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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 barbeques 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/resurfacing 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.
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
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
OPINION OF PROBABLE COSTS
MEEUP NODES SITE PLANS
26 NOVEMBER 2012
These costings are provisional and approximate only

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<tbody>
<tr>
<td>9.1</td>
<td>Siteworks</td>
<td></td>
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<td>9.2</td>
<td>Gravel sqm</td>
<td>sqm</td>
<td>700.0</td>
<td>$12.00</td>
<td>$8,400.00</td>
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<td>9.3</td>
<td>Bollards no.</td>
<td>no.</td>
<td>150.0</td>
<td>$35.00</td>
<td>$5,250.00</td>
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<tr>
<td>9.4</td>
<td>Post and wire fence linm</td>
<td>linm</td>
<td>180.0</td>
<td>$20.00</td>
<td>$3,600.00</td>
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<tr>
<td>9.5</td>
<td>Wheel stops no.</td>
<td>no.</td>
<td>25.0</td>
<td>$200.00</td>
<td>$5,000.00</td>
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<tr>
<td>9.6</td>
<td>Revegetation sqm</td>
<td>sqm</td>
<td>2400.0</td>
<td>$10.00</td>
<td>$24,000.00</td>
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<tr>
<td>9.7</td>
<td>Signs item</td>
<td>item</td>
<td></td>
<td></td>
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<tr>
<td>9.8</td>
<td>Contingency of 10%</td>
<td></td>
<td></td>
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<td>$5,875.00</td>
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<tr>
<td>9.10</td>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$64,625.00</strong></td>
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</table>

**Total does not include fees or GST**

The cost of revegetation has been calculated on the basis of planting 70mm pots at 600mm centres complete with rabbit guards and initial watering. Follow up maintenance/repalcement for one year is included. The rehabilitation areas were determined from recent aerial photographs. Detailed mapping will be required before revegetation.
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. interpretative 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. carpark / bus parking
10. one-way sign
11. whaling trail
12. Dookup Creek
13. existing picnic tables
14. picnic table and double plate barbecue to be placed in degraded cleared area
15. fill in open drainage channel and treated pipe water to Dookup Creek
16. coastal trail signage
- wheelchair ramps
- dune planting - Agonis flexuosa
- rehabilitation areas using planting and/or brushing
- timber outfalls at 1.5m centres
- timber post and 3 strands wire fences
- Meelup Park Coastal Trail

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

1. beach carpark
2. proposed mixed trail to Point Picquet
3. rationalise signs into a single board
4. make pedestrian only
5. trail markers
6. close vehicle access and renegotiate
7. consolidate edge with granite boulders
8. grade out area over granite outcrop to minimise carparking
9. new interpretative sign
10. existing chemical toilet to be replaced with composting toilet
11. coastal trail
12. beach access
13. marine keels
14. feasibility of whole viewing platform to be investigated further - consult with Dunsborough Coast & Landscape
15. proposed picnic table
16. existing fishing path
17. existing small carpark under the trees with bollards to be used as wheel stops

1. wheel stops
2. rehabilitation areas using planting and/or brushing
3. timber bollards at 1.8m centres
4. timber post and 3 strand wire fence
5. Mariners Park Coastal Trail

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

Carparking Capacity

POINT PICQUET CAR PARK
Unstructured Parking Capacity 24 (3 small cars)
Structured Parking Capacity 25 (3 small cars)

POINT PICQUET BEACH CAR PARK
Unstructured Parking Capacity 22
Structured Parking Capacity 19

CLIENT
Meesup Regional Park Committee

For: Mesup Park Coastal Node Concepts

Drawn: Point Picquet

SCALE 1:1000 @ A1
DATE 09 June 2012
DESIGNED NJA
DRAWN NC
PAGE 4 of 9

The diagram shows an aerial view of Point Picquet with various elements marked, including proposed trail improvements, parking areas, and coastal trails. The legend outlines the different symbols and features represented on the plan. The carpark capacity is also detailed with structured and unstructured parking spaces. The project is by Mesup Regional Park Committee, designed by NJA and drawn by NJA, dated June 2012.