# 09 DESIGN PRINCIPLES

## 9.1 Landscape change

Places change over time. They accumulate the planned and unplanned changes that each generation place on the landscape and natural environmental changes along with it. People come to see the place according to their own experiences and values and judge new changes accordingly.

The Walkerville landscape has changed enormously over time. The land has been cleared and mined for limestone, the commercial life of the town and its residential form has changed and the landscape has regenerated to an altered version of its former self. Coastal erosion, climate change and leisure based activities are the new drivers of change.

There is no 'zero change' option for Walkerville. Environmental and other changes will continue to occur. The Master Plan approach must anticipate the nature of change and develop a strategic design and management response that ensures the retention of the essential qualities of the place.

## 9.2 Vision

The vision expressed in the Walkerville Foreshore Coastal Management Plan (2014) in part states that:

Visitors and residents using the Walkerville Foreshore in 2020 will find a peaceful retreat with well-protected natural, cultural and landscape values, and small-scale facilities, which provide opportunities for nature-based relaxation and quiet enjoyment.

## 9.3 Site planning & design principles

Walkerville is a place that represents an 'ideal' to its residents and visitors, but it is a place that is under pressure through coastal erosion, climate change and pressures related to increasing visitor numbers.

The Master Plan represents an expression of community values and aspirations, and a vision for the future of this unique natural area. It aims to help protect the location's extensive natural and cultural assets and provide engaging and very place specific visitor experiences to support a sustainable tourism industry and the broader regional economy.

The Schematic Design Concepts and subsequent Master Plan consider the relationship between visitation and environmental protection and will propose an integrated package of initiatives that will improve and sustain the quality of the environment and visitor experience without changing the fundamental qualities that make Walkerville what it is.

**Master Plan principles**

The aim is to establish clear principles and guidelines, to complement and expand upon the strategies and objectives defined in the analysis. These principles will form the basis of the schematic options and the later Master Plan.

**Principle 1: Sustain environmental and cultural heritage values**

Design must respect, reflect and assist in interpreting the coastal reserve and the cultural landscape, its geology and geomorphology, Indigenous and post-European cultural heritage values and existing ecological systems. These are the fundamental reasons why people visit the Walkerville coast.

Guidelines:

1. Protect and enhance environmental, ecological and cultural values, avoiding impacts wherever possible and mitigating impacts where unavoidable. Design to minimise environmental effects and the need for native vegetation offsets.
2. Design to mitigate the effects of coastal erosion where these changes adversely affect the environmental and recreational assets and ongoing use of the coastal edge. This should be done in a sustainable manner that minimises landscape and visual impacts.
3. All buildings and structures should be constructed to the highest possible environmental standards. Consider the life-cycle maintenance, repair and replacement costs of assets in the context of the relevant authorities' asset management policies.
4. Preference the use of recycled or sustainably sourced materials that are durable and have a long life in a coastal environment.
5. Work with Traditional Owners to ensure cultural values are protected, appropriately acknowledged, interpreted and celebrated.

**Principle 2: Maintain landscape character and visual quality**

Maintain and enhance the unique landscape character and visual qualities of the site by retaining and developing the pattern of viewing and the relationship to vegetation and landform that is so characteristic of the Walkerville coast.

Guidelines:

1. Maintain and enhance the nature and pattern of viewing that is characteristic of the Walkerville coast.
2. Provide new and different views and perspectives of the coast, including access to the beach, by developing an integrated trail system within the foreshore reserve.
3. Retain the Intimate, personal scale and engagement with the landscape.
4. Actively manage the indigenous landscape of the site to maximise the ecological and visual qualities of the site

**Principle 3: Retain a unique sense of Place**

Retain and develop the unique sense of place that is so much a part of way the community and visitors value Walkerville.

Guidelines:

1. Site planning and design must respond to the site's unique qualities, its sense of place. This must be a landscape dominated visitor experience.
2. Design must be 'low key' and fit comfortably within the landscape of the foreshore. Facilities and developed visitor settings must fully integrate with their landscape settings and never visually dominate.
3. Design must allow for incremental change and expenditure.

**Principle 4: Develop the quality and range of visitor experiences**

Visitors must have access to a range of places and activities that represent the best and most characteristic aspects of the Walkerville setting. Master Plan actions must promote both diversity of leisure opportunities and the design restraint that is needed to maintain the unique qualities of each site.

Guidelines:

1. Create a network of hub locations and secondary settings that spread visitor use and provide a more layered visitor experience with support facilities in strategic locations.
2. Develop shared use path connections that optimise pedestrian use of the network and develop visitor values for the journey as well as the destination.
3. Design infrastructure and facilities to encourage a diversity of opportunities from short visits through to deeper explorations, to encourage an increase in the visitors' length of stay.
4. Provide adequate shade and shelter for all seasons.

**Principle 5: Accessibility and legibility**

The vehicle, pedestrian and bicycle access strategy for Walkerville will encourage visitors and local residents to explore the study area by walking and cycling, in preference to using private vehicles and driving / re-parking at different destinations within the site. This will reduce demand for car parking infrastructure and congestion at key visitor sites. The development of a high quality walking and cycling trail network, including beach lookout points, is required.

Access strategies must provide legible, safe and comfortable universal access for all visitors.

Guidelines:

1. Ensure that the site is all-abilities accessible and caters to a full range of user types.
2. Ensure that road and parking infrastructure meets safe design standards and that there is maximum separation of vehicles and pedestrians at all times. Design must be particularly sensitive to the needs and behaviours of children in this setting.
3. Design must provide visitors with a 'sense' of personal security as well as the reality.
4. Provide a high quality network of trails and supporting infrastructure designed to support the different specific needs of walkers and cyclists.
5. Ensure that trails are integrated with the design of leisure settings and beach access points to optimise the visitor experience of the Walkerville coast and surrounding region.
6. Ensure that coastal trails are integrated with existing regional walking and cycling routes and that the way-finding and interpretations systems work for both.
7. In peak visitor season, consider existing and future sustainable transport technologies, such as electric bike share systems to minimise car use.
8. Through design, facilitate the intuitive reading of space and connections for ease of accessibility and navigation, minimising the need for signage and physical interpretation.
9. Develop a way-finding and interpretations signage system that maximises visitor use of the site and minimises visual clutter of the foreshore.

**Principle 6: Manage safety and risk**

Ensure that safety and risk mitigation are core design and management concerns.

Guidelines:

1. Design must meet all technical standards and best practice design codes.
2. Ensure that visitor destinations are carefully designed to control visitor access and circulation within defined boundaries to mitigate risks to both personal safety and impacts on the natural and cultural values of the landscape.
3. Provide a consistent approach to managing visitor access that relies on a combination of basic infrastructure and barriers, and advocates and promotes the need for visitors to be aware of and manage their own personal safety.
4. Wherever possible, utilise the natural landscape and sensitively design and integrate facilities to minimise the need for regulatory risk signage, fencing or other obtrusive measures that negatively impact on the natural experience.
5. Ensure that facilities are designed to be safely and easily accessed, repaired and maintained without the need for expensive equipment.

**Principle 7: Level of function and site specific scale**

All assets and facilities must be 'fit for purpose' and meet contemporary design standards and technical codes but they must also represent a minimum level response that is sensitive to the setting in which it will operate.

Guidelines:

1. Minimise the construction of built assets. Only design for assets that perform a specific, necessary function or cannot be met by natural features (eg shelter provided by vegetation). Infrastructure needs must be evaluated on a network as well as a site by site basis.
2. Buildings and facilities are to be designed with the philosophy of fit for purpose with a 'loose fit-long life' approach to allow for their flexibility, adaptability and future use over time.
3. Design structures, buildings and facilities with an awareness of the broad range of visitors' needs, including their age, ability, ethnicity and cultural background.
4. Design for multiple or adaptive use where possible, for example, using a 1m2 seating module to provide a seat, viewing platform and picnic bench, instead of three separate pieces of infrastructure.
5. Plan for future increased visitation, with careful consideration of projected demand and circulation during projected peak periods.
6. Design facilities for the prevailing weather conditions and potential climate change impacts such as sea level rise. At primary sites, incorporate provision for 'all weather' facilities where possible.

**Principle 8: Integrated and restrained design**

Design within the Walkerville coast should read as an integrated suite of elements that are suited to their individual sites and to the coastal system as a whole.

Guidelines:

1. Materials used within the Walkerville study area must be selected from a defined palette of materials, sympathetic to the environment in which they are used and developed to respond to issues including appearance, performance, durability and resilience, contamination, availability and maintenance.
2. Given the status of the coast, natural materials such as stone, timber and those which will weather to give a natural patina are to be given preference, particularly on tactile surfaces that visitors will closely interact with.
3. Avoid the use of artificial materials such as plastic that will appear foreign in the natural environment. Consider the impact and application of highly reflective materials such as stainless steel, which may appear foreign or highly visible in the natural landscape.
4. Design should be 'low key' wherever possible and not read as a heavily stylised or 'urban beach' environment.
5. Avoid the use of toxic materials, such as plastics, some metals or treated pine that may corrode, burn or decompose, resulting in contamination of the natural environment.
6. Consider the total embodied energy (including transportation costs) alongside the full lifecycle cost when selecting materials for design including replacement and ongoing maintenance costs.
7. Use materials, fittings and fixings that are corrosion resistant and suitable to withstand the impact of an extreme marine environment. Where possible use simple, robust details that can be supplied, fabricated and repaired by local tradespeople.
8. Facilities should generally be restrained in form, receding into the surrounding natural landscape. The primary purpose of these facilities is to provide the basic and necessary conditions for visitors to access and use coastal sites.
9. Visually submerge or screen ancillary infrastructure such as car parking or utilities where possible.

**Principle 9: Active management**

Management practices must complement and extend the benefits of good design, maintaining systems, reacting to short term needs, monitoring changes over time and informing future design change.

Guidelines:

1. Develop a programmed management plan for the coastal reserve. This will include maintenance / cleaning, revegetation of the coastal reserve, weed management and monitoring of visitor effects.
2. Actively control parking at peak times to ensure compliance with no standing requirements and time limits. Parking and access must work effectively for both residents, regular site users and day visitors.

## 9.4 A strategic approach

The initial schematic design model is based on an incremental and strategic approach to foreshore design and development.

**Safety and sustainability**

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. These are actions that are required under any Master Plan design scenario.

- Sustain environmental systems, site stability and designated natural values
- Maintain landscape character and visual quality
- Ensure public safety and risk mitigation
- Achieve code compliant design standards, including road and carpark design
- Deliver basic support services that meet existing visitor needs
- Develop local path connections – 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 a 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 rehabilitation of vegetation and creek landscapes
- 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

# 10 THE MASTER PLAN

## 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.

**The 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 and protection measures 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 9 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 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 (including South Beach);
- Include long term coastal protection measures (various) 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 low key 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**

The Master Plan design proposes the (long term) use of a continuous protective sea wall rock barrier, (or alternative), 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 protection system will be subject to further study and a detailed technical design process. On the basis of current indicative design, the wall will be based on a minimum height above sea level and require a substantial footprint. The design presented here 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 connecting the camping ground kiosk setting with the Hall / boat launch area to the south;
- Beach access steps / ramps, built into the wall;

- 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 for day recreation activities 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 1/2*

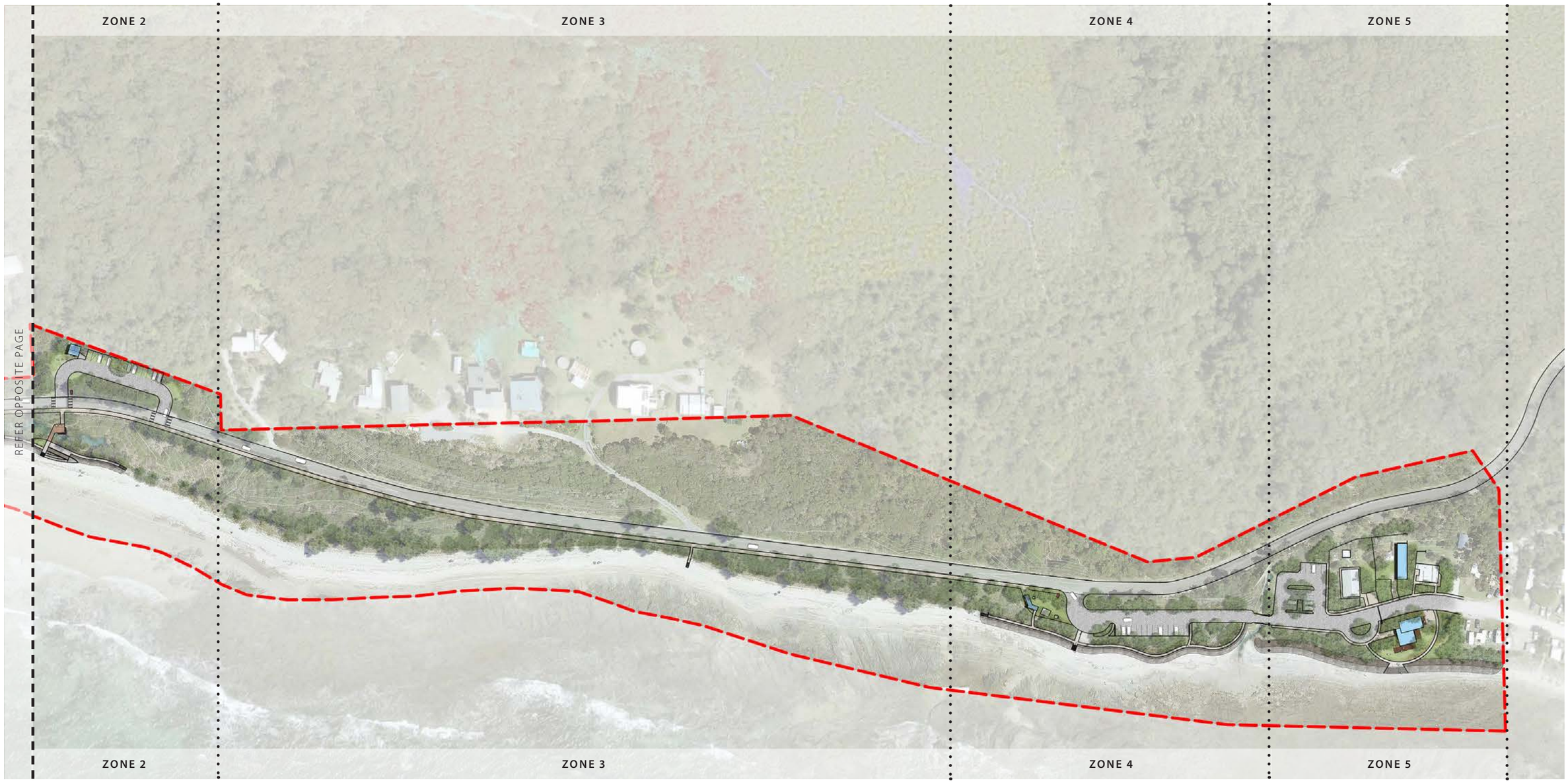


**Figure 32** *Overall Master Plan zone plan 2/2*

## 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 future coastal protective measures alignment


**Figure 33** *Zone 1 Plan 1/2*


**Figure 35** *Zone 1 Plan 2/2*


**Figure 34** *Section A 1:150@A3 (Zone 1 - Long term design scenario)*

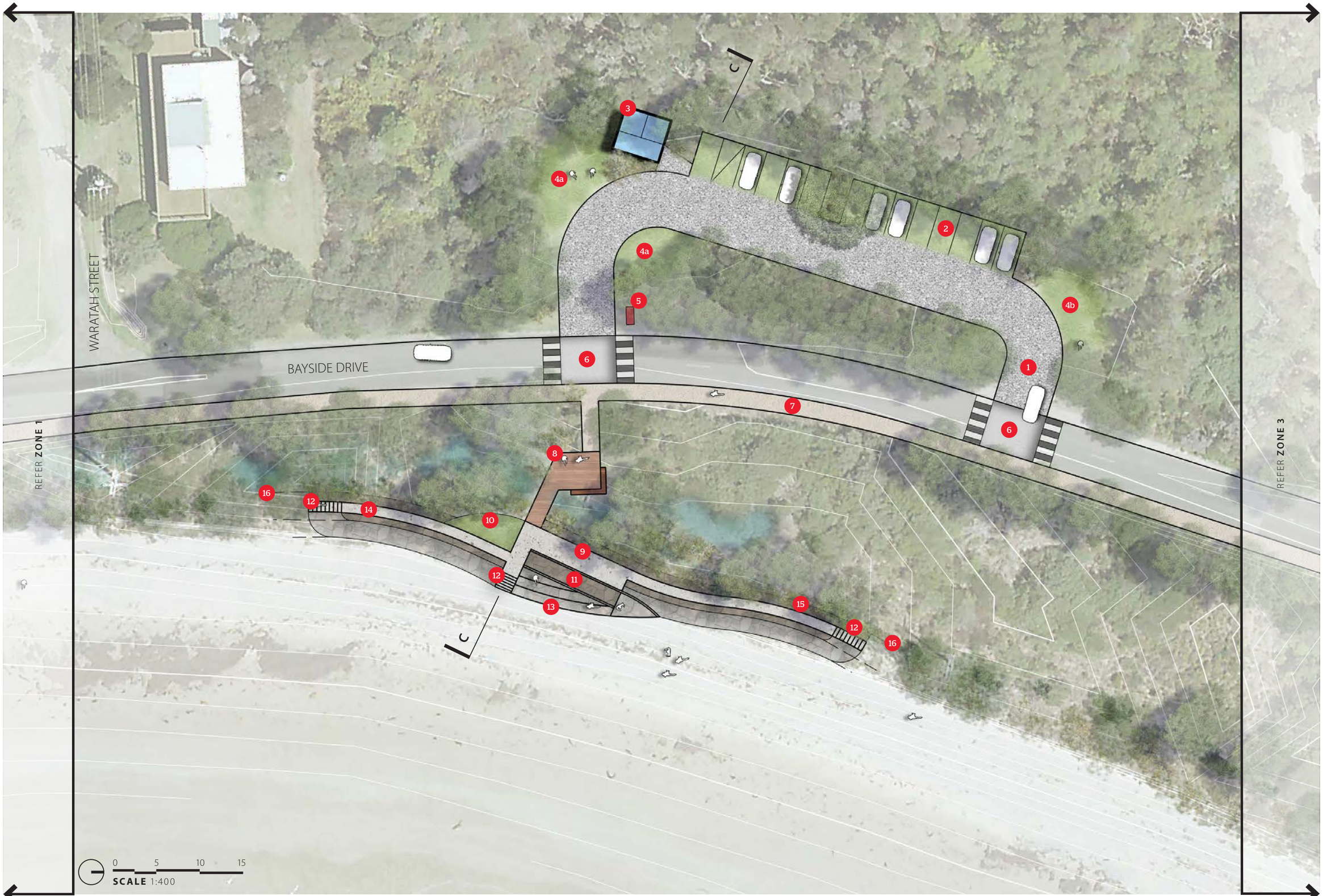


**Figure 36** *Zone 2 Plan*

## 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
4a. Picnic / BBQ area
4b. Picnic / BBQ area with removable bollard to road edge
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 (long term, min 1.2m width)
15. Sea wall designed to preserve existing vegetation
16. Potential future coastal protective measures alignment

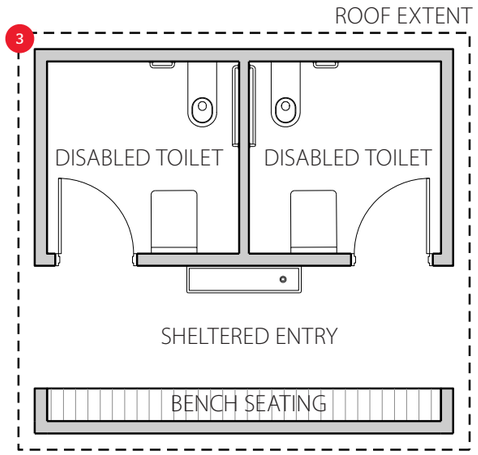


**Figure 37** *Waratah St visitor hub toilet block diagram*


**Figure 38** *Section C 1:200@A3 (Zone 2 - long term design scenario)*

## 10.7 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.

1. Protected coastal vegetation conservation and revegetation area with concealed fencing to prevent short cutting
2. Enhanced road edge planting
3. Single beach access point with concealed fencing to prevent short cutting


**Figure 39** *Zone 3 Plan 1/2*


**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 (long term, min 1.2m)
4. Sea wall designed to preserve existing vegetation

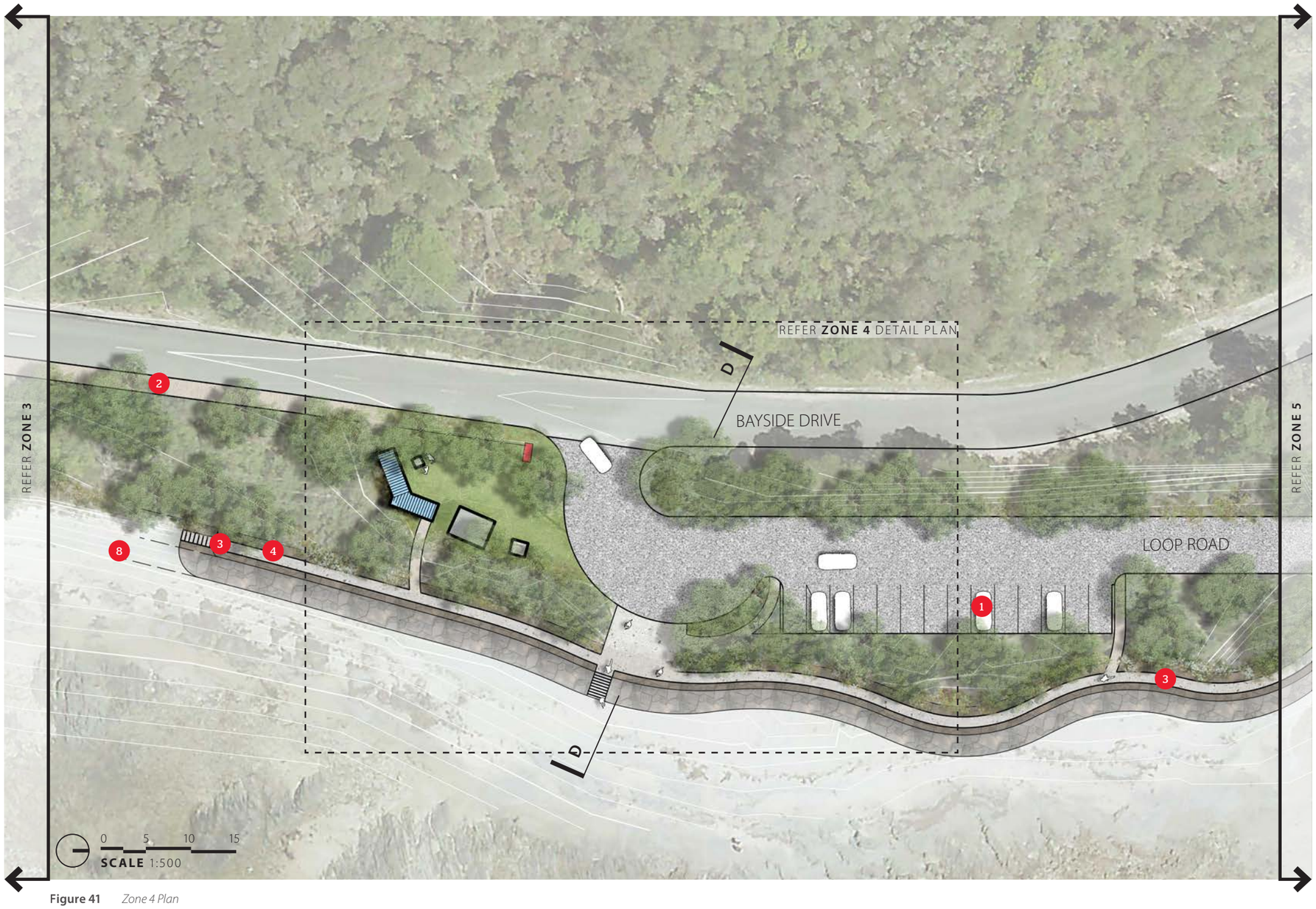


**Figure 41** *Zone 4 Plan*

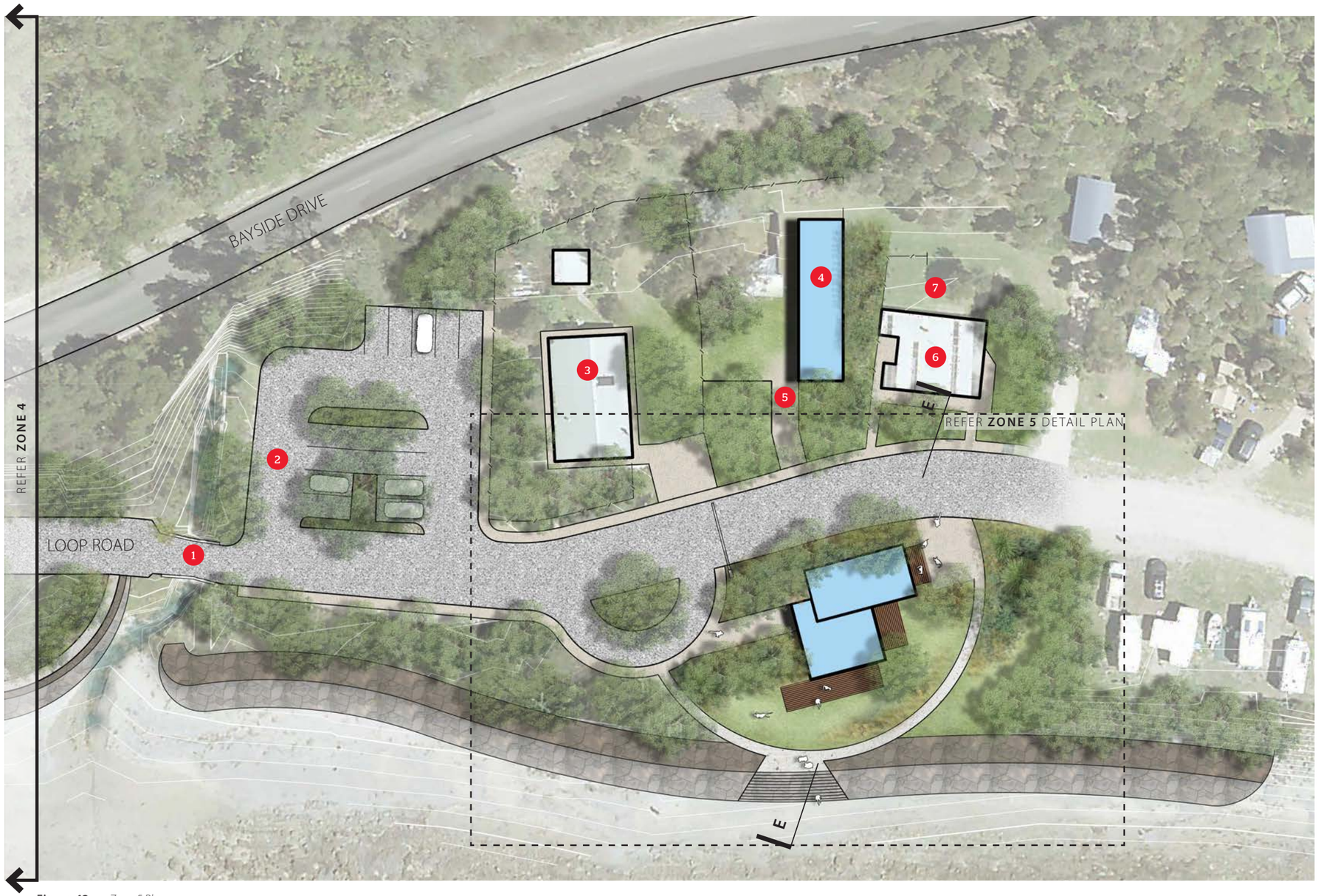


**Figure 42** *Zone 5 Plan*

### 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
8. Potential future coastal protective measures alignment

### 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
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

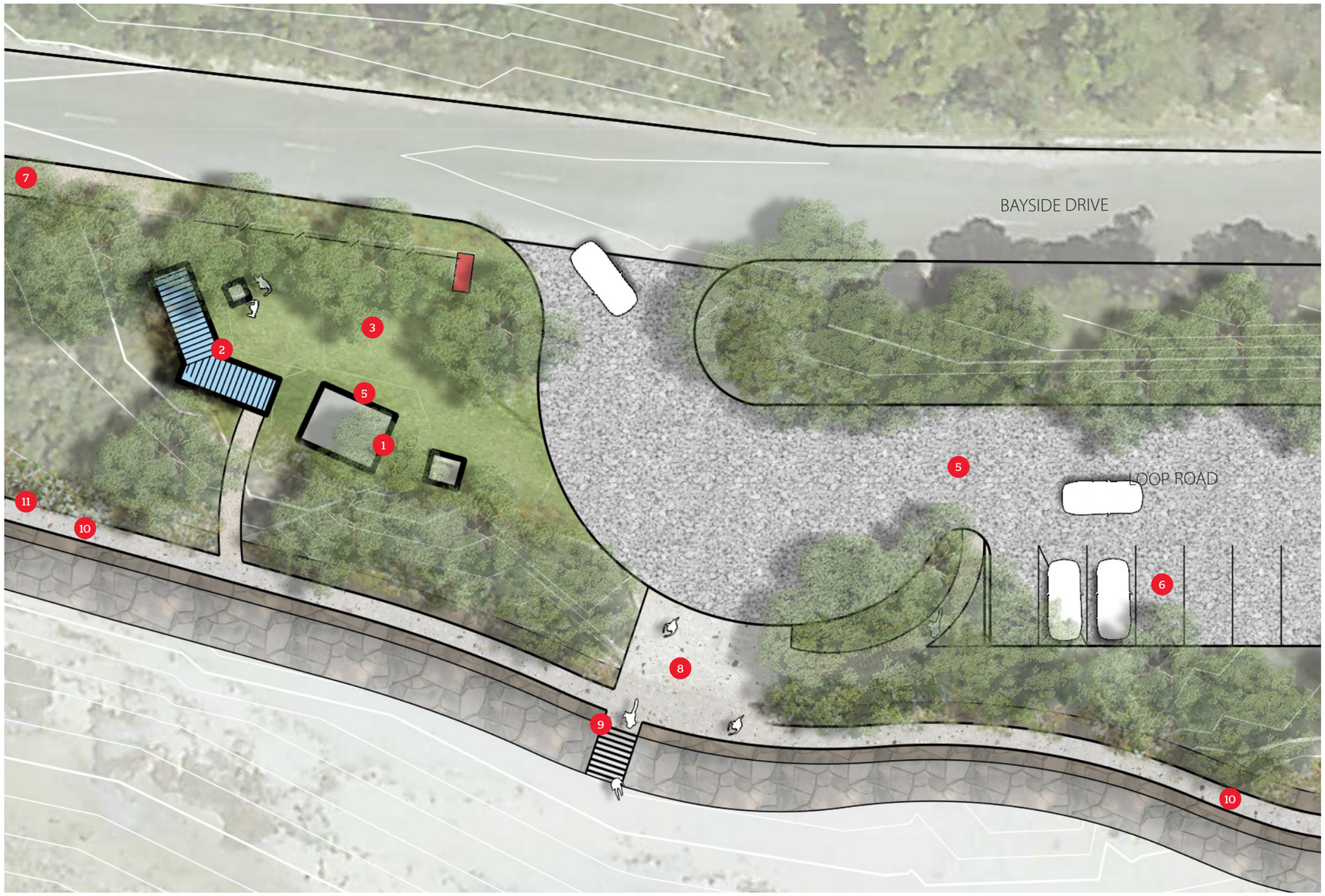


**Figure 43** *Zone 4 Detail Plan*


**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

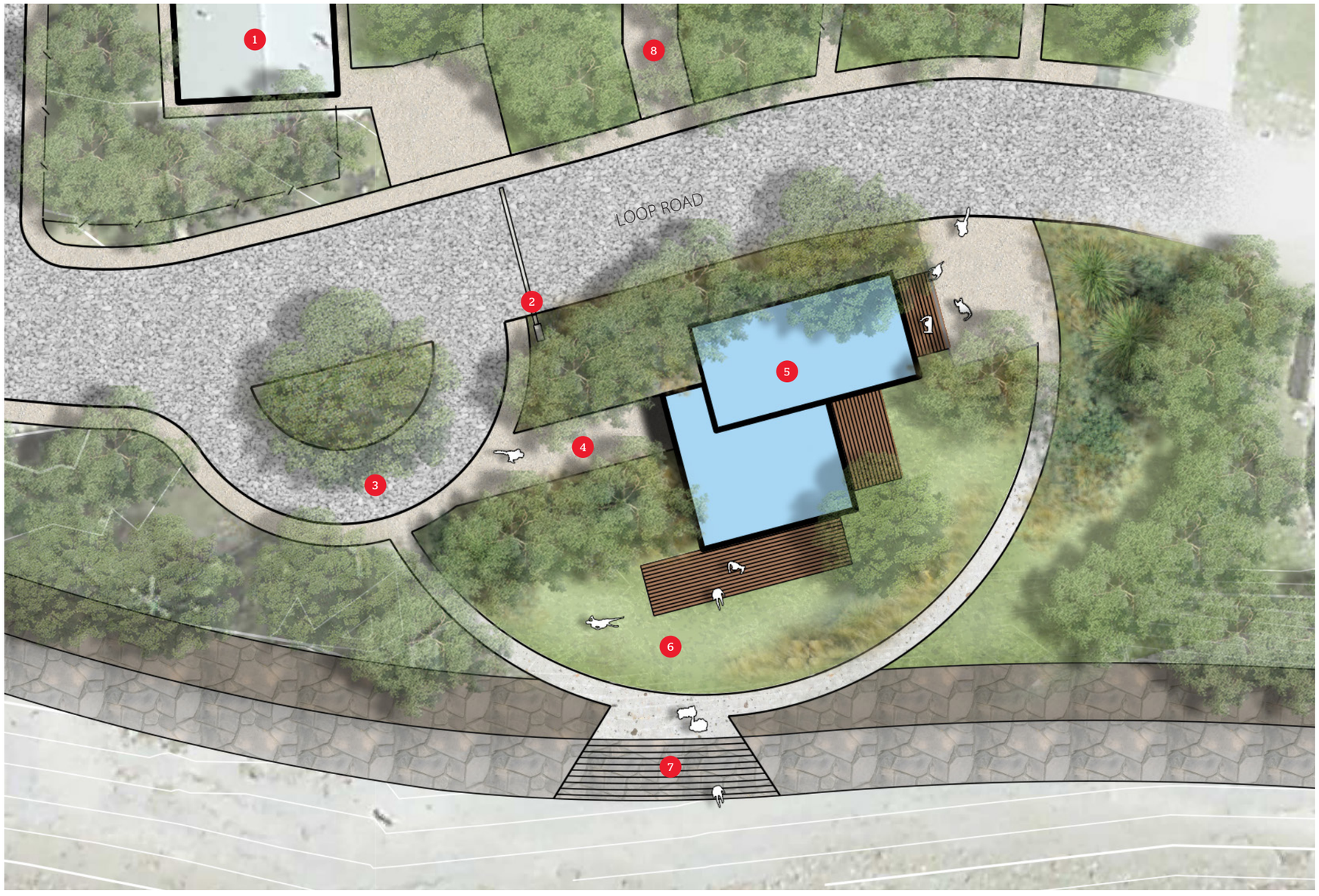


**Figure 45** *Zone 5 Detail Plan*


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

## 10.9 Implementation strategy

The implementation strategy is 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.

**STAGE 1: 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

**STAGE 2: 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

**STAGE 3: 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
- Potentially network with other regional coastal places to provide alternative peak season leisure destinations

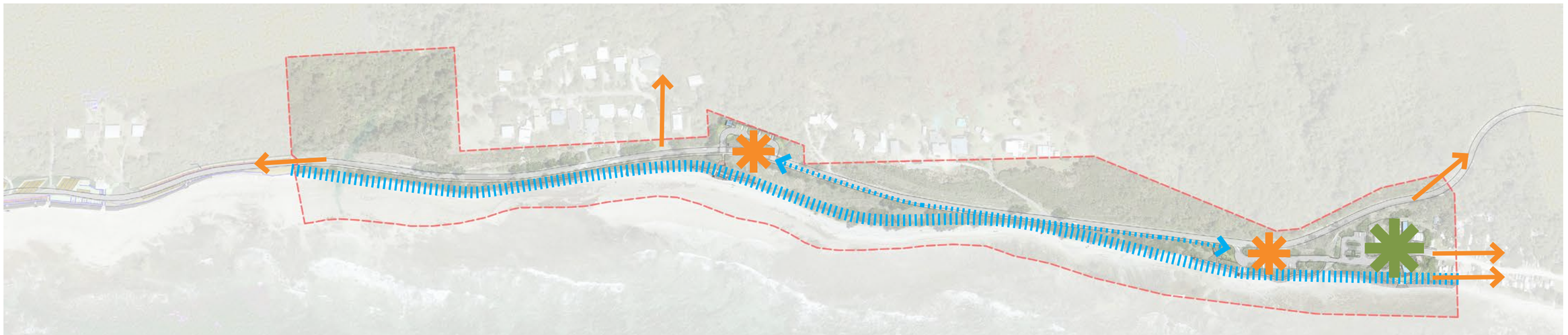


**Figure 47** *Staging diagram*