

COASTAL NODES MASTER PLAN

FOR THE MEELUP REGIONAL PARK MANAGEMENT COMMITTEE

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FINAL REPORT – Revised Thursday, 4 April 2013

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The Node Concept Plans are attached to this report.

1. EXECUTIVE SUMMARY

Meelup Regional Park is an 'A' class reserve vested in the City of Busselton and managed by the Meelup Regional Park Management Committee under delegated authority of the CEO and guided by the Meelup Regional Park Management Plan (2010). Meelup Regional Park's coastal nodes require careful, considered and low key redevelopment to help cope with increasing visitor numbers, changing expectations and impacts to the natural environment.

The objectives of this coastal nodes master plan are to help:

- a) conserve and improve the natural environment of the Meelup coast,
- b) protect the visual amenity of the Meelup coast, and
- c) provide coastal facilities as appropriate for visitors to Meelup Regional Park.

The master plan has been developed for nine coastal nodes in Meelup Regional Park, including Castle Bay, Gannet Rock, Point Picquet, Meeka carpark, Wannang carpark, Baudin's memorial, Ngari carpark, Walgermia carpark and Eagle Bay.

This accompanying report provides an outline of:

- a) relevant legislation and literature,
- b) the master plan program,
- c) values of Meelup Regional Park and its coastal nodes,
- d) the general issues and recommendations provided that are to be implemented across all of the nodes, and
- e) site-specific descriptions, identification of issues and recommendations.

There is discussion on the concept of carrying capacity of the coastal nodes, based on observations that many of the nodes reach capacity at several times throughout the year, and the need to appropriately plan for this. The report also investigates the potential for Eagle Bay-Meelup Road, the section of the coastal road between Eagle Bay and Meelup Beach, to become a designated scenic road.

2. INTRODUCTION

Meelup Regional Park is an 'A' class reserve vested in the City of Busselton and managed by the Meelup Regional Park Management Committee under delegated authority of the CEO and guided by the Meelup Regional Park Management Plan (2010). Meelup Regional Park's coastal nodes require careful, considered and low key redevelopment to help cope with increasing visitor numbers, changing expectations and impacts to the natural environment. Although ongoing data on visitor numbers does not exist, there is anecdotal evidence that numbers are increasing annually and the nodes are showing signs of degradation. A master plan will help manage the potential impacts of this increasing visitation and ensure the nodes' sustainability as popular sites for visitors.

The objectives of this coastal nodes master plan are to help:

- a) conserve and improve the natural environment of the Meelup coast,
- b) protect the visual amenity of the Meelup coast, and
- c) provide coastal facilities as appropriate for visitors to Meelup Regional Park.

Development of a master plan has been instigated for a number of reasons including:

- a) Development of the coastal nodes to date has been incremental and ad hoc rather than part of a long term master plan, resulting in inconsistent design details and impacting on the aesthetic of the Meelup coast.
- b) A view that existing carparks may not be suitably delineated.
- c) The potential need for additional barbeques and seating in the Park.
- d) Erosion and damage due to stormwater overflow from some carparks and roads.
- e) Inappropriate drainage in some nodes, resulting in damage to carparks.
- f) The need to appropriately locate trails and coastal access whilst closing superfluous trails.
- g) The intention to install interpretative signage at some of the coastal nodes and the need to appropriately locate these, as well as the need to remove superfluous signs and relocate inappropriately sited signs.
- h) The need to rehabilitate sections of the coast via revegetation, dune stabilisation etc.

Major re-development of the nodes is not provided for, rather, the plan is a guiding document to modify and make improvements to the nodes to improve the Park's natural environment and the coastal aesthetic.

The master plan has been developed for the coastal nodes in Meelup Regional Park, namely Castle Bay, Gannet Rock, Point Picquet, Meeka carpark, Wannang carpark, Baudin's memorial, Ngari carpark, Walgermia carpark and Eagle Bay. Meelup Beach is not included as part of this project as it has a separate master plan. Aboriginal consultation took place to rename several of the carparks with words from the Nyoongar language.

A draft master plan was released for public submissions. The summary of submissions and the responses to these submissions are included as an Attachment to this report. The draft plan has been amended in line with the responses.

3. LEGISLATION

The following legislation covers Meelup Regional Park, and therefore the coastal nodes of this master plan:

- a) Land Administration Act 1997 (WA),
- b) Aboriginal Heritage Act 1972 (WA),
- c) Commonwealth Environmental Protection and Biodiversity Protection Act (1999),
- d) Environmental Protection Act 1971 (WA),
- e) Wildlife Conservation Act 1950 (WA),
- f) Agriculture and Related Resources Act 1976 (WA),
- g) Local Government Act (WA), and
- h) City of Busselton Local Laws.

4. RELEVANT LITERATURE

Relevant planning documents and reports include:

- a) Leeuwin-Naturaliste Ridge State Planning Policy,
- b) Meelup Regional Park Management Plan (2010),
- c) Ecoscape Interpretation Report (2005),
- d) Coastal Planning and Management Manual (WAPC 2003),
- e) State Coastal Planning Policy (WAPC 2003),
- f) Meelup Beach Master Plan (2011), and
- g) Meelup Regional Park visitor survey report (2012).

4.1 Meelup Regional Park Management Plan

As outlined in the Management Plan, the vision for the Meelup Regional Park is to manage the Park for conservation and environmental enhancement and allow recreation and other uses of the Park to occur to the extent that they do not impair the conservation values of the Park.

The following sections from the Management Plan apply directly to the Park's coastal nodes:

- a) Section 8 – management units and zones. The coastal nodes fall within either recreation or natural environment uses zones.
- b) Section 11 – protection of geology, landform and soils.
- c) Section 13 – native plants and plant community management.
- d) Part D – managing our cultural heritage.
- e) Part E – managing visitor use.

4.2 Leeuwin-Naturaliste Ridge State Planning Policy

Meelup Regional Park's coastal nodes fall within the following classifications:

- a) Geographe Slopes Landscape Character Unit.
- b) Landscape Class – Travel Route Corridor in Natural Significance Area (requiring the highest level of protection).
- c) Land Use Strategy – Existing Conservation Reserve.

4.3 Meelup Regional Park visitor survey report

The visitor survey report details the results and recommendations of a questionnaire that was distributed to visitors at various sites throughout the Park over 2010. The overwhelming response of visitors when asked to name the Park's most desirable features included the beaches (45%), nature (24%), beauty (18%), peaceful (16%) and undeveloped/pristine nature (14%). The report found that the common theme centred on the natural environment, its pristine condition and the fact it is left in a highly natural state. These are the drawcards to Meelup Regional Park and these are the aspects that must be protected and maintained. As visitor numbers are expected to increase over the coming years with increased urbanisation, visitor numbers and local population, managers of the Park must ensure that the characteristics drawing visitors to the Park are conserved and enhanced where possible through proactive management.

When asked what visitors would change about the Park, most left the answer blank or answered 'nothing' (or similar). The other aspects listed were responses from no more than five respondents for each, with toilets, signage, trails, disabled access, more barbeques and shade the most frequently listed. So it is clear that a balance must be achieved between leaving the Park in the most natural state possible, whilst also providing for an appropriate number and type of facilities to enhance, but not detract from, the visitor experience of Meelup.

5. VALUES

Meelup Regional Park lies within the Busselton-Augusta biodiversity hotspot, which in turn is part of the South West Australian Biodiversity Hotspot, the only Biodiversity Hotspot in Australia that is recognised internationally. A biodiversity hotspot is an area rich in plant and animal species, particularly high in endemism and under pressure from a variety of threats. The Park's size and relatively pristine condition of much of the vegetation mean that the Park has not only local, but also international conservation significance.

Conservation of the natural and informal elements of the landscape is the overriding value. Recreational activities that are compatible with this overriding value are encouraged, and only development that serves such recreation should be provided. The values are recognised in the Meelup Regional Park Management Plan (2010) and the Leeuwin-Naturaliste Ridge State Planning Policy.

6. CARRYING CAPACITY

Both the Meelup Regional Park Management Plan (2010) and the recently developed Meelup Beach Master Plan (2011) highlight the importance of retaining the natural values of the Park and emphasise the obvious conflict between the ever-increasing visitor numbers of people and protection of the natural features that attract visitors to the area in the first place. This raises the question – how many visitors can the landscape accommodate without becoming ragged? And the associated question – how can we best manage the landscape to accommodate the most visitors without destroying the landscape and/or the visitor's experience?

The concept and study of "carrying capacity" deals with these questions. There has been discussion about the carrying capacity of the coastal strip of the Park but no empirical

studies have been conducted – there is no definitive number. What we can say, however, is that for a small number of days of the year the carrying capacity, measured only by the vegetation damage caused by people and cars, is greatly exceeded; and for the remainder of the year the Park is well under its carrying capacity.

This coastal nodes master plan is a response to these challenges. Several assumptions have driven the plan:

- Meelup Regional Park is valued above all for its natural values – its landscape, its ocean and terrestrial environments.
- The coastal strip is the major attraction.
- Meelup Beach is the most popular destination - the other coastal nodes are valued for their relative seclusion and opportunities for fishing, walking, swimming, whale watching and other natural resource based recreation.
- The other coastal nodes have a role in relieving the pressure on Meelup Beach.
- Eagle Bay-Meelup Road is part of the experience of the coastal strip not simply a transport corridor.
- Residents and visitors alike do not want to see major changes to the character and values of the Park and its coastline.
- There is a limit to how many people the area can accommodate.
- That limit is reached for short periods during the year.

7. THE MASTER PLAN

7.1 General description

The coastal nodes are all located on Eagle Bay-Meelup Road in Meelup Regional Park, except for Castle Bay which is located on Castle Rock Road. Some have ocean views from the carpark, some are shaded and most nodes have gravelled carparks, except Meeka carpark and Castle Bay. Works have been carried out on an ad hoc basis in the past, including revegetation, brushing, access formalisation and closures, signage and fencing.

7.2 General issues

Issues that were identified that were common for all coastal nodes include:

- Degradation and obvious signs of ‘wear and tear’ of the nodes, including informal trails and beach access, weed invasion, vegetation damage or lack of vegetation, soil loss and compaction.
- Inadequate number and placement of facilities to provide for growing use, including barbeques, seating and toilets.
- Superfluous, inadequate or inappropriately located signage.
- Dead or dying trees that will require eventual replacement.
- Inefficient use of carparking footprint and/or lack of parking delineation.
- Inconsistent design details and access control measures impacting on the visual amenity of the Park. This includes inconsistent fencing, bollards and use of post and rails.

7.3 General recommendations

Recommendations identified that are common for all coastal nodes include the need to:

- Simplify and create a standard detail across the nodes for items such as fencing, bollards, wheel stops and path surfaces, as well as removing unnecessary kerbing.
- Maximise efficiency of carparking within the existing footprint of the sites, or at least minimise any extension of the footprint where possible. This includes appropriate delineation of carparking with wheel stops to encourage rationalised parking.
- Install additional barbecues and seating/picnic tables where appropriate.
- Undertake large-scale rehabilitation of degraded areas, including revegetation, brushing and weed control.
- Rationalise beach access via a combination of appropriate signage and steps/re-surfacing where necessary, and closing off superfluous trails.
- Install and rationalise signage including trail markers and interpretative signs.
- Design for appropriate and consistent access control of both people and vehicles, including having a consistent design approach for fencing, bollards and wheel stops, and removal of inconsistent materials. Negative impacts associated with uncontrolled vehicle and pedestrian movement include soil compaction, trail braiding/erosion/sedimentation, trampling of vegetation and introduction of weeds, as well as impacts on visual amenity caused by bare soil and loss of vegetation.
- Develop consistent names for the coastal nodes that did not have formal names, that is 'carpark X', 'Peppy carpark', 'View carpark' and 'Salmon carpark'. The Wardan Cultural Centre was consulted regarding naming these sites with words from the Nyoongar language to balance out the current dominance of European names. The new names are 'Meeka carpark for carpark X', 'Wannang carpark' for 'Peppy carpark', 'Walgermia carpark for View carpark' and 'Ngari carpark for Salmon carpark'.
- View Eagle Bay-Meelup Road as a scenic drive due to the outstanding coastline scenery. The scenic quality of the road, combined with its windy nature warrants a speed limit reduction.

7.4 Materials and details

A range of materials and details are recommended to be used in the redevelopment of the coastal nodes. These are illustrated on the overall site plan and the individual node concept plans.

The materials and details borrow from the existing treatments within the Meelup Regional Park. It is recommended that some existing materials and details be discontinued; to be replaced by others already in use within the Park.

Following is a summary of materials and details:

- Rubbish bins – continue use of green free-standing wheelie bins.
- Barriers and bollards – remove post and rail barriers and replace with treated pine bollards or fencing as required. Remove lateritic rock and replace with granite.
- Picnic tables – continue use of the existing timber or recycled plastic combined table and benches on a grey concrete pad, with light grey colour.
- Fencing – treated pine post and three strands of wire; top wire to be white sighter wire, lower two to be galvanised.
- Vehicle barriers –bollards as above, granite boulders or large logs.
- Gravel for carparks – lateritic gravel.
- Asphalt for carparks – brown coloured asphalt .
- Pedestrian paths –natural earth and sand and limestone where appropriate.

- Wheel stops – grey concrete.
- Signs – use existing sign materials, fonts and graphics. Consolidate signs where possible. Adhere to Meelup Regional Park signage guidelines and signage systems.
- Remove existing small sections of concrete kerb at entrances to the nodes. Replace with bollards if needed.

7.5 The nodes

Following is a description of each coastal node including its features, infrastructure and usage, as well as site specific issues and recommendations (over and above those stated above).

7.5.1 Castle Bay

Castle Bay is the second largest node in the Park in terms of area, and has the second most number of facilities after Meelup Beach. Castle Bay has a permanent composting toilet facility with two toilets with disabled ramp, one barbeque and shaded picnic tables. It is generally driven through one-way, with foreshore parking facing out to the ocean and informal parking next to bushland. The coastal trail traverses the carpark. The southern side of the coastal trail crosses the ephemeral Dolugup Brook via a cement bridge with timber railing, and continues on to Castle Rock and the whale lookout trail, which provides a sweeping view across Geographe Bay. This node is a popular site for families and picnickers due to the protected sandy beach, tables and barbeques and unique geology provided by Castle Rock. It is popular for swimming, fishing and surfing in the autumn/winter months.

Issues

Major issues identified at Castle Bay include:

- The lack of water to create parkland similar to Meelup Beach.
- The need to pull the carpark off the foredunes and reclaim this space for people and the environment.
- Recognising the current inefficiency of the footprint, i.e. the bituminised expanse is large in proportion to parking capacity.
- In peak periods vehicles are parking into the bush, impacting on vegetation, compacting tree roots and spoiling amenity.
- Park visitors may not know the whaling cairn exists.
- The need to provide additional picnic and barbeque facilities, currently there is only one barbeque with one plate.
- The potential to upgrade the coastal trail between the carpark and Castle Rock for universal access, as there are limited universal access trails in the Park.
- There is no interpretative signage.
- The connection of the coastal trail on one side of the carpark to the other is ambiguous.
- Currently access to the toilet is impossible due to obstructions.
- Anthropological artefacts may be present in future work areas.

Recommendations

Recommendations resulting from the above issues include:

- Parking needs to be clearly defined and ingress prevented with wheel stops and bollards.
- Create a limestone pathway to the whaling cairn from the carpark.
- Provision for more barbeque(s) and seating/tables.
- Potentially upgrading the coastal trail to Castle Rock to universal access standard.
- Appropriately locate future interpretative signage.

- Use trail markers to show coastal trail connection.
- Clearly define universal parking and access to the toilet with a trail and parking bay marking and remove obstructions.
- Monitor the presence of anthropological artefacts when undertaking work in the area.

7.5.2 Gannet Rock

Gannet Rock is the only coastal node in this plan that is situated within the Registered Site 4558: Castle Bay, covered by the Aboriginal Heritage Act 1972 (WA). The summary description of the site is “Artefacts/Scatter”. It provides a relatively small parking area, ocean views and picnic table shaded by *Melaleuca lanceolata*. The Park’s coastal trail traverses the carpark. This node is mostly used for fishers and snorkelling due to the presence of Gannet Rock, which has attracted an array of marine life. The shoreline is rocky with no sand and so generally is not used for swimming. Point Picquet is visible from this node, with Gannet Rock forming the westernmost point of the bay.

Issues

Major issues identified at Gannet Rock include:

- The node is often heavily littered with toilet paper as there is no toilet.
- Vehicles and people are accessing the area to the east of the carpark for camping, lighting fires and fishing. This is becoming highly degraded and is a potential fire risk.
- The coastal trail link through the carpark is unclear.
- Currently there is only one picnic table.
- The *Melaleuca lanceolata* at the site are unique and must be protected.
- The node will be located within the new Eagle Bay Sanctuary Zone within the Ngari Capes Marine Park.
- Allow provision for potential DEC/DoF joint signage regarding the Eagle Bay Sanctuary Zone and the Ngari Capes Marine Park.

Recommendations

Recommendations resulting from the above issues include:

- A composting toilet may be required in the future to cope with demand.
- Fence and brush degraded camping area/access to clearly delineate the trail, prevent vegetation damage and discourage camping.
- The coastal trail link will be appropriately signposted
- An additional picnic table will be installed under the shade.
- More *Melaleuca lanceolata* are to be planted to provide further shaded parking and mature trees will be protected by ensuring existing large logs are appropriately placed to prevent vehicle ingress under the trees.
- Allow provision for potential DEC/DoF joint signage regarding the Eagle Bay Sanctuary Zone and the Ngari Capes Marine Park.

7.5.3 Point Picquet

Point Picquet is a rocky headland with a beach to the west and east. Both beaches experience accretion and erosion over summer and winter and so are only seasonally suitable for swimming. The footprint is relatively large with small shaded parking bays on the eastern and western edges and mostly unshaded undelineated parking to the north, where vehicles generally pull in alongside and into native vegetation. The site is popular for fishing and surfing, and is used annually by local community group Dunsborough Coast and Landcare for whale monitoring. The coastal trail runs alongside the bay, through the carpark and crosses the road to connect to the other side and a portable toilet is located in the shade. A smaller carpark is located to service the western beach;

this carpark is located on the bush side of the road and is not delineated. There are currently three beach access trails leading from this carpark. Four large logs serve as seating for people looking out over the bay or watching the surf.

Issues

Major issues identified at Point Picquet include:

- Currently there are three entry/exit points to this node, which is unnecessary.
- The existing portable toilet may not be able to cope with increasing demand.
- The northern end of the node is not appropriately delineated for carparking and vehicles are pushing into the vegetation.
- The currently undelineated western carpark does not achieve maximum carparking efficiency.
- The footprint of Point Picquet is large and does not provide for maximum carparking efficiency.
- There are a number of superfluous trails that are degraded and impacting on the Point Picquet's visual amenity.
- The Committee has previously been approached by the Dunsborough Coast and Landcare Group regarding the installation of a whale viewing platform at Point Picquet. This group annually monitors whale passage off the point.
- There are safety issues at the entrances to the eastern carpark and also in crossing the road at the western carpark

Recommendations

Recommendations resulting from the above issues include:

- The middle entrance/exit is to be closed off and used as a link for the coastal trail.
- A permanent toilet structure is recommended given the growing usage of the site.
- The northern carparking areas are to be delineated with wheel stops and ingress prevented by the placement of granite boulders.
- The western carpark will be squared off to maximise space efficiency and wheel stops will be installed. The carpark will serve as an overflow for Point Picquet as well as a formal parking area for users of the western beach.
- A minor expansion of the carpark at the northern end will allow for four additional bays with wheel stops.
- Beach access will be consolidated and superfluous trails closed to protect the vegetation and coastal amenity.
- Locations and materials for the whale viewing platform have been discussed but not finalised. This is to be further investigated.
- Likely installation of co-badged (Department of Fisheries, DEC and City of Busselton) interpretive signage regarding the Ngari Capes Marine Park following further consultation with DoF and DEC.

7.5.4 Meeka Carpark

This is an area of unshaded carparking that overlooks the ocean, with bitumen extended from the road and a metre of gravel on the coast side. There are two formalised beach access trails with stabilised limestone and bound with granite. Each trail leads to a small sandy cove bound by rocky headlands. Degraded areas have previously been brushed to prevent uncontrolled pedestrian access. Both trails are flanked by degraded vegetation and weeds

Issues

Major issues identified at Meeka carpark include:

- The carpark is half bitumen, half gravel and impacts the visual amenity of the site.

- Parking is undelineated and vehicles generally pull in and park parallel.

Recommendations

Recommendations resulting from the above issues include:

- The existing bitumen will be extended slightly northwards to cover the area where gravel currently exists.
- Parking will be delineated with wheel stops to increase parking capacity and encourage right angled parking rather than existing parallel parking.
- Likely installation of co-badged (Department of Fisheries, DEC and City of Busselton) interpretive signage regarding the Ngari Capes Marine Park following further consultation with DoF and DEC.

7.5.5 Wannang carpark

This node comprises a small carpark that sits under the shade of large peppermint trees. The ocean is not visible from the carpark; a sandy trail provides access to the beach, which is part of a long sandy stretch with some granite outcrops that extends from Eagle Bay. This node is commonly used as a base for diving due to the existence of a coral bommie.

Issues

Major issues identified at Wannang carpark include:

- Several large dead peppermint trees exist in the carpark, which impact visual amenity and may be unsafe.
- The parking area is pushed in deep off the road but not deep enough to allow for more parking.
- Further capacity may be required in the future.

Recommendations

Recommendations resulting from the above issues include:

- The dead peppermint trees will be incrementally removed and replaced.
- The parking footprint does not need to be as large and can be pulled towards the road to allow for more revegetation. Carparking capacity will remain the same.
- A potential carpark expansion has been identified for the other side of the road.

7.5.6 Ngari carpark

This node is not signposted and it is easy to drive straight past the entrance and not be aware of its existence. A gravel entrance and driveway is flanked by kerbing and degraded vegetation either side. It terminates at an unshaded small turnaround and large logs are placed in some areas to help delineate parking, but some of these have been moved from their original locations. The ocean cannot be viewed from the carpark; a sandy trail provides beach access. A shady peppermint woodland is located to the west of the carpark.

Issues

Major issues identified at Ngari carpark include:

- This node has a litter problem and toilet paper is often evident. The bin is located on the road and is some distance and not visible from the carpark. The bin either needs to be removed all together or if feasible located within the carpark for collection.
- Vehicles are pushing into the bush.

- Vehicles are parking near the node entrance.
- Pedestrians and vehicles are encroaching into surrounding bush impacting on coastal vegetation.

Recommendations

Recommendations resulting from the above issues include:

- The rubbish bin should either be removed altogether or, if feasible, located within the carpark for collection.
- Use rocks and log barriers where wheel stops aren't appropriate.
- Parking at the node entrance is to be formalised and delineated with wheel stops.
- Fencing will be installed around the carpark.

7.5.7 Baudin memorial

This node has three entries/exits and a large footprint with relatively low parking capacity. Some parking bays are shaded by peppermint trees and the ocean is visible from some locations, but otherwise blocked by vegetation. A ship bow-shaped interpretative structure commemorating the Baudin expedition's landing in Eagle Bay is located on the beach side of the carpark, including a small plaque, seating and large white mast replica. This node is the site of a fish processing factory that operated in the mid 20th century, and cement slabs still exist where the shed, kitchen and processing area once stood. There are two beach accesses, one each on the western and eastern edges of the carpark. On the other side of the road there is a connection to the coastal trail and a universal access trail that leads to Riedle Park and a toilet facility.

Issues

Major issues identified at Baudin memorial include:

- Park visitors may not be aware of the fish factory and its history.
- This node has a large footprint but minimal carparking
- The link to the coastal trail (universal access) on the other side of the road is unclear.
- The node has three entries/exits, which is not required.

Recommendations

Recommendations resulting from the above issues include:

- The historic fish factory is to be acknowledged via interpretative signage. Further consultation is required to negotiate whether it is an appropriate site for picnic tables.
- Restructuring of the carpark is recommended to improve carparking efficiency.
- The coastal trail link requires signposting to indicate that the trail leads to a public toilet and also to a wider trail system.
- The middle entry/exit will be closed off and rehabilitated.

7.5.8 Walgermia carpark

This node is a simple u-shape, directly overlooks the ocean and is often used as a drive-through, turnaround point for vehicles or a lookout for surf at Rocky Point or Eagle Bay. Parking capacity is minimal due to the design.

Issues

Major issues identified at Walgermia carpark include:

- The potential to increase parking capacity was discussed, this would require clearing of existing vegetation to the south or encroachment of the coastal foreshore.
- There are two beach accesses within close proximity to each other, which is not required.

Recommendations

Recommendations resulting from the above issues include:

- It was decided to leave this node's carparking design as is, as it functions well.
- Close and rehabilitate one of the beach accesses.

7.5.9 Eagle Bay

This node comprises a linear shaped carpark with both right-angled and parallel parking. There is informal overflow parking on the other side of the road from the main carpark. The ocean is visible from some areas of the carpark and it is shaded by both native trees and non-native coastal moorts. A locked vehicle gate exists at the eastern end of the carpark, which was once used by salmon fisherman for beach access. A toilet is located close by at Riedle Park and can be accessed by the universal access trail on the other side of the road. A stormwater pipe that services part of Eagle Bay terminates at the beach. There are two beach accesses, one each from both the western (timber stairway) and eastern ends (sand trail) of the carpark. This node is one of the most popular in the Park, especially for Eagle Bay locals and visitors, and is used for swimming, fishing and beach walking. A dog walking area exists a short distance to the north, as well as the Jingarmup Brook mouth. This node is the closest to the Eagle Bay township and residences.

Issues

Major issues identified at Eagle Bay include:

- Whether or not the lockable gate that was previously used for fisher access to the beach should remain.
- Vehicle incursion into the bushland occurs during peak periods.
- Mature coastal moorts that line the carpark aren't native species.
- The existing footprint is larger than it needs to be.
- The connection to the coastal trail is not clearly signposted.

Recommendations

Recommendations resulting from the above issues include:

- The lockable gate is to remain for emergency access.
- Bollards are required on the other side of the road to allow overflow parking but prevent vehicle incursion into the bushland.
- Incrementally replace non-native coastal moorts with *Melaleuca lanceolata*.
- The carpark can be pulled back from the foreshore by a few metres to allow for further revegetation and reclamation of the coastal dunes.
- Trail markers will clearly signpost the connection to the coastal trail.
- Co-badged (Department of Fisheries (DoF), DEC and City of Busselton) interpretive signage regarding the Ngari Capes Marine Park will probably be installed following further consultation with DoF and DEC.

The recommendations for the Eagle Bay Node should be considered preliminary. Further planning should take place involving the City of Busselton, Meelup Regional Park Management Committee, REBA and any other relevant stakeholders; taking into consideration the long term needs of this area for servicing the increasing popularity of Eagle Bay beach and the need for public parking and amenities in the Eagle Bay town site and along Eagle Bay- Meelup Road.

8. SCENIC EAGLE BAY-MEELUP ROAD

Eagle Bay-Meelup Road is a coastal road between Meelup Beach and Eagle Bay and is one of the few locations in the Southwest where a road runs alongside the ocean for any distance. In most cases roads run down to the sea, not parallel to it. Visitors have easy access to a stretch of coastline where roads run parallel to the sea, compared with roads that run down to the sea, resulting in concentrated use where the road meets the shore.

Concentration of use then decreases the further visitors have to walk from their car. Coastal roads are never solely transportation corridors. They always have a second, significant function and can provide unique opportunities. Visitors can experience the sea whilst driving; they can stop just about anywhere and head down to the sea and they only have a short distance to walk to their seaside destination. Where there is an alternative route, visitors generally choose the coastal road because it is more scenic or because they have a specific coastal destination in mind.

This is the case for Eagle Bay-Meelup Road. A person travelling between Dunsborough and Eagle Bay, the two settlements linked by the road, will take Eagle Bay Road and Cape Naturaliste Drive for an easy, fast route; they will opt for Eagle Bay-Meelup Road if they want to enjoy scenery and a relaxed drive. This brings with it problems and opportunities. Those who drive along Eagle Bay-Meelup Road are either visiting a specific destination or taking in scenery, or both. Neither of these activities lends itself to driving at speed, particularly as vehicles can pull out of several unexpected places along the way. The current 60kmh speed limit is too fast for safe and relaxed driving.

Recommendation

Eagle Bay-Meelup Road should be regarded as a scenic and recreation road rather than a transport route, with an emphasis on the road's natural values and environs. A reduced speed limit is recommended to be introduced from Gannet Rock to Eagle Bay. Speed limits in many national parks in the United States are 30mph (48kmh), in Kings Park the limit is 40km/h and in many National Parks throughout Australia it is also 40km/h.

It is recommended that the speed limit on Eagle Bay-Meelup Road from Gannet Rock to Eagle Bay be reduced from 60km/h to 50 km/h.

9. CONCLUSION

Meelup Regional Park is an increasingly popular destination for locals and tourists alike. The coastal nodes are the most heavily used area in the Park, and they are showing signs of degradation. This coastal nodes master plan addresses degradation and provides for increased capacity and infrastructure in a way that will not impact on the scenic beauty and undeveloped nature of the Park, its most valued qualities.

Recognising carrying capacity for Meelup Regional Park was identified as an overarching guideline in the development of this master plan; that growing visitor numbers should be provided for but in a way that will not compromise the environmental and scenic qualities of the Park. Issues for each coastal node were identified as part of site analyses and consultation with the Meelup Regional Park Management Committee. General and node-specific recommendations were produced as a result of this. The

importance of recognising Eagle Bay-Meelup Road as a scenic route and subsequent speed limit reduction has been outlined in this plan.

Concept maps are provided for each coastal node indicating existing site features and recommendations, as well as a materials palette and before and after estimations of carparking capacity. A costing for implementation of the plan is also provided and staged implementation over a number of years is anticipated.

The recommendations for the Eagle Bay Node should be considered preliminary. Further planning should take place involving the City of Busselton, Meelup Regional Park Management Committee, REBA and any other relevant stakeholders; taking into consideration the long term needs of this area for servicing the increasing popularity of Eagle Bay beach and the need for public parking and amenities in the Eagle Bay town site and along Eagle Bay- Meelup Road.

10. ATTACHMENT – OPINION OF PROBABLE COSTS

11. ATTACHMENT – SUMMARY OF SUBMISSIONS

WILLIAM JAMES LANDSCAPE ARCHITECTS

72 Townview Terrace Margaret River WA 6285

Phone (08) 9757 3777 Mob. 042 777 8087

Email bill@wjlandscape.com.au



OPINION OF PROBABLE COSTS

MEELUP NODES SITE PLANS

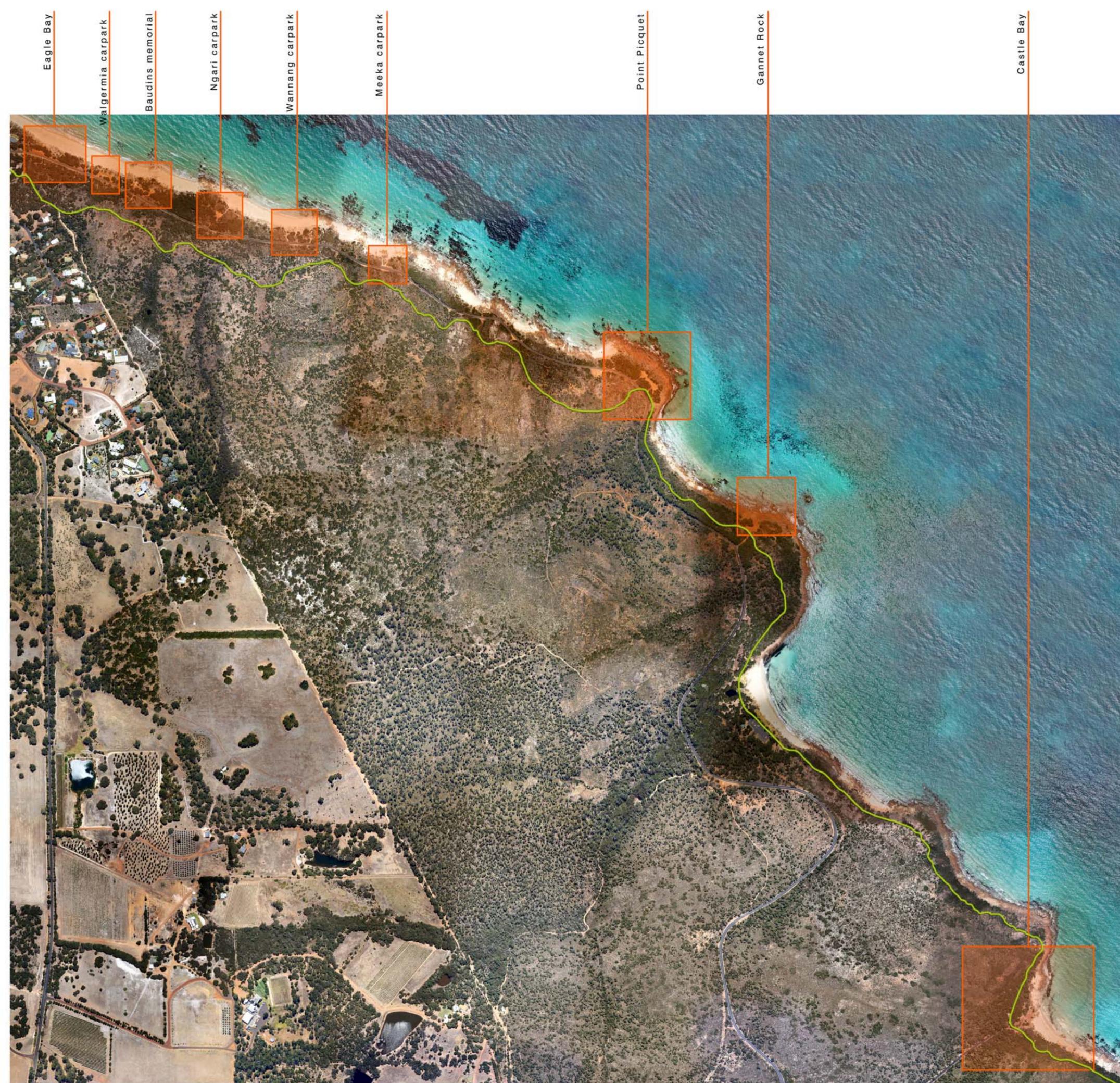
26 NOVEMBER 2012

These costings are provisional and approximate only

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT
1	CASTLE BAY				
1.1	siteworks and demolition	item			\$ 50,000.00
1.2	low retaining walls	item			\$ 15,000.00
1.3	concrete paths	sqm	100.0	\$ 120.00	\$ 12,000.00
1.4	carpark bitumen - brown hotmix	sqm	600.0	\$ 70.00	\$ 42,000.00
1.5	stabilised limestone path	sqm	100.0	\$ 30.00	\$ 3,000.00
1.6	linemarking	item			\$ 15,000.00
1.7	bollards	no.	110.0	\$ 35.00	\$ 3,850.00
1.8	picnic tables	no.	2.0	\$ 1,500.00	\$ 3,000.00
1.9	gas barbecue	item	2.0	\$ 15,000.00	\$ 30,000.00
1.1	revegetation	sqm	1125.0	\$ 20.00	\$ 22,500.00
1.11	advanced tree planting	no.	15.0	\$ 50.00	\$ 750.00
1.12	signs	item			\$ 12,000.00
1.13	wheelstops	no.	40.0	\$ 200.00	\$ 8,000.00
1.14	bridge over creek and universal access path	item			\$ 100,000.00
1.15	fill in drainage channel and install pipe	item			\$ 7,500.00
1.16	Contingency of 10%				\$ 32,460.00
1.13	TOTAL				\$ 357,060.00
2	GANNET ROCK				
2.1	siteworks	item			\$ 7,500.00
2.2	remove kerbs	item			\$ 700.00
2.3	gravel	sqm	1740.0	\$ 12.00	\$ 20,880.00
2.4	bollards	no.	80.0	\$ 35.00	\$ 2,800.00
2.5	post and wire fence	linm	170.0	\$ 20.00	\$ 3,400.00
2.6	wheel stops	no.	17.0	\$ 200.00	\$ 3,400.00
2.7	picnic table	no.	1.0	\$ 1,500.00	\$ 1,500.00
2.8	composting toilet	item			\$ 150,000.00
2.9	revegetation	sqm	4050.0	\$ 10.00	\$ 40,500.00
2.10	signs and trail markers	item			\$ 5,000.00
2.11	rock and log barriers	item			\$ 5,000.00
2.12	Contingency of 10%				\$ 24,068.00
2.13	TOTAL				\$ 264,748.00
3	POINT PICQUET				
3.1	siteworks	item			\$ 10,000.00
3.2	remove kerbs	item			\$ 700.00
3.3	gravel	sqm	1600.0	\$ 12.00	\$ 19,200.00
3.4	bollards	no.	170.0	\$ 35.00	\$ 5,950.00
3.5	post and wire fence	linm	100.0	\$ 20.00	\$ 2,000.00
3.6	wheel stops	no.	30.0	\$ 200.00	\$ 6,000.00
3.7	picnic table	no.	1.0	\$ 1,500.00	\$ 1,500.00
3.8	composting toilet	item			\$ 150,000.00
3.9	revegetation	sqm	4420.0	\$ 10.00	\$ 44,200.00
3.10	signs and trail markers	item			\$ 10,000.00
3.11	rock and log barriers	item			\$ 10,000.00

3.12	Contingency of 10%					\$ 24,955.00
3.13	TOTAL					\$ 284,505.00
Note: The cost of the whale watching platform will be determined after further consultation						
4	MEEKA CARPARK					
4.1	siteworks	item				\$ 5,000.00
4.2	remove kerbs	item				\$ 700.00
4.3	carpark bitumen - brown hotmix	sqm	175.0	\$ 50.00		\$ 8,750.00
4.4	gravel	sqm	75.0	\$ 12.00		\$ 900.00
4.5	bollards	no.	18.0	\$ 35.00		\$ 630.00
4.6	post and wire fence	linm	80.0	\$ 20.00		\$ 1,600.00
4.7	wheel stops	no.	14.0	\$ 200.00		\$ 2,800.00
4.8	revegetation	sqm	1000.0	\$ 10.00		\$ 10,000.00
4.9	signs	item				\$ 1,500.00
4.10	Contingency of 10%					\$ 3,188.00
4.11	TOTAL					\$ 35,068.00
5	WANNANG CARPARK					
5.1	siteworks and demolition	item				\$ 2,500.00
5.2	gravel	sqm	260.0	\$ 12.00		\$ 3,120.00
5.3	bollards	no.	17.0	\$ 35.00		\$ 595.00
5.4	post and wire fence	linm	105.0	\$ 20.00		\$ 2,100.00
5.5	wheel stops	no.	8.0	\$ 200.00		\$ 1,600.00
5.6	revegetation	sqm	1600.0	\$ 10.00		\$ 16,000.00
5.7	signs	item				\$ 1,500.00
5.8	advanced tree planting	no.	10.0	\$ 50.00		\$ 500.00
5.9	Contingency of 10%					\$ 2,741.50
5.1	TOTAL					\$ 30,656.50
6	NGARI CARPARK					
6.1	siteworks	item				\$ 2,500.00
6.2	remove kerbs	item				\$ 700.00
6.3	gravel	sqm	500.0	\$ 12.00		\$ 6,000.00
6.4	post and wire fence	linm	60.0	\$ 20.00		\$ 1,200.00
6.5	wheel stops	no.	15.0	\$ 200.00		\$ 3,000.00
6.6	composting toilet	item				\$ 150,000.00
6.7	revegetation	sqm	1750.0	\$ 10.00		\$ 17,500.00
6.8	signs	item				\$ 2,500.00
6.9	rock and log barriers	item				\$ 2,500.00
6.1	Contingency of 10%					\$ 18,340.00
6.11	TOTAL					\$ 204,240.00
7	BAUDIN'S LOOKOUT					
7.1	siteworks	item				\$ 7,500.00
7.2	remove kerbs	item				\$ 700.00
7.3	gravel	sqm	660.0	\$ 12.00		\$ 7,920.00
7.4	bollards	no.	80.0	\$ 35.00		\$ 2,800.00
7.5	post and wire fence	linm	40.0	\$ 20.00		\$ 800.00
7.6	stabilised limestone path	sqm	30.0	\$ 30.00		\$ 900.00
7.7	wheel stops	no.	8.0	\$ 200.00		\$ 1,600.00
7.8	revegetation	sqm	3000.0	\$ 10.00		\$ 30,000.00
7.9	signs	item				\$ 2,500.00
7.1	Contingency of 10%					\$ 5,472.00
7.11	TOTAL					\$ 60,192.00
8	WALGERMIA CARPARK					

Submission From	Submission	Plan reference	Recommendation	Justification/Comments
1 Department of Fisheries	1. The Ngati Capes Marine Park has been gazetted and is no proposal as detailed in the plan. Add the following amendment following amendment to dot point 6 under "Issues" - "The nodes will be located within the new Eagle Bay Sanctuary Zone within the Ngati Capes Marine Park."	Page 8, section 7.5.2, "Issues", dot point 6	Amend master plan to reflect Dept of Fisheries wording	
2	2. Any marine park signage is likely to include fishing rules and therefore be co-branded by DoF. On this basis, DoF suggests the following amendment to dot point 6 under "Recommendations" - "Provision for potential DoF joint signage regarding the Ngati Capes Marine Park and Eagle Bay Sanctuary Zone."	Page 8, section 7.5.2, "Recommendations", dot point 6	Amend master plan to reflect Dept of Fisheries wording	
3	3. Co-branded signage regarding the Ngati Capes Marine Park will likely be installed in the future at carpark 4, Point Picquet and Eagle Bay. DoF and DoF will work closely with the City of Busseton with regard to the installation of marine park signage.	Pages 9, 30.11, sections 7.5.3, 7.5.4 and 7.5.9, "Recommendations"	Amend master plan to include "Likely installation of co-branded (Dept of Fisheries/DEC/City of Busseton) interpretive signage regarding Ngati Capes Marine Park following further consultation with DoF and DEC."	
4 Marie Bernardi	4. Rather than rehabilitation in degraded areas allow for carpark expansion	Page 6, section 7.1, dot point 4	No change to report	There is a proposed increased carpark capacity at almost every node, with a total increase of 22%. This is reasonable given the aims of the master plan, recognising the carrying capacity of the Park and the requirement to balance providing for visitors whilst maintaining the natural, undeveloped nature of Meehap that makes it special.
5	5. Narrowing of the Eagle Bay carpark is unnecessary	Page 11, section 7.5.5, "Recommendations", dot point 4	No change to report	When developing the specifications for the carpark reduction the Committee should ensure the reduction still allows for safe entrance for visitors to the beach and the ability for cars to pull out safely in this area. The widened foreshore will enhance the amenity, widen the vegetated buffer and providing further protection to infrastructure in storm surge/high tide events. This provides an appropriate balance between providing a safe exit/entry for visitors in cars, whilst also obtaining the aforementioned benefits.
6	6. There should be further consultation with the community on signage installed.	Page 6, section 7.1, dot point 6	No change to report	The Committee is a formal committee of the Council with committee meeting agendas and minutes available on the City and Meehap Park websites. Meetings are also open to members of the public to attend and provide a public question time. MESA will be consulted on signage in Eagle Bay and informed can be provided with information on the Committee's adopted signage policy and system already in place.
7 Residents of Eagle Bay	7. Consideration of parking at trailheads for walkers, a separate plan may be required	No specific reference	No change to report	Parking at primary trailheads are outside the scope of this plan and will be considered as part of a wider trails master plan.
8	8. Allow for overflow parking on the road verge opposite the Eagle Bay carpark	Page 11, section 7.5.5, "Recommendations"	Amend master plan to reflect that overflow parking exists	Although carparking is not detailed on the coastal nodes master plan, there is provision for informal overflow parking on the landward side of Eagle Bay Meehap Road at Eagle Bay, with bollards set back an appropriate width to allow for this, and laying of gravel. Specify/clarify this in report.
9	9. Point Picquet west carpark expansion should be considered (south of the carpark) as it is a rocky region of relatively poor natural vegetation.	Page 9, section 7.5.3	No change to report	The existing carpark is being rationalised to allow for increased capacity/efficiency in the existing footprint. The area to the south of the beach carpark level of the main Point Picquet carpark is not degraded (it is regenerating well after a burn a couple of years ago) and contains populations of the Calceolaria on Meehap granites TEC. Once this carpark is properly delineated it will greatly enhance the existing capacity of this carpark, which across the road there is a very small beach and therefore further parking (providing for more people) is not justified.
10	10. Reconsider use of limestone pathways to the beach	Pages 9-12, section 7.5, "Recommendations" for nodes	Remove reference to limestone pathways plan and report sections 7.5.2, 7.5.3, 7.5.4, 7.5.5 and 7.5.9	Limestone pathways are not required for Garnet Rock, Point Picquet, carpark 4, peppy carpark and Eagle Bay due to existing sand base, limestone or granite rock outcrops, some are already fenced. Remove from report and site plans.
11	11. Keep existing width of Eagle Bay carpark	Page 12, section 7.5.5, "Recommendations", dot point 4 Page 12, section 7.5.5, "Recommendations"	No change to report	When developing the specifications for the carpark reduction the Committee should ensure the reduction still allows for safe entrance for visitors to the beach and the ability for cars to pull out safely in this area. The widened foreshore will enhance the amenity, widen the vegetated buffer and providing further protection to infrastructure in storm surge/high tide events. This provides an appropriate balance between providing a safe exit/entry for visitors in cars, whilst also obtaining the aforementioned benefits.
12	12. Consideration of possible future Eagle Bay block in master plan	Page 12, section 7.5.5, "Recommendations"	No change to report	This issue is beyond the scope of this study.
13 Dumborough Coast and Lakes Park	13. Concern that improved facilities will attract more visitors and increase pressure	No specific reference	No change to report	A key principle during the development of the plan has been careful, considered and low key redevelopment to help cope with increasing visitor numbers, changing expectations and impacts to the natural environment. The numbers are increasing already, and without appropriate management the impacts will be considerable. This is covered in the report.
14	14. Concern about more commercial operations will take over the Park	No specific reference	No change to report	Any commercial operation in the Park needs to be assessed by the Committee as per the management plan and the City of Busseton. The Committee is aware of the need to maintain the natural, undeveloped character of Meehap, whilst appropriately providing for visitors. A note should be made referring to this in report.
15	15. Ensure protection of bush and limiting clearing for carparks	No specific reference	No change to report	Protection of bush from people and cars has been achieved in the master plan via the use of appropriately delineating carparking, use of bollards and fencing. Clearing for parking is negligible and parking gains are largely from increasing efficiency within the existing footprint.
16 Whole monitoring group	16. Consider renaming Castle Bay to Castle beach or Castle Rock beach	Throughout report where Castle Bay is referenced	No change to report	Landings has provided advice regarding the extent of Castle Bay, Castle Bay is the correct name as indicated in the plan.
17	17. Suggestions on information to be included in signage at Castle Bay	Pages 7-8, section 7.5.1, "Recommendations" Pages 7-8, section 7.5.1, "Recommendations" and Page 18 of plan	No change to report	The signage does provide detailed information about the Castle Bay Whaling Co., however due to limited space not all comments provided by the whole monitoring group can be included. As this signage is not yet complete further information could be added. Action to send a copy of the wording to the group for further feedback.
18	18. Whaling coin more visible a good idea	Pages 7-8, section 7.5.1 "Issues" and "Recommendations" and Page 18 of plan	The trail shown in the plan needs to be slightly adjusted to indicate the trail terminating at the sign.	
19	19. Need for cars when restructuring Castle Bay carpark due to possible anthropological artefacts	Page 8, section 7.5.2, "Recommendations"	Amend master plan to indicate possible anthropological artefacts may be present	
20	20. Inclusion of birds on Garnet Rock signage	Page 8, section 7.5.2, "Recommendations"	No change to report	Signage information will be developed in conjunction with DEC/Dept of Fisheries and information on marine life, including birds, will be included.
21	21. Consider safety/design of east entry/exit at Point Picquet, as well as safety in crossing the road at west carpark	Page 9, section 7.5.3, "Issues"	Amend master plan to identify that there are safety concerns with the carpark entry/exit at Point Picquet and that these should be considered during the car park design.	This will be further considered at the design specification stage of implementation. A note to be made in the report identifying this as an issue.
22	22. Support for whole lookout platform at Point Picquet, but there is no inclusion in the costing.	Page 9, section 7.5.3, "Recommendations", dot point 7	A note to be made in costing that the whole lookout figure is to be determined after further consultation.	Advise the whole monitoring group that the plan supports this and the reason for no budget such is due to unknowns at this stage. A note should be made in the costing that the whole lookout figure is to be determined after further consultation.
23	23. Signage at Point Picquet to cover whales, Swan HMAS wreck and salmon	Page 9, section 7.5.3, "Recommendations"	No change to report	The Committee is to liaise with the whole monitoring group on signage at Point Picquet.
24	24. Support for larger and more appropriately placed toilet at Point Picquet	Page 9, section 7.5.3, "Recommendations", dot point 2	No change to report	This will be referred to the City of Busseton.
25	25. A better located/type of bin is required at Point Picquet	Page 9, section 7.5.3, "Recommendations"	No change to report	Advice DC/DEC of Committee's recommendations regarding placement and number of bins to the City of Busseton. A response on the limitations based on access has been received and further consultation with the City is expected to occur on this front.
26	26. Any clearing requires sensitivity to native fauna	No specific reference	No change to report	Comments noted. Clearing in the master plan is negligible and is only within already degraded areas.
27	27. Request for further consultation with group in development of Point Picquet	Page 9, section 7.5.3	No change to report	The Committee is to consult with the whole monitoring group in the development of Point Picquet.
28 Don Best	28. Support for master plan	No specific reference	No change to report	
29	29. Replacing laterite with granite unnecessary	Page 7, section 7.4, dot point 2	No change to report	Consistency of materials is necessary to maintain/balance amenity of the coastal nodes, and replacement does not require significant effort/resources.
30	30. Garnet Rock (and other nodes) develop degraded areas into parking rather than rehabilitating, and provide barriers to prevent further incursion	Page 6, section 7.1, dot point 4	No change to report	This is being implemented to some degree, however, there has been recent advice regarding the recommendation to continually increase parking. Parking is proposed to increase by 22% already across the nodes, but there is a need to recognise the Park's carrying capacity and not treat the natural values that make the Park unique as a whole. Parking increases were determined on decreasing existing use and capacity whilst recognising future increases. Just because an area is degraded does not mean it doesn't have value and should be turned into carparking, and often preventing access will allow the area to regenerate itself. The aim is to enhance the Park and its integrity and sustainability into the future.
31	31. Plan to replace coastal masts with native trees unnecessary	Page 11, section 7.5.5, "Recommendations", dot point 3	No change to report	Meehap is an 'X' class reserve and an incremental replacement and removal program of the masts with naturally occurring Melaleuca leucadendron will enhance the viewshed with an iconic local tree. Resources/Effort required is minimal. Rather than being pedantic it is acknowledging that historical planting was done so generally in ignorance of or rejecting local native species. Replacing with local natives celebrates and acknowledges what naturally belongs here and enhancing the identity of Meehap with these iconic trees. The replacement will be incremental so as not to impact on the viewshed. The Management Plan also recommends considering "removal of exotic species and protection status species previously planted to the Park".
32	32. Maintain existing width of Eagle Bay carpark	Page 11, section 7.5.5, "Recommendations", dot point 4	No change to report	See previous recommendation on this item.
33	33. Speed limit suggestion of 50km/hr rather than 40km/hr	Page 11, section 8, "Recommendations"	Amend master plan to recommend 50km/hr speed limit	The master plan recommends changing the speed limit from the existing 40km/hr to 50km/hr. This recommendation from the landscape architect was supported and endorsed by the Committee and is a key component of the recommendation to change the Meehap coastal road to a 'scenic drive'. The submission to set at 50km/hr was supported by all Committee members except one when assessing the submissions.
34	34. More targeted revegetation required due to significant proportion of coal	Pages 14-16 "Option of probable coal"	Amend master plan to provide explanatory note about revegetation costing	This has been discussed with the landscape architect (the significance of the coal and the blanket rehabilitation areas). This was largely a desktop exercise, with some ground truthing, identifying degraded areas and then providing a costing based on placing them 100m apart, with tree guards and weed control. The landscape architect will be requested to provide an explanatory note regarding the costing.
35	35. Renaming of sites with Nyoongar names should be pronounceable	No specific reference	Amend master plan to include Nyoongar names for sites as provided following consultation with the Warrier Centre Warrnam (Peppy carpark), Waigama (Yawa carpark), Ngati (Salmon carpark) and Meeha (Carpark 4).	
36 WMA/DC	36. Request for extension of submissions until the end of November	No specific reference	No change to report	Advise WMA/DC of situation regarding funding and the need for relations to be met. However, acknowledge that feedback is valuable and that their submission will be considered and if any major changes are suggested that the plan will once again have to go through Committee/Council processes.



SITE LOCATION MAP

NOTE

Concepts have been developed without detail survey using Near Map February 2012 Aerial photography and ground observation. **All concepts require further investigation and detail design**

DESIGN + MANAGEMENT GUIDELINES

design guidelines should be developed to:

- Improve carpark efficiency at all sites using appropriate materials
- Create an overall set of materials to be used throughout the park - see suggested materials palette below
- Find appropriate names for sites that do not have proper names - use Warden names where appropriate
- Rehabilitate and fence off degraded areas as required
- Change Eagle Bay Meelup Road to a scenic drive and reduce speed limit to 50 kmph
- Remove all post and rail barriers
- Remove all non-conforming fencing and replace with new standard fence as shown in materials palette

CARPARKING CAPACITY

SITE	Existing Capacity	New Capacity
Castle Bay	30	40
Gannet Rock	17	17
Point Picquet Carpark	14	21
Point Picquet Beach Carpark	12	19
Meeka Carpark	10	12
Wannang Carpark	7	11
Ngari Carpark	10	15
Baudin's Memorial	10	10
Walgermia Carpark	6	10
Eagle Bay	33	38
TOTAL	149	193

LEGEND

Meelup Park Coastal Trail

NOTE: Numbers estimated at 3 metre wide car bays

MATERIALS PALETTE



concrete wheel stops, gravel for carparks unless otherwise noted



timber treated pine bollards



stabilised limestone path for paths that require resurfacing



timber treated pine post with 3 strand wire fence. Top wire to be white sighter wire, bottom 2 wires to be galvanised



granite boulder for vehicle control



log for vehicle control



CARING FOR OUR COUNTRY

CLIENT
MEELUP REGIONAL PARK COMMITTEE
JOB
Meelup Park Coastal Node Concepts

DRAWING
Overall Plan

SCALE 1:5000 @ A1
DATE 05 June 2012
DESIGNED NMA WKJ
DRAWN NMA
PAGE 1 of 9

REV A
72 Townview Terrace, Margaret River WA 6285 Ph: 08 9757 3777





CASTLE BAY CONCEPT PLAN 1:500

LEGEND

1. disabled bay
2. universal access path
3. existing toilet
4. existing single plate barbecue and picnic tables - additional double plate barbecue required
5. interpretive signage
6. proposed path
7. revegetation of dune system and planting of peppermint trees once shade established additional picnic facilities could be located here
8. existing bridge to be upgraded to provide universal access to Castle Rock
9. caravan / bus parking
10. one-way sign
11. whaling cairn
12. Dolugup Brook
13. existing picnic table
14. picnic table and double plate barbecue to be placed in degraded cleared area
15. fill in open drainage channel and instead pipe water to Dolugup Brook
16. coastal trail signage

-  wheel stops
-  tree planting - *Agonis flexuosa*
-  rehabilitation areas using planting and/or brushing
-  timber bollards at 1.5m centres
-  timber post and 3 strand wire fence
-  Meelup Park Coastal Trail

NOTE: Disabled access to beach to be further investigated with survey and detail design
All carparks to be brown hot mix



large paved area accommodates relatively few cars



the whaling cairn (11. on the plan)



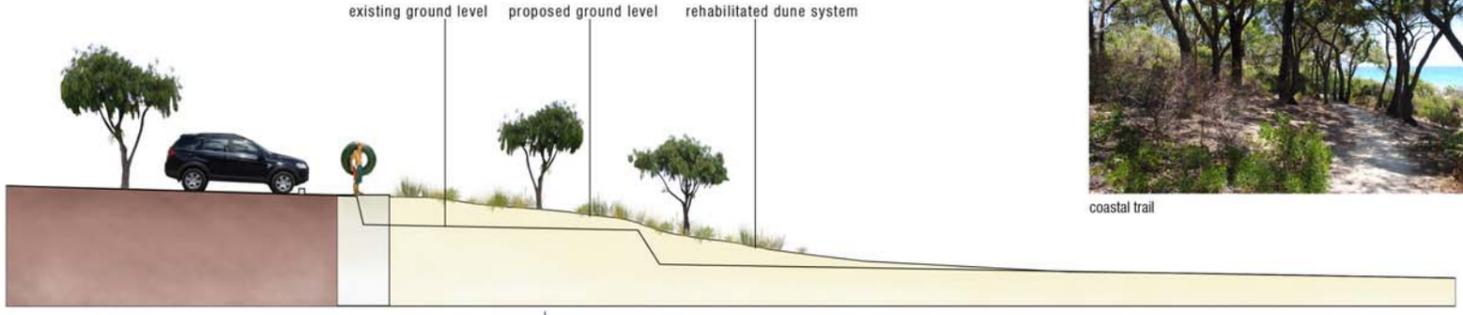
existing bridge is very steep and does not provide universal access



coastal trail



EXISTING CONDITION 1:500



SECTION A-A 1:100



SITE LOCATION PLAN 1:20,000

Carparking Capacity

CASTLE BAY
Unstructured Parking Capacity 30
Structured Parking Capacity 40

CLIENT
MEELUP REGIONAL PARK COMMITTEE
JOB
Meelup Park Coastal Node Concepts

DRAWING
Castle Bay
SCALE 1:500 @ A1
DATE 05 June 2012
DESIGNED NMA WKJ
DRAWN NMA
PAGE 2 of 9

72 Tawnview Terrace Margaret River WA 6285 Ph: 08 9757 3777





LEGEND

- 1. existing picnic table
 - 2. granite rock barrier
 - 3. new toilet
 - 4. trail markers
 - 5. ensure replacement and regeneration of *Melaleuca lanceolata* for future
 - 6. remove kerbs
 - 7. DEC Marine Park Signage
 - 8. new picnic table
-  timber bollards at 1.5m centres
 -  timber post and 3 strand wire fence
 -  wheel stops
 -  tree planting - *Melaleuca lanceolata*
 -  Rehabilitation areas using planting and/or brushing
 -  Meelup Park Coastal Trail

GANNET ROCK CONCEPT PLAN 1:500



Carpark to be moved back from the ocean



Melaleuca lanceolata to be planted as shown on concept plan



Proposed toilet location (3. on the concept plan)



granite boulders to act as car barriers

Carparking Capacity

GANNET ROCK	
Unstructured Parking Capacity	17
Structured Parking Capacity	17

CLIENT
MEELUP REGIONAL PARK COMMITTEE
JOB
Meelup Park Coastal Node Concepts

DRAWING
Gannet Rock

SCALE 1:500 @ A1
DATE 05 June 2012
DESIGNED NMA WKJ
DRAWN NMA
PAGE 3 of 9

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EXISTING CONDITION 1:500



SITE LOCATION PLAN 1:20,000



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POINT PICQUET CONCEPT PLAN 1:1000

LEGEND

1. beach carpark
2. proposed marked trail to Point Picquet
3. rationalise signs into a single board
4. make pedestrian only
5. trail markers
6. close vehicle access and revegetate
7. consolidate edge with granite boulders
8. grade out area over granite outcrop to maximise carparking
9. new inclined interpretive sign
10. existing chemical toilet to be replaced with composting toilet
11. coastal trail
12. beach access
13. remove kerbs
14. feasibility of whale viewing platform to be investigated further - consult with Dunsborough Coast & Landcare
15. proposed picnic table
16. existing fishing paths
17. existing small carparks under the trees with logs to be used as wheel stops

- wheel stops
- rehabilitation areas using planting and/or brushing
- timber bollards at 1.5m centres
- timber post and 3 strand wire fence
- Meelup Park Coastal Trail

NOTE: All carpark edges to have granite boulders to act as vehicle barriers unless bollards are shown



Multiple signs to be consolidated into one comprehensive sign (3. on plan)



view looking out towards Gannet Rock



use of local materials to act as vehicle barriers



EXISTING CONDITION 1:500



SITE LOCATION PLAN 1:20,000

Carparking Capacity

POINT PICQUET CARPARK	
Unstructured Parking Capacity	14 (3 small cars)
Structured Parking Capacity	20 (3 small cars)
POINT PICQUET BEACH CARPARK	
Unstructured Parking Capacity	12
Structured Parking Capacity	19

CLIENT
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JOB
Meelup Park Coastal Node Concepts

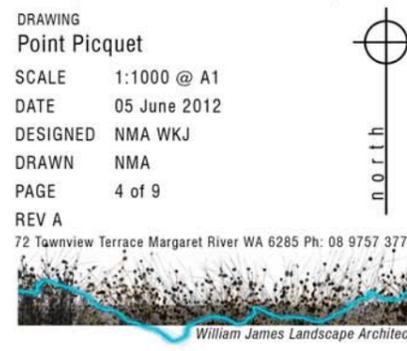
DRAWING
Point Picquet

SCALE 1:1000 @ A1
DATE 05 June 2012
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REV A

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MEEKA CARPARK CONCEPT PLAN 1:500

LEGEND

- 1. remove kerbs
- 2. extend bitumen to full length of car bays
- 3. existing pull over for 2 cars. Reinforce edge with rocks
- wheel stops
- tree planting - *Agonis flexuosa*
- rehabilitation areas using planting and/or brushing
- timber bollards at 1.5m centres
- timber post with 3 strand wire fence
- Meelup Park Coastal Trail



existing beach access well defined by local granite boulders



existing carpark - kerbs to be removed and bitumen extended



possible future carpark (3. on the plan)



EXISTING CONDITION 1:500



SITE LOCATION PLAN 1:20,000

Carparking Capacity

MEEKA CARPARK
 Unstructured Parking Capacity 10
 Structured Parking Capacity 12

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DRAWING
 Meeke carpark

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WANNANG CARPARK CONCEPT PLAN 1:500

LEGEND

1. incremental removal and replacement dead peppermint trees
 2. possible future carpark location
 3. remove post + rail and replace with bollards once fence is removed
 4. shift carparks down towards the road to allow for more tree planting and efficiency
 5. remove post and rail and replace with timber post and 3 strand wire fence
- wheel stops
 - tree planting - *Agonis flexuosa*
 - rehabilitation areas using planting and/or brushing
 - timber bollards at 1.5m centres
 - timber post and 3 strand wire fence
 - Meelup Park Coastal Trail



dead peppermint trees - to be removed and replaced (1. on plan)



suggested location of future carpark on the right side of the road (2. on plan)



post and rail to be removed and replaced with timber post and 3 strand wire fence



EXISTING CONDITION 1:500



SITE LOCATION PLAN 1:20,000

Carparking Capacity

WANNANG CARPARK

Unstructured Parking Capacity	7
Structured Parking Capacity	11

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DRAWING
Wannang Carpark
SCALE 1:500 @ A1
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NGARI CARPARK CONCEPT PLAN 1:500

LEGEND

- 1. composting toilet
- 2. log barriers to prevent further pushing into bush as required
- 3. reinforce edge with rocks and log barriers
- 4. remove kerbs

-  timber bollards at 1.5m centres
-  timber post and 3 strand wire fence
-  wheel stops
-  Rehabilitation areas using planting and/or brushing



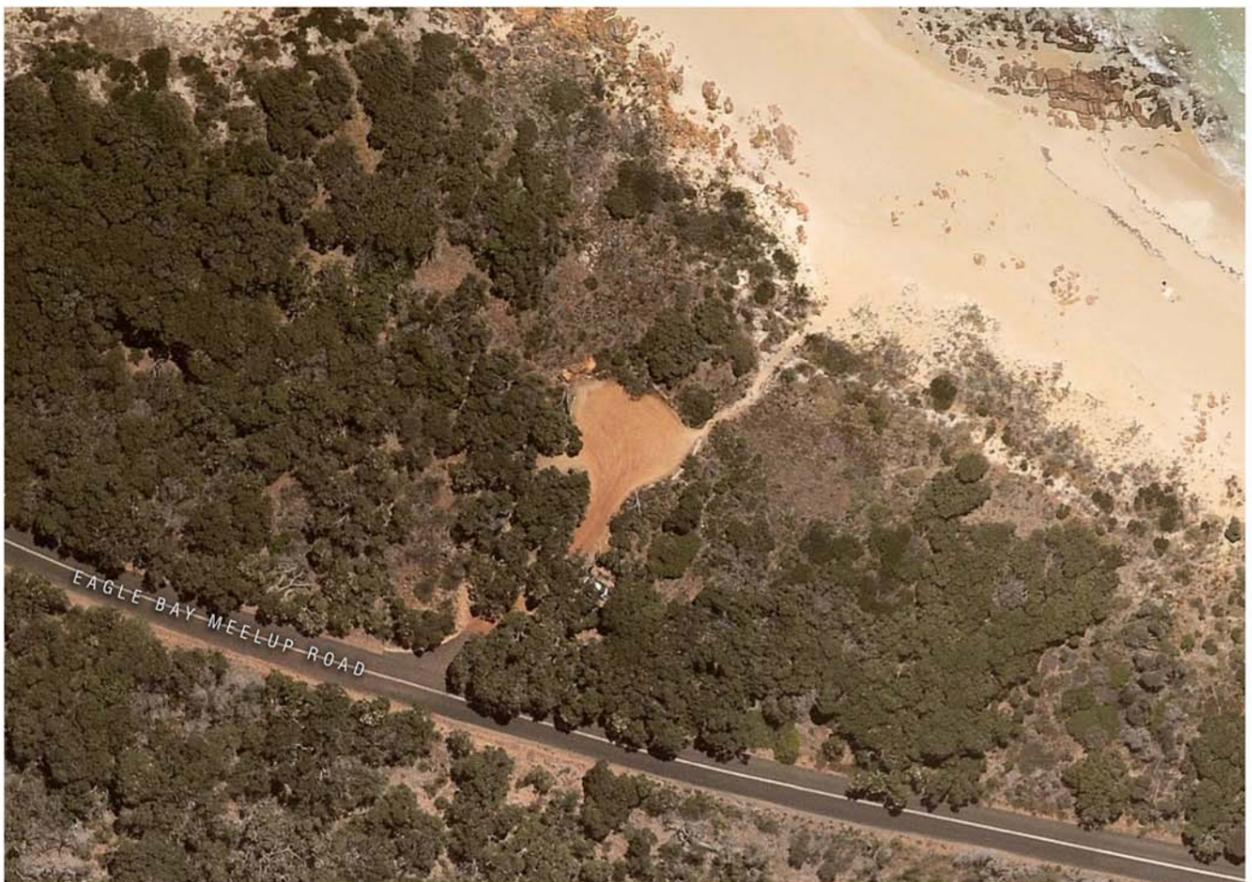
Carparks under the trees (5. on plan)



Carparks under the trees (5. on plan)



Existing tree at Ngari Carpark



EXISTING CONDITION 1:500



SITE LOCATION PLAN 1:20,000

Carparking Capacity

NGARI CARPARK
 Unstructured Parking Capacity 10
 Structured Parking Capacity 15

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 DRAWING
 Ngari Carpark
 SCALE 1:500 @ A1
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BAUDIN MEMORIAL AND WALGERMIA CARPARK CONCEPT PLAN
1:500

LEGEND

1. close off track and revegetate
2. Baudin's Memorial
3. remove post and rail and green bollards and replace with suggested bollards in materials palette
4. improve signage for disabled access for universal access trail on other side of road
5. improve beach access from the carpark with stabilised limestone gravel
6. planting to separate beach access path from memorial wall
7. universal access trail clearly signed and indicating toilets (350m west)
8. close of path and revegetate
9. remove kerbs
10. old fish factory - possible location for picnic tables depending on history
11. coral tree - check history as to ability to remove it
12. remove semi dead peppermint tree to maximise carparking

-  wheel stops
-  tree planting - *Agonis flexuosa*
-  rehabilitation areas using planting and/or brushing
-  timber bollards at 1.5m centres
-  timber post and 3 strand wire fence



replace mismatched bollards and post and rail to be consistent with park



Baudin Memorial remnants of the old fish factory (10. on plan)



Baudin Memorial western end of carpark



EXISTING CONDITION 1:500



SITE LOCATION PLAN 1:20,000

Carparking Capacity

BAUDIN'S MEMORIAL	
Unstructured Parking Capacity	10
Structured Parking Capacity	10

WALGERMIA CARPARK	
Unstructured Parking Capacity	6
Structured Parking Capacity	10

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Meelup Park Coastal Node Concepts

DRAWING
Baudin Memorial and Walgermia Carpark

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EAGLE BAY CONCEPT PLAN 1:500



LEGEND

1. pull carparking back 5-6m towards the road
2. formalise carparking bays using wheel stops
3. beach access and location of interpretive signage
4. parallel carparking
5. emergency beach access
6. overflow cars able to park parallel on side of road
7. stormwater outflow pipe
8. replace existing coastal moorts with Melaleuca lanceolata
9. existing timber steps
10. existing fence to be retained
11. remove post and rail and replace with timber post and 3 strand wire fence

-  timber bollards at 1.5m centres
-  timber post and 3 strand wire fence
-  wheel stops
-  tree planting - Melaleuca lanceolata
-  rehabilitation areas using planting and/ or brushing

NOTE: All existing fencing to be made consistent with fencing specified on the materials palette page. Wire strands to match specified.



existing carpark condition - large expanse of gravel



endemic Melaleuca lanceolata to replace coastal moorts



Stormwater outflow pipe (7. on plan)



EXISTING CONDITION 1:500



SITE LOCATION PLAN 1:20,000

Carparking Capacity

EAGLE BAY	
Unstructured Parking Capacity	33
Structured Parking Capacity	38

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DRAWING
Eagle Bay

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