

Wallaroo Foreshore Master Plan

Draft Master Plan Report

1.0 Background

1.0 Background

- 1.1 Contents
- 1.2 Acknowledgment of Country
- 1.3 Project Team
- 1.4 Context Plan
- 1.5 Project Focus Area
- 1.6 Executive Summary
- 1.7 Why develop a Master Plan?
- 1.8 From plan to place: A roadmap for the future
- 1.9 Timeline and Process

2.0 Planning Priorities

- 2.1 Master Plan Principles
- 2.2 Master Plan Principles: A connected and integrated foreshore
- 2.3 Design Considerations and actions
- 2.4 Master Plan Principles: Dynamic and disbursed open space
- 2.5 Design Considerations and actions
- 2.6 Master Plan Principles: Bringing to life local narratives, histories, and stories
- 2.7 Design Considerations and actions
- 2.8 Master Plan Principles: Responsive, connected and sustainable landscapes
- 2.9 Design Considerations and actions
- 2.10 Master Plan Principles: Enhancing views, vistas, and outlooks
- 2.11 Design Considerations and actions
- 2.12 Master Plan Principles: Improving access to water-based activities
- 2.13 Design Considerations and actions

3.0 Draft Master Plan

- 3.1 Zone Plan
- 3.2 Issues and opportunities (Zone 1)
- 3.3 Draft Master Plan: Actions and opportunities (Zone 1)
- 3.4 Car parking and access (Zone 1)
- 3.5 Photomontage: Office Beach
- 3.6 Photomontage: Drainage corridor
- 3.7 Photomontage: Sailing Club Beach
- 3.8 Zone Plan
- 3.9 Issues and opportunities (Zone 2)
- 3.10 Draft Master Plan: Actions and opportunities (Zone 2)
- 3.11 Photomontage: Foreshore coastal path

4.0 Next Steps

- 4.1 Where to from here?

P2

1.2 Acknowledgment of Country

We would like to acknowledge that The Wallaroo Foreshore is on the lands of the Nharungga people, the Traditional Custodians of the land and surrounding waters, where we live and work. We acknowledge their deep connection to Country and pay our respects to Elders past, present and emerging.

1.3 Project Team

The **Copper Coast Council** has engaged **Hatch Design** to assist in preparing a Master Plan for Wallaroo Foreshore which sets out a shared vision to guide future considerations, planning and budget allocations. Acknowledgment extends to the local community, stakeholders and visitors who have provided input, support and guidance for the development of a Master Plan.

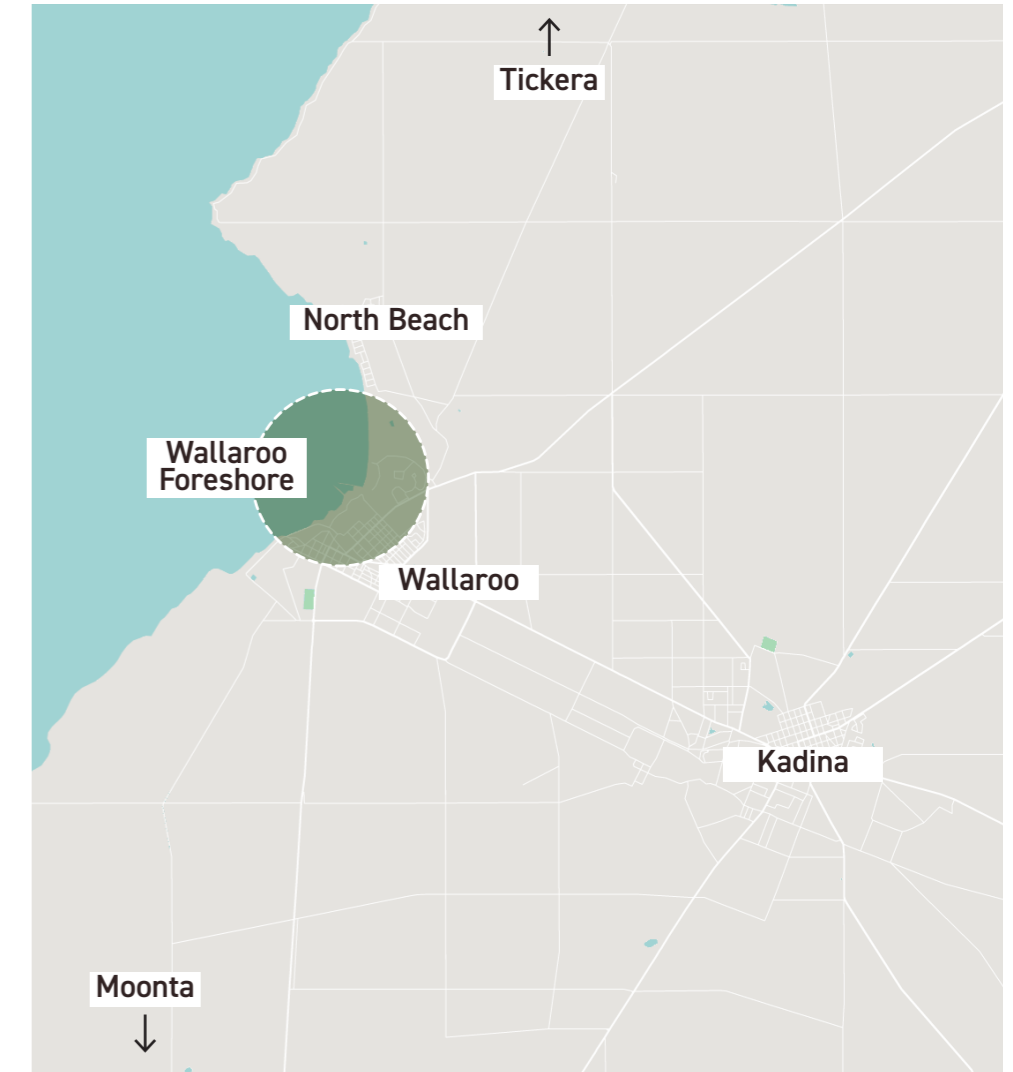
It is important to highlight that this report is a draft and remains a living and working document. The draft report provides a starting point for ongoing conversations, further input and opportunities that need to be considered, these items will continue to shape the final Master Plan report.

P6

P14

P25

1.4 Context Plan



Document Status

Issue	Author	Date	Document Size (Print)	Status
A	Hatch Design	09.06.2023	A3	For Council Review (R)
B	Hatch Design	26.06.2023	A3	Elected Member Review
C	Hatch Design	10.07.2023	A3	Public Consultation

(R) indicates document has been reviewed by the Copper Coast Council Project team.

Disclaimer: This master plan is provided as a tool for planning and discussion purposes only, and any decisions or actions taken based on the contents of the plan shall be the sole responsibility of the parties involved. Hatch Design shall not be held responsible or liable for any items listed within the masterplan. It is important to note that all items listed in the Master Plan report are subject to consultation, approvals, detailed design, and assessments, professional advice or expertise and that any decisions or actions taken based on the contents of the plan should be made with consideration of these factors.

1.0 Background

1.5 Project focus area



Wallaroo Foreshore | Draft Master Plan

For Public Consultation | July 2023 | Rev C

1.0 Background

1.6 Executive summary

Wallaroo Foreshore is a popular and much-loved destination on the Yorke Peninsula. It has a significant impact on the environment, recreation, tourism, heritage, community, and cultural values of the area. In recognition of this, the Copper Coast Council has engaged Hatch Design to assist in the development of a Master Plan for The Wallaroo Foreshore, which outlines a shared vision, guides future considerations, and identifies opportunities to enhance, protect and preserve the foreshore's unique character and qualities.

The development of the Wallaroo Foreshore Master Plan requires an open dialogue between all those interested in its future. This report is the result of a collective conversation, issues, and opportunities being heard equally. In order to provide a deeper understanding of ongoing efforts, concerns, and hopes of the broader community, each phase of engagement builds on 'local' knowledge.

The council made an electronic survey available on its website, Facebook page, and by email to stakeholders within the foreshore precinct. An editorial in the Country Times and posters placed around the foreshore area also promoted the survey. Hard copies of the survey were available at the Council office, Moonta Tourist Office, Wallaroo Library, as well as mailed to stakeholders who had not provided an e-mail address. A total of 183 submissions were received between 23 January 2023 and 27 February 2023.

Following input from survey respondents, Hatch Design facilitated Community Design Workshops at Wallaroo Town Hall on Friday 03 March and Saturday 04 March. Members of the community and those who are concerned about the Foreshore were invited to attend 50-minute workshops, which included groups of up to 15 participants. Over the course of two days, community members participated in collaborative design and engagement workshops, contributing 'first-hand' knowledge of the Foreshore, identifying key priorities, identifying issues, and strengthening what makes Wallaroo Foreshore a great place. During each 50-minute workshop, participants took on the role of designer building on the responses from the community consultation survey and bringing their own views to the table. Through an interactive design process, the design team engaged with the community directly to understand their aspirations, ideas, issues, opportunities, and goals.

The project team has engaged with a number of First Nations representatives. This has included meeting with the Nharangga Aboriginal Progress Association which identified further opportunity for engagement.

As a result of feedback received throughout the engagement phase and concept development phase, six high-level themes were identified. Additional site analysis, investigations and stakeholder sessions have been conducted in order to refine the considerations and objectives for each theme. As part of the planning process, the sentiment and nature of feedback received will be incorporated into the decision making process to guide decision making processes. The Master Plan has been developed using these key design principles.

In spite of some arguments suggesting that the Foreshore should be left alone, it is crucial to recognize that taking no action is not the same as preserving and protecting its existing character.

1.7 Why develop a masterplan?

A Master Plan is a critical step towards ensuring that the Foreshore is developed, managed, preserved, and celebrated responsibly and in a sustainable way. As a strategic document, the Draft Master Plan outlines how the Foreshore could develop in the future and provides a road map for future planning and decision-making processes.

The development of a Master Plan provides;

- A strategic document with a clear vision for the future development of an area, spanning over a short, medium, and long-term timeline. In addition to guiding future planning and decision-making processes, the Master Plan will outline key principles and considerations that must be taken into account.
- Provides recommendations for the management, enhancement, and opportunities for the area, with the goal of guiding budget allocations, investments, and grant funding opportunities towards achieving the shared vision. This allows for a coordinated and cohesive approach to development, ensuring that all efforts are aligned towards achieving the shared vision.
- A valuable resource for the council as it seeks support, direction, and feedback from stakeholders, including residents, businesses, and community groups. This ensures that the plan reflects the needs and aspirations of the community, and that there is a shared understanding of the direction and priorities for the area.
- Identifies a number of key projects for detailed design, further study, and further investigation.

1.8 From plan to place: A roadmap for the future

Wallaroo Foreshore Master Plan outlines a shared vision for the future of the Foreshore based on extensive community and stakeholder engagement. Among other things, it identifies key infrastructure and land uses and provides a framework for future decision-making and funding allocation. Conceptual designs are included in the Master Plan to provide a general idea of what specific actions and ideas could look like in the future.

As a high-level strategic framework, the Master Plan represents a starting point for developing detailed designs which align with the Master Plan's specific goals and objectives. The detailed design process focuses on the specific design of individual elements, including technical specifications, material selections, and other documents that provide information necessary for implementation. It involves stakeholder consultation, testing of design ideas, and cost-benefit analysis to ensure feasibility, practicality, and cost-effectiveness, as well as consideration of factors such as functionality, accessibility, sustainability, and aesthetics.

The two processes are interdependent and complementary, with detailed design being a critical step in bringing the Master Plan's goals and strategies to life.

1.0 Background

1.9 Timeline and Process

The development of this Draft Master Plan has been undertaken in collaboration with the community, Council and stakeholders over many months. The timeline and process for delivery is outlined below.



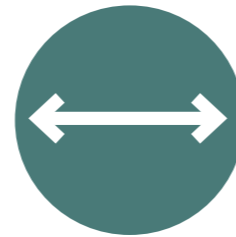
2.0 Planning Priorities

2.1 Master Plan Principles

In response to feedback received during the engagement and concept development phases, six high-level themes have been identified. To ensure that sentiments and feedback received are integrated into the planning process, these themes serve as a guide for decision-making, planning and design objectives.

1. **A connected and integrated foreshore:** creating a cohesive and interconnected foreshore. Making the foreshore more connected to create a seamless experience for all users
2. **Dynamic and disbursed open space:** promoting the creation of flexible open spaces that can accommodate a wide range of activities. The open spaces should be spread throughout the area, allowing for diverse uses and experiences.
3. **Bringing to life local narratives, histories, and stories:** This principle highlights the importance of incorporating local culture, heritage, and stories into the development. It seeks to celebrate and showcase the unique identity and history of the area, creating a sense of place and community.
4. **Responsive, connected, and sustainable landscapes:** incorporating landscapes that are environmentally sustainable and responsive to the needs of the community, promoting greater use of sustainable practices and technologies, such as green infrastructure and efficient water management to respond to current and future climatic conditions.
5. **Enhancing views, vistas, and outlooks:** enhance the scenic experience of the foreshore, enhancing and celebrating scenic views, vistas, and outlooks.
6. **Improving access to water-based activities:** Increasing access to water-based activities by providing improvements to infrastructure, access, and recreational activities such as boating, swimming, and fishing, resulting in a more engaging and accessible waterfront area for the community.

The guiding principles will serve as a basis for future planning and development, ensuring that the project aligns with the identified goals and objectives.



A connected and integrated foreshore



Dynamic and disbursed open space



Bringing to life local narratives, histories, and stories



Responsive, contextual and sustainable landscapes



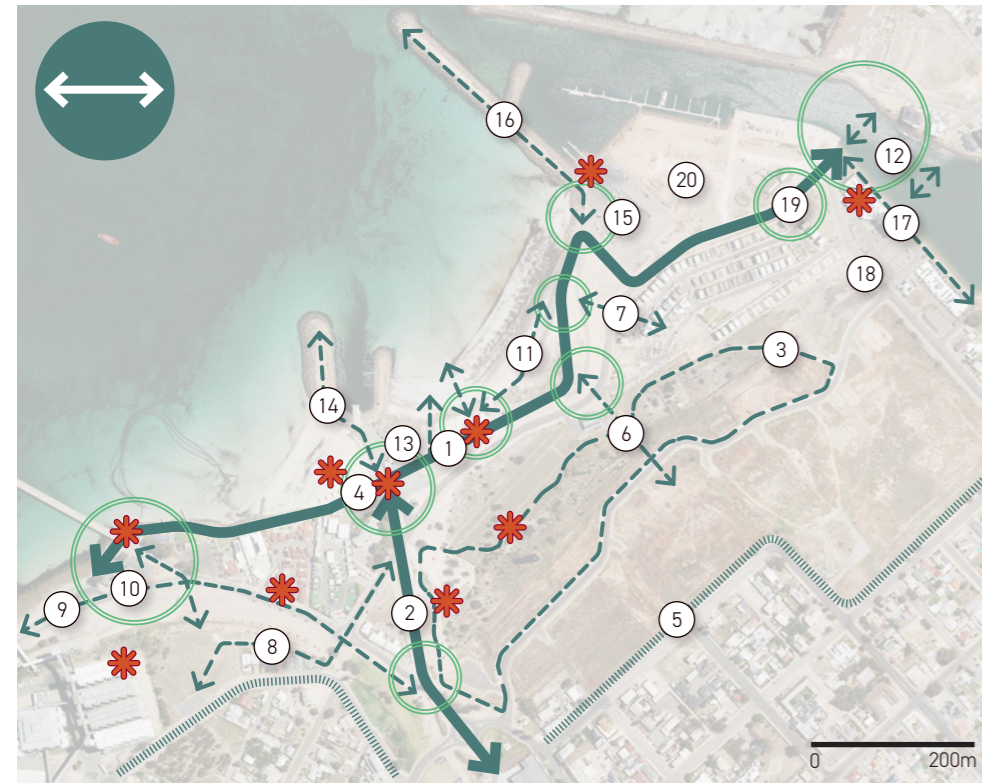
Enhancing views, vistas, and outlooks









Improving access to water-based activities

2.0 Planning Priorities

2.2 Master Plan Principles: A connected and integrated foreshore



-  Destinations / Key Attractions / Supporting features
-  Foreshore Spine Connection (Primary access focus)
-  Enhance/ Improve Connection and movement
-  Residential Edge
-  Foreshore connection point: integral to the development of a connected foreshore linking sites.
-  Action (refer item)

2.3 Design Considerations and actions:

1. Establishing a linear spine connecting foreshore destinations, focus areas, and access points.
2. Enhance accessibility, create a safe and welcoming environment, and encourage active use of the foreshore by strengthening the connection between the foreshore and the town center.
3. Close the loop on Liberator Way so that pedestrians can move more freely, active loops and recreation opportunities can be developed, and reducing the dependency of private vehicle to access the foreshore by reducing physical barriers to walking and access.
4. Enhance connectivity between the foreshore and ferry terminal precinct with a greater focus on promoting active foreshore use, limiting vehicular impacts, and prioritizing pedestrian space.
5. Improve access from residential areas to the foreshore, encouraging greater access and limiting reliance on private vehicles, promoting active transport.
6. Assessing strategic breaks in topography and balancing their impacts with historic elements and view corridors to improve mobility, connection, and access.
7. Develop a beach access connection for future development occupants in order to increase the linear focus of the foreshore.
8. Providing a lookout point along the embankment that links the town center and silo art. Creating a connection between the residential edge and the waterfront by connecting the stair link to the slope.
9. Enhance cycling connections in Wallaroo to support active transport and facilitate recreational and social riding while limiting impacts to the foreshore and competing users. The development of a range of cycling opportunities and infrastructure should take into account user ability. Improve connectivity to existing foreshore paths.
10. Integrating and consolidating parking to improve accessibility and cohesive movement. In order to reduce disjointed connectivity and rationalize vehicle movement, smaller car parks should be replaced with larger scale consolidated parking areas.
11. Assess the potential for a Foreshore boardwalk to improve connectivity and accessibility along the Foreshore and to connect to underutilised open spaces.
12. Connecting the Foreshore with the North Beach via a bridge or pontoon. Review accessibility and partnership agreement opportunities to private land to support increased movement.
13. Balancing vehicular access and restrictions on open space and foreshore access.
14. Integrate infrastructure as part of the foreshore experience and destination by reviewing connectivity to the ferry breakwater.
15. Due to its important role in connecting the foreshore precinct, this site must balance convenience with understanding its significance. This barrier currently serves as a major physical barrier to the development of a linear foreshore.
16. Integrate infrastructure as part of the foreshore destination and experience by reviewing connectivity to the boat breakwater.
17. Elongate the foreshore precinct by integrating access to the marina.
18. Improve connections from residential edges to support improved pedestrian and vehicular access, including rationalising crossing locations.
19. Review the impact of the corner on movement and access as an important connection.
20. Ensure that future development is considered in the planning process, with a particular emphasis on pedestrian connections.

2.0 Planning Priorities

2.4 Master Plan Principles: Dynamic and disbursed open space



- Existing open space
- Open grassland (mixed)
- Coastal vegetation
- Recreation
- Car parking
- Drainage corridor
- Foreshore Edge
- Open space/public realm focus opportunities
- xx Action (refer item)

2.5 Design Considerations and actions:

1. Increase open space distribution and consolidate disjointed open space areas along the shoreline to meet a variety of needs, reducing spatial conflicts and future needs. In order to maximize public space inclusion, existing topography and level changes should be optimized to increase open space directly to the foreshore edge.
2. Linking parcels of open space through the creation of active open spaces within existing underutilised spaces to improve connectivity to the Town Centre.
3. Enhancing the functional and connectivity of open spaces by utilising drainage corridors more effectively.
4. Improve connectivity between existing open spaces and the foreshore by connecting existing open spaces.
5. Increase the functionality of the open area at Office Beach by relocating parking, expanding vegetation coverage, and increasing tree canopy coverage to support increased attendance, usage, and duration.
6. Consider the importance of vehicle access in facilitating connections to the foreshore, enhancing accessibility, and enhancing the overall function of the foreshore.
7. Considering underutilised open space that could support future development occupants with competing access to open space and changing beach conditions.
8. Enhance open space provision at the boat ramp by maintaining a balance between parking and pedestrian space during peak periods.
9. Incorporate state heritage land as an important connection point in the heritage precinct with greater potential for integration as an open space.
10. Focus on improving the heritage walk so that it is more accessible.
11. To create a biodiversity network, increase the connectivity of open spaces. Improve native vegetation, increase canopy cover and implement landscape-based approaches to support positive impacts, such as reducing heat islands, dust pollution, passive cooling, improving stormwater and overland flow paths and reducing hard surface catchments.
12. Enhance the functionality of the embankment including erosion control, improving visual context and increasing vegetation cover as an important foreshore backdrop by providing opportunities for future activation as an open space parcel.
13. Enhance the central spine corridor as an active open space parcel rather than just a conduit with a focus on integrating with historical elements, dog park, increasing space for sitting and resting, and supporting improved links and activation away from the foreshore as a supporting public space.

2.0 Planning Priorities

2.6 Master Plan Principles: Bringing to life local narratives, histories, and stories



Destinations / Key Attractions



State Heritage Area (indicative)

B

- A. Coal gantry tracks
- B. Hughes Stack
- C. Blast furnaces
- D. Old refinery
- E. Fishing Cutter 'Canberra' Interpretive Sculpture



Opportunities for cultural narrative trail



Action (refer item)

2.7 Design Considerations and actions:

1. Enhancing state heritage items' profile through genuine engagement. An emphasis should be placed on how the elements relate to Wallaroo rather than simply stating facts. Utilize new technologies to engage audiences, such as augmented reality, soundscapes, and interactive elements.
2. Enhance the heritage walk, encourage greater connectivity, and explore wider loop opportunities that integrate the Wallaroo and regional narrative.


Supporting:

- Ensure that the Nharungga cultural connection to The Foreshore is respected and honored and that the traditional ownership of the land should be acknowledged and respected.
- Incorporate cultural significance, values, histories, narratives, and stories into future works, both First Nations and European.
- Establishing a contextual narrative trail to identify key features, stories, and narratives
- Consider how noise and other disturbances might impact the overall experience of a site, and take measures to mitigate them.
- Utilise new technologies to create unique experiences, such as augmented reality, soundscapes, and interactive elements, in order to engage the audience.
- Establish cultural partnerships that celebrate both tangible and intangible cultural values.
- Promote cultural awareness and understanding through learning, inclusion, and engagement.
- Develop respectful relationships with First Nations people, recognizing their connection to the land.
- Engage in consultation to identify values, aspirations, and concerns about the Foreshore and the wider landscape. Provide information about proposed changes to the landscape that may affect cultural heritage.
- Provide on-site learning, demonstrations, and spaces for community events to enhance cultural education.
- Reinforce The Foreshore as a connected cultural landscape and facilitate ongoing learning and listening opportunities.

2.0 Planning Priorities

2.8 Master Plan Principles: Responsive, connected and sustainable landscapes



-  Foreshore edge
-  Drainage corridor

2.9 Design Considerations and actions:

A growing awareness of the effects and implications of climate change has emerged in recent years, including impacts to coastal areas, predictions of sea level rise, storm surge impacts, rainfall severity, and their effects on flora and fauna. As part of the management, planning, and measurement of erosion and storm surge damage, access requirements should be balanced with closures, and measures should be developed to enhance and preserve sensitive and vulnerable ecosystems. Management of stormwater and limiting erosion caused by runoff should be addressed in future projects. Foreshore development should consider Coastal Hazard Risk Policies and engage with the Coast and Marine Branch and the Department of Environment and Water.

1. Greater focus on increasing landscape-based catchments to manage stormwater and limit runoff erosion through regenerative, responsive, and resilient practices that utilise water as an asset, an attractor, and a connector of open space. Several storm water outlets are potentially located at levels likely to be impacted by sea levels rise, impeded their operation and the potential for inland flooding may be exacerbated.
2. Developing drainage corridors as biodiversity sites, managing stormwater and creating open space opportunities are all opportunities to enhance drainage corridors.
3. Establish a landscape-based approach for reducing coastal erosion, storm surges, sea level rise impacts, and climate change impacts on the shoreline.
4. Enhancing the diversity and distribution of endemic plants.
5. Identifying means of improving and balancing vehicle beach access should be conducted in order to protect wildlife and flora.
6. Managing erosion, storm surge damage, balancing access requirements with closures, and developing measures to enhance and preserve sensitive and vulnerable ecosystems.





Supporting:

- Preserve and enhance coastal vegetation: Protect and enhance the unique coastal character of Wallaroo by preserving and enhancing the native vegetation along the coast. This can be achieved by planting native species, managing and maintaining the land in an appropriate manner, and protecting existing habitats.
- Encourage biodiversity: Enhance biodiversity by creating and protecting native habitats and promoting the growth of a diverse range of plant and animal species. This can be achieved by implementing land management practices that support the growth and development of native species and by monitoring and controlling the spread of invasive species.
- Develop a comprehensive rehabilitation plan: Develop a comprehensive plan for site restoration and vegetation management that identifies key areas for rehabilitation and outlines strategies for restoring degraded areas.
- Monitor environmental degradation: Monitor the environment regularly to identify and address potential threats to the coastal ecosystem, such as pollution, erosion, and habitat loss.
- Manage feral animals: Implement measures to manage feral animals that pose a threat to native species and their habitats, and monitor their impact on the environment.
- Provide continuous revegetation: Enhance the landscape by providing continuous revegetation and creation of native habitat, as well as the application of appropriate land management practices.
- Mitigate flood and erosion risks: Implement measures to reduce the vulnerability of areas at risk of flooding and erosion and increase their resilience to these natural hazards.
- Monitor climate change impacts: Conduct regular monitoring and assessments to identify climate change and other pressures that affect coastal ecosystems, and develop management strategies that account for these impacts.
- Educate communities: Educate the community about the impacts of climate change on coastal environments and how to build resilience to those impacts.
- Incorporate landscape requirements: Ensure that future land management plans incorporate the diverse landscape types and requirements, including budget allocations, to support the long-term preservation of the coastal ecosystem.
- Reduce light spill: Consider the impact of light spill on animals and habitats and implement measures to minimise its impact.

2.0 Planning Priorities

2.10 Master Plan Principles: Enhancing views, vistas, and outlooks



-  Visual wayfinding reference
-  View corridor
-  Visual barriers
-  Action (refer item)

2.11 Design Considerations and actions:

1. Emphasize the importance of elevation and lookout points in establishing view corridors and connections to the landscape as a whole by designing elevated viewpoints that offer unobstructed views of the surrounding area.
2. Incorporate iconic landmarks, such as the Hughes Smelter chimney, as a wayfinding landmark within the town and beyond to provide a sense of place and identity.
3. Developing key visual connections with the ocean to support movement paths and greater connectivity to waters edge.
4. Utilise topography to support visual edge with opportunities to improve visual look and feel.
5. Soften view corridor to development edge to increase landscape coverage.
6. Consider impacts of increased boat ramp area on views from development with opportunities to increase landscape screening and creating fragmented views to large scale car park areas.
7. Increase visual connection with marina to support greater physical connections and links to elongate the extent of foreshore.

Supporting:

- Embed cultural, social, and environmental learning: Enhance the narrative of viewpoints by embedding cultural, social, and environmental learnings as part of viewpoints and lookouts to provide a deeper understanding and appreciation of the landscape.
- Increase accessibility: Increase accessibility to viewpoints for people with all abilities by providing ramps, accessible pathways, and appropriate facilities such as accessible restrooms and seating.
- Consider the impact of infrastructure, built forms, and development on the surrounding environment, including historic elements, to ensure that development does not detract from the natural beauty and historic character of the area.
- Provide facilities for rest and enjoyment: Improve the facilities for stopping, resting, and enjoying the view by providing picnic areas, restrooms, seating, and shelter where appropriate.
- Enhance accessibility at viewpoints to ensure that it is accessible to all by providing adequate parking, signage, and wayfinding information.
- Take into consideration the impact of infrastructure, built form, and development on views in relation to the context and character of the area to ensure that new development complements and enhances the existing landscape.
- Balance view corridors with development: The development of view corridors should be balanced with the impact of future development to ensure that the visual quality of the landscape is maintained and enhanced.
- Incorporate natural elements into the design of viewpoints and lookouts to reinforce the connection between the landscape and the built environment.

2.0 Planning Priorities

2.12 Master Plan Principles: Improving access to water-based activities



xx

Action (refer item)

2.13 Design Considerations:

1. Enhance access and circulation to the boat ramp in order to maximize space efficiency and limit the need to expand within the existing footprint. This can be achieved by redesigning the layout, providing better signage, and optimizing parking spaces.
2. Further investigate the possibility of building a dedicated swimming enclosure and consider the best location for such a facility. This will provide a safe and controlled swimming environment for beach goers.
3. Promote Office Beach: Increase the strategic importance of Office Beach in providing greater access to the water and beach front. This can be achieved by enhancing the beach facilities, providing additional signage, and promoting it as a destination for beach goers.
4. Identify ways to improve access to the beach at the Sailing Club by providing improved signage, access paths, and beach facilities.
5. Integrate sailing club access to support ongoing access to water by providing shared facilities and amenities.
6. Increase beach access to support increased visitation by providing additional access points, improving signage, and enhancing beach facilities. Review infill opportunities to existing land to increase connectivity to foreshore edge.
7. Review potential for in-water activities and events such as dragon boat racing to enhance water-based recreational opportunities.
8. Maintain adequate beach levels, both to prevent storm damage and to provide adequate beach recreation space, through regular beach nourishment and maintenance programs.
9. Increase function and access to southern jetty beach to support increased focus on disbursed open space and access to water.
10. Consideration for the proximity of parking provision to support increased usage including recreational access to the jetty.
 - Balance access to the ocean, beaches, and marine environments to ensure that recreational activities do not negatively impact the natural environment.
 - Preservation, protection, and promotion of the marine environment, including education, by providing educational materials, signage, and programs that promote responsible use and conservation of the marine environment.
 - Improve facilities and opportunities to support diverse water-based activities by providing shared amenities, equipment rental, and programs that cater to a wide range of interests and skill levels.

3.0 Draft Master Plan

3.1 Zone Plan



To provide key directions, actions, and considerations, the Draft Master Plan is divided into (2) dedicated zones. The following provides summary of the identified key issues and opportunities developed through consultation, Council involvement, stakeholder engagement and site analysis as well as the focus for each zone. At a high-level the following identifies the focus for each zone.

Zone 1:

- Greater connectivity to Town Centre.
- Improved cycling connectivity and limiting competing access to shared spaces along the foreshore.
- Cultural and community event space.
- Disbursing open space provision.
- Rationalising and consolidating car parking.
- Increasing foreshore open space and active areas.
- Improved traffic management and vehicle movements including upgrades of existing infrastructure.

Zone 2:

- Boat ramp car park improvements.
- Increased open space to underutilised areas.
- Improving linear foreshore connectivity.
- Supporting connections from residential development.
- North beach connectivity.
- Improvements to car parking and stormwater management.
- Closing the loop to increase walking connections.
- Enhancing the integration of histories and narratives.
- Developing lookout and viewpoints to elevated topography.
- Increased access and connectivity to foreshore.
- Connecting residential areas.



3.0 Draft Master Plan

3.2 Issues and opportunities (Zone 1)















The following provides a summary of the key issues and opportunities identified during community consultation, stakeholder engagement, council input, and site analysis. It identifies opportunities and future considerations, many of which are addressed in the draft master plan, but others require ongoing discussion to balance big objectives with practical considerations. Items identified include the following.

1. Maintain the car park as an important in-car viewing location. Increase accessible parking locations. Improve signage to limit large vehicle parking and reduce conflicts.
2. Improve parking signage for RVs, caravans, and trailers to reduce conflicts and improve traffic management.
3. Widening the path to make the connection between the coastal path and the foreshore precinct more visible and considering the impact of vehicle movements on access.
4. Address dust migration issues and explore opportunities for improvement.
5. Identify long-term strategies in the event of an industrial operator closure and strengthen relationships with the operator to develop partnership opportunities.
6. Improve drainage and stormwater management to the embankment, improve safety, explore ways to limit the impacts of erosion to unstable banks, and consider increasing landscape cover as an opportunity.
7. Enhance the crossing point to increase connectivity to the foreshore, review design options for pedestrian-prioritized or supported access, including raised tabletop or surface change, consider consolidation of parking areas, and increase connections for all abilities.
8. Current car park difficult to navigate, tight and limited parking opportunities. Review the existing parking area with the opportunity to consolidate parking as part of a wider strategy, reduce barriers for better access to foreshore open space.
9. Increase the public realm to improve commercial activation of the Boat Shed, outdoor dining, and active frontage.
10. Improve access to the foreshore/jetty and review the impact of level changes.
11. Increase connectivity to the foreshore path and improve access to the beach.
12. Maintain public access to the jetty, increase focus on supporting pedestrian movements to northern pathway and review opportunities for lockers and storage space to support swimmers, scuba divers, and snorkeling.
13. Review the connection to the beach and underside of the jetty.
14. Redevelop as a shared public realm and integrate as part of the movement strategy.
15. Redevelop, replace, or construct swimming enclosures to meet requirements and expand the café area to support greater usage.
16. Develop a multi-functional car park and adaptable community event space to support foreshore activation and increase opportunities for integration with silo activation.
17. Improve road opening to prioritize pedestrian access and maintain large vehicle access.
18. Consider removal of the building and development of larger open spaces and improved public toilets.
19. Identify opportunities for play spaces and enhance lighting and activation at night.
20. Consider relocation or reduction of the car park to increase open space to the foreshore
21. Redevelop the potential café to increase dining opportunities and consider dual stories. Review relocation or development of new public toilets to facilitate expansion, review opportunities to develop a plaza to support the café, and integrate existing trees as assets to open space.
22. Activate jetties for outdoor seating, dining, and viewing opportunities.
23. Develop a walk/bike zone and improve car parking to support jetty usage.
24. Improve the legibility of pedestrian/cycling connections and potential to reduce car park to limit number of vehicle movements to crossing.
25. Improve footpath connections, review landscape treatments, including tree planting to increase shade cover.
26. Increase access and focus of silo viewing platform.
27. Increase access and links to Lydia Terrace car park, review opportunities to reinforce connectivity to the residential edge.
28. Increase legibility of connection and improve footpath connections.
29. Review potential connection to the embankment to connect to the silo viewing platform and increase connectivity to the foreshore.
30. Enhance accessibility to the town center, provide additional seating, connections, and amenities to cater to walkers and cruise ship arrivals.
31. Improve pedestrian connections and parking opportunities to the bakery.
32. Increase the legibility of signage, including clear information for RVs, caravans, and trailers to support improved parking and traffic management.
33. Review opportunities to improve the junction.
34. Improve footpath and crossing points.
35. Review and relocate existing crossing to increase separation from turning vehicles.
36. Enhance culvert and develop it as a water management site, improve outfall quality and consider wetland filtration treatment.
37. Increase functionality of open space area and review location of fitness equipment.
38. Improve visibility and connection to historic boat.
39. Provide a connection from the car park to the shared path.
40. Increase legibility and connection to support links to the town center.
41. Increase pedestrian links to Liberator Way to increase active loops within precinct.
42. Increase the crossing point as an important connection to the foreshore.
43. Improve the experience of historic mining items through greater engagement rather than signage.
44. Reconfigure the car park to limit impacts on the shared path and formalize entry and exit points.
45. Increase walking and cycling opportunities in the path network to develop a historic walk.
46. Increase focus on the dog park, improve shade and shelter, and review opportunities for increasing buffer planting.
47. Activate State heritage land with further discussions on opportunities with stakeholders.
48. Identify a potential overflow car parking location.
49. Review road layout to improve access by rationalising movements.
50. Consider the long-term future of toilets and relocation of facilities closer to the foreshore edge.
51. Increase weed management with longer-term succession planting and develop a landscape management plan.
52. Explore opportunities to preserve the Hughes Smelter Chimney and partner with stakeholders to develop options.
53. Review boundary treatments of privately owned land to increase landscape buffers.
54. Improve pedestrian crossing to tourist park entry to limit impacts.
55. Improve rest points including shade trees, planting, and cultural narratives, stories, and artifacts.
56. Review intersection to improve access.
57. Review vehicle beach access and legibility to reduce impacts on pedestrians.
58. Develop potential ferry terminal upgrades and improvements and consider options if the operator stops operating.
59. Improve drainage and stormwater management to limit washout to the beach and include gross-pollutant traps to reduce litter to catchment outfall.
60. Review car parking and balance access to connect the foreshore, consider rationalizing parking and increasing open space to support foreshore activities and greater usage.
61. Improve access to the beach, including all-abilities ramp access.
62. Increase shade and shelter to the foreshore, balance infrastructure with storm surge requirements, sea level rise, and impacts of erosion, consider alternative shade locations to support increased usage.
63. Improve open space and lawn areas.
64. Balance impacts of storm surge, coastal erosion, and sea level rise with upgrades of seawall.
65. Review opportunities to develop a viewing area with engagement from current stakeholders.
66. Implement landscape improvements to limit erosion and degradation of the coastal edge.
67. Rationalise and improve legibility of the car park to increase pedestrian movement and access to beach stairs. Lack of large trees, consideration of legacy planting to increase shade, shelter, biodiversity, and wildlife corridors.
68. Review public access to the sailing club path.
69. Consider alignment of fence to increase opportunities for foreshore access.
70. Investigate opportunities for underutilised land with a focus on increasing open space, landscape improvements and improving landscape treatments. Increase open space areas for people to enjoy.



3.0 Draft Master Plan

Key

-  Master Plan Response
-  Open Space
-  Pedestrian links (primary)
-  Decking / Boardwalk / viewing platforms
-  Road / car parking (vehicle access)
-  Cycling lanes
-  Walking trail (unsealed, typ. 1500mm min.)
-  Accessible parking (DDA compliant)
-  Electric Vehicle (EV) charging
-  Existing Trees
-  Proposed Trees
-  Landscape and gardens
-  Signage (wayfinding, cultural narrative + interpretive)
-  Seating nodes + rest stops

The following provides a range of design responses, actions, and future considerations in response to the key issues and opportunities identified on the previous pages. Its purpose is to identify opportunities and future considerations and provide guidance for budget allocations, grant applications and guide upgrades, repairs, and changes to the foreshore to limit ad-hoc development. It is important to remember that the master plan is a long-term strategic plan that sets the framework for the foreshore, but remains as a working document that allows things to change according to changing requirements. While a number of 'quick wins' have been identified, a number of projects represent significant investment, and the plan is intended to be implemented in stages based on funding support. In order to implement the principles of the master plan, a detailed design process would be required. During the detailed design process, the key projects would be explored in more detail. The following items have been identified.

3.3 Draft Master Plan: Actions and opportunities

1. Increasing accessible parking spaces within existing car parks while maintaining an important 'in car' viewpoint Improve signage to limit large vehicle access Expand shared use paths, signage, and surface treatments to increase access to the foreshore.
2. Enhance access to the coastal path and foreshore precinct by widening existing paths and improving ground signage. Promote cycling and walking along the foreshore as an active transportation destination. Provide cycling connections that are compatible with users' abilities as well as providing cycling infrastructure for faster, more experienced, and confident cyclists.
3. Establish a slow speed environment and review options to reduce speed to 20-30kmph as part of a movement improvement strategy. Slow-speed environments can be created by incorporating design strategies such as vegetated central medians, surface material changes and road lane narrowing (3.5m). Maintain commercial jetty access for service vehicles.
4. Consolidate parking to improve accessibility, provide large vehicle spaces, caravans, RVs, and large vehicle parking. Establish dedicated entry and exit points for Chatfield Tce/Jetty Road. Enhance accessibility and usability by providing more accessible parking spaces within 60 metres of the jetty/café, including clear walkways and limiting ramps. Assessing the possibility of providing permeable surfaces to parking spaces to mitigate stormwater impacts. Ensure clear sightline for silo film viewing.
5. Providing charging infrastructure for electric vehicles in future development to encourage a linger-longer approach by improving accessibility to foreshore cafes and promoting park-and-wander activities.
6. Enhance connectivity to foreshore, limit competing user conflicts to foreshore, and improve the area as a key tourist destination by providing dedicated large vehicle parking spaces for caravans and recreational vehicles.
7. Increasing the number of compliant 'accessible' parking spaces within 60 meters of the jetty and cafe, as well as improving connectivity.
8. Enhance pedestrian connectivity to the foreshore by providing raised tabletops or changing the surface material to create a slower-speed environment. Creating a user-friendly environment that prioritizes pedestrian access and reduces the severity of level changes to make accessing the foreshore easier for all.
9. Cycling opportunities for experienced/confident riders in a slow-speed environment by using 'sharrows', which also allows cyclists to continue their journey and enable them to focus on longer cycling trips. A greater emphasis on shared use paths for less confident riders including children.
10. Reducing stormwater impacts on existing drainage networks and reducing heat loads by creating a landscaped central median. The reduction of road width while maintaining adequate space for large vehicles can create an environment that improves all-around safety by focusing on slower speed movements and highlighting key crossing locations.
11. Provide a dedicated 'drop-off' zone including buses, including high-turnover loading bays with 10-minute turnaround times.
12. Increasing landscape treatments and erosion control to the existing embankment with greater emphasis on increasing landscape coverage, biodiversity, and supporting habitat restoration using endemic and local species.
13. Expand outdoor dining and commercial opportunities by creating a new public realm forecourt, opening up views of the foreshore, connecting people to the beach front, and encouraging longer visits. Considering dual-sided activation in response to local weather conditions.
14. Transform disjointed and inefficient parking into a playspace and foreshore open space park to enhance foreshore usage. Incorporating the topography and level changes within the playspace to reference Wallaroo's mining history, such as the granulated slag mounds. Enhancing the natural shade canopy coverage and separating the road from the road through vegetation buffers to limit the need for additional fencing.
15. Converting hardstanding parking into a foreshore park, improving connectivity to the beach, increasing lawn areas creating an active place for people.
16. Provide a centrally located entrance path (min 3m width) with a gentle gradient for improved connectivity. Reducing ad-hoc pedestrian movements by consolidating pedestrian movements to key access points with greater focus on improving surface treatments, wayfinding signage, shade and rest stops.
17. Providing greater connectivity and activation opportunities for the new foreshore plaza park, including creating a lawn amphitheatre to help transition the change in levels, improving places for people to sit, and increasing seating options, with an emphasis on increasing the public realm, particularly when it is windy.
18. Maintain service access to the Jetty (Flinders Ports). Review opportunities for surface treatment to limit public access (vehicles).
19. Creating a foreshore park to support community and cultural events (up to 2,500 people) including open lawn area, seating, ambient lighting, paved plaza, power and services, large shelters, and connectivity to adjacent parking areas.
20. Increased tree coverage to support wildlife corridors, enhance the backdrop of embankments, and increase shade.
21. Develop lookout point to embankment edge as important elevated view point connecting people to wider views.
22. Review potential stepped access to embankment (subject to approvals) to increase links to open space and provide greater connectivity to residential edge.
23. Improve landscape treatments, including tree planting to define the sense of arrival, reduce wind impacts to adjacent parkland, and reduce heat impacts on shared paths. Review stormwater improvements through passive 'rain gardens' to reduce runoff entering the catchment.
24. Cafe upgrade, including reconfiguration, investigate two-story development due to limited available footprint. Potential to develop new toilet facilities on the southern side of the building, making maximum use of a new plaza forecourt and increasing availability of usage.
25. Improve access to beach and underside of jetty by widening the footpath. Develop a lawn amphitheatre adjacent to the existing level change to increase informal seating and spill out areas. Provide a timber deck for small scale events and outdoor dining opportunities linked to the cafe. Enhance ambient lighting with festoon lighting (overhead) that can be activated after dark.

Continued over page

3.0 Draft Master Plan

3.3 Actions and opportunities (continued):

26. Develop a paved plaza adjacent to the cafe as an important meeting location. Enhance all-ability access to adjacent paths by reviewing gradients. Enhance seating and rest stops by creating seating walls.
27. Enhance foreshore access by increasing open lawn areas to declutter the foreshore and provide people with more places to spread out. Maintain as important view corridor.
28. Creation of an active foreshore park with increased open lawn area, shelters, seating, events decks, and external showers and wash down facilities.
29. Incorporate water play elements to create seasonal activation, reduce heat impact, and provide play opportunities that are safe, accessible, and durable, while also considering seasonal operation, water conservation, multi-use potential, landscape integration, and community involvement.
30. Reduce the size of the overall parking area to provide more open space. Improve forward visibility and sightlines by realigning the entry/exit and provide more accessible parking spaces.
31. Connect people to the foreshore by providing clear access. Develop an active coastal park that offers seating, shade, play areas, cultural artifacts, and is connected to the beach. Provide removable bollards to allow for emergency services access (if required).
32. Dedicated crossing location. Utilise alignment of landscape areas to direct people walking and cycling to crossing locations to reduce ad-hoc crossings and improve road safety.
33. Improve connectivity along Jetty Road by widening footpaths.
34. Development of the Wallaroo Foreshore Park lands, with better connectivity to the Town Centre, more active links, and opportunities for cultural and historical trails, as well as dual naming.
35. Providing a shared use cycling and walking connection designed to encourage greater use of active transportation as well as the movement of people off of the streets.
36. Increase parallel parking on Jetty Road to support the Bakery and new parkland creation.
37. Establish a dedicated crossing point for shared use paths, parkland, and residential properties. Consider the possibility of developing a small standalone toilet facility to support commercial activation and increase walking and connectivity to the center of the town.
38. Develop a narrative trail along the existing foreshore walk to provide contextual references to the area's past, present, and emerging stories, histories, and events, while considering accessibility, interactivity, sustainability, community involvement, and environmental impact.
39. Increase outdoor dining and seating areas to bakery to support destination focus.
40. Create a loop path to define the parkland edge, limit erosion, promote physical activity and recreation, serve as a wayfinding tool, and involve stakeholders, while considering accessibility. Review connections points including to the embankment to access elevated park and residential edge.
41. Relocate the crossing further away from the roundabout to increase safety and connectivity for pedestrians and cyclists, and implement appropriate road signage, markings, and lighting.
42. The provision of green belt should be linked to foreshore by connecting parklands to existing open space and review improvements to existing connections.
43. Connect existing paths with an emphasis on elevated viewpoints.
44. Increase tree planting to define the foreshore precinct.
45. Enhancing shared use connections to Heritage Drive and providing a dedicated cycling lane to enable confident and experienced cyclists to use the road environment effectively.
46. Providing shared use connections with emphasis on connecting to the town center by widening footpaths.
47. Supporting park and walk opportunities by increasing parking availability.
48. Increase path connection to existing car park to Lydia Terrace
49. Greater connectivity to northern jetty path as primary recreational access.
50. Redevelop, replace, or construct a new swimming enclosure to meet community requirements.
51. Increase landscape treatments and tree planting to soften fencing and define entry into foreshore precinct.
52. Increase footpath connections.
53. Relocate the crossing further away from the roundabout to increase safety and connectivity for pedestrians and cyclists, and implement appropriate road signage, markings, and lighting.
54. Improve signage to reinforce as RV, caravan and large vehicle parking including buses.
55. Connect the car park to the main path by designing and constructing a pedestrian pathway. To minimize conflicts with other users, increase signage and wayfinding to clearly identify large vehicle parking areas
56. Increase focus on connection as important foreshore link.
57. Enhance the culvert and develop it as a water management site, improve the outfall quality, and create a wetland filtration treatment. Provide walking trails, seating, interpretive signage, and wayfinding. As part of a broader landscape integrated approach, develop an important biodiversity corridor.
58. Implement a landscape plan that includes the creation of various pockets of open space along the route connecting the Town Centre to the foreshore, such as lawn areas, trees, and gardens. As well as providing attractive, pleasant spaces for rest and relaxation, areas should encourage walking and other forms of active transportation. Incorporate benches, shade structures, and other amenities to further enhance the experience of users.
59. Providing a better understanding of history through the use of digital tools, including augmented reality, in place of static signs.
60. Creating short walks and loop opportunities to increase active connections. Greater connectivity with existing fitness equipment to develop fitness trail.
61. Rationalise car parking to reduce vehicular cross-over to heritage walking trail and increase provision of open space to develop pocket park to support dog park, consider separation of large and small dogs.
62. Increased focus to heritage walk, upgrade surface and explore opportunities to better integrate with historic items.
63. Provide a raised tabletop crossing to strengthen the connection of the existing path and increase pedestrian priority. Increase safety of movements to the foreshore.
64. Increase parking provision to Heritage Drive.
65. Greater recognition of Hughes Chimney, with opportunities for activation such as illumination, greater connectivity to views and increase learning opportunities through narrative.
66. Revegetation and removal of invasive weed species.
67. Review activation opportunities on State Heritage Land through historical overlays, including a potential long-term remedial landscape such as a perennial or endemic wildflower garden.
68. Provide sealed car park including large vehicle parking to support activation of foreshore. Review car park as potential bus drop off zone with improved connectivity to foreshore via Office Beach.
69. Foreshore entry precinct including bike racks, public toilet facilities including changing areas, external showers and lockers. Location supports active use from ferry terminal users, dog park, walkers and provides proximity to foreshore without impacting views from residential/ accommodation properties.
70. Removal and relocation of car parking and develop active foreshore park to office beach including large shelters to support group activities such as Vac Swim, shaded landscape areas, seating, BBQ facilities.
71. Modification to road network including realignment of road junction to improve movement and increase safety with greater focus on separating beach access users with ferry arrival/ departures.
72. Office beach car parking including increased accessible parking spaces, improved connectivity, removable bollards to provide emergency services access and improved parking efficiency.
73. Develop viewing deck to existing step edge to provide 'end of trip' experience and increase activation, passive surveillance and opportunities to Office Beach.
74. Modification to concrete step edge to provide access ramp to beach, viewing deck and widen footpath to improve access to Office beach. Provide 'accessible' access to existing shade structures with beach matting.
75. Improved entry to ferry terminal including signage and landscape treatments.
76. Develop connected footpath link to join Office beach with the Sailing Club Beach to support linear foreshore walk.
77. Improve path connection to edge of ferry terminal to provide separated connection to public toilets, beach access.
78. Engage discussions with ferry operator to review opportunity to develop unique coastal viewing area to end of break wall (subject to approvals)
79. Partner with operator to explore opportunities for activation including potential to develop as market site, car parking or event space outside of operational hours, explore dual usage noting the infrequent usage of the site.
80. Pedestrian priority crossing 'shared' precinct to connect Office beach with Sailing Club Beach to support development of linear foreshore.
81. Vehicular beach access separated from Ferry terminal access to limit competing conflicts and develop as 'slow speed' environment' to improve movements. Improve on/ off ramp to reduce erosion and limit impacts to coastal environment. Consider controlled access via bollards in events of storm surge or weather impacts.

Continued over page

3.0 Draft Master Plan

3.3 Actions and opportunities (continued):

82. Develop Sailing Club Beach open space to support greater usage including community events. Set back existing car parking to increase provision of open space to foreshore edge to support community events, greater usage and distribution of open space, increase tree planting to support existing pines and develop widened foreshore path to increase linear foreshore access.
83. Develop plaza to Sailing club to allow spill out to activate edge of building and increase integration with community.
84. Increase pedestrian connection to create linear foreshore path as primary connection for shared use path.
85. Improve path connection north of Sailing Club.
86. Enhance vegetation coverage to provide protection to coastal dune and enhance biodiversity, limit erosion and increase landscape focus to reduce visual impacts of ferry terminal.
87. Investigate infill treatment to open space to increase usage and provide connection north. Increase separation of sailing club with rock revetment walling to support increased storm surge protection.
88. Shared use path to connect foreshore, increase tree planting and landscape treatments.
89. Increased focus to heritage walk, upgrade surface and explore opportunities to better integrate with historic items. Increase connection to 'close the loop' and provide walking opportunities. Increase tree canopy coverage.
90. Improve open space adjacent 'Canberra Cutter' to support greater engagement.
91. Review potential to develop as open space to private land.

3.0 Draft Master Plan

3.4 Car parking and access (Zone 1)

Parking is always a challenging aspect of master planning projects, especially when changes are being proposed. Creating people-centric spaces requires a shift in mindset and a departure from the current approach. Creating better connections with the foreshore and prioritizing pedestrian movement are key elements of successful, inclusive and active places.

Despite there being parking near the jetty, steep gradients, poor surfaces, and physical barriers prevent accessibility. Additionally, there are a limited number of accessible parking spaces. Existing car parks have limited capacities, inefficient traffic flows, and ongoing conflicts between users. In addition, there are no designated parking spaces for large vehicles, which causes caravans to occupy multiple spaces and create additional conflicts. The Draft Master Plan highlights opportunities for increasing accessible parking spaces by 250%, increasing walkable places, and reducing physical barriers that hinder access. By consolidating parking, the foreshore edge will gain approximately 3700 square meters of open space allow for the foreshore to respond to current and future usage.

A number of recent studies highlight that the ability to park directly outside a destination is not directly associated with economic return. When cities and towns provide pedestrian-friendly environments, clear and consolidated parking areas, and vibrant public spaces, people tend to stay longer, which boosts local businesses. In spite of the challenges associated with parking, these benefits far outweigh them.

Fast facts

- Net gain + 62 car parks within 100m of the Jetty.
- 250% increase in accessible car parks with new parking spaces to be made compliant to current standards.
- Reduction in average walking distance from accessible parks to the Jetty.
- Significant increase in open space areas directly connected to the foreshore edge allowing greater usage, distribution of users and encouraging a place for people.



Alternative route being adopted by users



Physical barriers from accessible car parking limits access and requires users to find alternative route. Car parking set out non-compliant to current standards



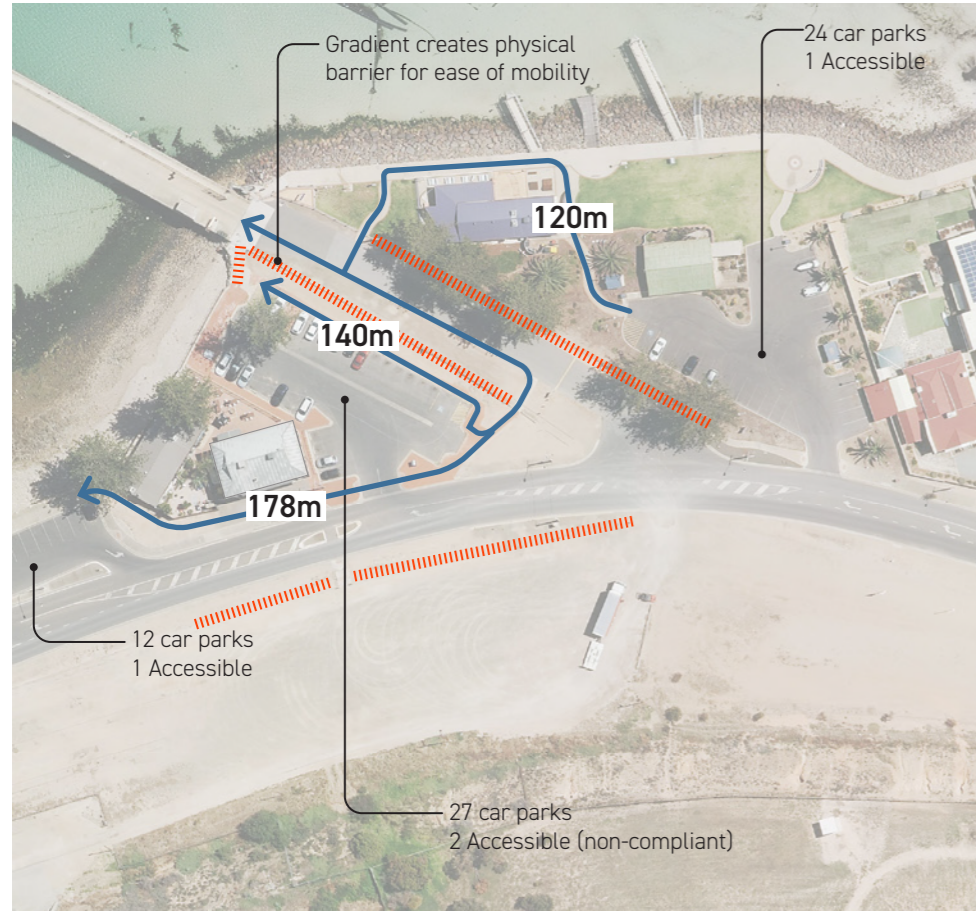
Adjacent gradient, lack of surface and connection creates physical barrier.



Limited access to adjacent path.

3.0 Draft Master Plan

3.4 Car parking and access (Zone 1)



Existing

- Car parks within 100m of Jetty: 58
- Accessible parks within 100m of Jetty: 4 (noting a number of these are non-compliant to current standards)
- Dedicated large vehicle parking spaces within 100m of Jetty: 0
- Electric vehicle (EV) charging stations within 100m of Jetty: 0
- Average walkable length from accessible car park to jetty: 146m
- Current open space connected to Foreshore edge: approx. 1500m²
- Whilst the parking location is close to the Jetty, the adjacent topography means that low mobility users are required to traverse approximately 140m to get to the jetty via lesser gradient walkways.

Proposed

- Car parks within 100m of Jetty: 120 (Net gain +62)
- Accessible parks within 100m of Jetty: 14 (Net gain +10/ 250% increase)
- Dedicated large vehicle parking spaces within 100m of Jetty: 6
- Electric vehicle (EV) charging stations within 100m of Jetty: 4 (subject to approvals)
- Average walkable length from accessible car park to jetty: 110m (-36m)
- Proposed open space connected to Foreshore edge: approx. 5200m² (+3700m² / 246% increase)

←100m→ Path of travel and approximate walking distance

Physical barrier

3.0 Draft Master Plan

3.5 Photomontage: Office Beach



Illustrative only*



Existing site condition



Location Plan

3.0 Draft Master Plan

3.6 Photomontage: Drainage corridor



Illustrative only*



Existing site condition



Location Plan

3.0 Draft Master Plan

3.7 Photomontage: Sailing Club Beach



Illustrative only*



Existing site condition

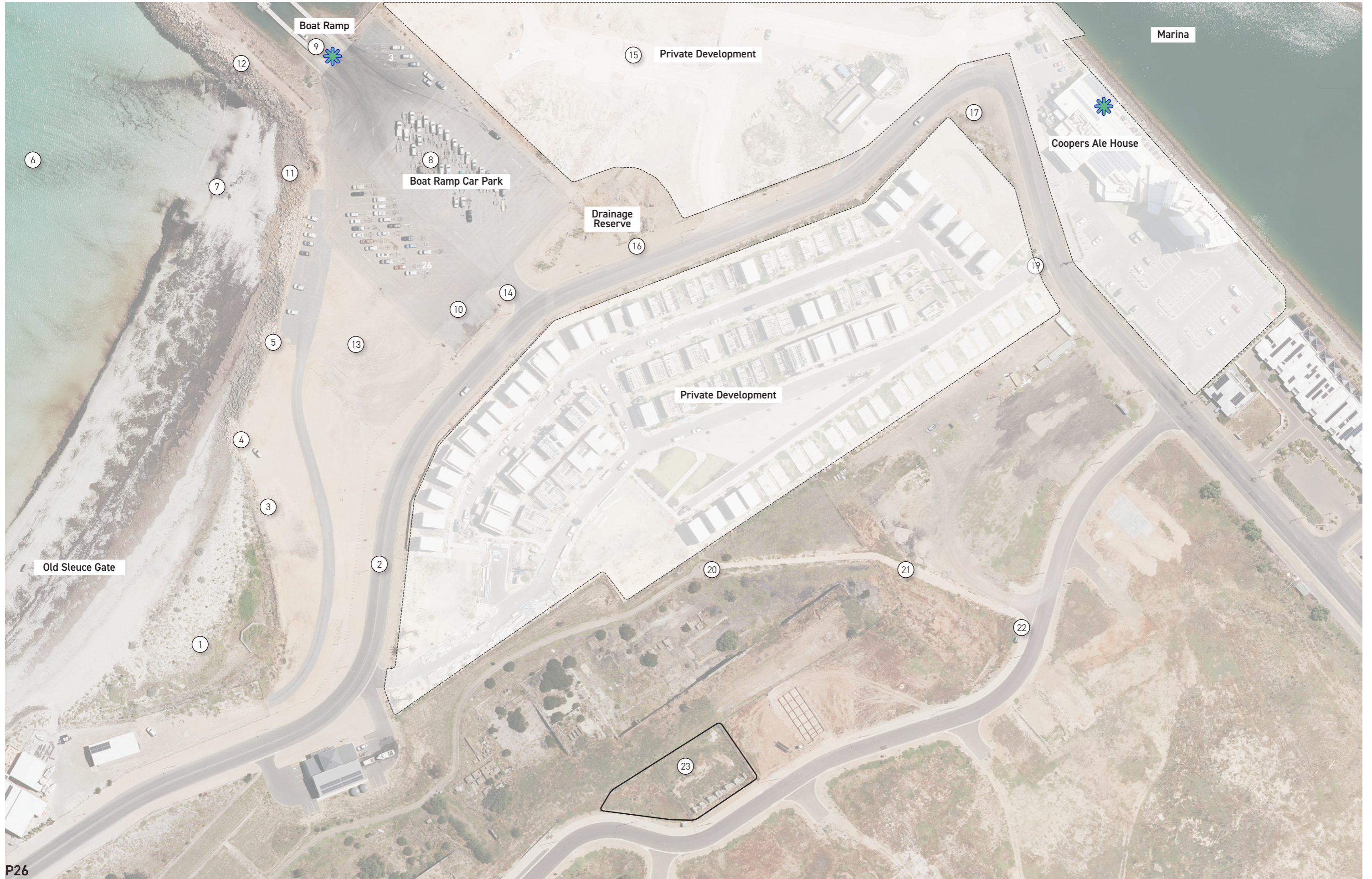


Location Plan

3.0 Draft Master Plan

3.8 Zone Plan





3.0 Draft Master Plan

3.9 Issues and opportunities (Zone 2)

The following provides a summary of the key issues and opportunities identified during community consultation, stakeholder engagement, council input, and site analysis. It identifies opportunities and future considerations, many of which are addressed in the draft master plan, but others require ongoing discussion to balance big objectives with practical considerations. Items identified include the following.















Actions and opportunities:

1. Establish an active foreshore park with rest areas by landscaping large parcels of land along the foreshore.
2. Provide future residents with access to the beach and a connection to the beach.
3. Review the alignment of the access road and consider moving it closer to the roadway.
4. Enhance access and connectivity along the Foreshore by examining the feasibility of constructing a coastal boardwalk.
5. Develop foreshore tree strategy to respond to limited large trees in order to increase shade, shelter, biodiversity, and wildlife corridors.
6. Consider options for establishing a dedicated dragon boat racing area with consideration to wave attenuation requirements.
7. Consider environmental preservation to mitigate storm surges and sea level rise, taking wind, tides, and climate into account.
8. Improve access to boat ramps to improve usability and function, review improvements to lane markings, including fixed lanes and one-way movement, increase parking areas through efficient linemarking, enhance shading and landscape treatments to reduce impacts of hot weather and enhance user experiences.
9. Identify options for expanding or increasing boat ramps for better safety and emergency access for sea squadrons, emergency services, and larger vessels.
10. In order to expand boating facilities, including boat washing facilities, boat users fees should be encouraged as well as the availability of user-friendly payment options, such as annual passes and smartphone applications, in order to reduce the need for cash transactions and infrastructure.
11. Improve access to beaches, shade, and shelter.
12. Provide interpretive signage, improved pathways, lookouts, and seating along the Foreshore.
13. Flexibility of use should be considered in order to meet peak capacity requirements and functional space requirements.
14. Enhance the legibility of access to boat facilities.
15. Ensure that future development plans are integrated.
16. Increase pedestrian connections to the road edge, taking into account movement from private developments and parking areas.
17. Connectivity points should be reviewed and access should be improved.
18. Explore the opportunity to connect the Foreshore to North Beach via a bridge or pontoon, as well as the requirements for accessing private property.
19. Enhance primary access points to private developments and consider the impact of vehicles waiting for automated gates.
20. Improve integration with historic elements by adding rest stops, trees, and plants.
21. Complete the concrete path to form a walking loop that connects Liberator Way to provide fitness opportunities, with the possibility of relocating fitness equipment as part of future work.
22. Develop walking connections, improve biodiversity and provide shade in residential developments by planting trees.
23. Using elevated topography to develop unique lookout and viewpoint locations, highlighting landscapes and reference points, including interpretive signage to celebrate view within the region.
24. Enhance walking connections, biodiversity, and shade by planting trees in residential developments.
25. Connecting residential edge to foreshore by connecting footpath to slope. Supporting landscape-based restoration and incorporating historic artifacts into the design.
26. Review emergency services access. Consider potential locations along the Foreshore for a SES facility.
27. Bring historical walls and mining infrastructure to life by telling stories about them and improving visibility.
28. Create an open space and community event area by investing in landscape improvements such as weed control, buffer planting, and shade trees.
29. Formalising and sealing the existing walking trail to 'close the loop' to increase walking opportunities.



3.0 Draft Master Plan

Key

-  Master Plan Response
-  Open Space
-  Pedestrian links (primary)
-  Decking / Boardwalk / viewing platforms
-  Road / car parking (vehicle access)
-  Cycling lanes
-  Walking trail (unsealed, typ. 1500mm min.)
-  Accessible parking (DDA compliant)
-  Electric Vehicle (EV) charging
-  Existing Trees
-  Proposed Trees
-  Landscape and gardens
-  Signage (wayfinding, cultural narrative + interpretive)
-  Seating nodes + rest stops

The following provides a range of design responses, actions, and future considerations in response to the key issues and opportunities identified on the previous pages. Its purpose is to identify opportunities and future considerations and provide guidance for budget allocations, grant applications and guide upgrades, repairs, and changes to the foreshore to limit ad-hoc development. It is important to remember that the master plan is a long-term strategic plan that sets the framework for the foreshore, but remains as a working document that allows things to change according to changing requirements. While a number of 'quick wins' have been identified, a number of projects represent significant investment, and the plan is intended to be implemented in stages based on funding support. In order to implement the principles of the master plan, a detailed design process would be required. During the detailed design process, the key projects would be explored in more detail. The following items have been identified.

3.10 Draft Master Plan: Actions and opportunities (Zone 2)

1. Developing a connected foreshore through shared use paths.
2. Provide intermittent access to boat trailers while acknowledging the need for 'off-road' trailer access. As part of the access requirements, a shared use path and re-alignment of service roads should be considered to support the activation of the foreshore.
3. Dedicated crossing point to Sea rescue site.
4. Develop a 'headland' by infilling land to increase open space function and storm surge protection. Creating natural amphitheaters with seating walls.
5. Creating a viewing deck and shelter.
6. Embankment mound to support informal seating and play opportunities.
7. As part of a linear foreshore development plan, develop a foreshore edge walking trail, incorporate key lookout points, rest stops, and points of interest, and consider AHD levels to support future capacity planning for sea level rise and high intensity storm surges.
8. Support greater beach usage by improving beach access links, including stepped access.
9. Connect future developments to the foreshore and disburse open space and accessibility considerations for surface treatments of raised platforms in order to reduce vehicular speeds within the zone and encourage pedestrian flow.
10. To meet future demand, increase the number of parking spaces.
11. Establishment of a foreshore park with a shelter, BBQ, seating areas, and ambient lighting.
12. Creating a point of interest for the foreshore path by adding a viewing platform.
13. Controlled access point to allow access from sailing club facilities.
14. Supporting foreshore path and boat users by providing a small public restroom facility within 150m of the boat ramp.
15. Relocation and realignment of entry road to car park, as well as improvements to signage and sightlines. Surface treatment proposed to provide a slow-speed environment and provide greater caution at intersections.
16. Create a car parking area to avoid competing interests with the boat ramp and to avoid conflicts between users. Ensure that space is available for large vehicles, such as RVs.
17. To increase activation at the foreshore, develop a pop-up vendor space.
18. Establish a barbecue area and shelter.
19. Shared use environment with slow speed.
20. Headland deck viewing platform to respond to views and create point of interest to foreshore path.
21. Improved efficiency by reconfiguring the boat ramp car park. Clearly delineate movement and waiting areas, improve line marking, and make signage more visible on the boat ramp within the existing footprint to enhance the user experience. Increase capacity to 90 (Approximate +45 increase).
22. Maintain free access for emergency services by providing a dedicated waiting lane.
23. Establish a foreshore park to support boat ramp usage, increase seating, and congregating areas, and disperse open space along the foreshore.
24. To reinforce the importance of the viewpoint as identified by the community, establish a viewing deck.
25. Increase the number of accessible boat trailer parking spaces and improve connectivity from them to the boat ramp.
26. In order to improve pedestrian safety, provide paved islands at the ends of boat bays.
27. Improvements to boat wash down facilities, including integration with the future stormwater detention basin. The long term management of boat facilities should be given greater consideration in order to prevent unwarranted damage or misuse.
28. Providing a loop path to provide safer pedestrian movement.
29. An improved pedestrian corridor connecting shared use connections, creating a linear foreshore connection, and managing the potential impacts of vehicular access.
30. To limit vehicular crossovers and provide clear access north and south, add a shared use path to the eastern side of the road.
31. Support connection from residential developments with stepped access
32. With reference to Hughes Chimney, development of a unique lookout, including an elevated tower.
33. Platform elevated above smelter footings.
34. Foreshore connection via Sea Rescue site.
35. Increased activation of rest areas.
36. Future connection to development.
37. Increase landscape screening and planting to edge of development.
38. Open space and park activation to support heritage walk.
39. Complete the loop to develop as an enhanced 'off road' walking trail by formalizing surface treatments, increasing wayfinding signage, improving rest stops, improving landscape treatments, creating landscape buffers between adjacent residential developments, and integrating historical elements more effectively. Consideration should be given to surface treatments which indicate distances to prominent features, such as the town center and North Beach.
40. Improved connections and landscape treatments to encourage walking loops.
41. Improve connectivity to residential edge along Emu Street, Charles Street and Jones Street
42. Increased parking opportunities.
43. Identify opportunities for corner modification, including radius corrections.
44. Create a shared path access point and a dedicated crossover set back from adjacent driveways to improve pedestrian safety. Develop a central refuge to enhance pedestrian safety.
45. To facilitate greater connectivity, improve access to the marina and review the requirements for access to private land ownership.
46. Identify and review the requirements for access to private land and the potential for a bridge or pontoon to connect North Beach and the Foreshore.
47. Enhance footpath connections from residential edges by adding shade trees and landscaping, rest areas, and wayfinding signage.
48. Enhancements to the viewing area and the development of a high quality rest stops along the heritage trail.
49. Enhance biodiversity, canopy cover, and wildlife corridors by increasing buffer plantings and screenings to residential development in order to develop integrated and resilient landscape corridors.
50. Develop partnerships to facilitate the preservation and preservation of mining history with a greater emphasis on engagement with elements rather than static displays to enhance public awareness and education about the importance of preservation as a means of reducing vandalism, unwarranted access and damage, and highlighting how important it is as a contextual reference to Wallaroo's history.

3.0 Draft Master Plan

3.11 Photomontage: Foreshore coastal path

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Illustrative only*



Existing site condition



Location Plan

4.0 Next Steps

4.1 Where to from here?

In response to the release of the Draft Master Plan report for community consultation, a key findings report will outline the sentiment of feedback received. As a result of comments and support, the Final master plan report will be presented to Council for adoption, which is expected to occur in late 2023.

