



Background Report

Ellis Street Jetty Precinct



Acknowledgement of Country

“Kaya, Nala Maat Kaya Noonduk (Hello, Our Family Welcomes You) to Wadandi Boodja (Saltwater People’s Country) – we all come together on Boodja (Country). Whilst on Wadandi Boodja we ask that you respect the land by walking softly and take the time to listen to Boodja as she Wongi (Talks).

We respect the presence of the Demmala Goomala (Ancestors) whose Djanga (Spirits) reside on Boodja and whose Djenna (feet) walk the land and whose Djanga Korda (heart spirit) flows through all creation. Wooditjup (Margaret River) is the heart of Wadandi Boodja (country), a meeting place between land and sea, connecting us all with Wadandi Boodja.

The Wadandi Boodja (Motherland) reaches from Bunbury, along the coast of Geographe Bay, extending to Yallingup (Place of Holes) to Talinup, Augusta (Place of Reeds) inland to Nannup (The Stopping Place), taking in the region of Undalup (Busselton) The Wadan Boodja (Sea Country) is of great spiritual significance to the coastal Wadandi people. Boodja – Land, Country, Mother Earth – is our most important resource. No matter what culture or religion – all of us rely on Nala Boodja, Our Country.

It is up to all of us to listen to the land, understand the connection to Country that we all have and realise how urgent it is to work together to make better decisions on how we can create that balance, ensuring sustainability for the generations to come, in order to protect and preserve the beauty of Boodja.

Whilst living, travelling, visiting and holidaying on Wadandi Boodja (Saltwater People’s Country) we ask that you respect the area and walk softly on the country, taking the time to listen to Boodja (Country) as she Wongi (Talks) of the Season, and leave nothing but footprints”.

Wadandi Traditional Cultural Custodian Wayne “Wonitji” Webb.

The Shire of Augusta Margaret River acknowledges we are on Wadandi and Pibelman Boodja, whose ancestors and their descendants are the traditional custodians of this country.

We acknowledge the Wadandi and Pibelman have been custodians since the land was soft (creation times) and continue to perform age old ceremonies of celebration, initiation and renewal. We acknowledge their living culture and their unique role in the life of this region.

The Shire is committed to Aboriginal Australians sharing fairly and equitably in the region’s cultural, social, environmental and economic future.



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Alignment to the Strategic Community Plan 2040

COMMUNITY VISION

Augusta Margaret River
Sustainable, inclusive,
connected to place and
respecting Boodja

Environment

We will protect and enhance the unique natural environment and biodiversity of the region through climate action and informed decision making.

We will focus on:

Outcome EN.1: Ecology and biodiversity protection
Outcome EN.2: Healthy waterways, foreshores and natural landscapes
Outcome EN.3: Collective climate action
Outcome EN.4: Sustainable resource and waste management

People

We will support and strengthen our diverse, resilient, welcoming, safe and connected community through our services and advocacy.

We will focus on:

Outcome PE.1: Diverse cultural values are respected and adopted
Outcome PE.2: Equal opportunities for all
Outcome PE.3: Active, healthy and fulfilling lifestyles
Outcome PE.4: Safe and resilient communities

Place

We will responsibly develop vibrant, sustainable places which maintain their distinctive characters, and which supports a local economy that is resilient, equitable and sustainable.

We will focus on:

Outcome PL.1: Diverse, sustainable and well-designed places
Outcome PL.2: Infrastructure which caters to need
Outcome PL.3: Sustainable agriculture and thriving rural community
Outcome PL.4: Resilient circular local economy

Performance

We will deliver quality governance, service and value with integrity and transparency.

We will focus on:

Outcome PF.1: Responsible planning and ownership of outcomes
Outcome PF.2: Community and customer focus
Outcome PF.3: High performing and engaged people
Outcome PF.4: A culture of innovation, quality and continuous improvement

1 Introduction

In 2015 the Shire of Augusta Margaret River (the Shire) prepared the Ellis Street Jetty Precinct Development Concept Plan (Concept Plan) to guide upgrades and redevelopment of Ellis Street Jetty Precinct (the Precinct) and to assist with funding allocations and programming of works. This plan was informed by feedback from community and other stakeholders in addition to recommendations from various studies and strategies previously undertaken for this area.

Since its inception, several items nominated in the Concept Plan have been completed or deemed no longer necessary or unviable. As a result, a full review of the plan was required to identify and guide any future works.

1.1 Purpose

The purpose of the Background Report is to review the existing Concept Plan, identify any additional community infrastructure and environmental restoration works required and update the plan accordingly.

2 Methodology

This study is comprised of the following key components:

- Review of the existing Concept Plan
- Site analysis
- Stakeholder engagement
- Review of relevant plans, reports and studies
- Recommendations to inform updated Concept Plan

3 Background

The Ellis Street Jetty Precinct is located on the fringe of the Augusta Town Centre, on the western bank of the Blackwood River (Figures 1 and 2). The Precinct adjoins residential development to the north and south and forms part of the larger Blackwood River foreshore. Ellis Street provides a direct link between the main street and the Precinct. A foreshore path links the Precinct with the broader Blackwood River foreshore to the south. The Precinct is the main boat arrival point in Augusta for residents and visitors from East Augusta and Molloy Island. It is also the point of departure for river tours. The area is developed with a sealed boat ramp, car parking bays (including boat trailer bays), private and public jetties, public toilets, and a public open space with picnic tables and BBQ facilities.



Figure 1: Location Map



Figure 2: Site Plan

4 Concept Plan Review

4.1 Overview

The initial concept plan was endorsed by Council in July 2015 and included the following priority table and proposed costings (table 1).



CONCEPTS	GENERAL NOTES
1. Sealed boat trailer parking 2. Sealed car parking (see general note "H") 3. Turn around area suitable for large vehicles and vehicles with trailers 4. Swale to assist with drainage 5. Finger Jetty 6. Bus parking 7. Boat rigging bay 8. Food van hard stand and paved area for placing of temporary tables and chairs 9. Raised or clearly marked pedestrian crossing 10. Foot Paths 11. Relocate existing ablutions and widen turning area behind angled parking bays to accommodate path, boat rigging bays and parking for larger vehicles 12. New ablution facilities 13. Water impermeable shelter and improved seating 14. Install removable bollards for vehicle access control 15. Extend footpath through the precinct to the north. Appropriate location/alignment to be investigated	A. In the interim existing carriageways in the precinct require reseal, realignment of kerbing in front of ablution block (for improved manoeuvrability) and line marking of parking bays. B. Install low intensity lighting in appropriate locations along paths, BBQ's and play area. C. Signage must be upgraded to be consistent with the Shire's signage strategy. D. Install bins in appropriate locations. E. Any loss of vegetation as a result of implementing the Development Concept Plan should be offset through the planting of new vegetation in appropriate locations and in line with any adopted foreshore management plan. F. Any development, including retaining walls should incorporate natural colours and materials that is sensitive and will complement the natural environment. G. Continue discussions with the Department of Transport in relation to tenure of jetty and adjoining reserve. H. Detail design of parking should include a number of bays to accommodate larger vehicles such as campervans. I. Ensure Bicentennial Park plaque remains in an appropriate location in the precinct. J. The detailed design should allow for movement of larger vessels such as the Augusta Sea Search and Rescue boat and buses

ADOPTED BY COUNCIL ON 8 JULY 2015

Table 1: Priorities and proposed costs

Stages	Identified Concepts / Works	Number on DCP	2015 Cost (excl. GST)
Stage 1	Finger jetty		\$82,500
Stage 2	- Southern car parking - Boat trailer parking - Turnaround area	1,2,3	\$306,298
Stage 3	- Signage - Patching of carriageways - Line marking - Widen road, realign kerb in front of ablutions - Bollards	Interim works over entire precinct	\$46,922
Stage 4	- BBQ's (electric) - Seating (tables and seats) - Bins (single fixed bin) - Children's play area and equipment (medium play complex) - Play area soft fall (woodchip) - Lighting - Landscaping - Weather shelter (water impermeable roof)	13, 17, 20	\$126, 765
Stage 5	- Bus parking, boat-rigging parking, car parking and realignment of road - Demolition of existing ablution block - Retaining - Landscaping - Reticulation - Food van hardstand - Footpaths - Bollards - New ablution block (\$209,000)	2,6,7,9,10,14,22	\$775,562

4.2 Completed Works

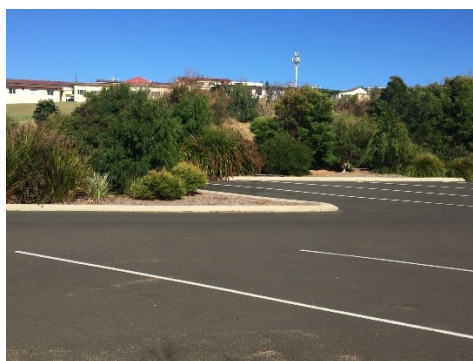
Works completed since Adoption of the Concept Plan include:

- finger jetty (concept 5)
- boat trailer parking (concept 1)
- turnaround area (concept 3) and
- rehabilitated of the wet area (concept 18).

In addition, a retaining wall has been built adjacent to the public toilets, the toilets have been upgraded (painted and retiled) and a shelter has been constructed over the gas BBQ, which has been replaced with an electric BBQ. Linemarking of existing car parking bays, bin placement and inclusion of some public seating has also been completed.



Finger jetty



Boat trailer parking



Turnaround area



Limestone retaining



Shelter & electric BBQ



Rehabilitated wet area



Painted public toilets



Toilet interior

4.3 Outstanding Concepts

Stages	Identified Concepts / Works	Number on DCP
Stage 2	Southern car parking	2
Stage 3	- Signage - Patching of carriageways - Widen road, realign kerb in front of Ablution	Interim works over entire precinct
Stage 4	- Children's play area and equipment (medium play complex) - Play area soft fall (woodchip) - Lighting - Landscaping - Weather shelter (water impermeable roof)	13, 20
Stage 5	- Bus parking, boat-rigging parking, car parking and realignment of road - Demolition of existing ablution block - Retaining - Landscaping - Reticulation - Food van hardstand - Footpaths - Bollards - New ablution block (\$209,000)	2,6,7,9,10,14,22

5 Understanding

5.1 Site Analysis

Movement

Vehicular

Primary vehicle access into the Precinct is from Ellis Street. Ellis Street has a seal width of approximately 8m which then narrows to 5.5m at the entry to the Precinct. The vehicle zone includes formalised vehicle and boat trailer parking in addition to gravel informal parking. The roadway is in poor condition and should be improved for functionality and longevity.



Edge break and general wear and tear evident within existing roadway



Potholes within existing roadway

Parking

The Precinct includes 20 boat trailer parking bays and 13 car parking bays, including one ACROD bay. In addition, the gravel area shown below is utilised for informal parking. Within this area, bollards have been used to ensure car parking does not encroach into vegetation. Additional bollards could be utilised to address any specific areas of need.

The provision of boat trailer parking is adequate and complies with Department of Transport requirements for this boat launching site. The car parking bays, however, are often full and a number of these are used as long-term parking by residents of East Augusta, who have historically left cars parked at this location for use around Augusta or further afield.



Boat trailer parking



Car parking fronting jetties



Aerial image – informal parking area and boat trailer parking

Boat launching

Ellis Street boat ramp is a regularly used boat launching facility. Classified by the Department of Transport as a Level 3 (local) boating facility, there is a single lane ramp with a holding jetty for launching and retrieval of shallow watercraft by two-wheel drive vehicles.

The current road alignment facilitates adequate access to this facility; however, analysis of use indicates that the turnaround area is not commonly used. Instead, for convenience users utilise the gravel area adjacent to the boat ramp as an informal turnaround bay.



Driveway access - boat ramp



Boat ramp – water access



Aerial image – turnaround movement

Pedestrians

Ellis Street Precinct features boardwalks and pathways through the parklands that provide good access for pedestrians. Pedestrian access is provided between the town centre to the public toilets, jetties and carparking. However, there are few connections between these facilities and the broader parkland meaning pedestrians currently need to walk across the boat ramp access and a gravel driveway/car park to access the path network.



Stair access from town centre to lower level of Ellis Street Jetty Precinct



Pedestrian pathway fronting Blackwood River



Pedestrian pathway from Ellis Street Jetty Precinct to parkland



Transition from stairs to paved area (public toilet access)



Disconnected access between town centre and Precinct



Public toilet access from roadway

Facilities

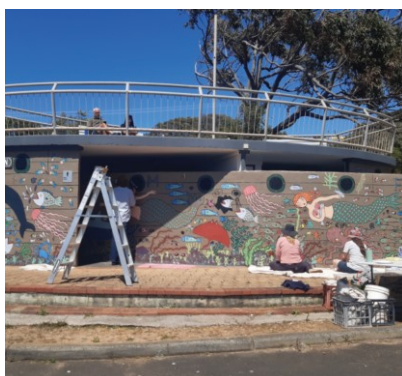
Public toilets

The public toilets were constructed in 1992. Facilities include:

Facilities	
Male	1 x accessible toilet 1 x urinal
Female	1 x accessible toilet 1 x pan

These facilities are in fair condition and there are no current plans for upgrade or replacement.

In addition, as shown below, community members (through Augusta Community Development Association) have recently worked with artist Rebecca Cool to create a mural on the walls of this facility.



Mural underway on public toilet building



Sink and tiling within public toilets

Jetties

There are five jetties within the Precinct as listed below.

Public	Private
Ellis Street floating jetty	A6 Private jetty (Augusta River Tours)
Ellis Street town jetty	Private jetty (Augusta boat hire and Augusta Houseboats)
Ellis Street fishing jetty (previously DoT commercial jetty)	



Private jetty



Ellis Street fishing jetty



Town jetty

Street furniture and materiality

Park furniture within the parkland and on the viewing platform (above the public toilet) includes recycled plastic (grey/black) park benches and picnic settings. The BBQ shelter (from Landmark) is timber and retaining walls are constructed using limestone blocks. Pathways are in grey concrete or red asphalt (not pictured) and bins are the Shire's standard general waste bin. Natural timber is also evident as the dominant material of the jetties within the Precinct.



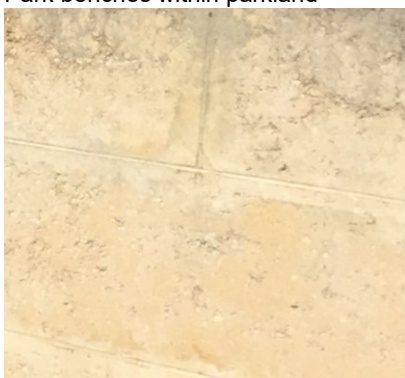
Park benches within parkland



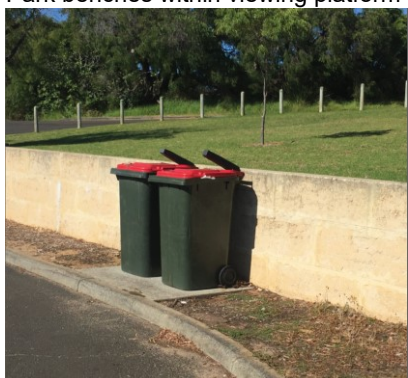
Park benches within viewing platform



BBQ shelter and picnic setting



Limestone retaining walls



General waste bins



Timber jetty

Environment

Current condition

Riparian zone

The shoreline and bank are degraded with small clumps of natives sedges remaining including *Lepidosperma gladiatum*, *Juncus kraussii* and *Machaerina* (formerly *Baumea*) *juncea*. There is also a small area of native couch grass.

The majority of the riparian and bank site contains Kikuyu grass which will require control prior to revegetation works.



Riparian zone



Upland zone

The upland zone contains the following species: *Agonis flexuosa* (Peppermint trees), *Eucalyptus* (planted) *maculata*, *Leucopogon propinquus*, *Olearia axillaris*, *Ficinia nodosa* and planted shrubs/herbs of *Eremophila* sp. and *Lomandra* sp. In addition, there are areas of grass. There are also introduced shrubs, grasses and herb species that should be removed prior to revegetation.



Current condition of upland zone



Stormwater management

Stormwater currently flows through the site from the northwest (Ellis Street). At certain times of the year a constant stream of stormwater seeps across the roadways, entering the river (untreated) adjacent to Ellis Street floating jetty.

Open vegetated swales have been utilised adjacent to the boat trailer parking bays which successfully manage stormwater in this area of the Precinct. This methodology should be utilised adjacent to Victoria Parade to address the road drainage issues.



Stormwater flowing through subject site

5.2 Stakeholder Engagement

Staff Engagement

In April 2022 relevant Shire staff members met to review current inclusions of the Concept Plan to determine what should be transferred to the new plan and to gain feedback on additional elements for plan inclusion.

Key themes identified via this process are documented below.

	Concept	Comments
2	Sealed car parking	Should be the priority as the carpark has not been completed. Car parking above the public toilet will require substantial retaining to achieve.
4	Swale to assist with drainage	Sub-soil drainage and rock / vegetated swales required to address known stormwater issue.
5	Finger jetty	Abutment to be raised to improve jetty functionality.
	Boat ramp	The Shire has received complaints about using the boat ramp and inability to reverse straight back. Line marking may assist.
6	Bus parking	Need to determine whether this is still required.
7	Boat rigging bay	Need to determine whether this is still required. It may reduce congestion.
8	Food van hard stand and paved area for placing of temporary tables and chairs	Need to determine whether this is still required.
9	Raised or clearly marked pedestrian crossing	Redesign pedestrian access for connectivity. Footpath fronting water will be rebuilt in 2023.
11	Relocate existing ablutions and widen turning area behind angled parking bays	Public amenities to remain where they are. Access to these facilities needs to be improved.
12	New ablution facilities	Retain current facility.
13	Water impermeable shelter and improved seating	Add picnic setting and shelter adjacent to boat ramp.
14	Install removeable bollards for vehicle access control.	Remove this from the plan. Bollards have been added to stop people pushing parking out.
15	Extend footpath through the precinct to the north. Appropriate location/alignment to be investigated	Potential removal from plan – keep within the Ellis Street area.
16	Extend existing jetty (subject to negotiation with current owners to become a public facility.	Not required as Shire has since taken over responsibility for the former DoT jetty.
17	Install additional BBQ's, seating, and shelters in appropriate locations.	One BBQ is sufficient as there are other areas of Public Open Space (POS) with BBQ's available. It would mean new BBQ, shelter and concrete. Remove from plan.
18	Rehabilitate wet area and ongoing weed control	Include in new plan.
19	Install retaining as required to create grassed terraced areas from which views over the Blackwood River can be enjoyed.	Could add more retaining to create terraced area and support inclusion of car parking. Parks and Gardens would like to keep this area as grass. Could add more trees in here if required / wanted.
20	Play area incorporating low maintenance play equipment	Are more playgrounds needed? Augusta already has a very high number of playgrounds per capita. Review POS Strategy to determine whether this is needed and if not, remove from plan.
21	Investigate increased mooring at the Town Jetty	Determine whether this is still required through community consultation.
22	Accessible parking and pathway link to foreshore path and picnic facilities	No footpath to the DoT jetty. Upgrades to pathways are required.
	Bike parking	Include bike racks in new plan.

Stakeholder Engagement

Throughout April and June 2022, the Shire sought to gain a detailed understanding and appreciation of the Precinct via a process of direct engagement with stakeholders and regular users. The following documents show the key learnings from this process.

Theme	Learning
General	
POS type	• A well-planned place for people that connects to the town centre. • Natural, pedestrian orientated and well-presented public place. • Consider Ellis Street Precinct as a landmark. Something that draws visitors from the town centre. • No need to spend significant \$ in this location.
Usage	• Peak times are summer and Easter • This is a low-key launching facility and due to proximity of the town centre and site restrictions it's not suited to supporting increased usage. • Most visitors access the precinct by car. • Majority of user is for recreational fishing. • Augusta River cruises (October – April)
Dawson Park	• Picnic tables, BBQ area under the trees works well. • Parkland area requires further improvements.
Road layout	• One way access (in a loop) is supported.
Public toilets	• If these remain investigation into improved ventilation is required.
Jetties	
Mooring	• Additional boat mooring options are required. • East Augusta users (when busy) are known to tie their boats up wherever there is room. This can become an issue but for the majority of the time works fine.
Private jetty (Augusta boat hire and Augusta Houseboats)	• Extension of this is still required to service commercial use. • Used by boat hire business • Area adjacent to this jetty is leased for craft storage etc.
Launching facility	
Boat ramp	• Access to the boat ramp can get busy during peak periods. Users also have a hard time navigating the ledge (between bitumen and gravel area). • This is an awkward location for a major boat launching facility. If it remains the main launching facility, then it would be good to have a double boat ramp to service peak periods. • High usage of this facility during peak periods means that there can be a half an hour wait to launch your boat. This can be addressed through adding a new boat ramp to the south of the existing jetty and a new pontoon to service the boat ramp (south of new boat ramp). • Gravel is used by people turning their boats around to reverse down to the boat ramp. If the bitumen area was increased, it would make this area easier to use. • This location is a popular launching facility as the water is deeper than other launching facilities around Augusta and having the pontoon alongside the launch means you can easily get people into boats without getting wet. The pontoon also makes this launching facility safer to use.
Parking	
Car parking	• Approximately 90% of users are related to the boat ramp. • Can be a minor issue during peak periods. • East Augusta and Molloy Island residents used parking bays for long term parking. Seek alternative location for this.
Boat trailer parking	• Empty for the majority of the year.
Bus parking	• Would be good to include minimum of one parking bay for bus parking but two may not be required. • Augusta River tour users are older people, with some arriving by tour bus. The bus needs to be able to drop tour visitors close to the jetty / boat access point.
Informal parking	• Informal parking in the gravel area can sometimes be an inefficient use of space. This could be formalised to improve useability.

Food vans	During the peak of summer food vans are required to meet tourist need / demand.
Pedestrian access	
Pedestrian access	Pathway network needs to provide access to and throughout the precinct that connects through to the walk trail.
Trails	- Ellis Street is a trails head and required signage to support this. - Another nice to have would be an extension of the walk trail from Ellis Street north to Westbay.



6 Document Review

This component identifies existing internal and external documentation relevant to Ellis Street Jetty Precinct.

6.1 Strategic Community Plan 2040

The Strategic Community Plan 2040 sets the vision, focus areas and strategies for the next 20 years. The plan notes that 'environment', 'people' and 'place' are the communities three interconnected focus areas. The community vision driving this plan is '*Augusta Margaret River sustainable, inclusive, connected to place and respecting Boodja*'.

Of importance to the Shire and its communities, relevant to Ellis Street Jetty Precinct Masterplan can be summarised as environment, sustainability, accessibility, equity and promotion of healthy and active lifestyles.

6.2 Augusta Character Study

The Augusta Character Study July 2022 (Character Study) identified the unique characteristics of Augusta through an analysis of spatial, interactive and experiential elements. The Character Study summarises the key characteristics of Augusta as:

Augusta is a coastal holiday town and regional centre that is the cul-de-sac of the Cape. It is a destination for visitors with hidden stories which underpin a truly unique settlement history, but is also an authentic, active, and open community – it's a place where people want to be. Located where the river meets the ocean, its natural setting informs the way of life and is a point of difference to be celebrated and expressed through the environment and urban form.

In addition, the Character Study specifies the following recommendations for Ellis Street Jetty Precinct:

- There is an opportunity for the Ellis Street Jetty to become a unique landmark destination within the townsite and for surrounding settlements (i.e., East Augusta and Molloy Island) who's residents regularly use the Ellis Street Jetty to access the town via boat. Future enhancements should focus on tourism, recreation and communal uses rather than retail uses which should be otherwise located on the Main Street junction or Blackwood Avenue. Pedestrian pathways along Ellis Street should be upgraded to improve the connection between the Jetty and the Main Street junction.
- A coordinated style for future streetscape amenities and signage should be developed for the town centre, including the Ellis Street Jetty Precinct. The style should build upon and further reinforce the townsites unique coastal identity (i.e., utilise curved shapes symbolic of the coastline and waves), and provide the necessary directions to visitors and residents as the townsite expands.

6.3 Regional Boating Facilities Study

The Southwest Region Recreational Boating Facilities Study (Study) was created by the Department of Transport Maritime in July 2021 to identify the need for new and improved recreational boating facilities.

As nominated in this Study Ellis Street Jetty is a single lane local boating facility for launching and retrieval of shallow draft craft by a two-wheel drive vehicle.

To meet demand forecasted for 2036 this Study suggests that boat ramp facilities at Ellis Street Jetty Precinct remain as is with 30 additional mooring pens provided. Whilst not proposed in the study, an alternative would be to upgrade current facilities at the nearby Irwin Street ramp to cater for increasing demand.

7 Recommendations

Learning obtained via the review of the existing Concept Plan, site analysis, stakeholder engagement and review of relevant plans, reports and studies provided a detailed understanding of relevance of works proposed in the existing Concept Plan in addition to community infrastructure and environmental restoration works required for the Precinct.

The Ellis Street Jetty Precinct Concept Plan will be recreated using the recommendations listed below, organised by theme and distilled through this process.

7.1 Vision

Ellis Street Jetty Precinct is a low-key public place connected to the town centre that celebrates the natural environment, recreational pursuits, and communal activities.

7.2 Movement

Access for people

Access for pedestrians and bike riders to and through the Precinct requires improvements. Specific considerations include improved access along Ellis Street, public toilet access and addressing the missing links throughout the Precinct. Installation of bike racks will further support bike riding for recreation and transport.

Vehicle

The Precinct is adequately serviced for boat trailer parking. As recreational use of the Precinct increases, additional car parking bays will be required, including long vehicle bays/small bus parking. In addition, as prime parking bays fronting the river are located within a short distance to all amenities and facilities, they should be restricted to short-term parking. Bays located further from the main recreational area can then be used for long-term parking. A boat rigging bay will also assist in reducing congestion at the launching facility.

In addition, as indicated in the Site Analysis component of this report, sections of the roadway require maintenance/reconstruction and inclusion of vegetated swales would improve the quality of stormwater discharged to the Blackwood River.

7.3 Use

Boating

Due to the existing road layout it is not possible to reverse a boat trailer straight onto the boat ramp. Installation of a kerbed edge and line marking would address this issue. Revegetation of the gravel area that is currently used as a boat trailer turnaround would encourage use of the formal vehicle turnaround area to the south of the boat trailer parking.

There is increasing demand for boat mooring in the precinct due to ongoing population and tourism growth. It is estimated that to meet user demand an additional 30 mooring bays will be required. Further investigation is required to determine how this could be achieved.

Commercial activity

Commercial activity, such as hire of watercrafts and boat cruises, have long been a part of activities available at the Precinct. Locating most of the commercial use to the northeast of the site ensures commercial operation enhances recreational pursuits on offer, without dominating the site. In addition, co-location of commercial operators provides opportunity for dual use facilities (such as ticket sales booth, storage etc.).

Development of a dedicated bays for food vans on the hardstand will further promote usage and enjoyment of the Precinct whilst also serving to meet tourist need / demand during peak periods.

Recreation

Stakeholder feedback in preparing this report indicated that increased shade and seating options are desired at the Precinct. The inclusion of shade over the lookout area (above the public toilets) and installation of one additional picnic area (with shelter) is a low-cost option to support this.

In addition, inclusion of trailhead signage at the beginning of the foreshore access pathway is proposed to enhance usability and understanding of this valuable asset.

7.4 Landscape and Amenity

Environmental restoration and landscaping utilising endemic plants is recommended to enhance the health and natural beauty of the location. Greening of the Precinct, in conjunction with other recommendations (such as a connected pathway network) serves to promote the Precinct as a landmark public open space, readily accessible from the town centre.





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