

# 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)

**LEGEND**

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



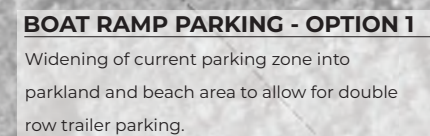
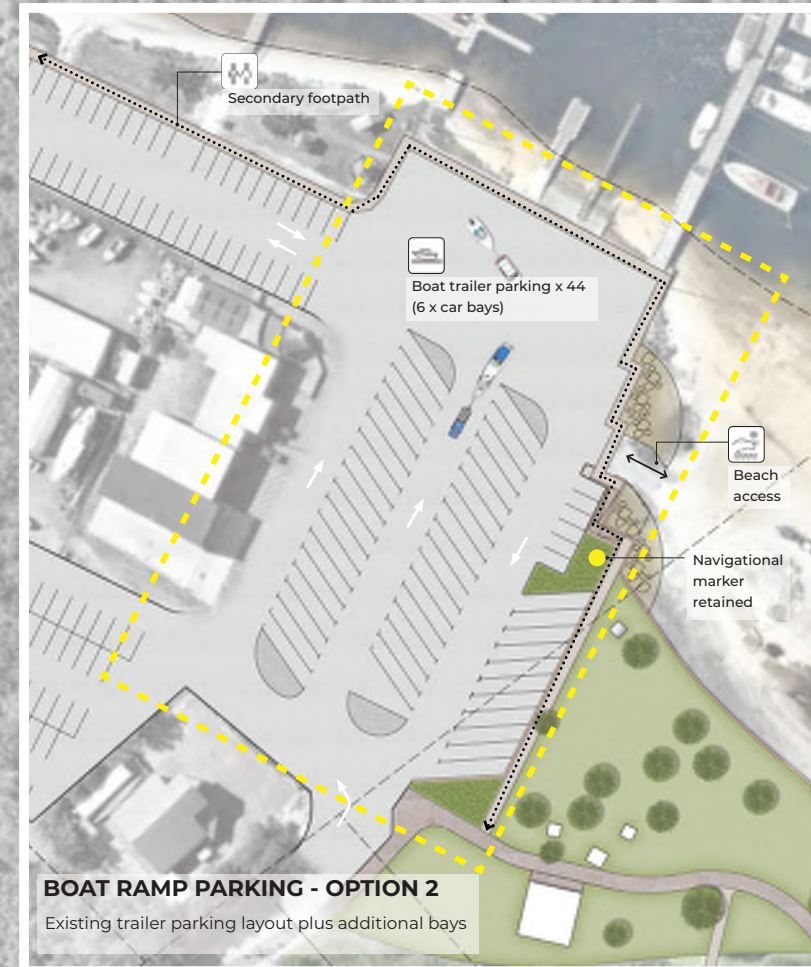
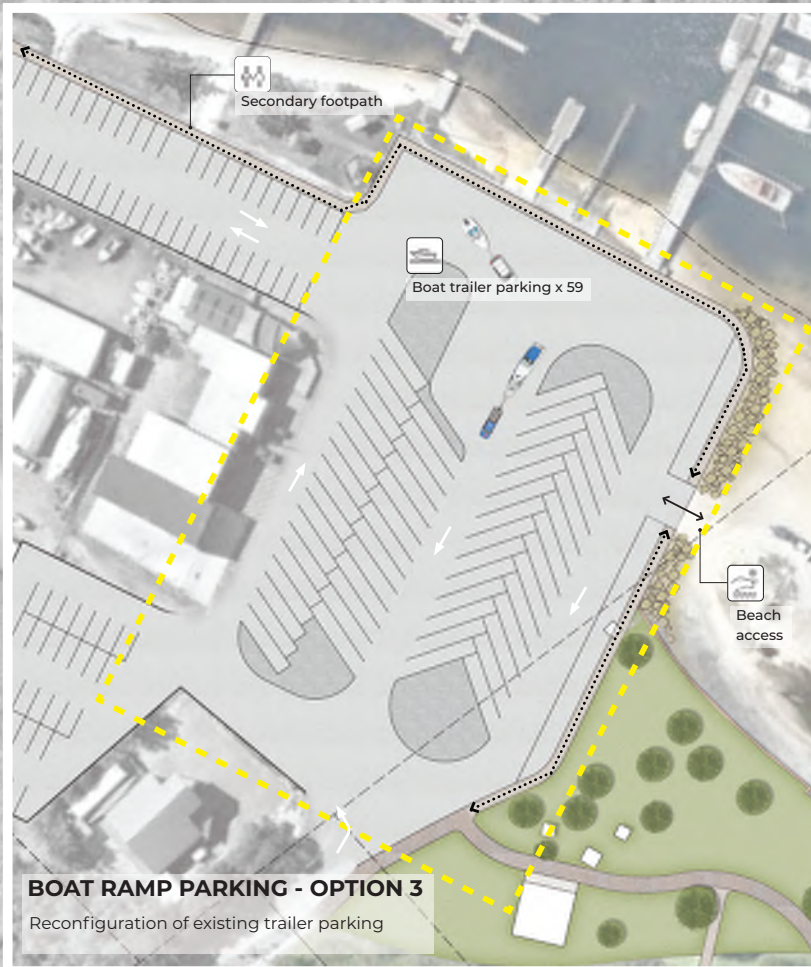
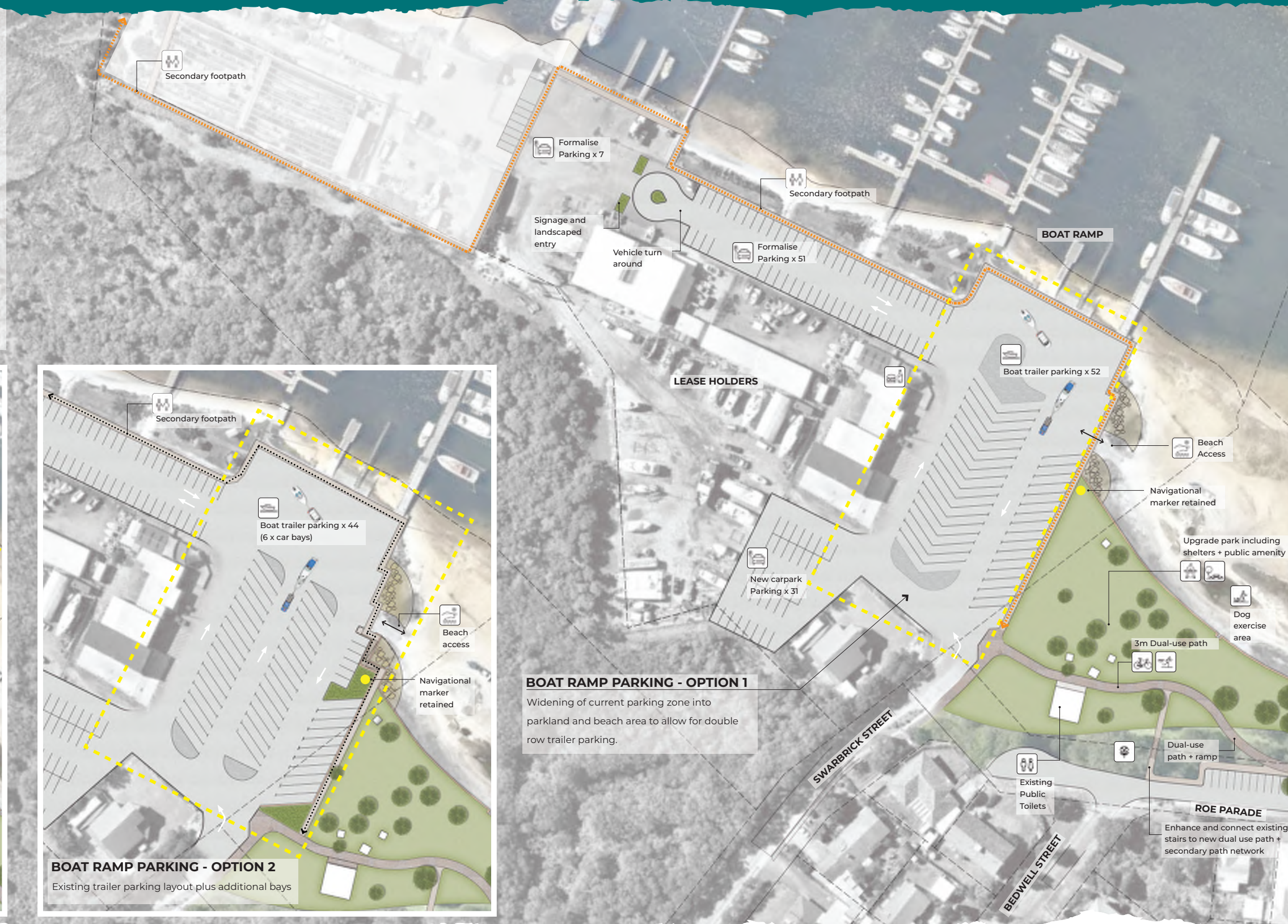
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## MARINA CONCEPT

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

SWIMMING ENCLOSURE

### 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

