

**CITY OF ALBANY  
OYSTER HARBOUR FORESHORE  
MANAGEMENT PLAN  
ENGAGEMENT OUTCOMES REPORT**



**SHAPE URBAN**



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# 1. INTRODUCTION

The stretch of coast including Oyster Harbour is highly valued for social, environmental and economic reasons.

The City of Albany (the City) has recently undertaken a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) to plan and manage the future of coastal assets in the area, completed by Aurora in 2019, and which Shape Urban was also involved in preparing.

The City are now seeking more detailed plans and guidance for the management of Oyster Harbour, through the preparation of a Foreshore Management Plan (FMP) comprising General Management actions and a Landscape Master Plan.

An important component of the development of the Oyster Harbour FMP, consistent with the approach for the engagement for the entire Emu Point to Middleton Beach CHRMAP area, is engagement with the local community and affected stakeholders.

Oyster Harbour is located at Emu Point in Albany (Figure 1). The Oyster Harbour FMP covers the Oyster Harbour foreshore between Swarbrick Street in the north west and Cunningham Street in the south east as shown in Figure 2.

The foreshore area can be divided into five zones (Figure 2) - each with similar characteristics and uses as described below.

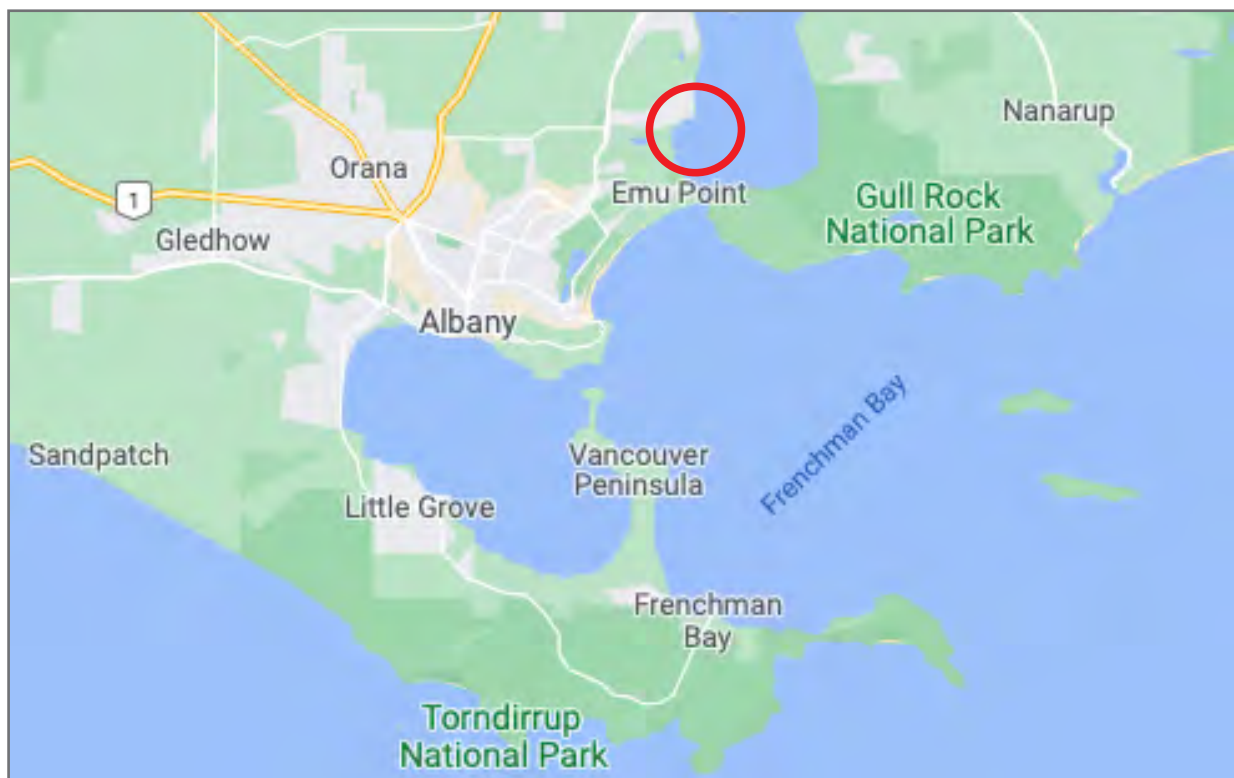
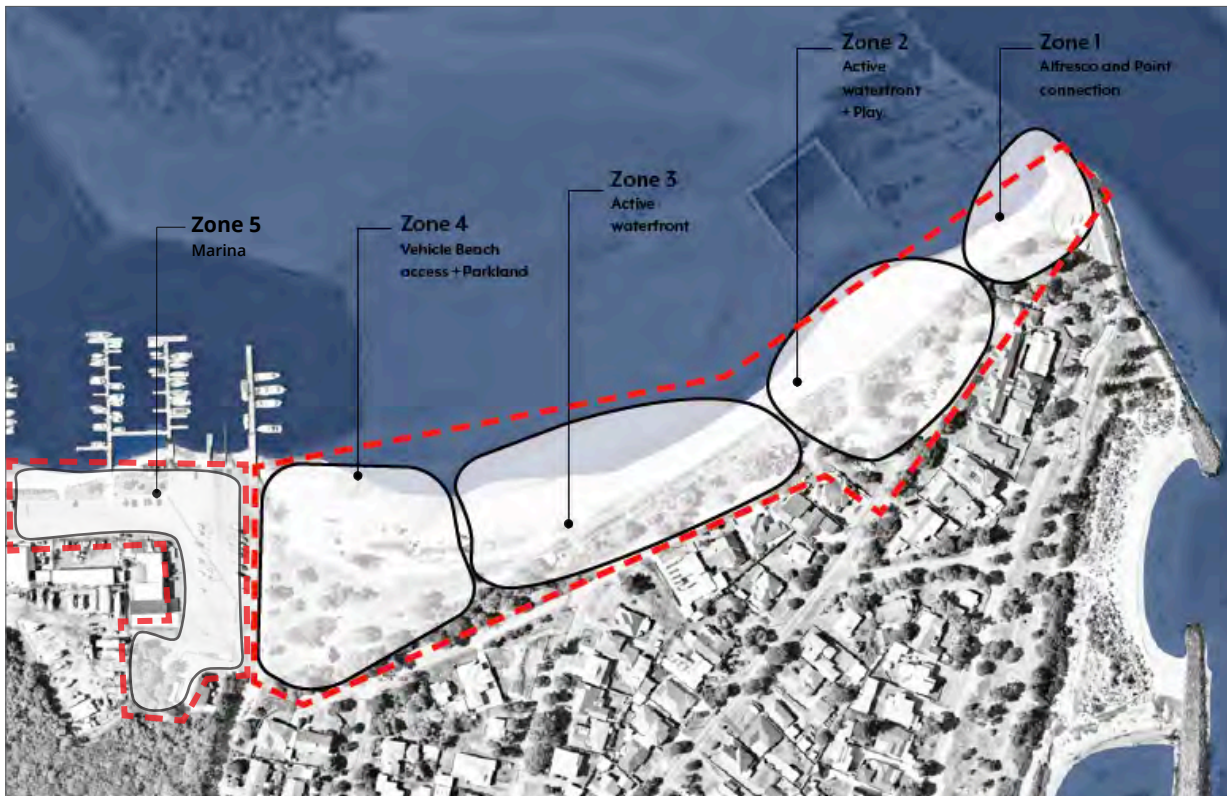


FIGURE 1: LOCATION OF OYSTER HARBOUR (IMAGE SOURCE: GOOGLE, 2021)



**FIGURE 2: OYSTER HARBOUR FMP AREA AND ZONES (SEEDSIGN, 2021)**

- Zone 1 - Characterised by its well utilised park, large grassed, shady picnic areas and established trees.
- Zone 2 - A busy zone for active and passive recreation. With close access to the nearby cafe and parking and direct access to the beach.
- Zone 3 - Terrace banks along foreshow and residential housing fronts onto the public open space and beach front.
- Zone 4- Large open parkland space with additional amenities including ablution block and picnic facilities. Adjacent boat ramp car park.
- Zone 5: This area is used for marina uses and includes boating facilities.

In 2021 the City of Albany commenced development of the FMP using previous community feedback and the outcomes of the CHRMAP.

The FMP looks to consolidate the adaptation measures recommended by the CHRMAP with improvements to the foreshore over time, to retain strongly valued community assets where possible. In addition, the FMP plans for strategic assets that have been foreshadowed in previous documents.

The draft FMP recognises the strong community values of access to the beach for swimming and walking, the appreciation of coastal scenery, vistas vegetation and habitat and the waterfront activities, events and venues (e.g. the cafe and surrounding parklands).

The draft FMP recognises the City's strategic plans for long term cycling and pedestrian connectivity along the coastline and the need to ensure safe pathways separated from vehicles.

It also recognises strategic development occurring in the Oyster Harbour area, such as Harvest Road development, and the current lack of boat trailer parking in the marina.

This resulted in a preliminary design for Zones 1-4 and three alternate options for Zone 5.

## 1.1 PURPOSE OF THE REPORT

The purpose of this report is to provide an overview of the engagement undertaken with the community to present the draft FMP.

Engagement and meaningful community participation was undertaken during the development of the Middleton Beach to Emu Point CHRMAP. As a result, the issues and potential adaptation options for the area are already publicly known.

## 1.2 ENGAGEMENT OBJECTIVES

The objective of the engagement process is to provide the community with an opportunity to be part of the process of developing the FMP for Oyster Harbour. Specifically the project objectives are:

- Seek to create understanding around the coastal challenges, hazards and impacts/issues;
- Provide factual information in a reasonable, realistic and user-friendly way;
- Enable the community to make suggestions/comment on the draft recommendations; and
- Empower community members to contribute to proposed management actions.



### 1.3 COMMUNICATION METHODS

The City's website was used as a central location for all project information including background information, frequently asked questions, feedback forms and opportunities to be involved.

Social media, specifically Facebook, was used to promote engagement opportunities for the community.

A post was shared by the City on 29 September to invite the community to speak to the project team. The post received seven 'Likes'.

A notice was also published on the City's website on 14 September 2021.

In addition, the project team emailed and called a number of stakeholders inviting them to meet with members of the project team in person, or respond to the online survey, which occurred throughout the engagement period.

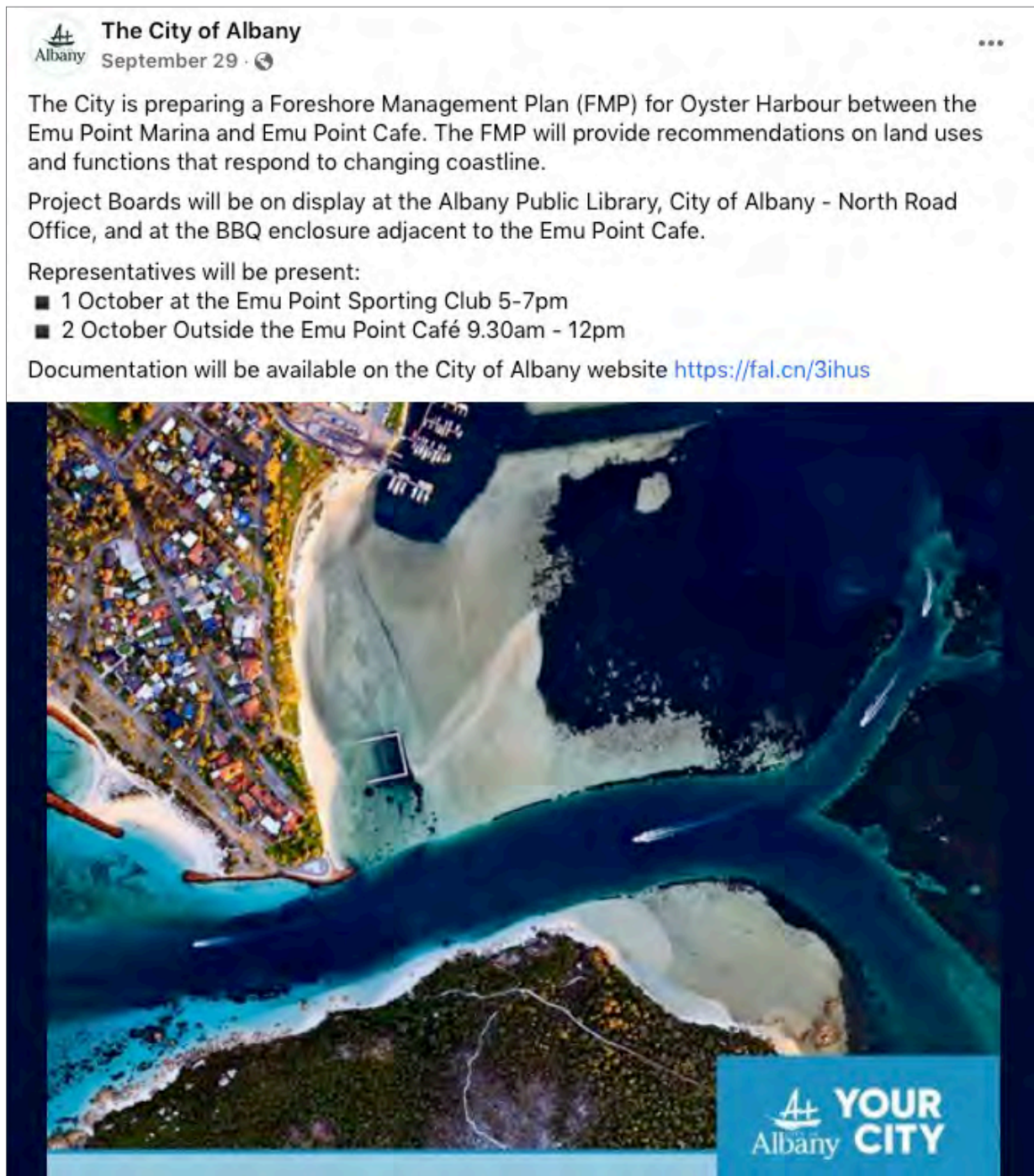


FIGURE 3: FACEBOOK POST 29 SEPTEMBER 2021

## 1.4 CONCEPT DEVELOPMENT

The concept for the Oyster Harbour Foreshore was based on the findings from the Middleton Beach to Emu Point CHRMAP and other engagement and strategic plans.

The FMP needed to address some of the key issues within the area, which are listed below and shown spatially (where relevant) in Figure 4.

- Short term extreme beach erosion vulnerability (1)
- Long term vulnerability of assets from erosion (2)
- Long term vulnerability to inundation for the northwest portion of foreshore (3)

- Moderate condition of northern groyne and grouted rock wall (15 years assumed remaining design life) (4)
- Lack of adequate boat trailer parking in the marina (5)
- A need to provide uninterrupted cycling and pedestrian paths along the coastline, separated from private vehicle traffic
- A need to recognise the Harvest Road development in the marina

Draft plans to a 50% completion were prepared and presented for discussion. Feedback is included in Section 2 of this report.



FIGURE 4: OYSTER HARBOUR FORESHORE MANAGEMENT AREA AND KEY ISSUE AREAS (MAP SOURCE: GOOGLE MAPS)



## 2. ENGAGEMENT OUTCOMES

### 2.1 ENGAGEMENT ACTIVITIES

The community were provided with a number of opportunities to provide feedback on the concept options including:

- Static displays of the project boards at the Albany Library
- In person at:
  - Emu Point Sporting Club (1 October 2021, 5 - 7pm)
  - Outside the Emu Point Cafe (2 October 2021, 9:30am - 12pm)
- Individual meetings with stakeholder groups

The engagement period was open from 14 September and throughout October and November, with late feedback accepted up until December 7, 2021.

The material presented comprised project background and frequently asked questions, as well as four plans of the study area, showing the existing conditions and proposed FMP outcomes.

At each public display of materials, the CHRMAP and other background documentation was also available.

The proposed FMP outcomes are presented are shown in Figures 5 and 6 and all four plans are included at a larger scale in Appendix C.

Figure 5 shows the foreshore parkland area comprising Zones 1-4. Key values, issues and desired outcomes had already been discussed at length in these zones during previous engagement and design options were well understood. For the foreshore parkland area, the project team developed a single concept plan and sought feedback on this.

Figure 6 shows the Marina Options. The marina has limited space available for expansion, abutting a significant natural vegetation reserve to the west, water to the east and the public foreshore to the south. These constraints made a concept for the marina more complex.

Options for the marina assumed a small amount of the public foreshore to be utilised which was a matter for public feedback, and provided three alternatives for improving all types of parking in the marina.

For the marina area (Zone 5), three options were presented for feedback.



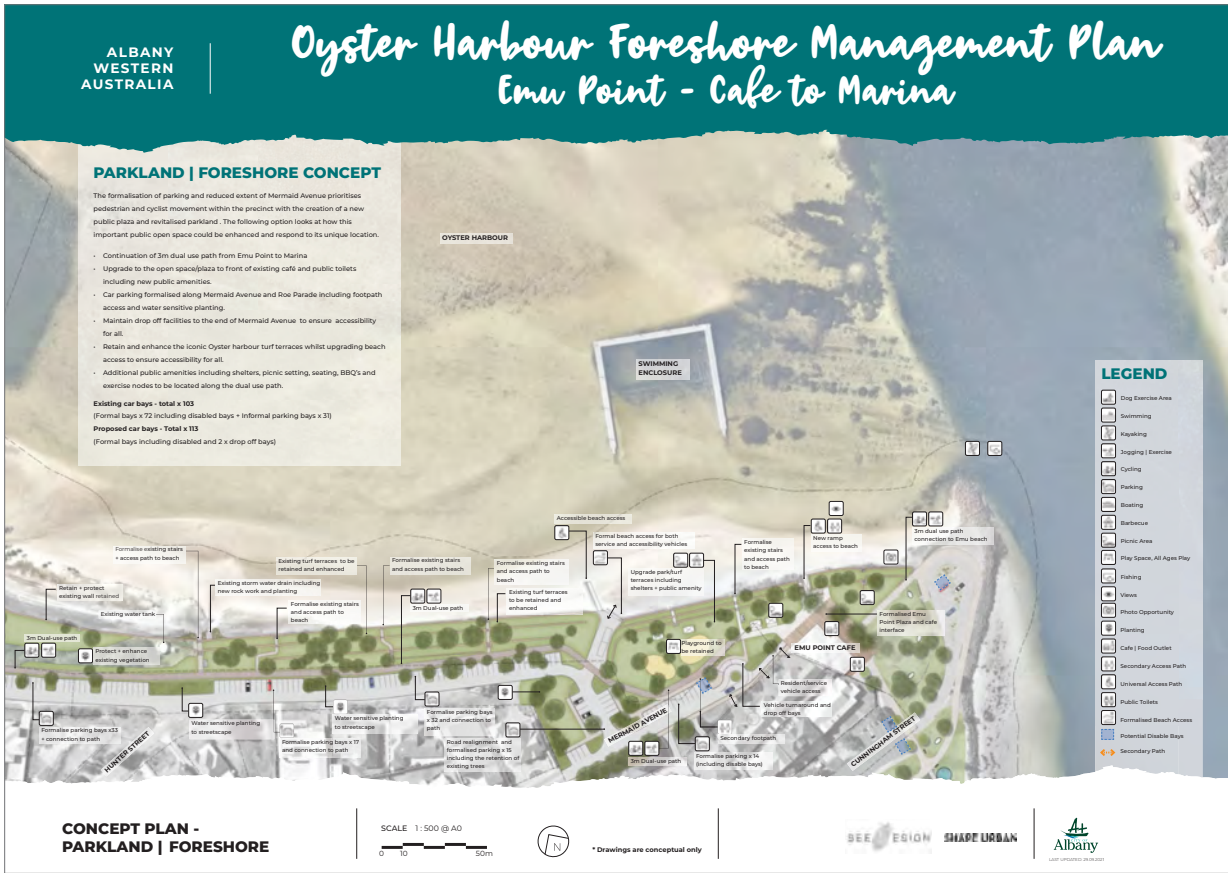


FIGURE 5: CONCEPT PLAN - PARKLAND | FORESHORE

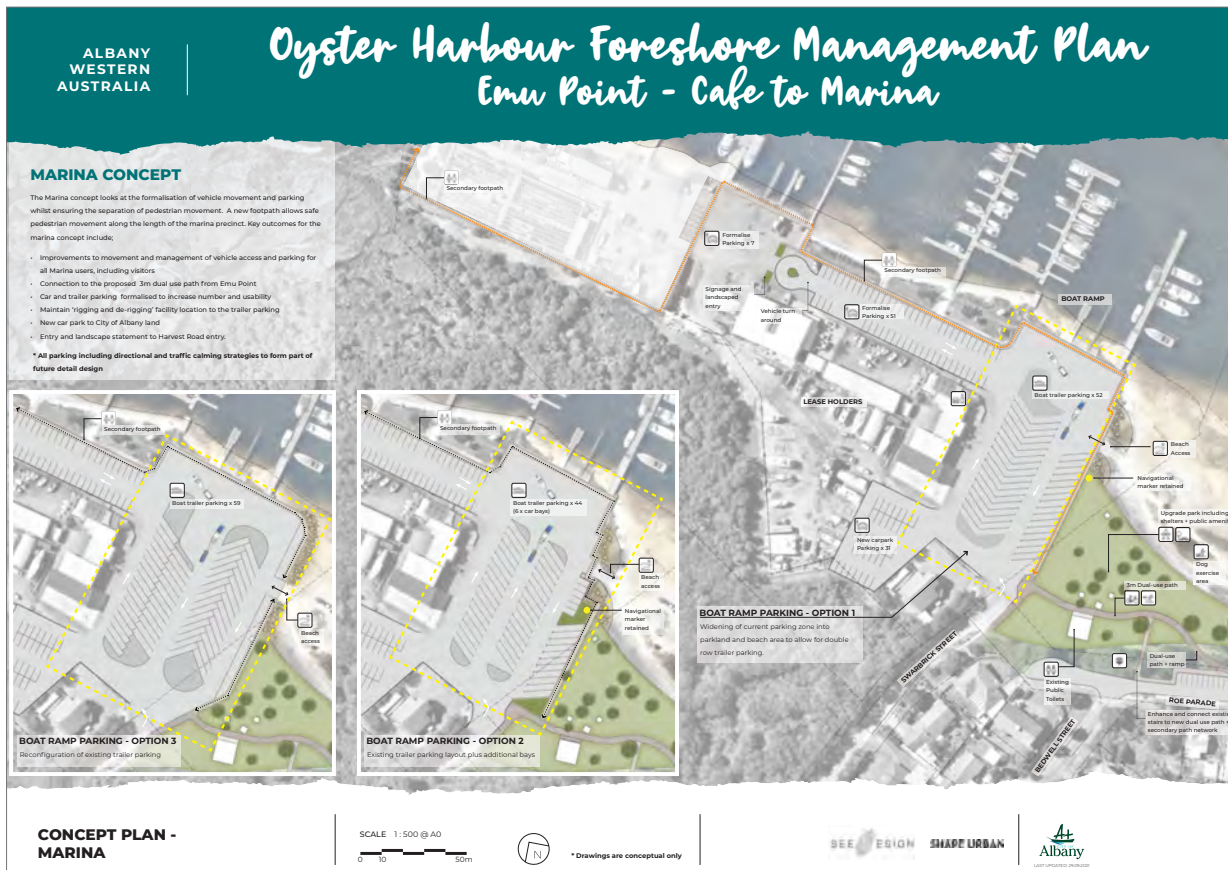


FIGURE 6: MARINA OPTIONS

## 2.2 ENGAGEMENT OUTCOMES

During the engagement period, the City received 16 survey responses and 4 written submissions. Of the 16 surveys received, not all concept options were commented on.

In addition to written feedback, 18 meetings (both in person and over the phone) were held with individual stakeholders.

The following provides a summary of the comments provided on the concept/options in the survey and the feedback from the stakeholder meetings.

### 2.2.1 Parkland/foreshore concept plan survey feedback

A summary of the key comments raised regarding the parkland/foreshore concept plan are outlined below.

#### Supported features

- Parking - easier, more parking along Roe Parade, remove from in front of playground, more at the playground (where bins are)
- Paths - Walk/bike path from Roe Parade to boat ramp, dual use path from cafe to Swarbrick Street, extension of dual use path, terminate at southern end of cafe
- Food options for busy holiday times
- Enhancement of terrace

#### Features that raised concern

- Level of parking on Roe Parade to allow views
- Public toilets too far from zones 2 and 3
- Dual use paths - paths through parkland
- Parking - handicapped should be closer to cafe
- Clarifications - route of cycle/path in front cafe, use of plaza
- Need to increase the separation between the parking area and the playground

#### Additional ideas

- Fencing to separate playground and road
- Boardwalk across river
- Parking - for people with disabilities close to amenities and cafe, create more west of BBQs
- Access - disability access to terraces in zone 2 and 3
- Public toilets in zone 2 and 3
- Traffic - Divert all Mermaid Ave traffic around Roe Parade
- Suggest moving the path in the north western end of the foreshore to run behind the toilet block rather than through the park

In general, it was apparent that the foreshore parkland concept was strongly supported through most of the formal responses as well as anecdotally during public sessions.

Nearly all respondents were strongly supportive of the enhanced parkland, shelter and seating, as well as the enhanced separation of vehicles from users of the foreshore.

However, a few elements were notable for causing some concern, being the dual use path proposal, due to concerns about speeding cyclists, and parking along Roe Parade in particular, due to concerns about loss of views. Some concerns were also raised regarding parking in Cunningham street on the southern side of Emu Point due to concerns about congestion.

Alternatives to the dual use path were recommended, including using the existing road network for cycling and making Roe Parade a one way loop. It is noted that separating private vehicles and cyclists/pedestrians was a specific objective of this FMP, and a proposal to encourage cycling on road for recreational users conflicts with this intent.

No significant alternative to parking in either Roe Parade or Cunningham Street were suggested, although, an improved layout of the Roe Parade and Mermaid avenue intersection was suggested, which may result in more parking in this location.

A potential impact of that proposal would be the re-routing of Roe Parade closer to the residence to the west of the existing informal parking area. This option would also reduce parking in proximity to the cafe, although a pick-up and drop-off area could still be provided.

Some members of the community suggested that the lack of parking in immediate proximity to the cafe might impact carers. The carer sector was approached for feedback directly on this matter and did not express similar concerns.

### **2.2.2 Marina concept plan survey feedback**

A summary of the key comments raised regarding the marina concept plan are outlined below.

#### **Boat trailer parking Option 1**

- Concerns regarding the need to back boat trailers in or out of parking bays.

#### **Boat trailer parking Option 2**

- (Essentially the current arrangement) works well
- Concerns relating to reversing boat trailers
- Change angle of parking in the south side

#### **Boat trailer parking Option 3**

- Has the greatest parking capacity
- Concerns regarding congestion, boat trailer parking
- Suggest changing direction of boat trailers near sea rescue

### **Supported features of the general parking arrangements**

- Parking - next to fishing club, near zone 4 boundary, next to Squid Shack
- Paths - continuous bike paths, dual path from Swarbrick St
- Shelter
- Don't support removal of parts of dog exercise area
- Signage (improved, better)

### **Features that raised concern**

- Safety improvements needed near cafe
- Undefined dog area
- Paths - upgrade to dual use path (Swarbrick - Miller Streets)
- Parking - outside existing businesses, boat trailer parking, lack of parking for people with disability fishers, herring bone parking
- Expansion of Harvest Road lease has pushed parking and traffic to marina - staff should all have to park on site
- Changes to the harbour are impacting Fishability WA - need to make sure they are not 'squeezed out', or if they are that an alternative is identified and provided
- Turning circle near Harvest Road is not suitable in front of the businesses there

### **Additional ideas**

- Parking - for people with disabilities, next to fishing club, near zone 4 boundary, next to Squid Shack
- Expand into the native vegetation reserve

Option 2 for boat trailer parking was clearly the preferred option from all stakeholders, reflecting an almost identical existing condition. Some improvements were suggested to direction of bays.

However, this option delivers limited additional parking, and it is expected that parking issues will continue to be experienced in the marina as a result.

A substantial amount of feedback in this Zone reflected some of the challenges associated with the new commercial venture at Harvest Road, with the community concerned about the impact of parking because of this use, and the impact on the use of the current service jetty for Fishability WA (an all abilities fishing support organisation).

Respondents suggested that if the service jetty is to become unavailable to Fishability WA, an alternative should be sourced. The northern side of Emu Point was identified by a number of participants for this.

### 2.2.3 Additional survey feedback

Community members were able to provide additional suggestions and comments. A summary of this feedback provided is as follows.

- Disability considerations - access and parking
- Facilities and services - power sources for events, bbqs, playground (zone 4), jetty/pontoon at the end of the point, amenities to cater for seasonal tourists, parking at Emu Beach, pylons with tyres for tethering dinghies
- Noongar consultation
- Landscaping/public realm - land regeneration from vehicle damage, granite rock for retaining wall, public art sculpture trail

These factors will need to be considered during more detailed design.

### 2.2.4 Stakeholder meetings

The following stakeholders were directly approached:

- Friends of Emu Point
- Albany Sea Rescue
- All penholders in the marina
- Department of Transport
- Department of Education (Vac Swim)
- Business owners (Emu Point Cafe, Emu Point Slipway, Squid Shack, Kalgan Queen, Watercraft Marine)

- Albany Boating and Fishing Club and the Albany Dragon Boat Club
- Harvest Road
- Carers WA

The following highlights the key comments raised during the stakeholder meetings:

- Safety - speeding cars, lighting, security cameras, dual use path, safe walking access to beach
- Parking - maintain and increase bays, length of boat/trailers bays are insufficient, concerns with herringbone parking, crossover issues when busy
- The turning circle near Harvest Road is in an unsuitable location
- Facilities - wash down bays needed, clean jetty
- Access - space required for Volunteer Marine Rescue access, maintain clearway at end of jetty
- Potential conflicts with Harvest Road
- Potential to utilise some of the Class A Reserve (native vegetation)
- Disability access - concerns about relocation of disabled parking at Emu Point Cafe and lack of access off Roe Parade, ability to access water, area is highly utilised by Fishability
- Amenities - toilets facilities are not great (Emu Point end), more toilets and change rooms, tables with umbrella holes, shelter
- Concerns regarding loss of shade and trees
- More cycle parking required

During the meetings, stakeholders were asked which option they preferred for the marina with Option 2 clearly preferred.



## 3. RECOMMENDATIONS

This section summarises the comments and feedback received for the Oyster Harbour FMP and outlined the key comments raised during the engagement for each of the five zones and includes recommended next steps for the 90% FMP based on the feedback.

### 3.1 ZONE 1

Zone 1 relates to the alfresco area and connection to the Emu Beach Foreshore Management Plan. It includes the Emu Point Cafe.

Major comments revolved around parking for people with disabilities and the quality of the toilets, whilst the zone was generally well supported.

It is recommended that Zone 1 be relatively unchanged. In the next stage of design more detail on the location of shelter, shade and the materiality of the plaza area is desirable.

Clear provision of short term pick-up and drop-off bays close to the cafe will be required. It is reasonable to suggest that this area be considered a 'no standing' zone, unless the vehicle has ACROD parking permits, in which case a 15 minute parking limit applies (or similar).

The toilets in this zone were mentioned multiple times. It is recommended that the City progress plans to significantly upgrade this facility.

Additional cycle parking is also recommended in this zone.

Some concerns about parking on Cunningham Street were raised, despite this being within the Emu Beach area.

Notwithstanding, parking proposed in this zone is generally in accordance with the informal and ad-hoc parking already occurring and provides a basis for coordinating and managing parking better over the long term.

Whilst not a direct comment about Zone 1, submissions about Zone 5 in relation to use of the current service jetty for Fishability WA included multiple suggestions to provide an alternative location, with Emu Point (Oyster Harbour side) suggested by a number of participants. It is recommended that the City investigates this location, in conjunction with Harvest Road and Fishability WA.

No changes are recommended in this location.

### 3.2 ZONE 2

Zone 2 relates to the active waterfront and play area and includes the playground and new parking area.

The feedback was generally supportive of the changes being proposed in this zone, although comments were varied with both for and against perspectives on the car parking near the playground and the dual use path.

Comments also recommended removing parking adjacent to the west side of the playground entirely, removing any reason to enter Mermaid Avenue beyond the intersection with Roe Parade unless doing a pick-up or drop-off.

It is recommended to reconsider the Mermaid Avenue and Roe Parade intersection vis-a-vis parking limits further along Mermaid Avenue. This would limit the need to fence the playground, although some barriers could still be provided to enhance safety along the drive through loop.

Further consideration is also recommended to be given to the informal parking area that is formalised in the concept. Suggestions to locate the Roe Parade alignment further to the west should be assessed.

With regard to the dual use path, it is recommended that the City progress the design in the current concept location (or similar). The decision to include the dual use path is from broader strategic planning and is a specific recommendation of other documents. Consideration should be given to signposting speed limits through the parkland, although it is expected that any commuter or distance cyclists will stay on road as a preference.

Whilst several submissions commented on the lack of toilet facilities in this zone, the proximity of toilets in both Zone 1 and Zone 4 make additional toilets in this zone excessive. No additional provision of toilets in this area are suggested (although planned upgrades are supported).

### 3.3 ZONE 3

Zone 3 relates to the active waterfront area and includes the grassed terrace area.

Similar feedback was received on Zone 3 as was received on Zone 2. The same recommendations apply for these issues.

Three unique issues were raised: consideration of making Roe Parade one way (running north from Mermaid Avenue), consideration of impacting car parking to facilitate views, and the inclusion of a disability ramp in the proximity of Hunter Street where a local universal accessibility home is located.

It is recommended the City consider the one way option for Roe Parade, noting this may be unpopular with some residents and may have limited impact.

With regard to car parking, as the proposal is simply intending to better mark and formalise bays along Roe Parade, it is not recommended to reduce bays. However, in light of a potential one-way circuit, it may be the case that reduced traffic numbers create a slightly safer frontage for the adjacent residences. Notwithstanding, in peak months parking and traffic circulation will still be at a premium in this location.

It is recommended that the City assesses the design suitability of a disability access ramp in proximity to Hunter Street. This should look at whether such a ramp would have a negative impact on the terraces and the amount of space for people to enjoy the waterfront, by taking up significant space in order to achieve universal access grades.

### 3.4 ZONE 4

Zone 4 relates to the open parkland and includes additional amenities such as toilets and picnic facilities.

The feedback was generally supportive of this zone, with a desire to maintain and better define the dog area and to provide more shelter.

Parking adjacent to the park, and in particular near to the path was supported. Maximising parking in this area is supported.

One submission suggested that the path from Roe Parade navigate to the rear of the toilet block in order to maximise grass space in this zone.

It is recommended that the City consider the option of relocating the path, provided that relocation will still provide the maximum path width on a suitably level surface and does not impact the design of the ramp down from Roe Parade, including resulting in loss of vegetation.

### 3.5 ZONE 5

Zone 5 relates to the marina and includes maritime industry, boating and fishing businesses and facilities, clubs as well as the Squid Shack restaurant.

The area is constrained and has a recognised shortage of parking associated with the boat launching ramps. Previous design options to increase parking have been met with opposition related to the herringbone pattern proposed due to difficulties parking.

The feedback on this Zone was strongly in favour of Option 2, which retains the current arrangement and a small addition to the parkland edge (south). Notwithstanding, it was suggested that the direction of the herringbone style along the parkland edge be changed.

It is recommended that the direction of the herringbone pattern on the park edge be assessed and amended if suitable.

A number of submissions and stakeholders made clear that the area in front of the Sea Rescue building needs to remain clear. Option 2 retains the current layout.

New parking areas adjacent the boating and fishing club were strongly supported, noting that truck and trailers will still need to enter the rear of the maritime industry in this location (already allowed for).

Parking along the marina water edge was also strongly supported. The cul-de-sac turning head was queried as it impacts business access and trafficability. It is recommended that this traffic feature be reconsidered to avoid impacting business access.

Stakeholders also noted that parking along the edge of the business frontages needed to be more carefully designed as the proposed layout impacts servicing of elements such as bins and access yards.

It is recommended that more detailed design be undertaken for this parking area to ensure proposed layouts do not impact businesses and access to services.

Significant feedback from the community mentioned a lack of safety within the marina linked to speeding cars. A number of suggestions are recommended to be progressed, including improved signage and the establishment of bollards or barriers near the Squid Shack.

Increased use of the marina may further exacerbate this, or conversely additional congestion may have the effect of slowing all vehicles down. Notwithstanding, it is recommended that the City consider undertaking spot compliance activities in the area in partnership with the Department of Transport.

Finally, access to the service jetty near the new Harvest Road development by Fishability WA is a major concern of many stakeholders. It is recommended the City work with Harvest Road and Fishability WA to identify an alternative location in the event that access is impacted (see Zone 1).



## 4. NEXT STEPS

The next stage of this project is to proceed to 90% detailed Design for the FMP, comprising a design report and plans.

The recommendations identified in Section 3.1 to Section 3.5 should be investigated or implemented in completing this package of work.

It was noted during the engagement that many participants naturally linked the design outcomes being proposed on the Oyster Harbour side of Emu Point with the recent work on the Emu Beach Foreshore Management Plan. These two areas are contiguous and the outcomes in each FMP area impacts the other.

Some participants queried how that plan was being implemented in alignment with the Oyster Harbour FMP.

As such, once the 90% design report is completed, and progress is made towards a 100% package, it is recommended that a summary document be prepared to integrate the two FMP documents in a format that can be given to the community to describe and explain the long term outcomes being proposed, likely timeframes and other activities that will be ongoing, including significant structural changes.

This document should be highly visual and easy to read, and complement previous documents prepared by the City.



# APPENDICES

APPENDIX A - FEEDBACK FORM COMMENTS

APPENDIX B - ADDITIONAL FEEDBACK COMMENTS

APPENDIX C - FORESHORE MANAGEMENT PLAN CONCEPTS FOR CONSULTATION

## **APPENDIX A - FEEDBACK FORM COMMENTS**

# APPENDIX A - FEEDBACK FORM COMMENTS

## MARINA CONCEPT

1. Tell us what you like about Boat Ramp Parking Option 1
Dont want to have to back trailers in or out of parking bays.
Totally impracticable [sic], reverseing boat trailers for parking very difficult and dangerous. After retrieving boats where do they park to tie down and become road ready. Too many bays - too much congestion.
Terrible just try parking the boat trailer.
This option has been tried before and was changed to the current arrangement in a few weeks. Too dangerous.
Dont agree
Option 2 appears to be the best no single car parking

## MARINA CONCEPT

2. Tell us what you like about Boat Ramp Parking Option 2
Like the drive bays for vehicles with boat/trailer to drive straight through, easier manouverability
Works well now. The extra boat trailer bays aren't workable - reversing boat trailers is dangerous. Need an area - as we have now to pack up and get tied down and road ready.
Better but the herring bone option entry is wrong way.
This is the current arrangement and works well. Just change angle of parking in washdown area.
Leave it alone works good if any changes option 2 is the best and change south side change angle to be the same as the rest of car park
Is ok but for the reverse parking on the side of the lawn.

## MARINA CONCEPT

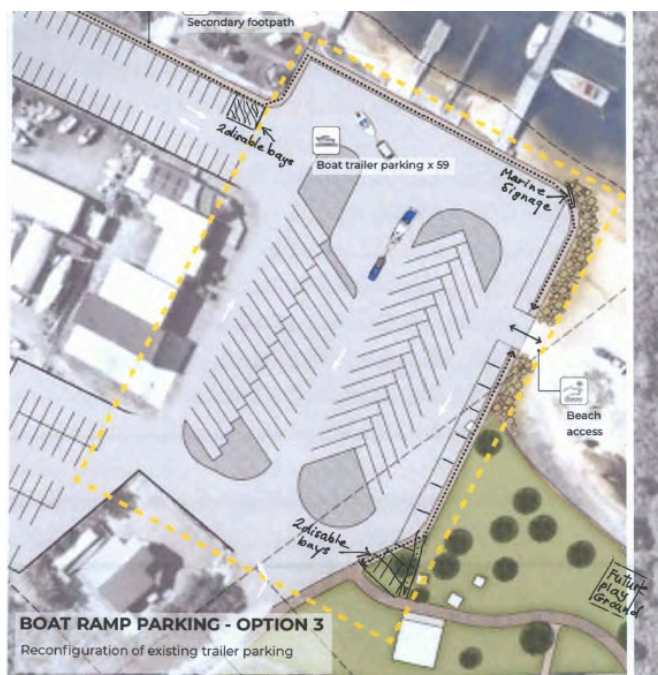
3. Tell us what you like about Boat Ramp Parking Option 3
Had the most parking bays
The general layout of boat ramp parking doesn't need changing but boat trailers should be able to go anti clockwise near the sea rescue
Has best parking capacity.
Total impracticable [sic] and unworkable. Will cause congestion, frustration and crowding. Too many bays for what ramps can handle. It's a restricted area - unlike town jetty.
Again try parking boat trailer.
This is even worse than option 1.
Dont agree

# APPENDIX A - FEEDBACK FORM COMMENTS

## MARINA CONCEPT

4. Is there any element of either options that you think is essential?
DOG AREA near toilets (-boat area) needs at least (2) shelters. - The new ones being built offer little shelter - Needs some sides from SMW wind (not so tall)
Continuous bike path's The parking defined next to the squid shack
So they can drive thru from near there. Perhaps 2 way arrows for that section. For the few times a year the eastern foreshore as it is, is a good option for excess boat trailers. Like extra parking behind sea rescue
A disable parking bay by 3m. Dual path form Swarbrick St for access to public toilets
<ul style="list-style-type: none"> <li>Disability parking needed - 2 x at fish cleaning site opposite existing restaurant. 2 x entrance to dual path from zone 4 for easier access to toilets and facilities Both 5-10m from parking (My key request - see attached*)</li> <li>Make 7-8 standard car bays adjacent to footpath on zone 4 boundary.</li> <li>Place marine signage at the corner of boat ramp parking so it is clearly visible to boating community.</li> </ul>
Option 2 works well as is. Need pack up area for getting ready to launch and pack up area for after retrieval.
Easier access, and herring bone design for boat parking area. New parking area near fishing club should have a road behind with access to Swarbrick St.
Only option 2 works. Do not support removing part of dog and people exercise area. Creating car park overflow is a good idea in the current bush area.
Parking next to fishing clubs.

**\* SUBMISSION ATTACHMENT -  
CONCEPT 3 MARK UP**



## APPENDIX A - FEEDBACK FORM COMMENTS

### MARINA CONCEPT

#### 5. Is there any element of either options that you don't support at all?

Where does dog area end - not marked on your map. Not near swimming area.

You have no shelter near cafe. At least 2 in this area needed. If your [sic] having picnic also holes in tables so people can use umbrellas.

Seems well researched

Regarding bike and dual use path. From edge of park along Swarbrick St to Miller St - the path needs upgrading to dual use specs. This would make a continuous bike path to the path existing path over the road at Millar St.

[illegible] overcrowd the area. Its already overcrowded now on a busy day. Do not agree at all with formal parking along the side outside existing businesses.

What consultation has been done to arrive at such impractical options.

As explained option 1 and 3 [Re: parking boat trailer]

Other suggestion

I am trying to get a working committee to look at a Board Walk to Bayonet Head and cycle/walk path to Fish Trap onto Kalgan Ricer Bridge. Maybe this option can be included in this plan.

The expansion of the Harvest Road lease has pushed parking and traffic into the already congested Marina. These are no good options. The [illegible] should be moved away from the commercial operator.

Really concerned that there is no option for disability fishers to park anywhere.

Changing car park to herring bone angles.

Dont [sic] support any options. Option 2 if it has to be changed.

To make the trailer parking area there is not a enough room to do much with it to stuff it up will cost the Council a lot of money it happened before.

## APPENDIX A - FEEDBACK FORM COMMENTS

### PARKLAND | FORESHORE CONCEPT

6. Tell us what you think works for this concept
Long overdue. Completes the Middleton Beach work. Easier parking
The idea of walk/bike path down from Roe Pde to boat ramp. Some more parking bays where the bins are at the playground.
The proposed 3m dual-use path from cafe to Swarbrick St - Gets people off road. The increased parking along Roe Parade and upgrading of access to Beach is a plus.
<ul style="list-style-type: none"> <li>• Good connecting and extending dual purpose pathways.</li> <li>• Consideration food for residents of Emu Point considering how busy it gets in holiday times.</li> <li>• Enhancement of terraces, landscaping and shade.</li> </ul>
Generally acceptable overall
<ul style="list-style-type: none"> <li>• Extra parking along Roe St</li> <li>• Walking path next to Roe St</li> </ul>
Dual pathway - gives people somewhere to walk - removing people from walking on road.
Removing parking in front of playground on Mermaid Avenue is sensible. Dont run bike paths around the point. (terminate at Southern end of cafe)

### PARKLAND | FORESHORE CONCEPT

7. Tell us what you think doesn't work for this concept.
The present parking on Roe Parade looks up. It needs to be leveled [sic] or even slightly looking down to full panarama [sic] of view can be experienced from the car for those people physically challenged to be able to enjoy view.
Public toilets are too far away from beach zones 2 and 3.
Where is the cycle/pathway in front of cafe. Clarify projected movement of cyclists. What is the Plaza area used for cafe extension or kids play games area.
Handicapped parking too far away. Should be much closer to cafe.
Bike paths through parkland. Should be a walking path from Roe St car park. Avoids mixing young children in playground with parked cars and bikes.

## APPENDIX A - FEEDBACK FORM COMMENTS

### PARKLAND | FORESHORE CONCEPT

8. Are there any elements missing from the concept?
Please consider better fence to separate playground and road. Also please fix the swing - kids feet drag on ground - too low
Boardwalk/bridge across [sic] the river
Disable parking needs to be close to all amenities where-ever amenities are supplied - Swarbrick St, Cunningham St. The disable parking close to Cafe needs to remain Mermaid Ave. The proposed disable parking near to path to amenities in Cunningham St a plus.
<ul style="list-style-type: none"> <li>• Zones 2 and 3 need disability access onto the terraces.</li> <li>• Public toilets for zones 2 and 3</li> </ul>
Full explanation [sic] of cycle use near cafe as people picnic in that area. Angle parking and one way traffic start and finish date. Fence past kids playground.
Disables parking outside cafe. This cafe is vert popular with mobility challenged people because of disabled parking at its door. Please keep present disabled parking and the planned disabled parking on Cunningham St.
Most traffic down Mermaid should be diverted around Roe Parade and pass through the vacant land (currently used for parking) with a bike path running down Burgess St into Roe Pde. Extra parking should be created west of the BBQ's, remove parking between Roe and cafe -except for disability and seniors and local access/deliveries.

### PARKLAND | FORESHORE CONCEPT

9. Do you have any other suggestions for the project area or any additional comments on this project?
Public art sculpture trail options? Power sources to hold events - music, food vans etc. Noongar consultation - we could have some great Indigenous sculptures
Since the gate between the boat trailer park and the dog beach has been left open, vehicles have [illegible] deep tracks in this area. At very high tides over heavy [illegible] these fill up with water coursing here and the erosion. [illegible] some appropriate vehicle parking landscaping land regenerating be incorporated in your plans for this area.
Car Park on Emu Beach needs to be retained. Present B.B.Q. facilities need to be retained - they are frequent use. Is it possible to have ramp access to Cafe for access from Cunningham St Disable parking. Contact for Albany Carers WA - Carers Gateway [name and contact number removed]
<ul style="list-style-type: none"> <li>• Establish a second playground on grass in zone 4.</li> <li>• Preserve history/character by providing wooden pylons with recycled tyres on so dinghies can be tethered, in zone 4 adjacent to marina, about 20 m out from the normal shoreline.</li> <li>• Endeavour to procure granite rock or boulders for retaining walls.</li> </ul>

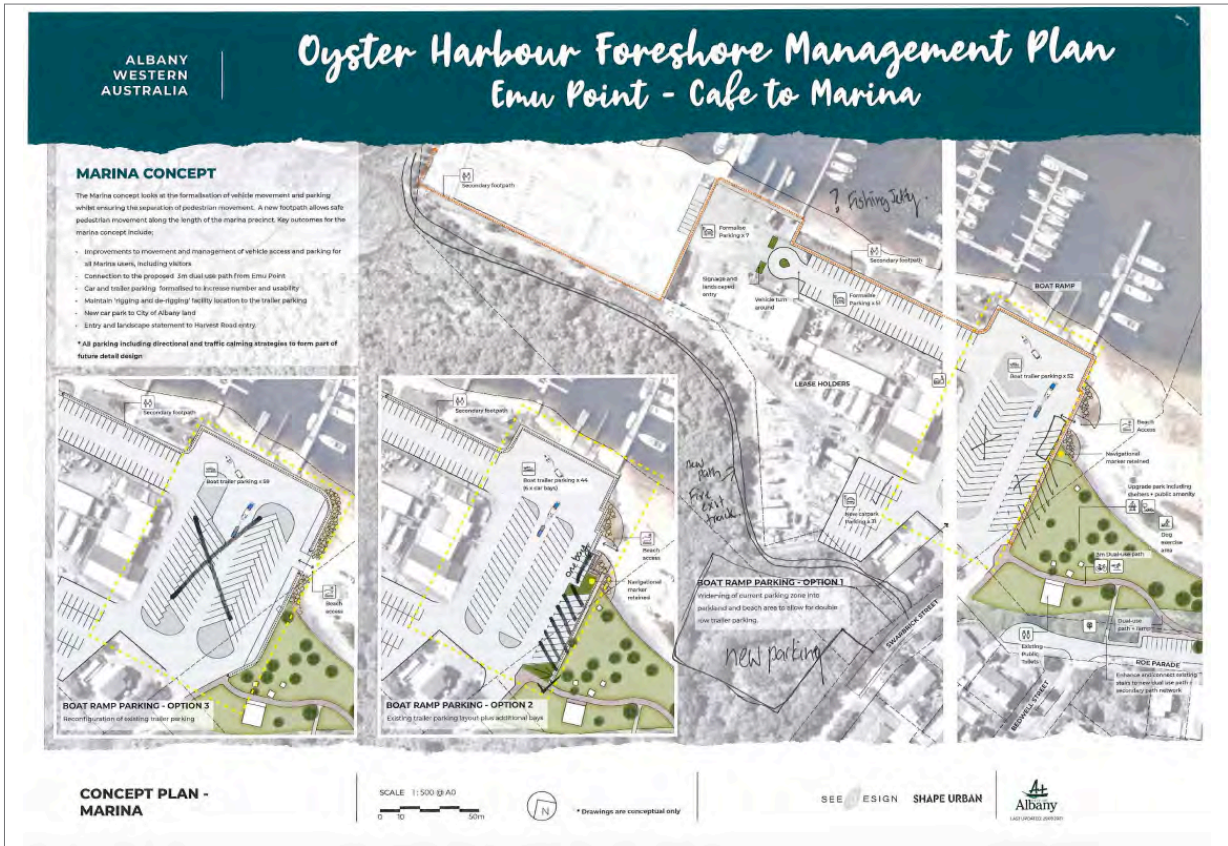
## APPENDIX A - FEEDBACK FORM COMMENTS

9. Do you have any other suggestions for the project area or any additional comments on this project?
Will people with disability have easy access to cafe, and beach area.
The removal of the disabled parking from next to the cafe to a place further away is not good. Needs to be disabled parking closer to cafe.
The key omission is catering for seasonal tourists in the Caravan Parks with amenities in Emu Point. This important feature has not been integrated.
The disability accommodation on Hunter St should have access to the beach on ramp [illegible] towards cafe end of beach immediately at Roe/Hunter.
A small jetty/pontoon for boats and fishing at end of the point would be welcome.
Run path from Roe Parade behind the toilets
Disability access and boat mooring ability here (Emu Point)
Concern about dual use path here (through the park near Emu Point)
Commuter cyclist pathway along Burgess St and run bike path along the western edge of new car park area - suggest be connected to existing path along Cunningham St on east side of Burgess St and upgrade bus stop to concrete slab
Create more parking here (near Roe Pde Mermaid Ave intersection) and pathway to cafe - push as much parking back from cafe turnaround - vehicle turn around and drop off ok, but less parking
Bring road along western edge at Roe Pde - possibility to look at one way along Roe - keep as many people out of the point as possible - service vehicles, private access and disabled parking/small transport buses only
Alternative move car park east and pathway to west side of car and join pathway on Mermaid Ave and add a calming device on road way at intersection of Mermaide and Hunter St to slow traffic entering parking area on Mermaide Ave - also stops caravans and trailer entering this area
Disability support houses located south side of Hunter St - connect path from here direct through the grassed zone - path headed east from here to the access beach preferable - design team will review required grades to provide feedback on how much impact this may have on terraces

### MARINA CONCEPT

9. Do you have any other suggestions for the project area or any additional comments on this project?
Continuation of path along Swarbrick linking with existing bike path through the reserve to Bayonet Head - can we reduce the path to 2m wide beyond this point.
Turnaround doesn't work in front of businesses
Reconsider the road through the back of Harvest Road, or square off the reserve and improve general layout
Disability fishing is being squeezed - needs and alternative here for both parking and access - Emu point could be a good alternative - but weather/wind less amenable - has some benefits - boats to national park, access to cafe etc
Traffic and parking plan for the marina - where will staff will be parking - want to make sure HR pays for traffic impacts





CONCEPT MARK UP BY COMMUNITY MEMBER



CONCEPT MARK UP BY COMMUNITY MEMBER

## **APPENDIX B - ADDITIONAL FEEDBACK COMMENTS**

## APPENDIX B - ADDITIONAL FEEDBACK COMMENTS

### Additional Feedback provided

I am responding on behalf of DoT with regard to the Oyster Harbour Foreshore Management Plan especially in relation to page 3 of 4 (Concept Plan – Marina).

Dot's comments are as follows:

- DoT requires unlimited access to their Service Jetty for maintenance purposes, vehicles unloading catch, etc from vessels and ease of access for people operating vessels moored to the jetty.
- DoT requires unlimited access to Jetty C, until such time as Harvest Road has confirmed its intention and taken over the jetty from DoT.
- There appears to be a conflict with vehicles launching/retrieving their vessels and the new proposed pedestrian footpath crossing the top of the boat ramp. This has the potential for someone to get seriously injured.
- In Option 3, the lead marker has been removed, and I acknowledge that this might just be in error, however, it is very important for the safety of all vessels that the lead marker remains in place.

We live at Emu Point close by to where this plan is for at [address removed]

After viewing it in detail this am at the council offices we agree with this plan and it has our full support.

As residents of Cunningham St, Emu Pt, we have the following concerns about the proposed plans for this street.

1. Parallel parking will congest a narrow road used frequently to access facilities at the point.
2. Formalized parking areas and full height kerbing make it difficult (impossible for a bike or pram) to get off the road when there is traffic congestion or the potential for collision with a vehicle.
3. We have had no issues with water drainage in the section where parallel parking areas are proposed unlike the area nearer the point where formal parking has been provided.
4. The demand for more parking at Emu Point comes predominantly from groups wanting easier access to facilities such as the swimming jetty, playground and café. Parking at the western end of Cunningham St will not give this.

This plan would seem to have the potential to spend a lot of rate-payers money to create more problems than it solves. By all means fill the potholes but consider carefully the unintended consequences of this project.

# **APPENDIX C - FORESHORE MANAGEMENT PLAN CONCEPTS FOR CONSULTATION**

# Oyster Harbour Foreshore Management Plan

## Emu Point - Cafe to Marina

### OVERVIEW

The City of Albany is preparing a Foreshore Management Plan (FMP) for Oyster Harbour from the Emu Point Café to the Marina. The study area includes the coast and adjacent parks, beaches, playgrounds and car parks.

This is part of the Emu Point to Middleton Beach Coastal Adaptation and Protection Strategy. Technical support is being provided from engineers, landscape architects, town planners and City staff.

### BACKGROUND

In 2014, a **Coastal Parks Management Plan** was developed for Middleton Beach through to Emu Point and Oyster Harbour. The plan provided recommendations for the coastal parks, following input from the community.

In 2017, **Coastal Hazard Maps** were produced for the project area. These maps show areas that are vulnerable to coastal hazards over various planning timeframes. The maps are based on extensive technical background investigations and data and take into account;

- The historical position of the shoreline
- Proposed sea level rise (0.7m over 100 years)
- 1 in 100 year storm event (storm bite)

Following this a **Vulnerability Study** was carried out. The study identified the assets that were located seaward of the hazard lines and assessed how vulnerable they are.

This was done using several factors;

- What is the likelihood that the hazard will occur?
- What will be the consequence if the hazard occurs?
- What is the ability of the asset to adapt (adaptive capacity)?

Based on these previous studies, in 2019 the City undertook a **Coastal Hazard Risk Management and Adaptation Plan (CHRMAP)** to provide strategic guidance on coordinated, integrated and sustainable planning and management for key coastal assets in the project area.

### PROJECT OBJECTIVES

The aim of the Oyster Harbour FMP (Emu Point - Cafe to Marina - Zones 1-5) is to maintain and enhance the recreational opportunities and amenity values of the area and to provide a framework for implementing the key recommendations of the Middleton Beach to Emu Point Coastal Hazard Risk Management and Adaptation Plan (CHRMAP).

The objectives of the Oyster Harbour FMP are:

- To respond and align with the findings of the Middleton Beach to Emu Point CHRMAP.
- To provide guidance for future development along the Oyster Harbour foreshore area.
- To provide recommendations on appropriate land uses and functions that respond to changing coastline.
- To inform and consult with the local community and stakeholders to deliver the FMP.

### DESIGN AIMS

- Increase the formal path network (accessible to all).
- Include a new 3m wide dual use path connecting Emu Point to Marina.
- Prioritise pedestrian and cyclists movement.
- Enhance connection between beach and public amenity/cafe facilities.
- Ensure no overall loss in number of car park bays, with additional bays where possible.
- Formalise car park along Roe Parade and Mermaid Avenue.
- Consolidate and formalise beach access.
- Retain and strengthen the Oyster Harbour and Emu Point landscape character.
- Enhance and prioritise existing and endemic vegetation.
- Ensure the creation of a 'robust' landscape.
- Provide increased public amenity for use all year round.

#### Zone 5:

A mix of both commercial and recreational boating activities. The marina will consist of large open asphalt parking and minimal delineation between pedestrian and vehicle movement.

#### LEGEND

- Project Site
- Activity Zone Boundary
- Cadastral Boundary
- Dual-use Path Connection
- Secondary Path Connection



# Oyster Harbour Foreshore Management Plan

## Emu Point - Cafe to Marina



**Zone 4:**

Large open parkland space with additional amenities including ablation block and picnic facilities. Adjacent Marina offers access for visitors although this area is often at capacity during peak periods. Informal beach parking occurs in this zone often utilised for additional boat trailer parking. A significant level change occurs from Roe Parade down to the parkland with stair access only offered to pedestrians.

**Zone 3:**

Terrace walling and grass banks continue along the extent of this zone. The terrace banks offer less shade due to minimal existing large trees. A mix of informal car bays are located along the length of Roe Parade with limited access due to lack of existing footpaths. Residential housing fronts onto the public open space and beach front.

**Zone 2:**

A busy zone for active and passive recreation. With close access to the nearby cafe and parking, this popular spot offers direct access to the beach. Large grass banks and existing shade trees offer sheltered locations, path for picnics, play, exercise and barbecues. A busy car park and road turn around is located along its length including restricted vehicle beach access.

**Zone 1:**

Characterised by its well utilised park, and defined by its large grassed, shady picnic areas and established trees. Locals and tourists are attracted to the site due to its proximity to its beaches, fishing, parking, cafe and public toilets.

**Zone 3**  
Active Waterfront

**Zone 2**  
Active Waterfront + Play

**Zone 1**  
Alfresco + Point Connection

Formal bays x 54  
Informal bays (approx) x 15 - turf verge

Informal bays (approx) x 16 - turf verge

Formal bays x 18 (including ACROD bay)

EMU POINT CAFE

**LEGEND**

- Project Site
- Activity Zone Boundary
- Cadastral Boundary
- Dual-use Path Connection
- Secondary Path Connection



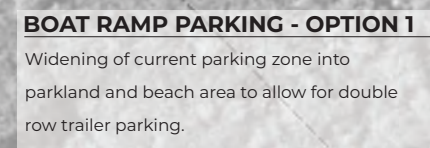
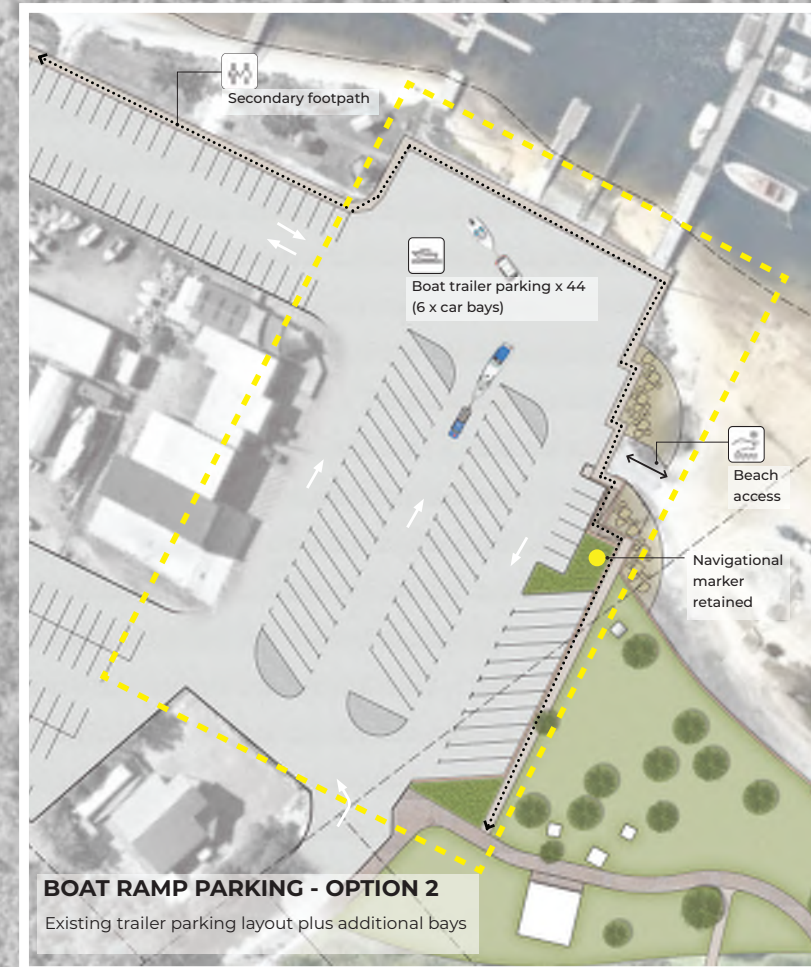
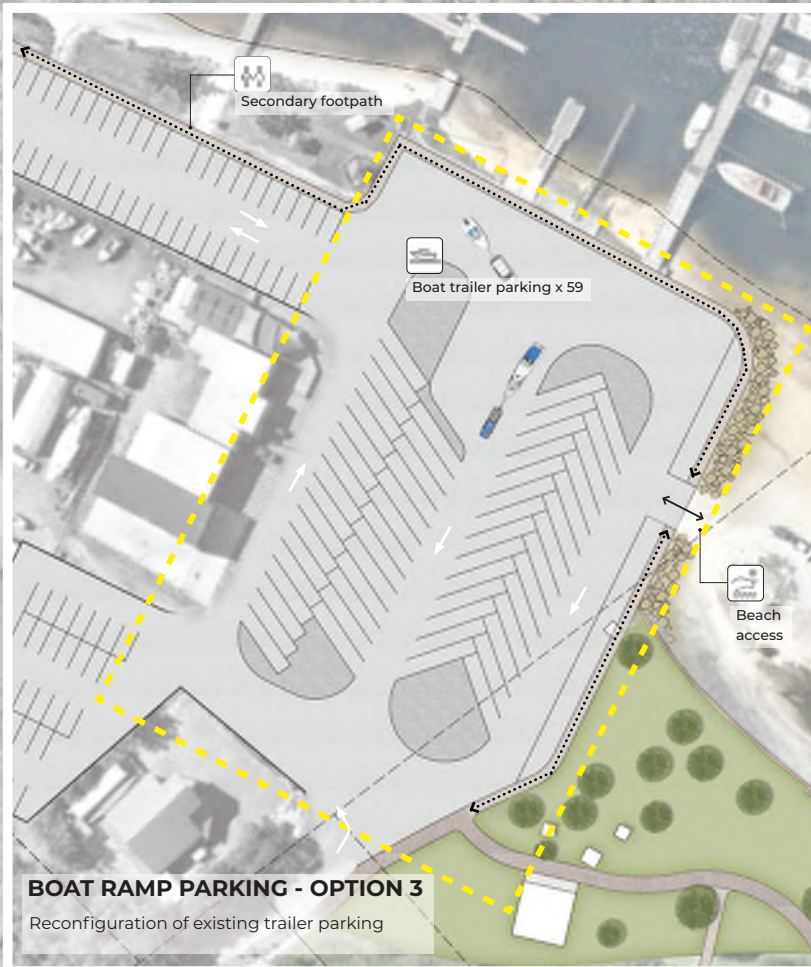
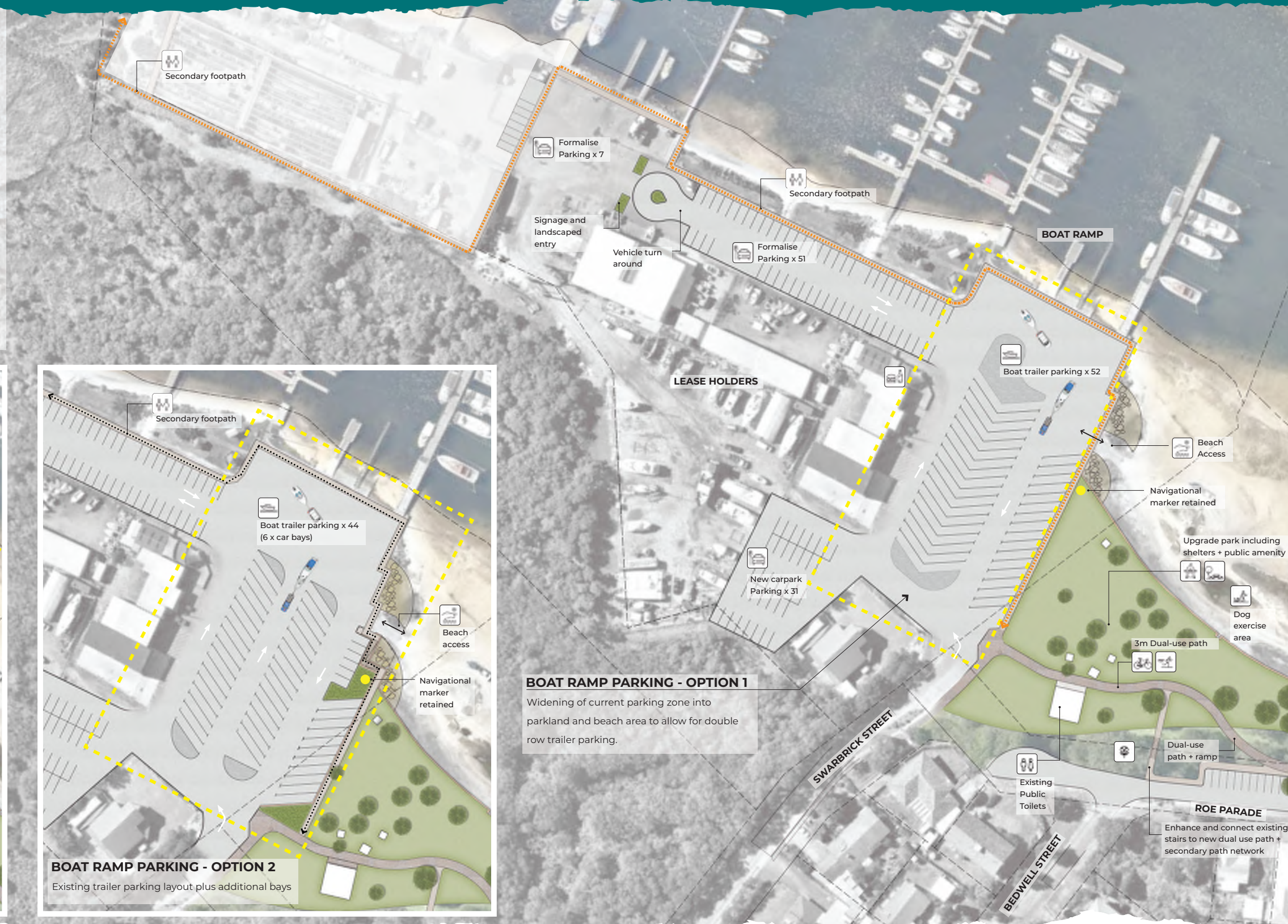
# Oyster Harbour Foreshore Management Plan Emu Point - Cafe to Marina

## MARINA CONCEPT

The Marina concept looks at the formalisation of vehicle movement and parking whilst ensuring the separation of pedestrian movement. A new footpath allows safe pedestrian movement along the length of the marina precinct. Key outcomes for the marina concept include;

- Improvements to movement and management of vehicle access and parking for all Marina users, including visitors
- Connection to the proposed 3m dual use path from Emu Point
- Car and trailer parking formalised to increase number and usability
- Maintain 'rigging and de-rigging' facility location to the trailer parking
- New car park to City of Albany land
- Entry and landscape statement to Harvest Road entry.

\* All parking including directional and traffic calming strategies to form part of future detail design



# Oyster Harbour Foreshore Management Plan

## Emu Point - Cafe to Marina

### PARKLAND | FORESHORE CONCEPT

The formalisation of parking and reduced extent of Mermaid Avenue prioritises pedestrian and cyclist movement within the precinct with the creation of a new public plaza and revitalised parkland. The following option looks at how this important public open space could be enhanced and respond to its unique location.

- Continuation of 3m dual use path from Emu Point to Marina
- Upgrade to the open space/plaza to front of existing café and public toilets including new public amenities.
- Car parking formalised along Mermaid Avenue and Roe Parade including footpath access and water sensitive planting.
- Maintain drop off facilities to the end of Mermaid Avenue to ensure accessibility for all.
- Retain and enhance the iconic Oyster harbour turf terraces whilst upgrading beach access to ensure accessibility for all.
- Additional public amenities including shelters, picnic setting, seating, BBQ's and exercise nodes to be located along the dual use path.

**Existing car bays - total x 103**

(Formal bays x 72 including disabled bays + Informal parking bays x 31)

**Proposed car bays - Total x 113**

(Formal bays including disabled and 2 x drop off bays)

OYSTER HARBOUR



### LEGEND

- Dog Exercise Area
- Swimming
- Kayaking
- Jogging | Exercise
- Cycling
- Parking
- Boating
- Barbecue
- Picnic Area
- Play Space, All Ages Play
- Fishing
- Views
- Photo Opportunity
- Planting
- Cafe | Food Outlet
- Secondary Access Path
- Universal Access Path
- Public Toilets
- Formalised Beach Access
- Potential Disable Bays
- Secondary Path





