

## **WACRA'S proposal for the installation of the Coast Park**

**A.** Consider the 4.7 kilometres of Coast Park (CP) in 3 individual sections (cells) and pursue development of full length Terminus Street to Third Ave with a unifying/thematic approach. The 3 cells are:

1. Terminus St to Bournemouth Street
2. Tennyson Dunes (TDs)
3. Cormorant Court (approx) to Third Ave.

**B.** Start with cells 1 and 3 terminating at southern and northern ends of proposed Tennyson Dunes (TD) heritage area.

**C.** Start with cell 1 – establish as exemplar with appropriate combinations of soft paths/boardwalks/meandering pathway that explores and protects coastal dunes, provides for slower movement than existing CP and respects resident amenity, but will change the nature of the amenity.

**D.** Consider at the same time if possible to treat cell 3 in same way and at same time. However, the CP development here may involve a revegetation of part of the lawn area to expand the coastal dunes and protect resident properties, with a meandering pathway through the area. This will need community development/discussion/consultations with residents in this section. CP development of cell 3 to proceed at a slower pace that allows for the community development processes.

**E.** Experience in cells 1 and 3 evaluated and used to inform development of CP and TDs heritage area as complementary processes including southern car park as major interpretation centre, supplemented by significant interpretation experiences along the CP, all of which will pay proper attention to biodiversity and other aspects of coastal dune ecology, and Aboriginal people's use of and relation to areas such as these.

**F.** WACRA seeks to work cooperatively with like-minded groups – TDs group, CEPG, Sandpiper – and will seek to establish ways of so working beginning, at least, with open exchange of views, information etc.

**G.** WACRA makes strong request that the already professional and experienced design team be supplemented by similarly capable people in the construction and maintenance of this section of the CP.

What we are all attempting is the protection and enhancement of coastal biodiversity, and as complete as practical realisation of the immense educational, recreational and tourism potential of this section of the CP. This will only happen if the project is funded so that appropriate expertise can be engaged external to Council, and developed within Council as the project proceeds. That is, ecologically and structurally expert construction, maintenance and management of this section of the CP must be sensibly costed and written into contractual agreements.

**H.** There needs to be the application of bylaws, and the funding for their compliance and application of significant fines/sanctions, to ensure that all users respect all other users. Speed and courtesy of cyclists in particular need to be addressed to preserve safety of family groups and an increasingly ageing population who are likely users of the CP. Pedestrians, too, need education and signage about sharing such pathways.

**I.** The CP must be throughout its length usable by people using wheelchairs and other mobility support, and accessible by them (eg at Mirani Court and the TDs northern car park).

**J.** So that all the interest groups involved can be as informed as necessary, answers to the following questions need to be provided as a matter of urgency. WACRA does not have the resources to provide them and requests that Council and the Minister undertake to provide the answers as soon as practical:

- How will the content of the TDs Draft Vegetation Management Plan or some other up-to-date authoritative description of the nature and value of the TDs vegetation be available at least to those involved in the CPCRG, if not the general public?
- What is the definition of boundaries and rights of the 6 properties south of Bournemouth Street that we are to understand their properties are down to the high water mark?
- What will be the CP bylaws re cyclist speed, and the policing and related fines of the bylaws so that CP user safety can be properly safeguarded?
- What is the state government's definite position about whether CP-related development is possible on Seaview and Military Roads?

**K.** WACRA notes that the position being put is not really new, but respects the significant work of the Coast Park Community Reference Group in that the proposal supports Option 2 of the 4 options released for comment late 2014, with significant development of the notion that the CP go along the coast.