

6.5 Management Area 2 - Eastern foreshore

The design for the eastern foreshore area retains the existing parkland area for public use and reconfigures the access, prioritising pedestrians and limiting vehicular movement to drop-off and ACROD parking. The design principles are addressed as follows:

- 1 Access and connectivity – The existing asphalt road becomes the main pedestrian access path from the upper arrival hub and parking area. This roadway is shared between pedestrian and low-speed vehicles, using colour treatments to the asphalt to assist in delineating pathways. On the lower foreshore area, compacted gravel paving provides pathways to existing grassed parkland and the western foreshore area. The existing beach stairs are retained, allowing convenient access between the parkland and beach.
- 2 Amenity and comfort – The existing grassed parkland and its amenities are retained, including picnic benches, shelters and barbecues. Additional informal seating elements provide views across the whaling station ruins to King George sound, and tree plantings increase shade for visitors.
- 3 Cultural and natural heritage – Interpretive signage adjacent the drop-off area provides visitors with information about the site's history of whaling, located to offer views of the ruins in the water. Refer 6.7 Design palettes for interpretation forms and themes.
- 4 Erosion mitigation and longevity – The foreshore is regraded to create a more stable slope profile and stabilised by a combination of geotextile sand containers, coir matting and revegetation. Toe stabilisation (coir logs or brush matting) at the bottom of the slope supports the establishment of vegetation before exposure to direct wave action.
- 5 Managed retreat – Existing amenities will be retained with the intent that they remain in place for the duration of their design life, nominally 5 - 15 years. As these amenities reach the end of their life, they will be removed from the eastern foreshore and replaced with new amenities in the upper arrival hub area, away from areas vulnerable to coastal processes.
- 6 Materiality and landscape character – A limited palette of durable, low-maintenance materials is proposed including turf, planting, coir matting and gravel paving. The existing gravel on site will be reused to reduce the amount of new material being brought into this area, which is vulnerable to coastal processes. Asphalt is the preferred surface for the vehicle turnaround and ACROD parking, acknowledging that it is located within coastal zone 2 and vulnerable to coastal processes.
- 7 Rehabilitation and biodiversity – The foreshore buffer behind the geotextile sand containers is revegetated with native coastal species to assist in stabilisation, and feature planting around the vehicle turnaround and parkland adds additional support for biodiversity. Refer section 6.7 Design palettes for proposed species.
- 8 Vehicle management – A vehicle turnaround for drop-off and ACROD parking is connected via the existing asphalt access road. This ensures that the Frenchman Bay foreshore remains accessible to visitors who may have difficulty accessing the area on foot. Asphalt was chosen as the materiality for the proposed vehicle turnaround to support accessibility, and it is acknowledged that this may carry higher risk to infrastructure longevity given the location of the turn around within in zone 2. The proposed access arrangement may impact on a known archeological site, so further investigations will be required before committing to this design.



Figure 26 Eastern foreshore coastal zones

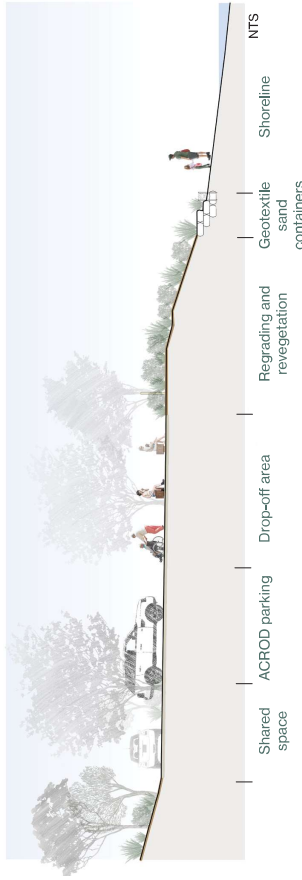


Figure 27 Eastern foreshore section C

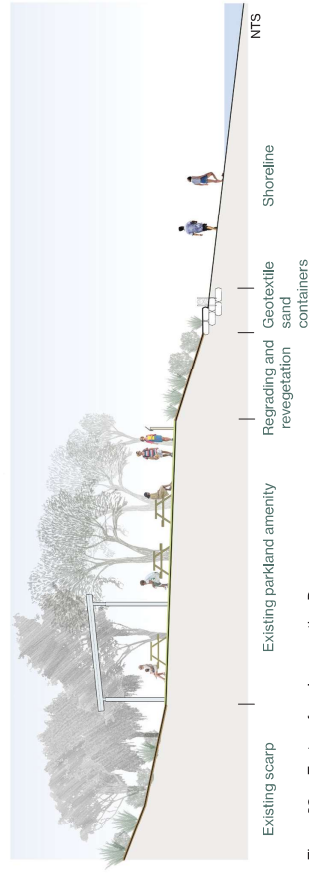


Figure 28 Eastern foreshore section D



Figure 29
LEGEND

- Turf
- Compacted gravel pedestrian & maintenance vehicle access path
- Pedestrian concrete paving
- Coloured asphalt shared space

- Vehicle movement
- Interpretive signage
- Information / direction signage

- Proposed trees
- Planting
- ACROD parking

- 1 Erosion control - geotextile sand containers with toe protection
- 2 Erosion control - sand nourishment as required
- 3 Archeological site
- 4 Informal seating and view point

- 5 Drop-off zone
- 6 Existing parkland and amenity
- 7 Existing beach access stairs retained and protected (refer #1)
- 8 Foreshore access road

