you like to see in the Walkerville Foreshore?

Responses

I would like to see the foreshore maintained in as natural state as possible. I particularly would like the road to be made into a shared road and footpath, rather than a separate footpath. I believe there are examples in Europe of cars and pedestrians sharing roadways. For most of the year there are very few cars. I believe any improvements should be commensurate with the low numbers of people in the environment for most of the year.

Works to prevent further erosion and protect the road/power lines/properties from rising sea levels.

Greater focus on management of native vegetation to retain, protect and enhance it. Reduce or better managed vehicle access to beach. Subtle beach erosion management.

New boat ramp, all weather, all tides.

one boat launching area, ban jet skis, improve parking

reduce speed, shuttle bus to beach to reduce parking congestion, measures to reduce coastal erosion

Erosion mitigation, pedestrian friendly environment, get rid of the boat ramp near the Hall.

Road to link Walkerville South and Walkerville North through Cape Liptrap Coastal Park land

Lift dog restrictions south of camping ground. Traffic controls to 30km/hr speed bumps and or chicanes.

None

1) reduce speed to max. 30 km/h 2) designated pedestrian and cycle path within the existing road space (don't widen the road, but create one wider lane for cars that will have to wait on the cycle lane to let oncoming traffic pass) 4) a few more seating spots off the new ped. path 5) ideally demolish the boat ramp but realistically restrict access (and therefore amount) via restricting parking & turning ability - the tranquility gets diminished by cars on the beach and increased traffic that results from additional parking ability. Otherwise, the place is special enough, beauty speaks for itself and more infrastructure (bins, picnic areas, parking, shopping etc.) would contribute to a negative change

Better maintenance of the walking tracks

Greater consultation with ALL stakeholders, consultation and inclusion with traditional owners

Maintenance

Shelter over BBQ areas, areas for the boat trailers in busy times, better walking tracks from Prom Views to the beach

Open policy for all to enjoy the area and an inclusive attitude from Foreshore Committee. Boat ramp improvements would be good.

I would like to see the side of the road between caravan park & to the hall mowed to allow pedestrians & bike riders to move off the road.

Adequate provision for boat launching and expanded boat launching facilities, bins for rubbish, more effort put into increasing the parking available

Better amenities (hot showers), improved parking (without ruining the views) and the kiosk having consistent opening hours.

A proper safe boat ramp to serve Waratah bay for recreation and safety

Parking, out of the weather facilities/BBQ

Better Boating Facilities, Erosion Control, Maximised Parking

More walking tracks throughout the reserve. Further development of the history of the area, regarding the maritime activity and lime burning industry.

1. Bins for dog poo and other rubbish

More parking

Greening the area

N/a

New boat ramp, extra parking

Large car park

Ref 9 above

Bins

A made road to Walkerville South and more parking at the top of the hill

Just maintenance, not improvements or changes

More parking at the top. Bad attitudes by home owners about sharing beach. They own their land & not all the beach.

Maybe parking elsewhere with a shuttle bus to the ramp

Awareness campaign to take litter away with you, measures to ensure the ongoing protection of the birds, wildlife & natural bush land.

Forrest walking trails through coastal Forrest.

Control and removal of weeds, zebra or other pedestrian crossing at key crossing points, speed bumps to slow

Revegetation, improved picnic facilities coastal restoration

Weed control and native revegetation

For their to be bigger restrictions on large houses, and to not allow water skis

Erosion along the roadside and when a land slide happens on the walking tracks it is fixed within a reasonable time, updated kiosk facilities with outdoor seating/dining -it often rains in Walky! Also better and more consistent opening times for locals. Updated and a few more BBQ tables and seating.

More bbq and picnic table areas, better road/parking at south

Safer road for all cars, bikes and pedestrians

40 Ks per hour on road. Also the little creek is in dire need of a good cleanup

The foreshore between Town Hall and the Kiosk does not appear to have been adequately managed. It is endangering- the road (in February of this year I took measurements 2200mm from the edge of the bitumen to the edge of damage. I have been told that this is smaller now.), launching of boats, and many houses. I believe that access points for the public, including disabled access, will be needed at Waratah St if major efforts are put in place to stop the beach erosion. I understand and accept that proper efforts to stop the erosion will not be "pretty". I suggest going to these people to see what wall might work <http://www.coastengsol.com.au/seawalls-blight-or-remedy/>

Speed humps and a 15k speed limit along the fore shore road, signage to prevent the removal of shellfish from the water

Answered 47

11: In your opinion what is the most special place within the Walkerville Foreshore? It could be a view, a corner, a building or anything else that is important to you. Be as specific as possible.

Responses

Bird rock, south walkerville series of beaches, the hall, the kiosk

Long walks along the beach, with views of the prom

The rocky islands and outcrops of Bird Rock and surrounds. Native vegetation particularly along narrow spurs near Rock Rock. The broad sweeping views to the Prom from anywhere along the coast. The sense of seclusion and protection that is generated by overhanging vegetation along tracks and along roads, especially around South Walkerville.

The ocean.

The kilns

Limestone kilns and cemetery

Lime Kilns by a long way

Walkerville South beach

The folded rocks half way from camp ground to lime kilns, and the caves south of walkerville south.

All of it is, as every angle is different. But the feeling you get when walking through the foreshore bush and stepping out of it on to the openness of the beach is magical and worth expanding on as a strength.

All of it

View of the beach along the foreshore

The entire foreshore is amazing, I love it all.

The Kilns and history.

The view from Walky South beach

The most important thing for me is coming down to the foreshore and seeing how lovely our existing view and roadway is.

The view from the South Walkerville toilet track.

Too hard to decide, I love it all.

The rock pools

Lime kilns

Views& Tracks Nth/Sth.& Bird Rock tracks, Historic Limekilns

The natural environment- flora and fauna

1. A cove on the beach we always swim at

History of the lime kilms

The area near thr camping ground

The Kilns (amazing)

Squeaky beach

Views of the bay and the prom

Lime Kilns

The Kiln area beach

Historical areas of lime kiln,

Picnic area on water sideof road

The view, from near the top of the lime kilns

The Bluff area, and the view from there to the rocks at Walkerville South

Love the rocks and caves

Walkerville south beach - gorgeous five like south of France

Cemetery

The caves and beach coves away from the main beach at walkerville south

The caves. The old cemetery. The view of the Prom.

Views across sand, rocks and sea to Bird Rocks

The blue pool

Magic beach (opposite old petrol station site)

- birds rock and birds rock beach but I don't think more people should go there

There are so many special parts to Walky foreshore,being able to take in its beauty from any point along the foreshore is important

The whole of Walkerville south for surfing, swimming, walking, discovering...

The car park area across from the hall where you can sit in your car in winter and enjoy the peaceful view in the warmth of your car

Depends on age

Views along the beach to South Walkerville and across the bay to the Prom

The views of bird rocks especially from the top of the bluff.

Answered 49

12: In your opinion what is the most underutilised or forgotten place along the Walkerville Foreshore Reserve? Be as specific as possible.

Responses

I think it's fine for things to be under utilised.

Boat ramp.

The kilns - need appropriate access to be established

The hall...could be used for more community functions/private hire?

Lime kilns

The Lime Kilnes

The dunes.

The community hall area hs room for improvement, it is all too often being taken up by cars parked there instead of being a place for exchange and an inviting opportunity to gather and share the connection between bush and sea.

Aboriginal history

The hall, it would be great for groups to hire it out to promote their business, mini market, yoga, personal training, art classes.

Walking track should extend to join North and South beaches

The most underutilized place is the caravan park itself. No one can drive along it in the off season to explore the far end of it as the gates are always locked .

The Walkerville Cemetery

Probably the stretch between the caravan park and the beach area. Not very pedestrian friendly.

The absence of a boat ramp

Cemetery

The available area for parking and beach at Waratah St.

Walkerville south stairs under repair not repaired yet

Lime kilms

BBQ area

cemetery

None

The cemetery, would like to see it maintained

Not sure

I like the forgotten and under utilised places as it keeps it safer for birds, wildlife and the natural bushland.

Best to keep things under-utilised and forgotten. Please keep this place quiet so it is preserved. Too many tourists will spoil it.

Rocky shoreline in all its beauty and diversity

The hall

The hall

I think that what makes walkerville special is that most people don't know about it

Most definately the kiosk,poor facilities.Would be great to see the hall given a bit of warmth upgrade and utilised for community gatherings

The cemetery walk over to north

Where the single bench seat is halfway between hall and kiosk. With only one seat and bush over growing the area people tend to avoid sitting there in summer because of snakes

That little creek area with it's brown water little fish and bridge

I think the whole foreshore is adequately utilised but this might change if the beach erosion is not overcome

The cemetery, and the waterways that lead to the foreshore, particularly at the foreshore bridge

Answered 36

13: Within the Walkerville foreshore, would you like to see... (choose as many as you need)

Answer Choices	Responses	
Management of beach erosion	58.49%	31
Improved pedestrian accessibility (for all pedestrian types, including those with disabilities)	43.40%	23
A shared use path (bikes & pedestrians) that runs the length of the foreshore	26.42%	14
More places to sit	37.74%	20
More amenities such as shelters, toilets, shower or changing facilities	28.30%	15
More BBQ or picnic amenities	28.30%	15
Rubbish bins	47.17%	25
Provision of drinking water	33.96%	18
More formalised, off road parking locations	35.85%	19
Parking restrictions in road edge locations not designated for parking	18.87%	10
Better street lighting	9.43%	5
Better signage and interpretation	24.53%	13
Other (please specify)	32.08%	17

Please see my note above. The road should be the shred space, not an extra pathway. As I have said above, none of these things are required. Pedestrians should be given preference on the roadway.

A greater focus on the protection and management of native vegetation. Pittosporum management and other invasive weed management.

Boat ramp.

Don't over-urbanise this area

more parking

More traffic control.

Just leave it alone

No additional infrastructure, and as above reduced space for cars on the road in lieu of pedestrian and cycle path

Please don't change it so it can be 'utilised', just care for it!

Boat ramp improvements

We don't need to have the proposed road & parking change at Walkerville this is something that should be put on a backburner until better launching facilities are put here. We are a laughing stock compared to other sites along our coast line.

A proper safe boat launch and retrieve ramp

Foreshore Path pedestrians or disabled only(Wheelchairs etc)

Off-road parking but only if done in such a way as to have minimal impact on the visual environment.

Slowing of cars, leaving foreshore natural

Revegetation of eroded areas

Fishing line disposal unit -<https://www.zoo.org.au/get-involved/act-for-wildlife/seal-the-loop> ...As a local I see large amounts of fishing line and tackle wash up onto the beach.Through installing a unit such as this,it could be disposed of thoughtfully by locals and visitors to Walky and serve as an educational tool with accompanying signage.

Answered 54

14: If you'd like to be contacted about future events related to this project please leave your email address or phone number.

Answered: 24

For privacy reasons, email addresses and phone numbers have not been included in this report.

C CONSULTATION STAGE 2 - WORKSHOP SESSION COMMENTS

GROUP 1

Written workings:

Additional services / facilities:

- 'Cost of facilities for only 45 carparks (drink / toilets / showers)
- 'Approx 45 car spaces max available in the study area'
- 'Look at facilities to service 45 cars'
- 'No more rubbish bins – dumping point'

Safety:

- 'Waratah St carpark better for safety other than crossing road – away from boats'
- 'Create at entry of park – remove bridge and put culvert in (safety increase)

Maintaining Walkerville's character:

- 'Option 1 – don't want to attract people here, rather deal safely with Option 1 people who came'

Beach edge erosion management

- 'Option B – rationalise beach access points to minimise erosion'

Summary of comments:

- Don't aim to attract people to Walkerville
- Safety is very important, therefore Waratah Bay Hub a good idea
- Caravan Park bridge is unsafe – use culvert instead
- The concept of visitor hubs is good
- Concerned by pathway on the road
- Beach access needs to be rationalised
- Don't want more bins
- Option 1 best for Caravan Park
- Consider seasonal path issues and use

Preferred Overall Option: Option B

Preferred Camping Ground Entrance Option: Option D

GROUP 2

Written workings:

Additional services / facilities:

- 'Major issue: there is no round about north of hall to turn car and trailer to retrieve boat from sea.'
- 'Waratah St visitor hub a good idea as spreads parking load and can provide toilet/shower and vehicle turn around point here.'
- 'Do not provide parking for over dimensional vehicles at Waratah hub.'
- 'No bollards to be put in.'

- 'Multi-use road from 21/12-31/1.'
- 'No bollards or barriers (physical) between any pedestrian path and roadway'
- 'Possible use of temporary bollards/tall witches hats to separate pathway in peak periods. Then pack them away.'
- 'Waratah St visitor huts should be also used as a turnaround for cars with trailers as this is critical activity for the area.'
- 'Kiosk move to other side of road and on coast side is good'

Safety:

- 'Need bushfire and safety plan for day visitors.'
- 'Sea wall from hall to caravan park with footpath on top'
- 'Schematic options B or C preferred'

Summary of comments:

- Round about north of Hall for boats at Waratah St
- Like the idea of Visitor hub at Waratah St – including facilities
- There should be no parking for buses at Waratah St
- Don't like the idea of bollards between path and road – consider temporary option for peak season
- Integrate bushfire plan into Master Plan
- Seawall from Caravan Park to Hall with walkway on top
- Option B or C best
- Kiosk good on beach side of the road

Preferred Overall Option: Option B or C

Preferred Camping Ground Entrance Option: Option D

GROUP 3

Written workings:

Maintaining Walkerville's character:

- 'Include creative community led solutions eg: shuttle bus, gate to limit numbers at peak times.'

Location of walking tracks:

- 'Boardwalk along foreshore?'
- 'Removable bollards over summer to denote shared path'

Additional services / facilities:

- 'More infrastructure = more people'
- 'Increase infrastructure around camping area'
- 'Who are we increasing infrastructure for'
- 'Decrease less parking'
- 'Improvements to foreshore park camping'
- 'DRINKING WATER supply'

Protection of vegetation:

- 'Increase foreshore mat'
- 'Look at other solutions – complementary realities'

Safety:

- 'Safety a priority on ROAD, slow traffic down (dead end road)'
 - 'Speed bumps'
 - 'Traffic island'
 - 'limit speed limit – at all times? Over summer?'
- Summary:
- 'Option 1 pros: minimum change to landscape'
 - 'Option 1 cons: doesn't cater for sea-level rise, no beach at high tide, high erosion'
 - 'Option 3 pros: addresses coastal erosion'
 - 'Option 3 cons: needs to consider alternative structures (artificial reef), more info about visitor hub needed.'

Summary of comments:

- Erosion control is critical – consider artificial reefs
- Road safety is important – consider reducing speed limit for high season
- Draw a line between day visitors and locals and what the associated needs are
- Have a coastal board walk
- Cap visitor numbers in peak season
- What happens to the vegetation if the kiosk is pushed back
- Consider drinking water source
- Safety on roads important
- No preferred option – Options A was the biggest concern

Preferred Overall Option: Undecided - not Option A

Preferred Camping Ground Entrance Option: Undecided

GROUP 3

Written workings:

Beach edge erosion management:

- 'Erosion control is key factor to everything'

Location of walking tracks:

- 'NOT a beach edge path'
- 'Pedestrian access on campground side also'
- 'Put the walkway on top of the retaining wall'

Additional services / facilities:

- 'Kiosk / booking office before boomgate'
- 'Turning circle excellent idea'
- 'Combine kiosk with booking office'
- 'Option 2 – yes to 14 parking'
- 'Toilet block at Waratah St - self composting'

Protection of vegetation:

- 'Landscape ledge seats / ramps'
- 'Recycled grate surface to create walkway'

- 'Boardwalk across wetland'

Summary of comments:

- Erosion is a major issue
- Use recycled grate surface on top of sea wall
- Combine the booking office and kiosk into one building – outside of boom gate control
- Like option 2 car parking
- Likes toilets at Waratah St

Preferred Overall Option: Undecided - not Option A

Preferred Camping Ground Entrance Option: Option E

GENERAL WORKSHOP COMMENTS

- Who polices parking regulations – does this ruin the character of Walkerville?
- Parking is only intense for 3 weeks of a year – need to design for the rest of the year and find a balance
- No parking signs!
- Need options for erosion management
- Have wheel stops to indicated where parking is
- Trim vegetation along road for walking space
- Caravan park entry and erosion biggest issues
- Option D well liked
- Look into the idea of shared road
- Rock walls disliked – use artificial reef instead
- Caravan park bridge unsafe and not posted

D CONSULTATION STAGE 2 SURVEY RESULTS

1: How often do you go to the Walkerville Foreshore area?

Answer Choices	Responses
Almost every day	11.11% 4
Once or twice a week	25.00% 9
Once a month	36.11% 13
A few times a year	27.78% 10
Almost never or never	0.00% 0
	Answered 36

2: What is your age?

Answer Choices	Responses
Under 18	5.56% 2
18-35	8.33% 3
36-50	41.67% 15
51-65	25.00% 9
Over 65	19.44% 7
	Answered 36

3: Are you a:

Answer Choices	Responses
Local Walkerville resident	13.89% 5
Part-time resident (holiday home owner)	52.78% 19
Regional resident (less than 30km from Walkerville) that regularly visits Walkerville	22.22% 8
Regular seasonal visitor (camping ground or holiday rental user)	2.78% 1
Day visitor – more than 40km from Walkerville	8.33% 3
	Answered 36

4: Please identify which issues Option A address positively (choose one or more):

Answer Choices	Responses
Beach edge erosion management	50.00% 9
Protection of vegetation	33.33% 6
Pedestrian safety	33.33% 6
Cyclist safety	27.78% 5

Location of walking tracks	22.22%	4
Parking	38.89%	7
Day visitors	22.22%	4
Additional services / facilities	5.56%	1
Beach access	55.56%	10
Maintaining Walkerville's character	66.67%	12
Wayfinding	11.11%	2
Other:		2
Minimal option which I support.		
This option is for those that don't want change		
		Answered 18

5: Please identify which issues Option A did not address well (choose one or more):

Answer Choices	Responses
Beach edge erosion management	56.25% 9
Protection of vegetation	12.50% 2
Pedestrian safety	31.25% 5
Cyclist safety	18.75% 3
Location of walking tracks	6.25% 1
Parking	18.75% 3
Day visitors	12.50% 2
Additional services / facilities	25.00% 4
Beach access	25.00% 4
Maintaining Walkerville's character	12.50% 2
Wayfinding	6.25% 1
Other:	0
	Answered 16

6: Please identify which issues Option B address positively (choose one or more):

Answer Choices	Responses
Beach edge erosion management	69.23% 9
Protection of vegetation	23.08% 3

Pedestrian safety	53.85%	7
Cyclist safety	38.46%	5
Location of walking tracks	30.77%	4
Parking	69.23%	9
Day visitors	46.15%	6
Additional services / facilities	15.38%	2
Beach access	46.15%	6
Maintaining Walkerville's character	23.08%	3
Wayfinding	15.38%	2
Other:		1
Improvement on option A but C is better		
		Answered 13

7: Please identify which issues Option B did not address well (choose one or more):

Answer Choices	Responses
Beach edge erosion management	45.45% 5
Protection of vegetation	36.36% 4
Pedestrian safety	18.18% 2
Cyclist safety	18.18% 2
Location of walking tracks	9.09% 1
Parking	9.09% 1
Day visitors	18.18% 2
Additional services / facilities	27.27% 3
Beach access	9.09% 1
Maintaining Walkerville's character	45.45% 5
Wayfinding	0.00% 0
Other:	1

I don't support need for formalised hub at Waratah Street. There is plenty of space there not that is used informally for parking etc.		
		Answered 16

8: Please identify which issues Option C address positively (choose one or more):

Answer Choices	Responses
Beach edge erosion management	80.00% 8
Protection of vegetation	50.00% 5
Pedestrian safety	60.00% 6
Cyclist safety	50.00% 5
Location of walking tracks	50.00% 5
Parking	70.00% 7
Day visitors	60.00% 6
Additional services / facilities	40.00% 4
Beach access	50.00% 5
Maintaining Walkerville's character	20.00% 2
Wayfinding	20.00% 2
Other:	2
Will also improve character	
NIL	
	Answered 10

9: Please identify which issues Option C did not address well (choose one or more):

Answer Choices	Responses
Beach edge erosion management	25.00% 2
Protection of vegetation	25.00% 2
Pedestrian safety	12.50% 1
Cyclist safety	0.00% 0
Location of walking tracks	12.50% 1
Parking	12.50% 1
Day visitors	25.00% 2
Additional services / facilities	25.00% 2
Beach access	25.00% 2
Maintaining Walkerville's character	75.00% 6
Wayfinding	0.00% 0
Other:	1

I don't support need for formalised hub at Waratah Street. There is plenty of space there not that is used informally for parking etc.

Answered 16

10: Please identify which issues Option D address positively (choose one or more):

Answer Choices	Responses
Beach edge erosion management	63.64% 7
Protection of vegetation	27.27% 3
Pedestrian safety	54.55% 6
Cyclist safety	36.36% 4
Location of walking tracks	27.27% 3
Parking	63.64% 7
Day visitors	45.45% 5
Additional services / facilities	36.36% 4
Beach access	54.55% 6
Maintaining Walkerville's character	18.18% 2
Wayfinding	18.18% 2
Other:	0

Improvement on option A but C is better

Answered 11

11: Please identify which issues Option D did not address well (choose one or more):

Answer Choices	Responses
Beach edge erosion management	20.00% 1
Protection of vegetation	20.00% 1
Pedestrian safety	0.00% 0
Cyclist safety	0.00% 0
Location of walking tracks	0.00% 0
Parking	20.00% 1
Day visitors	20.00% 1
Additional services / facilities	40.00% 2

Beach access	40.00%	2
Maintaining Walkerville's character	60.00%	3
Wayfinding	0.00%	0
Other:		0

Answered 5

12: Please identify which issues Option E address positively (choose one or more):

Answer Choices	Responses
Beach edge erosion management	80.00% 8
Protection of vegetation	30.00% 3
Pedestrian safety	60.00% 6
Cyclist safety	40.00% 4
Location of walking tracks	30.00% 3
Parking	50.00% 5
Day visitors	40.00% 4
Additional services / facilities	20.00% 2
Beach access	60.00% 6
Maintaining Walkerville's character	20.00% 2
Wayfinding	20.00% 2
Other:	0

Improvement on option A but C is better

Answered 10

13: Please identify which issues Option E did not address well (choose one or more):

Answer Choices	Responses
Beach edge erosion management	12.50% 1
Protection of vegetation	12.50% 1
Pedestrian safety	12.50% 1
Cyclist safety	12.50% 1
Location of walking tracks	0.00% 0
Parking	37.50% 3
Day visitors	37.50% 3

Additional services / facilities	25.00%	2
Beach access	25.00%	2
Maintaining Walkerville's character	25.00%	2
Wayfinding	0.00%	0
Other:		0

Answered 8

14: Please rank options A, B and C from most to least favourable:

	Option A	Option B	Option C
1	55.56% (5)	11.11% (1)	33.33% (3)
2	11.11% (1)	87.50% (7)	12.5% (1)
3	33.33% (3)	12.5% (4)	50.00% (4)

Answered 9

15: Please rank options D and E from most to least favourable:

	Option D	Option E
1	75% (6)	25% (2)
2	25% (2)	75% (6)

Answered 8

16: Do you have any ideas for the future of Walkerville North that have not been covered in the options? If so, please outline them below.

I support improving facilities but with minimal change to natural environment. Eg. formal pathways are not required, issues can be largely managed by limiting speed on Bayside drive. Let's concentrate formal a parking etc around the caravan park and improve facilities at the kiosk.

Note error in 14. C selected as most favourable.

- "1. Try to preserve this area as much as possible.
- Lets try to keep greedy councillors stay away from our public resources."

"The bike path and walking track need to be combined as one in the same.

If there is a separate bike track next to the road the chances of it being used would be very slim, why? Because those bike users will be on the pedestrian track due to it being beside the beach. No signs will stop young kids, teenagers or even adults from using the pedestrian track as their bike track. If the tracks are separate I imagine that the one, away from the beach, will end up being a waste of money and resources...

A space saving option for saving beach space and preventing the encroaching sea and tide from causing erosion needs to be considered.

Tonnes of rocks or similar material will take up a lot of space onto the beach or into the vegetation. A way to minimise this would be to utilize overlapping steel or vinyl retaining sheets (steel or vinyl piling). A smaller amount of rock could be used around the retaining sheets to disguise any visible steel or vinyl on the ocean/beach side. To prevent or minimise vegetation loss the pile wall could be created where a considered rock wall would end (on the beach) some back filling would be needed with either rock or soil. This would allow for the combined walking/bike track to be created with minimal loss of vegetation, but would not take up more beach than the alternate rock wall.

Steps would be the solution to accessing the beach and would be smaller than having to span a large rock wall. Saving vegetation and beach is a very important issue and I believe that a space saving solution like the steel or vinyl piling is a very innovative option. It will maximise the prevention of erosion while saving space for the beach and space for the construction of bike and walking tracks that have low to minimal impact on the foreshore. Steel or Vinyl piling may be a more visually appealing option to a large, all rock wall.

17: If you'd like to be contacted about future events related to this project please leave your email address or phone number.

Answered: 6

For privacy reasons, email addresses and phone numbers have not been included in this report.

Site 8: (C of M and Road Reserve) cont:

- Weeds observed
 - Blue Periwinkle
 - Kiku
 - Forget-me-not
- Weeds South of waterway/drainage line (Private Property)
 - Kikuyu
 - Sweet Pittosporum
 - Blackberry

Site 9: Foreshore

- (Mapped as – Coastal Dune Scrub Mosaic)
- Indigenous overstorey/midstorey/understorey species present
- Weeds observed
 - Forget-me-not
 - English and Cape Ivy
 - Agapanthus Kikuyu – opposite houses

Site 10: (C of M and Road Reserve)

- (Mapped as – Damp Forest (adjacent to MacPhersons Creek) and Lowland Forest outside the gully)
- Indigenous overstorey/midstorey/understorey species present
- Weeds observed (between the road and houses)
 - Arum Lily/Lily sp.
 - English and Cape Ivy
 - Forget-me-not
 - Agapanthus

Native Vegetation – Bioregional Conservation Status (Strzelecki Bioregion unless specified otherwise)

The Bioregional Conservation Status of the native vegetation communities (Ecological Vegetation Classes) within the identified area (marked on the Master Plan), is listed below:

- Coastal Dune Scrub Mosaic = Depleted (Gippsland Plain Bioregion)
- Damp Forest = Endangered
- Lowland Forest = Vulnerable
- Coast Banksia Woodland = Vulnerable
- Coastal Headland Scrub (Outside Area identified in Master Plan) = Vulnerable
- Swamp Scrub = Endangered
- Riparian Scrub = Vulnerable

The best patches of native vegetation (most intact and weed free) are those sites/areas away from dwellings and the camping reserve e.g. Site 5 and the southern part of Site 10.

Sites along the foreshore (Sites 4 & 7) also contained areas of intact native vegetation with very few weeds.

Native Vegetation Information Management System (NVIM)

Permitted Clearing Regulation Layers

- **Native Vegetation Location Risk = Location A (Low Risk)**

The native vegetation within the mapped management boundary is mapped as Location A (Low Risk)

- **Native Vegetation Condition = Location (Range between 0 – 1.0 High Score)**

Sties/areas that are adjacent to houses and infrastructure generally have low Native Vegetation Condition Scores (0-.02 or 0.21-0.4) e.g. Site 8 mapped Condition Score is between 0.21-0.4. Sites 5 and 10 (south of the dwellings) have relatively high Native Vegetation Condition Scores mapped between 0.61-0.8.)

(Refer to Appendix 1: DELWP Mapped Native Vegetation Condition Score – Walkerville Foreshore)

- **Strategic Biodiversity Score (Range between 0 Low - 1.0 High Score)**

Sties/areas that are adjacent to houses and infrastructure generally have low Native Vegetation Strategic Biodiversity Scores (0-.02 or 0.21-0.4) e.g. Site 7 & 9. There are some anomalies with the Strategic Biodiversity mapping with areas containing houses have relatively high scores e.g. northern part of Waratah Street)

(Refer to Appendix 2: DELWP Mapped Native Vegetation Strategic Biodiversity Score – Walkerville Foreshore)

Broadly speaking the patches/areas of native vegetation with higher Strategic and Condition Scores are likely to cost more in dollar terms to compensate (offset) if planning approval was granted to remove the native vegetation e.g. Site 5.

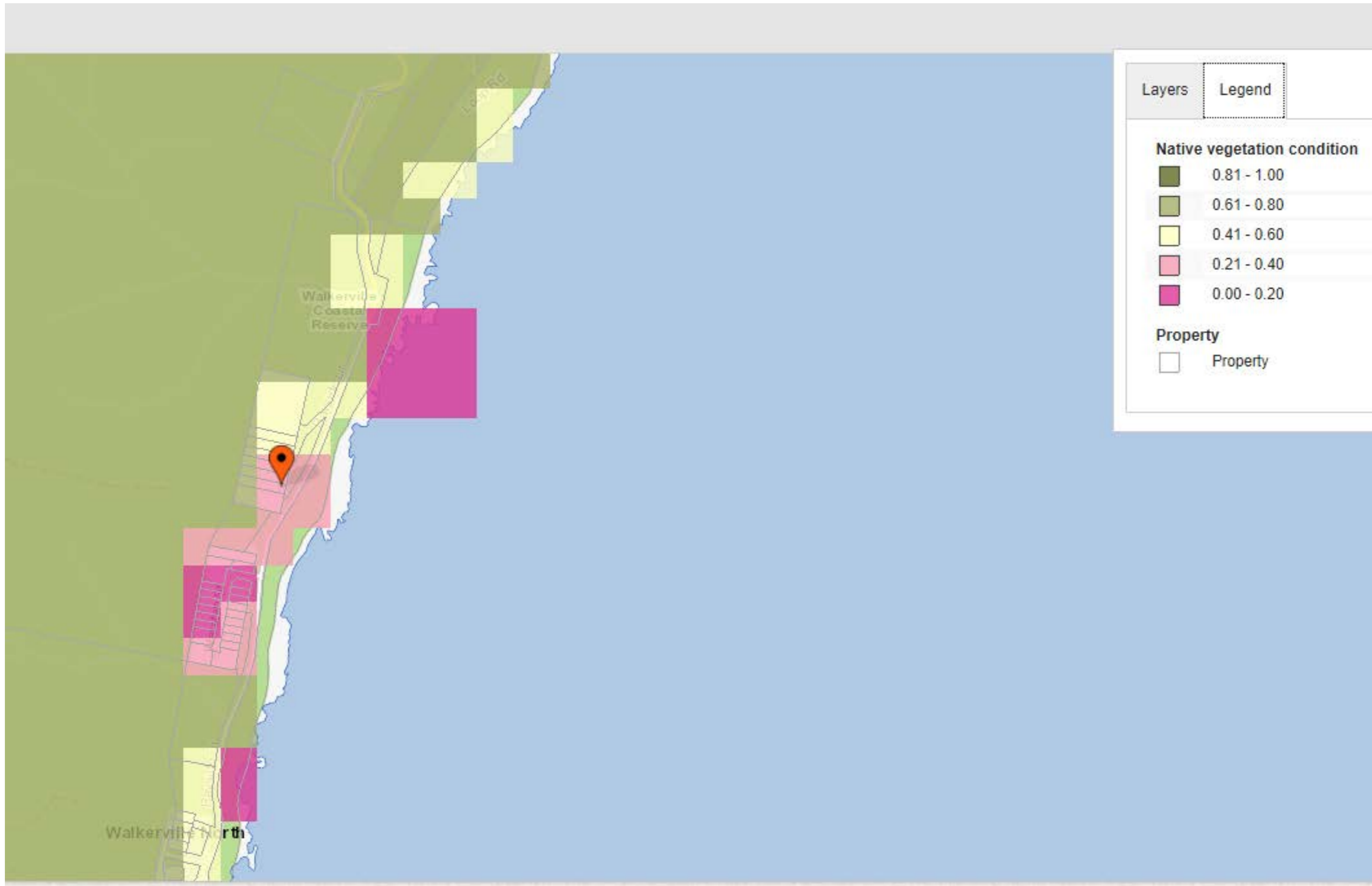
Weeds

The following weeds were identified during the inspection:

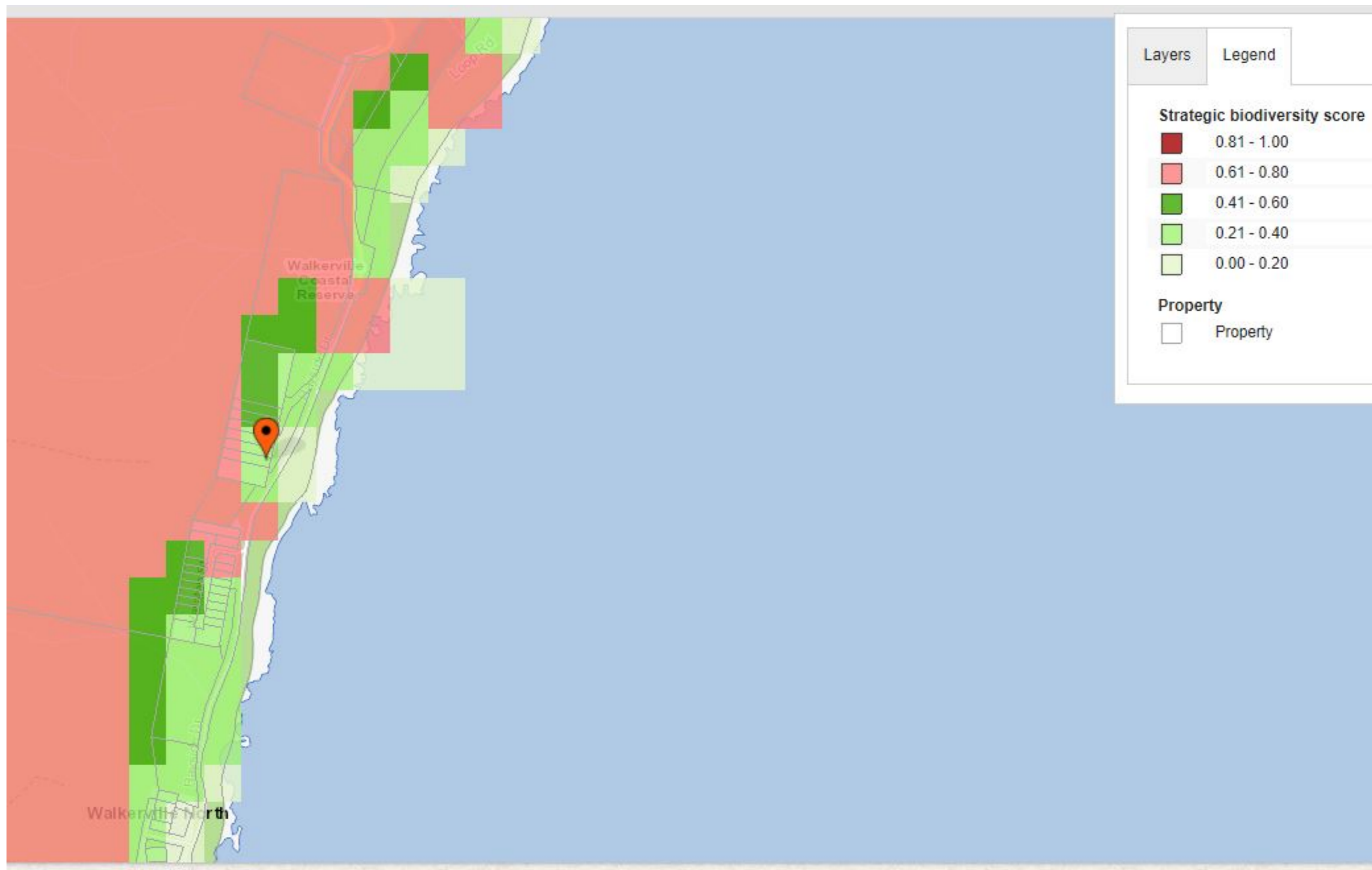
- Lily sp. Including Arum Lily
- English Ivy
- Cape Ivy
- Forget-me-not
- Agapanthus
- Kikuyu
- Sweet Pittosporum
- Blackberry
- Mirror Bush
- Sea Spurge

Both English Ivy and Cape Ivy are viewed as high threat weed species at the site (due to their invasiveness and difficulty to control).

The areas with the highest weed densities were those areas adjacent to human development (houses and the camping reserve).

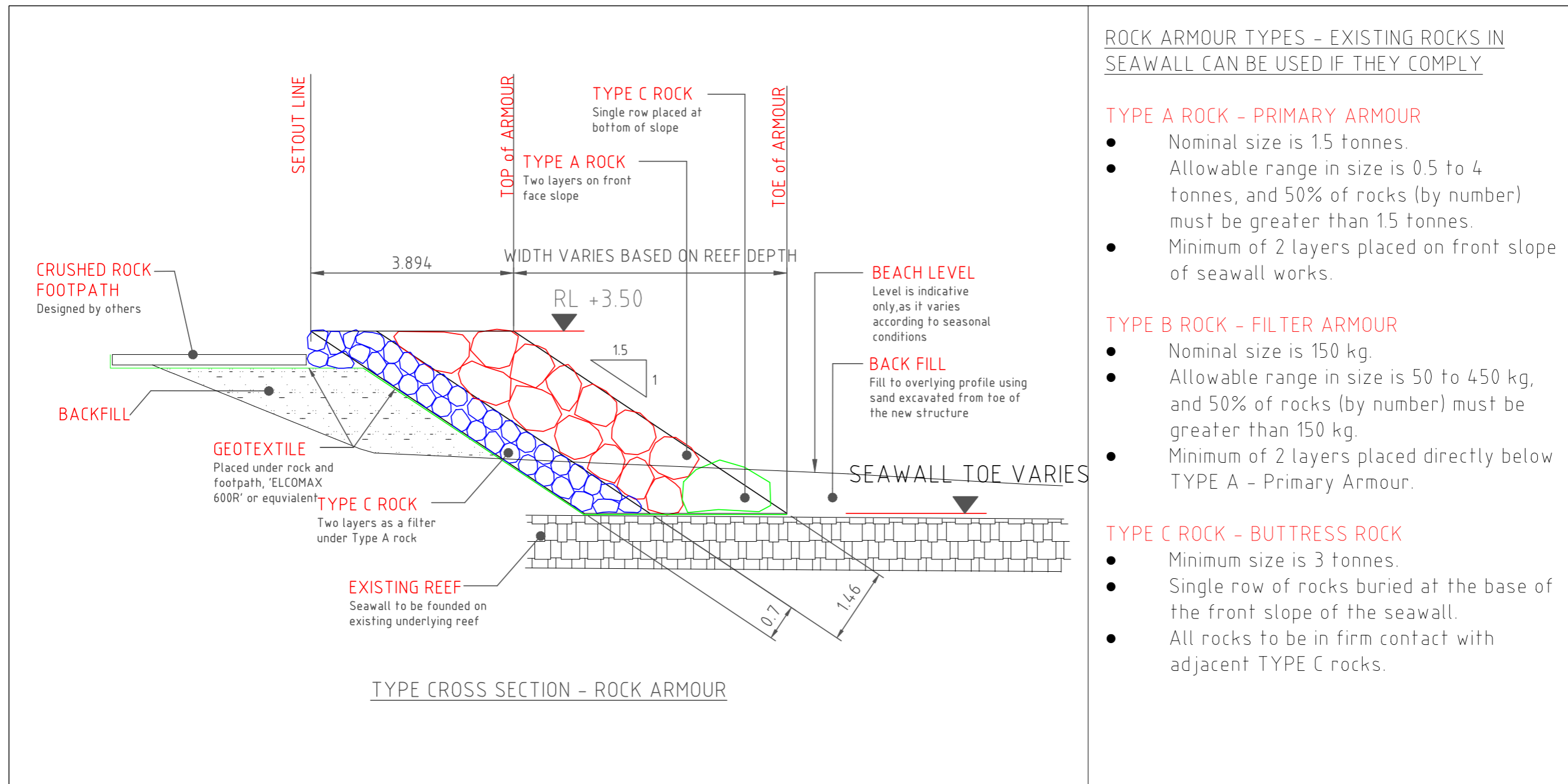


Appendix 1: DELWP Mapped Native Vegetation Condition Scores – Walkerville Foreshore



Appendix 2: DELWP Mapped Native Vegetation Strategic Biodiversity Scores – Walkerville Foreshore

F WATERTECH TYPICAL SEAWALL DETAIL, 2017



ROCK ARMOUR TYPES - EXISTING ROCKS IN SEAWALL CAN BE USED IF THEY COMPLY

TYPE A ROCK - PRIMARY ARMOUR

- Nominal size is 1.5 tonnes.
- Allowable range in size is 0.5 to 4 tonnes, and 50% of rocks (by number) must be greater than 1.5 tonnes.
- Minimum of 2 layers placed on front slope of seawall works.

TYPE B ROCK - FILTER ARMOUR

- Nominal size is 150 kg.
- Allowable range in size is 50 to 450 kg, and 50% of rocks (by number) must be greater than 150 kg.
- Minimum of 2 layers placed directly below TYPE A - Primary Armour.

TYPE C ROCK - BUTTRESS ROCK

- Minimum size is 3 tonnes.
- Single row of rocks buried at the base of the front slope of the seawall.
- All rocks to be in firm contact with adjacent TYPE C rocks.

NOTE

1. Dimensions are in metres unless noted otherwise.
2. Dimensioned layer thicknesses are an indication of minimum thickness only and generally reflect that required to achieve the number of specified armour layers.
3. The nature and extent of the transitioning of the new seawall into the existing foreshore at either end of the works is to be defined on site by the Works Supervisor.
4. Individual rocks removed from the existing armoured slope to facilitate the new works can be reused provided they comply with the Technical Specification in all respects.
5. The existing stairs are to be removed. New beach access to be incorporated as designed by others.
6. Trial excavation has found that the underlying reef height typically varies from 0.2 to 1.5m AHD. The seawall should be founded on this existing reef.

REVISIONS			
REV.	DESCRIPTION	DATE	INIT.
V01	INITIAL RELEASE FOR COMMENT	11/05/2017	HPR

CLIENT:
WALKERVILLE FORESHORE RESERVE COMMITTEE OF MANAGEMENT

CONSULTANT:
Water Technology Pty Ltd
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Melbourne T +61 3 8526 0800

DRAWN: RJD
 CHECKED: HPR
 DESIGN: RJD
 CHECKED: HPR
 APPROVED: HPR

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WALKERVILLE NORTH - BOAT RAMP SEAWALL
TYPE CROSS SECTION

JOB NO. J4303-01
SHEET 3 of 8

Drawing No. 4303-01_D01V01_003 SCALE: 1:75
Rev No. V01

A3

G TECHNICAL REFERENCES (INCOMPLETE)

1. Cape Liptrap Coastal Park Management Plan 2003
2. Walkerville Foreshore Reserve Coastal Management Plan 2014
3. South Gippsland Shire Council Sustainability Strategy 2016-2020
4. Prom Country Tourism Market Research Report – Phase 3: Profiling the Potential Intrastate Visitor Market 2010
5. Prom Country Economic Impact and Visitor Profile 2012/13
6. Coastal Spaces Landscape Assessment Study 2006 by DSE and Planisphere
7. Coastal Erosion Study and Works Design Walkerville Foreshore 2007 by Coastal Engineering Solutions
8. Ellis, Vegetation in the Walkerville Foreshore Reserve 2009
9. DEPI, Walkerville Foreshore Reserve Coastal Management Plan, 2014
10. Coastal Engineering Solutions, Coastal Erosion Study & Works Design Walkerville Foreshore, 2007
11. Parks Victoria, Shipwreck Coast Design Framework, 2017

H CONSULTATION STAGE 3 - FEEDBACK SESSION COMMENTS

SUMMARY OF COMMENTS

Sea rock wall:

- Why aren't different methods of erosion control being considered?
- A technical study is needed to understand the extent and method of erosion control needed
- It is good to make the sea rock wall multi-use by having a path integrated into the design
- Having a path on top of the rock wall goes against the character of Walkerville and would appear too 'developed'
- Vegetation protection is important
- Will the wall be too low for future climate change - a technical study is needed to determine the best outcome with current data
- How will the wall and its path drain?
- What material will the path be?
- Don't want the sea wall to be haphazard
- Where will the access points to the beach be for construction of the rock wall? The construction will rip up the beach
- How will the rock wall be staged?
- If only sections of the rock wall are built with a path on top, how will the path system connect
- There is a potential for snake habitat in the rock wall therefore not a good idea to make it into seating
- The idea of the wall needs to be carefully evaluate - will it take up the beach and is there a better way to protect the beach?

Path Network:

- There are safety issues between cars and pedestrians
- The greater track network of Walkerville North needs to be recognised and considered, including the track to Prom Views and South Walkerville
- Have a shared zone road for key sections of Bayside Drive
 - The road is the Shire's responsibility, hence the Committee can advocate for changes to the road but cannot make them independently

Cost:

- What are the costings behind this design?
- It is difficult to comment due to future unknowns (e.g. extend of rock wall and climate change) and costings

Principles:

- The principles are liked, including grassed carparking and fixing up the Caravan Park however still concerned about pedestrian safety
- The Waratah St hub is not in line with the principles

Waratah St Hub:

- The hub is a good idea because:
 - It provides facilities for those using the swimming holes
 - Takes users away from the boat ramp
 - It is good for kids and dog walkers
- The hub is not needed and is a bad idea because it will:
 - Encourage rubbish and overnight visitors
 - You only need to upgrade the existing facilities at the Hall and camping ground and use signs to direct people
 - Too much parking
 - There already are picnic areas, we don't need more
 - It is cutting into the bush where you don't need to
 - Not in line with principles
 - Changing the feel and character of the place

Kiosk and camping ground entrance:

- Don't like the kiosk on the seaside - don't mess with the coastal edge
- People in the future will say who let the kiosk be built on the coastal edge
- In the Master Plan, the kiosk is not in a visually intrusive position
- The kiosk will bring more pedestrian use
- A new facility is needed
- The new kiosk needs to be unintrusive to the beach and set back into bush
- The main users of the kiosk and camping ground are not at the meeting
- Do we really need more parking at camping ground entry?

Other:

- Speed humps are needed along Bayside Drive to slow down traffic
- Good to design for low season, not high season
- What is the most important part of the design to implement first? What will the staging be?

IMPROMPTU VOTES:

- Is a toilet block at Waratah St Hub a good idea?
(19) yes
(6) no
- Is the development of Waratah St Hub good?
(18) yes
(2) medium
(6) bad
- Are you comfortable with the Kiosk and camping ground entrance design?
(19) yes
(4) no

I CONSULTATION STAGE 3 SURVEY RESULTS

1: On a scale of 1 to 5, has the Master Plan consultation process been appropriate to the needs of the project?

Answer Choices	Responses
1 (strongly disagree)	15.38% 2
2	23.08% 3
3	7.69% 1
4	30.77% 4
5 (strongly agree)	23.08% 3
	Answered 13

Any further comment? (4)

1. I think it would have been more useful to have the process focus more on immediate needs and outcomes that are likely to be achieved in a realistic time frame
2. I only found out about this survey today
3. I found about the on 14th April from my neighbour the day before. It was a good example of the consultative process but the communications about it have been poor. If I had not been down for that weekend I would be none the wiser.
4. Although the evidence of consultation looks good from the documentation presented as a property owner in Walkerville it was complete news to me that there was a mater plan, no leaflet drop, no emails via residence associations, so I think advertising of the process has been very poor

2: The draft Master Plan has been shaped by the following principles:

- Sustain environmental and cultural heritage values
- Maintain landscape character and visual quality
- Retain a unique sense of Place
- Develop the quality and range of visitor experiences
- Improve visitor accessibility and legibility
- Manage safety and risk
- Improve existing level of function
- Integrated and restrained design
- Active management

On a scale of 1 to 5, do you feel the draft Master Plan has addressed the project principles?

Answer Choices	Responses
1 (strongly disagree)	30.77% 4
2	7.69% 1
3	15.38% 2
4	15.38% 2
5 (strongly agree)	30.77% 4
	Answered 13

Any further comment? (6)

1. Without a coastal study, the plan doesn't really do much to address the risks associated with coastal erosion. And the sea wall/coastal path is difficult to assess when it is essentially only a concept plan.
2. Only fine words & that will continue to limit people numbers
3. Very littel sense of place, and mimal attempt to sustain enironmental values, which are instead placed at risk by the proposals.
4. worried about inappropriate over development of the area
5. The planned parking arrangements and beachfront treatment are not in line with the project principles. They represent a significant departure from the unique natural values of Walkerville.
6. I think the plan to put in a coastal edge scenic pathway separating pedestrians from vehicles is a much-needed component of the plan. The proposed changes to the campsite parking/access & kiosk would also be immensely beneficial to visitors & local / holiday house residents

3: The proposed camping ground entrance and kiosk plan design is intended to improve vehicle movement and parking efficiency around the entrance and to provide an upgraded kiosk facility that meets current needs. On a scale of 1 to 5, do you feel the draft proposed Camping Ground entrance design has achieved these objectives?

Answer Choices	Responses
1 (strongly disagree)	0.00% 0
2	18.18% 2
3	45.45% 5
4	9.09% 1
5 (strongly agree)	27.27% 3
	Answered 11

Any further comment? (5)

1. I agree it would improve vehicle movement and parking efficiency. I am not really able to comment on the upgrade to the kiosk, but I query whether the expanded kiosk will be economically viable and whether the investment will generate an appropriate return.
2. Kiosk needs upgrade. Unfortunately closed over half of year.
3. No buildings should be located on the beachfront
4. Entry should be the sole point of car parking in the north Walkerville area
5. After the proposed pedestrian pathway (resolving safety & environmental issues) this would be a top priority in my view

4: On a scale of 1 to 5, are you happy with the draft Master Plan?

Answer Choices	Responses
1 (strongly disagree)	30.00% 3
2	20.00% 2
3	0.00% 0
4	30.00% 3
5 (strongly agree)	20.00% 2
	Answered 10

Any further comment? (5)

1. About 10th costly plan where nothing is done. Priority needed
2. Too many artificial structures rather than ecologically sensitive and thoughtful designs
3. Option D
4. I am especially worried about the changes to the area around Waratah Street mooted in option C
5. The principles seem to head in a good direction, but the option derived out of the principles falls seriously short of delivering on these principles.

The schematic design options illustrate a possible incremental approach to site planning and design that also reflect the strategic approach outlined in section 6 of this report. They are not intended to be stand alone 'Master Plan' designs.

Options D and E show possible alternative treatments to the camping ground entry and kiosk area. Each option has positive and negative qualities and each may contribute ideas to the final Master Plan design.

8.1 Option A

This is a minimal change option that includes actions that are required to maintain the physical qualities of the site, ecological sustainability and provide a safe and legible environment for visitors.

8.1.1 Key design drivers & response

Sustain environmental systems, site stability and designated natural values.

- Coastal protection works in key visitor beach access locations and in areas previously identified for additional protection works
- Reconnecting fragmented areas of vegetation
- Enhancement of natural wetlands and watercourses

Maintain landscape character and visual quality

- Revegetation and weed management works across the site
- Possible undergrounding of a section of overhead power lines (camping ground precinct) that affects arrival views
- Visual screening of parking and other infrastructure changes

Ensure public safety and risk mitigation

- Separation of pedestrians and vehicles where possible
- Improved sight lines
- Locations of pedestrian crossing points

Achieve code compliant design standards, including road and carpark design

- Design of roads, carparks, pedestrian paths and crossings to code standards

Deliver basic support services that meet existing visitor needs

- Development of additional toilet facilities

Develop local path connections – value the journey as well as the destination

- New connections for existing beach access points
- Connections between key visitor destinations

Provide information systems that optimise the use of existing facilities and settings

- New precinct location signage

Provide active management of existing facilities and settings

- Long term management plans

8.1.2 Pros and Cons

Pros

- Minimal cost
- Minimal change to existing landscape character and patterns of use
- Major improvement to kiosk and Loop Road arrival setting

Cons

- Does not address ongoing coastal erosion problems in all areas
- No change in the number of visitor destinations or patterns of use
- No north - south pathway connection between key visitor destinations which results in no change to existing pedestrian safety concerns





8.2 Option B

This is a mid-level design option that includes actions that are required to improve the quality of Walkerville as a leisure destination and create a more diverse visitor experience through trail networking.

8.2.1 Key design drivers & response

The key features of **Option A** form the basis of this option. Additional features will include:

Create a network of hub locations and secondary settings that provide visitor support facilities in strategic locations and spread visitor numbers across more locations

- New Waratah Street visitor setting and support services include toilet, parking and picnic facilities
- New coastal edge protection in designated areas
- Restructured camping ground entry

Optimise shared use path connections – value the journey as well as the destination

- New coastal and road edge pedestrian connections
- Develop more expressive design for key sites
- New picnic facilities and shade structures at key locations (with beach view)
- New site design arrangements that optimise landscape and visual values

Provide active rehabilitation of vegetation and creek landscapes

- Ongoing rehabilitation of natural features including creeks and vegetation

Provide active management of existing facilities and settings

- Long term management plans

8.2.2 Pros and Cons

Pros

- Significantly increases the quality and diversity of visitor settings
- Improves connections between key sites and generally provides more walking options
- Increases beach access and protects coastal edge in selected locations

Cons

- Does not address ongoing coastal erosion problems in all areas
- Creates a lower amenity road edge path connection that is likely to be less attractive and safe for visitors.
- The road edge path requires the installation of a road edge safety barrier (high cost) and a significant amount of vegetation removal
- Potential adverse community perceptions of the level of change in the landscape





8.3 Option C

Improvement in capacity, standards and off site relationships

This includes actions that are required to improve the capacity of Walkerville as a leisure destination and consider off site locations, such as other coastal destinations, that could help to manage the effects of peak season tourism.

8.3.1 Key design drivers & response

The key features of Options A & B form the basis of this option. Additional features will include:

Provide more choice / setting diversity / leisure options

- Additional secondary destinations and short term stopping places

Increase the capacity and quality of leisure settings

- Additional picnic, shade, shelter and walking facilities
- Creates a complete coastal protection system and beach edge pathway

Create additional leisure uses (eg playgrounds)

- Extends the range of visitor facilities and attractions

Network with other regional places to provide alternative peak season destinations

- Develops relationship with other coastal settings so that visitors can, where necessary, be redirected to other places at peak use times

Provide active management of existing facilities and settings

- Long term management plans
- Specialist peak season management plans and information services

8.3.2 Pros and Cons

Pros

- Meets all project objectives
- Comprehensively addresses coastal erosion problems within the study area
- Increases visitor capacity and quality of services to a contemporary design standard
- Improves the quality of the visitor experience through the development of a beachside trail system
- Substantially decreases safety problems
- Clarifies the management and control of visitor areas

Cons

- Highest cost
- Greatest amount of change to the dune edge
- Potential adverse community perceptions of the level of change in the landscape





8.4 Option C detail - Loop Road Visitor Hub



Seawall protection

1. Extended rock protection to dune edge
2. Beach edge walking path
3. Ramp access points to beach

Play environment

4. Play activities within a naturalistic landscape setting
5. Sculptural elements that act as a visual market

Entry marker

6. Entry marker to identify visitor hub

Loop lookout

7. Shaded picnic and BBQ setting
8. Shade structure
9. Paths
10. Rehabilitated landscape

Visitor parking

11. Restructured parking for 13 cars (day visitor only)

Second Creek

12. Rehabilitated creek landscape
13. New 6m wide bridge

Guest overflow carpark

14. Overflow parking for 14 cars

Maintenance access road

15. Gravel access road to relocated sheds

Camping Ground manager's house

16. Existing building with new sight lines to entry gate

Entry control gate

17. Repositioned boom gate
18. Vehicle turnaround
19. Delivery access to kiosk

Maintenance sheds

20. Relocated vehicle shed and equipment store (controlled access)

Entry lawn

21. Shaded entry garden

Existing toilet & shower

22. Existing building with open access to public?
23. Pathway connections to kiosk setting and beach

New kiosk

24. New kiosk facility with indoor & outdoor spaces
25. Shaded lawn spaces and beach watching
26. Foreshore path

8.5 Option C detail - Waratah Street Visitor Hub



Traffic calming

- 10. Raised pavement area

Waratah carpark

- 11. Parking for 21 cars
- 12. Entry marker
- 13. Toilet & change facilities, including disabled
- 14. Parking for over-dimensioned vehicles

Rehabilitated landscape

- 15. Infill planting
- 16. Weed management

Seawall protection

- 1. Extended rock protection to dune edge
- 2. Beach edge walking path
- 3. Ramp access points to beach

Waratah lookout

- 6. Shaded picnic and BBQ setting
- 7. Shade structure
- 8. Paths
- 9. Rehabilitated landscape

Existing ephemeral wetland

- 4. Rehabilitated habitat & landscape feature
- 5. Boardwalk across wetland

8.6 Option D - New Manager's House + land side kiosk



Seawall protection

- 1. Extended rock protection to dune edge
- 2. Beach edge walking path
- 3. Ramp access points to beach

Picnic Area

- 4. Existing picnic facility
- 5. Additional seating to support picnic use

Entry marker

Loop lookout

- 7. Shaded lookout point
- 8. Shade structure
- 9. Paths
- 10. Rehabilitated landscape

Visitor Parking

- 11. Restructured parking for 13 cars (day visitor only)

Second Creek

- 12. Rehabilitated creek landscape

Guest overflow carpark

- 14. Overflow parking for 10 cars

Maintenance access road

- 15. Gravel access road to relocated sheds

Camping ground manager's house

- 16. New camping ground manager's house

Entry control gate

- 17. Repositioned boom gate
- 18. Vehicle turnaround

Maintenance sheds

- 20. Relocated vehicle shed and equipment store (controlled access)

Camping ground office

- 21. Camping ground office

Existing toilet & shower

- 22. Existing building with open access to public

- 23. Pathway connections to kiosk setting and beach

New Kiosk

- 24. New kiosk facility with indoor & outdoor spaces

- 25. Shaded lawn spaces and beach watching. Space allows for picnicking, recreation and special events staging

- 26. Foreshore path and beach access

8.7 Option E - Existing manager's house + land use kiosk



Seawall protection

- 1. Extended rock protection to dune edge
- 2. Beach edge walking path
- 3. Ramp access points to beach

Picnic Area

- 4. Existing picnic facility
- 5. Additional seating to support picnic use

Entry marker

- 6. Entry marker to identify visitor hub

Loop lookout

- 7. Shaded lookout point
- 8. Shade structure
- 9. Paths
- 10. Rehabilitated landscape

Visitor Parking

- 11. Restructured parking for 13 cars (day visitor only)

Second Creek

- 12. Rehabilitated creek landscape
- 13. New 6m wide bridge

Guest overflow carpark

- 14. Overflow parking for 6 cars

Maintenance access road

- 15. Gravel access road to relocated sheds

Camping ground manager's house

- 16. New camping ground manager's house and office

Entry control gate

- 17. Repositioned boom gate
- 18. Vehicle turnaround

- 19. Delivery access to kiosk

Maintenance sheds

- 20. Relocated vehicle shed and equipment store (controlled access)

Entry Landscape

- 21. Landscaped area

Existing toilet & shower

- 22. Existing building with open access to public

- 23. Pathway connections to kiosk setting and beach

New Kiosk

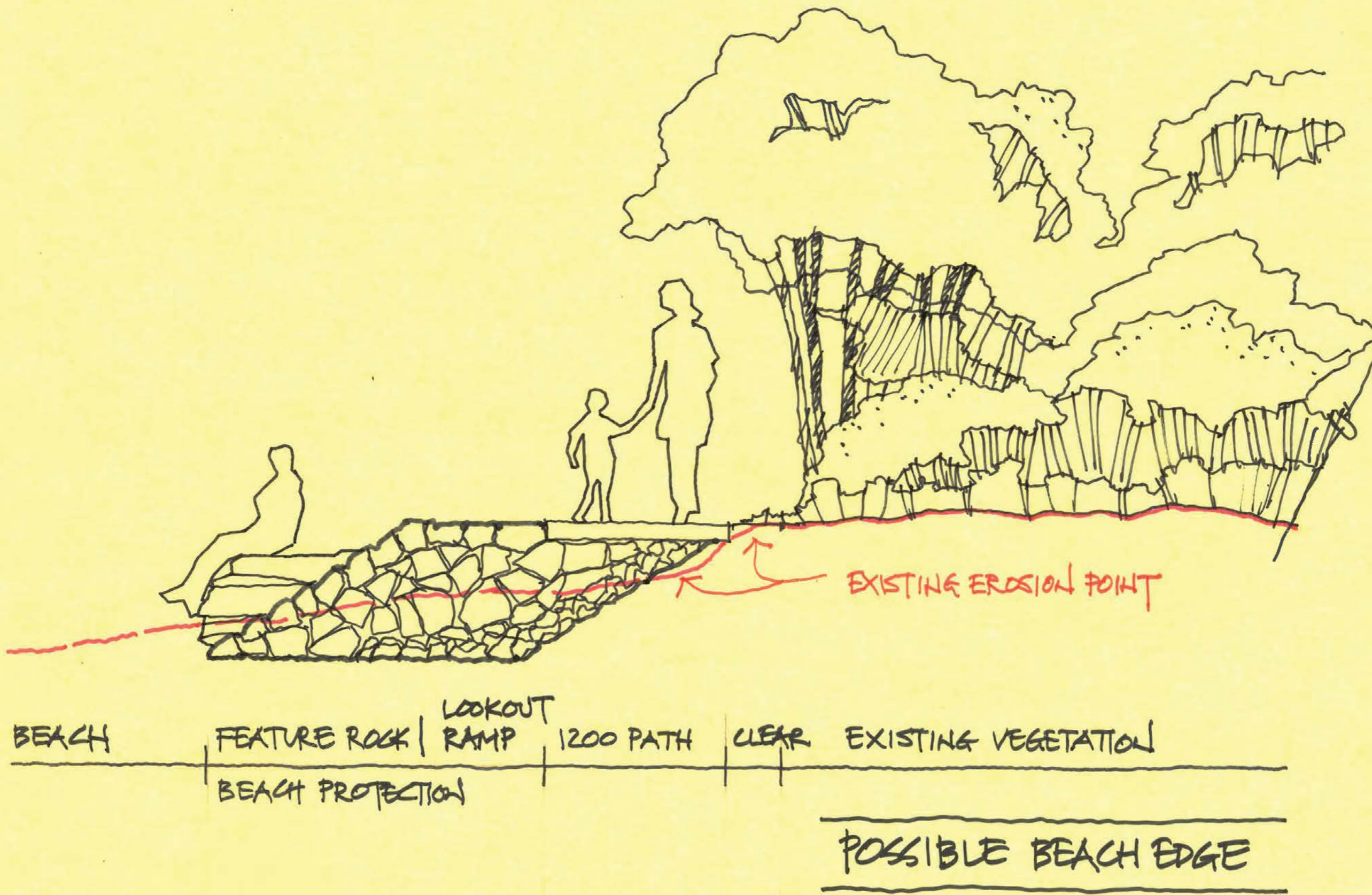
- 24. New kiosk facility with indoor & outdoor spaces

- 25. Shaded lawn spaces and beach watching. Space allows for picnicking, recreation and special events staging

- 26. Foreshore path and beach access



Possible Beach Edge Design Treatment



10.1 Introduction

The Walkerville North Foreshore Reserve Master Plan has been prepared in response to recommendations of the Walkerville Foreshore Reserve Coastal Management Plan (2014). The coastal area and design proposals addressed in this Master Plan connect to an earlier design concept plan (Aspect Studios 2016) area to the south (see Figure 2), which has been partly implemented.

The Master Plan is based on a detailed process of site analysis and community / stakeholder consultation process outlined in this report. The 'design brief' that forms the basis of the master plan is an outcome of this process and is intended to balance the practical needs of coastal management – issues such as managing vehicle movement, increasing parking demands, visitor services, pedestrian safety, vegetation protection and coastal erosion – with community values related to the special landscape and visual character of Walkerville.

The Master Plan will provide the Walkerville Foreshore Reserve Committee of Management (WFRCoM) with long term concept design and management actions that enable the objectives of the Coastal Management Plan to be achieved.

The Master Plan is a strategic concept design document. Further detailed design and technical studies will be required prior to the implementation of a number of design recommendations, including road design, services, structures and coastal protection works.

Coastal protection system

Previous technical studies suggest that there is an ongoing process of coastal erosion related to both natural coastal change processes and climate change based sea level rise. Over time, the effect of this erosion is likely to be significant and result in the loss of coastal dunes and vegetation, along with inundation of roads, parking areas and coastal land.

There is significant community concern about the potential physical and visual impact of rock sea walls on the Walkerville coastal landscape, but no obvious technical alternative at this stage.

On the basis of current evidence it seems likely that over the medium to long term a continuous erosion protection system will be required on the beach edge, although the priority for

works may vary according to location.

The Master Plan design shows the long term scenario of a sea wall extending from its current southern extent through to the camping ground (kiosk setting). With this design approach the sea wall is expected to function as a site specific feature that accommodates a coastal walking path, revegetation areas, beach access steps / ramps, lookout and informal seating locations. The design of the seawall (height and approximated width) is consistent with the sea walls currently being installed by WFRCoM south of the site. Refer appendix F.

The WFRCoM will implement coastal protection works in stages, according to need, and only after further technical studies and consultation.

10.2 The Master Plan design brief

Section 6 of this report describes a vision, site planning and design principles. These principles have been broadly supported through the consultation process and form the basis of the Master Plan design.

The site planning model

The Master Plan design is generally based around the Option C schematic design option. This option is based on the idea that there will be a series of key leisure destinations that:

- Create a network of hub locations and related settings that provide visitor support facilities in strategic locations and spread visitor numbers and related visitor impacts across more locations.
- Organise parking and vehicle access to maximise layout efficiency and pedestrian safety;
- Provide visitor facilities such as toilets that encourage visitors to use a greater range of settings;
- Generate new shared use path connections that act as an attraction in their own right as well meeting existing movement needs in a safer manner. It is important that Walkerville is seen as a pedestrian friendly environment that requires minimal car use after arrival;
- Provide broader connections to regional path systems and off site destinations;

- Include long term coastal protection measures (sea wall) that have the potential to comprehensively deal with beach access and north – south pedestrian movement requirements.

Facilities and services

Walkerville is a special place with a traditionally low level of infrastructure development, however as a car accessible coastal location, the site must provide a minimal level of service for the range of visitors that are likely to visit the destination. In that respect, the design must achieve the following:

- Not negotiable attributes. Design must maximise the integrity and sustainability of ecological and environmental systems and optimise public safety, particularly where those safety standards relate to coded technical standards for elements such as parking and vehicle movement, pedestrian safety and DDA access requirements;
- Implement functional changes that provide a minimal level of service and amenity for a range of likely users – elderly, families with children, disabled people etc. Level of service in these terms means meeting a minimum contemporary design or facility standard that people would expect from a car accessible coastal location in a semi developed regional township setting;
- Add recreational value, functional diversity and connectivity where those qualities are consistent with the existing core values of the site. For example, an integrated path system adds value to existing recreational places by allowing shared use and movement between places and reducing vehicle movements;
- Recognise and anticipate the things that we don't know but that could influence the long term success of the Master Plan – the effect of coastal erosion and climate change, the likely increase in coastal usage over time, and the changing nature of the population – such as the effects of an ageing population, increasing multi-cultural population with different leisure expectations and behaviours.

At the detailed level however, there are general community concerns that the landscape and visual character of Walkerville is maintained and that any facility development should be kept to level that is consistent with the amenity objectives. In that

regard it is considered that the following should apply where possible:

- Leisure and parking facilities should create greater efficiencies and safety but not significantly increase existing capacity;
- Parking behaviour on the main road should not be formally controlled through signage or active management;
- Built facilities such as toilets and shelters should be minimised and designed to basic standards that fit the local coastal character;
- Visible barriers such as bollards, barriers and fences be minimised;
- Design and capacity should generally suit regular levels of use, not the three weeks of peak seasonal use.

10.3 Site wide design systems

The following design features affect the whole study area.

Coastal protection system

As described in section 8.1, the Master Plan design proposes the (long term) use of a continuous protective sea wall rock barrier, (or alternative device), to avoid the loss of the coastal dune and related effects which would represent a catastrophic change to the qualities, function and amenity of the foreshore environment.

The future design of the sea wall will be subject to a technical design process. On the basis of current typical design, the wall will be based on a minimum height above sea level and require a substantial footprint. The design represented in the Master Plan represents a likely 'best fit' approach that balances vegetation loss and beach loss.

The proposed sea wall is intended to be a highly site specific design that allows:

- An organic form that responds to the alignment of the coastal dune, beach access and viewing points;
- Retention of existing vegetation and potential revegetation of degraded areas;
- A continuous beach edge path on the top of the wall con-

necting the camping ground kiosk setting with the Hall / boat launch area to the south;

- Beach access steps and ramps, built into the wall in key locations;
- Informal coastal viewing and seating locations.

Vegetation management

The coastal vegetation community is integral to the environmental value, landscape character and visual quality of the township area. Vegetation defines views, screens built form and visually separates different areas.

The intention within the Master Plan design is to achieve the following:

- Improved vegetation quality through land management, physical protection of existing vegetation and revegetation;
- A 'visual management' approach to site planning where vegetation plays a specific role in establishing breaks between visitor destinations.

North South pathway

There is physical evidence of consistent walking on the beach side of the main road verge and the road pavement which is unsustainable over the longer term, given the risk to pedestrians from traffic and the nature of the road with narrow verge areas and limited visibility on corners.

On that basis, the Master Plan indicates:

- In the short term develop a minimum width path (1.5m) with an offset from the road edge in the section between the Loop Road entry and the Waratah Street Hub. This will require selected vegetation clearance on the seaward road verge;
- In the medium to long term develop a sea wall top path system for the entire study area.

Beach access

The intention within the Master Plan design is to achieve the following:

- Rationalise the beach access points and use hidden fencing to direct pedestrian movement and reduce the number of

pedestrian desire lines through the bush;

- Where possible, develop beach access, rest areas and look-out points as an integral part of the sea wall system;
- Where necessary, use flexible beach access ramps (flexible boardwalk system) at the interface of beach and ramps to minimise undercutting of ramp edges.

Vehicle movement and parking

Existing statistics suggest that there is no specific problem with speeding but anecdotal comments suggest that there are problems with the number and location of places where a vehicle can turn around. Site analysis and community comments also indicate that there are likely safety and efficiency problems related to ad hoc parking arrangements on road verges, in landscape reserves and in informal parking areas. The entrance to the camping ground is a key problem area.

On that basis, the Master Plan indicates:

- Minimal formal parking areas that utilise grassed / gravel surfaces but with simple timber bay markers;
- A Waratah Street parking and road configuration that allows vehicle a turning point;
- Standard width road and parking layouts and clearways relating to the camping ground entry;
- A camp ground entry that allows for vehicle turn-arounds and an increase in visitor parking.

Visitor facilities

There is wide acceptance of the idea of leisure 'hubs' at the Hall, Waratah Street and the Camp Ground entry that will provide basic support facilities such as parking, information, toilet, picnic facilities, shelter and beach access and that model has been adopted within the Master Plan design. There is no support for rubbish bins.

Signage and orientation

New visitor orientation and general wayfinding is acknowledged as a problem that potentially causes an over concentration of use in some areas and an under-utilisation of other areas.

On that basis, the Master Plan indicates:

- The need to develop a multi-tier system involving a rationalised system of statutory signage, Hub identification signage, pedestrian way-finding signage and site specific interpretation signage.

Overhead services

The visual impact of services is widely acknowledged but the cost of undergrounding all services is prohibitive.

On that basis, the recommendation is to:

- Focus on locations that have the greatest impact on key views and recreation settings;
- Nominate the short to medium term undergrounding of the sections of line at the Loop Road / Camping Ground and around the Waratah Street / Waratah Hub setting;
- Long term address other locations in order of visual impact.

10.4 Description of key design areas

Zone 1 – Southern Coastal Reserve

A landscape and environmental zone that separates the Waratah Street visitor activity area from the Hall / boat ramp visitor activity area.

Zone 2 – Waratah Street Visitor Hub

A key visitor destination that will provide facilities to support day use.

The design and facilities within this area will allow visitors to use this location as a base and potentially walk between different leisure destinations.

Zone 3 – Northern Coastal Reserve

A landscape and environmental zone that separates the Waratah Street visitor activity area from the Loop Road visitor arrival and activity area.

Zone 4 – Loop Road Arrival Area

This area functions as an arrival location for most residents and visitors to the township as well as a destination in its own right and a support area for the Camping Ground.

The design and facilities within this area will allow visitors to use this location as a base and potentially walk between different leisure destinations.

Zone 5 – Camping Ground Entry

This area functions as an arrival location for the Camping Ground and as a key destination for both camping ground residents and day visitors using the services that are located in this location.

The design and facilities within this area will allow visitors to use this location as a base and potentially walk between different leisure destinations.



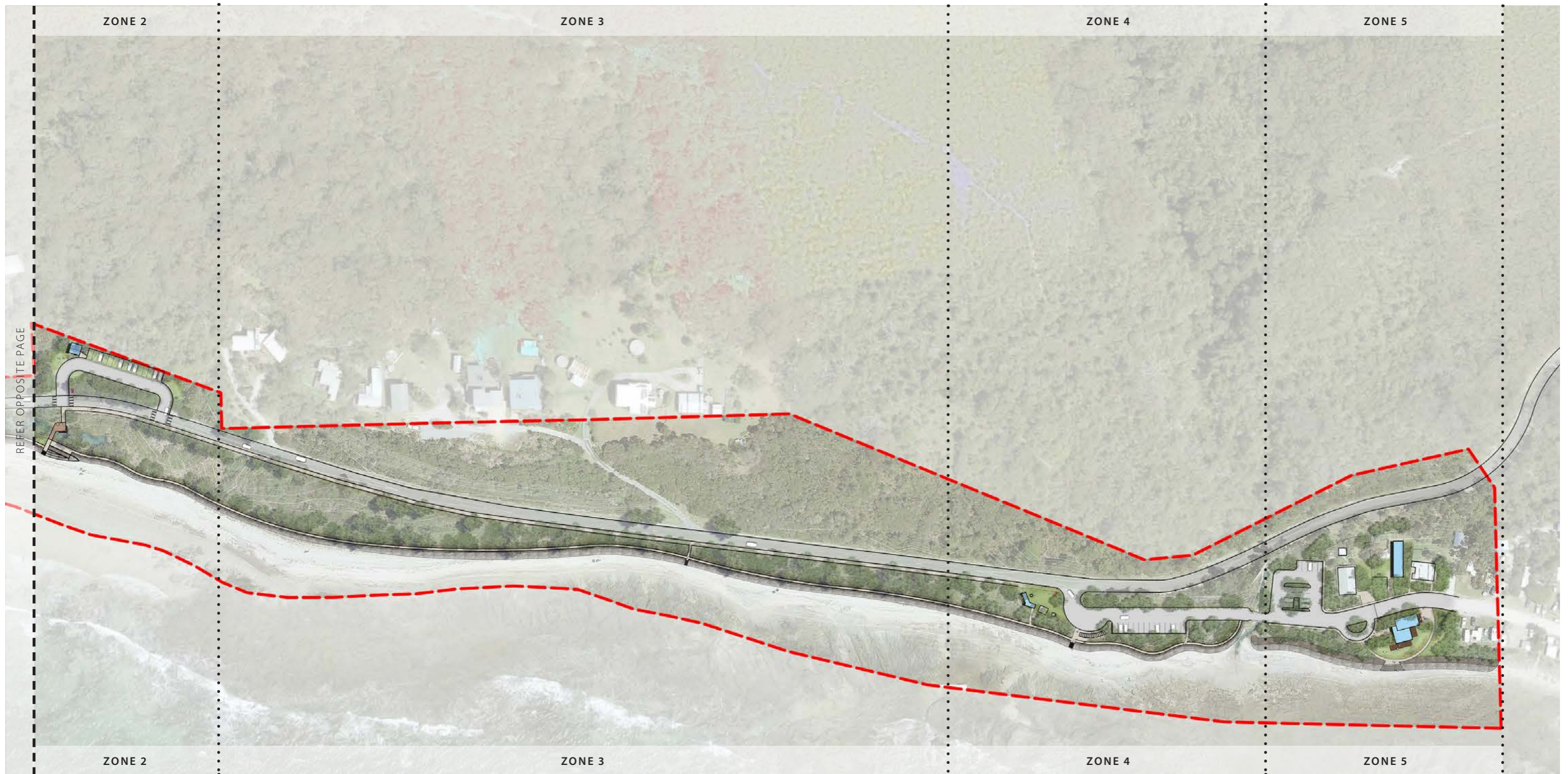


Figure 31 Overall Master Plan zone plan 2/2

10.5 Zone 1 – Southern Coastal Reserve

A landscape and environmental zone that separates the Waratah Street visitor activity area from the Hall / boat ramp visitor activity area.

- 1 Protected coastal vegetation conservation and revegetation area
- 2 Enhanced road edge planting
- 3 Sea wall designed to preserve natural creek outlet features
- 4 Coastal edge scenic pathway (min 1.2m width)
- 5 Single beach access point with concealed fencing to prevent short cutting
- 6 Potential stone platform beach viewing points



Figure 32 Zone 1 Plan 1/2

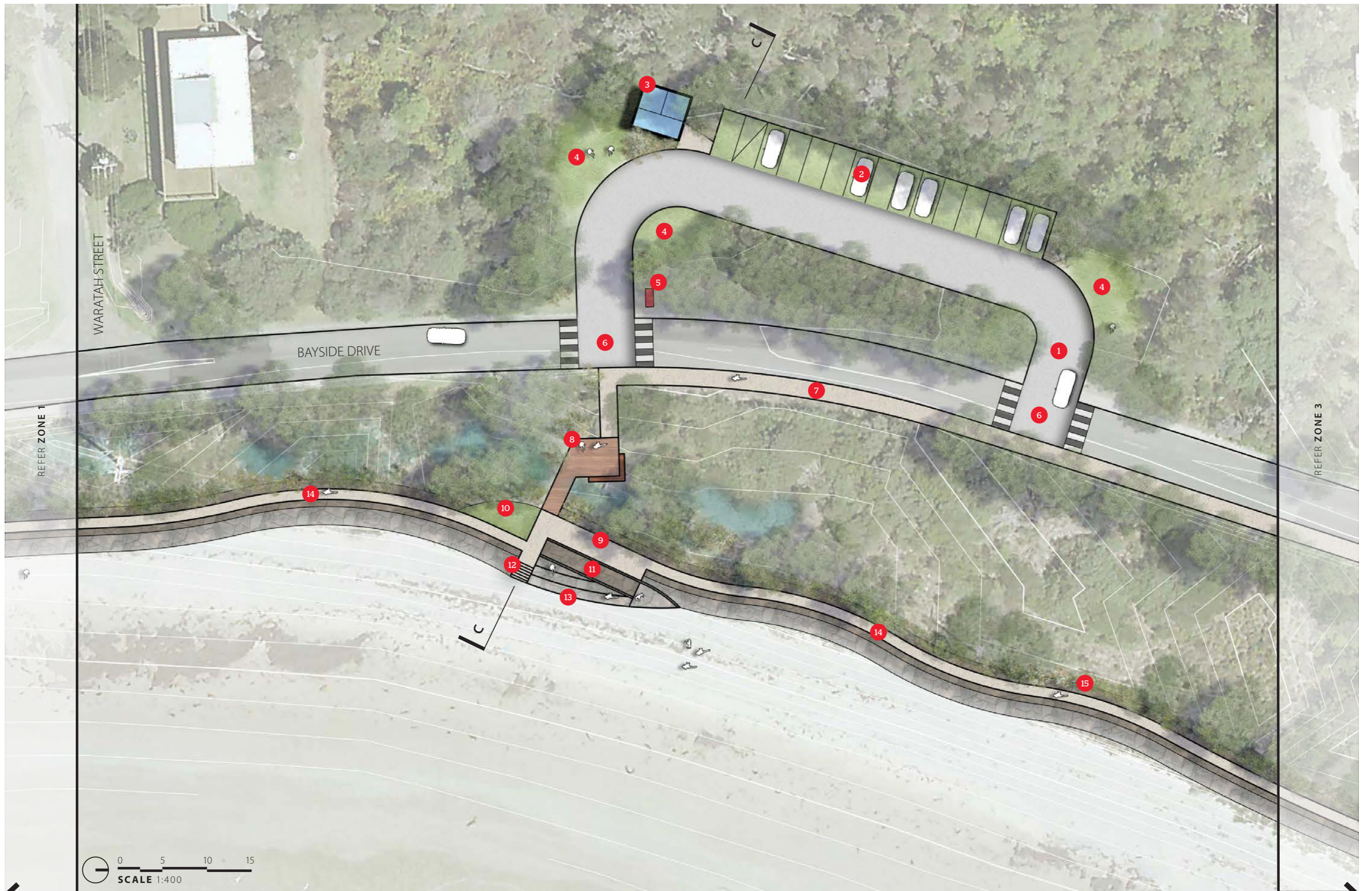




Figure 34 Zone 1 Plan 2/2



Figure 35 Section B, 1:150@A3 (Zone 1)



10.6 Zone 2 – Waratah Street Visitor Hub

A key visitor destination that will provide facilities to support day use.

The design and facilities within this area will allow visitors to use this location as a base and potentially walk between different leisure destinations.

- 1 Parking access road (shared use space) that allows vehicle turning and pedestrian movement
- 2 Grassed parking for 14 spaces (2 disabled)
- 3 Two unisex disabled toilets with sheltered entry - see diagram to right
- 4 Picnic / BBQ area
- 5 Entry sign indicating location, key facilities and beach access
- 6 Raised pavement to slow traffic
- 7 Short to medium term pedestrian access on road verge
- 8 Timber deck and log seating over existing wetland depression
- 9 Paved beach viewing area
- 10 Lawn picnic area
- 11 Beach access ramp (DDA compliant) integrated into sea wall design
- 12 Beach access steps integrated into sea wall design
- 13 Seating steps / picnic area integrated into sea wall design
- 14 Coastal edge scenic pathway (min 1.2m width)
- 15 Sea wall designed to preserve existing vegetation

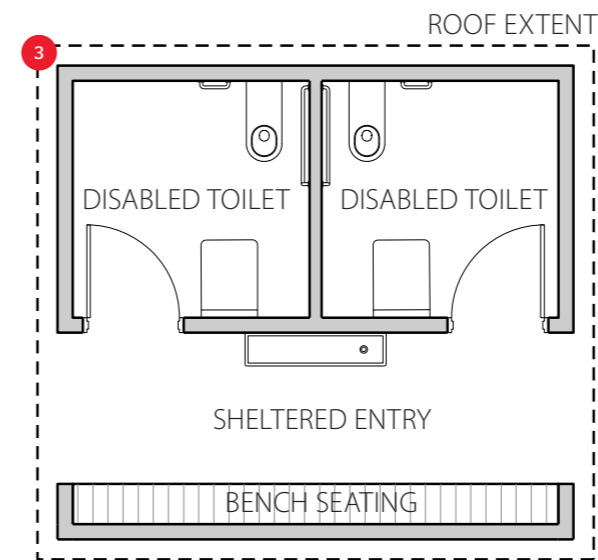


Figure 37 Waratah St visitor hub toilet block diagram



Figure 38 Section C 1:200@A3 (Zone 2)





Figure 40 Zone 3 Plan 2/2

10.8 Zone 4 & 5

10.8.1 Zone 4 – Loop Road Arrival Area

This area functions as an arrival location for most residents and visitors to the township as well as a destination in its own right and a support area for the Camping Ground.

The design and facilities within this area will allow visitors to use this location as a base and potentially walk between different leisure destinations.

- 1 Gravel parking for 13 spaces (2 disabled). Parking is restricted to designated bays only
- 2 Short to medium term pedestrian access on road verge
- 3 Coastal edge scenic pathway (min 1.2m width)
- 4 Sea wall designed to preserve existing vegetation





Figure 42 Zone 5 Plan

10.8.2 Zone 5 – Camping Ground Entry

This area functions as an arrival location for the Camping Ground and as a key destination for both camping ground residents and day visitors using the services that are located in this location.

The design and facilities within this area will allow visitors to use this location as a base and potentially walk between different leisure destinations.

- 1 Existing bridge
- 2 Reconfigured gravel carpark with space for 9 cars and 2 over dimensioned vehicles (car with caravan)
- 3 Managers house and office
- 4 New camping ground maintenance facility
- 5 Maintenance compound access point
- 6 Existing toilet / shower facility
- 7 Existing laundry lawn

10.8.3 Zone 4 Detail Plan

- 1 Existing BBQ shelter and table
- 2 Proposed picnic area with pergola shade structure
- 3 Lawn picnic area
- 4 Entry sign indicating location, key facilities and beach access
- 5 Parking access road (shared use space) that allows vehicle turning, pedestrian movement and camping ground access
- 6 Gravel parking for 13 spaces (2 disabled). Parking is restricted to designated bays only
- 7 Short to medium term pedestrian access on road verge
- 8 Paved beach viewing area with shade pergola
- 9 Beach access steps integrated into sea wall design
- 10 Coastal edge scenic pathway (min 1.2m width)
- 11 Sea wall designed to preserve existing vegetation

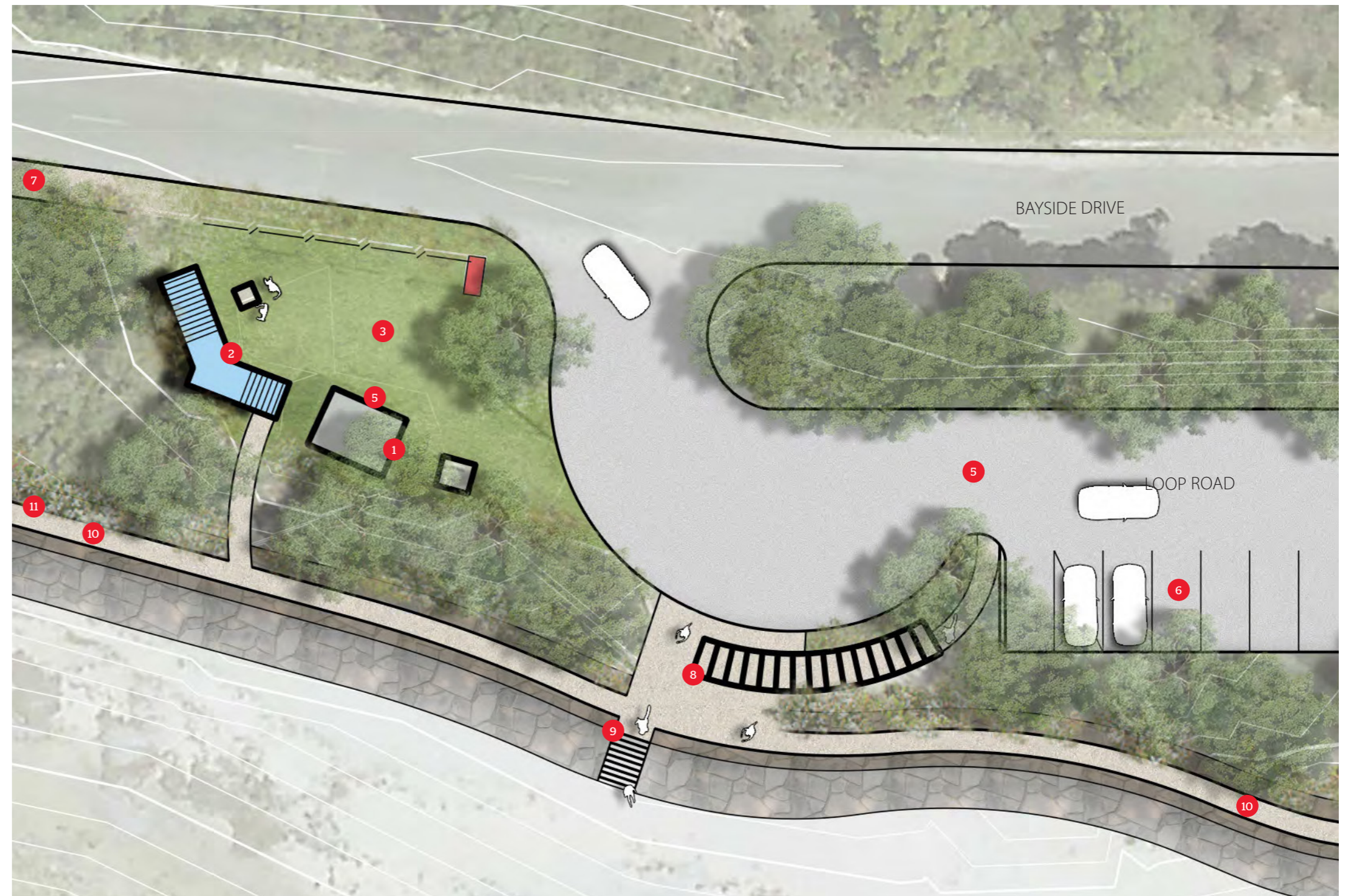
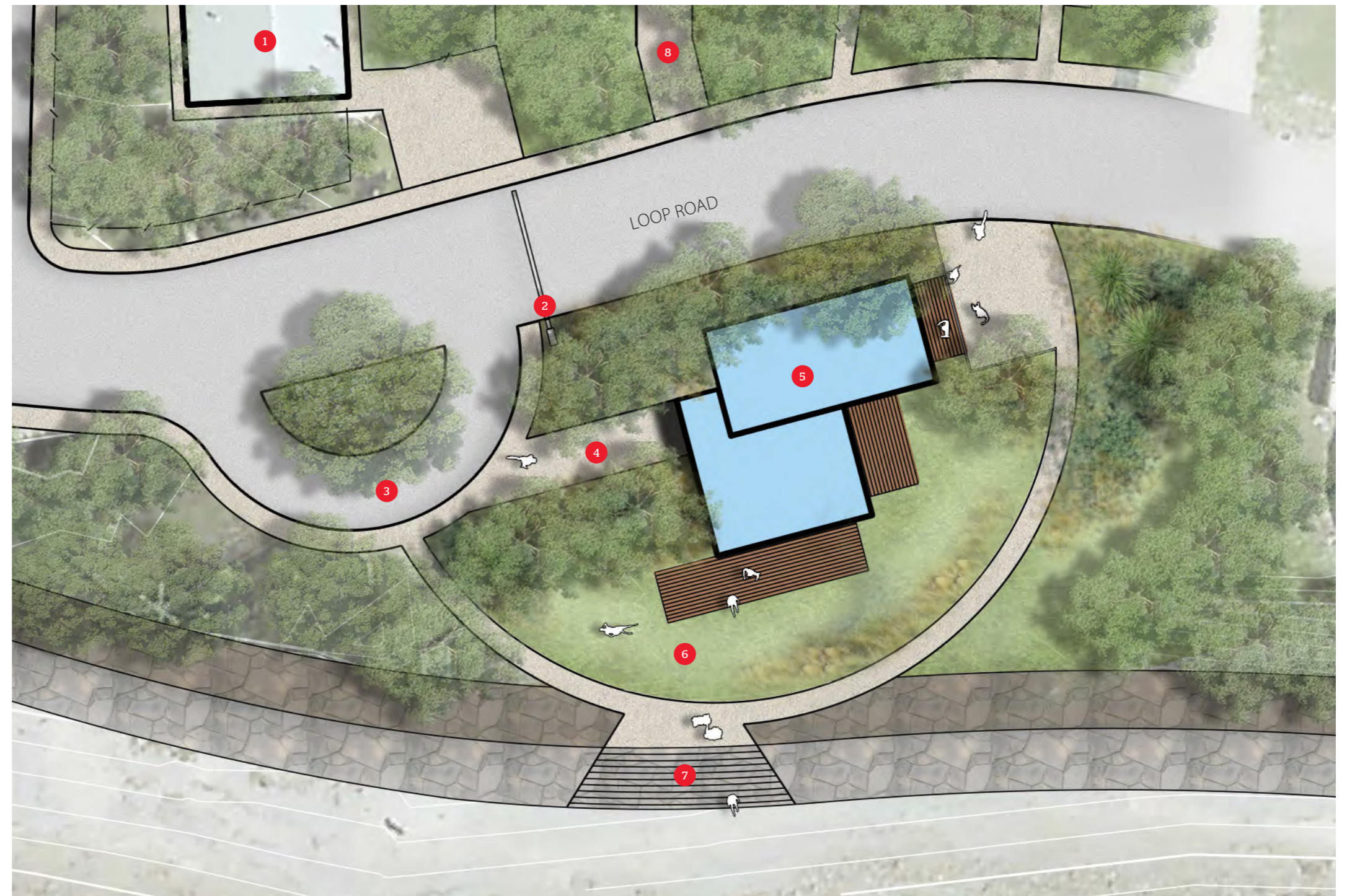




Figure 44 Section D 1:150@A3 (Zone 4)

10.8.4 Zone 5 Detail Plan

- 1 Managers house and office
- 2 New entry gate location with visibility from office
- 3 Vehicle turn around
- 4 Kiosk delivery access driveway
- 5 New kiosk, cafe and takeaway facility
- 6 Picnic lawns with sea views
- 7 Beach access steps integrated into sea wall design
- 8 Access driveway to camping ground maintenance facility





← BEACH | SEA WALL STEPS & PATH | LAWN | OUTDOOR SEATING | PROPOSED KIOSK | VEGETATION | EXISTING ROADWAY | PATH | VEGETATION →

Figure 46 Section E 1:150@A3 (Zone 4)

10.9 Implementation strategy

The implementation strategy will be based on an incremental and strategic approach to foreshore design and development. The cost of works will obviously limit the pace of change and the number of works that can occur within any timeframe.

Early works – Safety, sustainability and code compliance

This includes actions that are required to maintain the physical qualities of the site, ecological sustainability and provide a safe and legible environment for visitors.

- Sustain environmental systems, site stability and designated natural values
- Provide active rehabilitation of vegetation and creek landscapes
- Maintain landscape character and visual quality
- Ensure public safety and risk mitigation
- Achieve code compliant design standards for key systems, including road and carpark design
- Deliver basic support services that meet existing visitor needs
- Develop local path connections between key destinations – value the journey as well as the destination
- Provide information systems that optimise the use of existing facilities and settings
- Provide active management of existing facilities and settings

Improvement in quality, diversity, efficiency and networking capacity

This includes actions that are required to improve the quality of Walkerville as a leisure destination.

- Develop new leisure destinations that spread visitor use and impacts
- Create the network of hub locations and secondary settings that provide visitor support facilities in strategic locations and spread visitor numbers across more locations
- Optimise shared use path connections – value the journey as well as the destination

- Provide broader connections to regional path systems
- Develop more expressive design for key sites
- Provide active management of existing facilities and settings

Improvement in capacity, standards and off site relationships

This includes actions that are required to improve the capacity of Walkerville as a leisure destination.

- Maximise leisure destinations consistent with community values
- Provide more choice / setting diversity / leisure options
- Increase the capacity of leisure settings
- Create additional leisure uses (eg playgrounds)
- Create new off-site trail connections and local path options
- Network with other regional places to provide alternative peak season destinations

