



Margaret River Precinct Plan

2021-2030



Natural | Connected | Prosperous



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. Wooditup (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.

Contents

Introduction	3
Precinct Plan purpose and process	4
Engagement approach	4
Guiding principles	5
How to read this document	6
1 Movement	8
2 Public realm	12
3 Environmental management	18
4 Education, signage and wayfinding	20
Implementation framework	22
Appendix 1 - Movement	24
Appendix 2 - Public realm	34
Appendix 3 - Environmental management	40
Appendix 4 - Education, signage and wayfinding	42
Explanatory note - Development Guidelines: Old Settlement Lease Areas	44



Alignment with Community Strategic Plan

This document relates to key result areas 1, 2 and 3 in the Community Strategic Plan.

	Key result area
	Key result area 1: Valuing, protecting and enhancing the natural environment
	Key result area 2: Welcoming, inclusive and healthy communities
	Key result area 3: Ensuring sustainable development
	Key result area 4: Vibrant and diverse economy
	Key result area 5: Effective leadership and governance

Introduction

The Margaret River Precinct Plan 2021–2030 (Precinct Plan) is an action plan that provides the Shire and its community members with a clear understanding of where resources, priorities and energies are to be directed in relation to the future development and management of the Margaret River Precinct over the next 10 years.

The Margaret River Precinct is recognised as a special place for a wide variety of community members and groups in the shire. For this reason, a community reference group (CRG) has guided the development of all major initiatives of the plan.

The precinct also holds important spiritual value for the Indigenous traditional owners of the shire; the Wadandi and Piblemen people. The Margaret River and its foreshore are registered Aboriginal sites under the Aboriginal Heritage Act 1972. It is noted that recognition and preservation of Aboriginal heritage values is integral to best practice river management and for the management of this precinct.



Margaret River Precinct area

Precinct Plan purpose and process

Development of the Precinct Plan is guided by the following Council-endorsed vision and objectives. In addition, the Precinct Plan brings together the findings of numerous traffic, urban design and environmental studies previously undertaken for the precinct and adjacent areas.

On 23 January 2019, Council formally adopted the following vision and objectives for the Margaret River Precinct Plan.

Council adopted vision

“Create a natural, cultural welcome statement to the Margaret River town centre and a long-term management plan for the river precinct that reflects the aspirations of the community, celebrates the river precinct’s unique environmental, Indigenous and non-Indigenous heritage and strengthens the connectedness between Margaret River’s town centre and the river precinct environs, with a focus on safety, amenity and the environment”.

Council adopted objectives

- Prepare a long-term management plan for the precinct with a focus on safety, amenity, environmental and cultural values;
- Create an attractive natural gateway to the Margaret River town centre;
- Improve safety for all road users, particularly pedestrians and cyclists, including (but not limited to) the Bussell Highway/Carters Road intersection;
- If feasible, identify low impact locations where the supply of car parking could be increased (with little or no clearing of endemic vegetation);
- Include heritage interpretation opportunities, both Indigenous and non-Indigenous;
- Improve wayfinding signage for pedestrians and cyclists;
- Inform management of the Old Settlement site; and
- Integrate the plan with adopted plans and strategies in the precinct, including the main street upgrade.

The Precinct Plan consists of all major initiatives to be undertaken in the Margaret River Precinct Area by the Shire of Augusta Margaret River (the Shire) throughout 2020–2030. These initiatives are structured around four key focus areas, those being: movement, public realm, environmental management and education. Implementation of all initiatives are specified in the Implementation framework, which also sets out the timeframes and teams responsible for the delivery of initiatives, actions and projects.

The Precinct Plan is a “living document”, which will be reviewed and updated annually as it responds to achievements and changing circumstances, and in accordance with the Shire’s established document control process. It is intended to be as succinct as possible, to ensure clarity and understanding, and as such, information on individual projects will be available on request through the Shire’s Assets Services team.

Engagement approach

The Precinct Plan was compiled in collaboration with a community reference group (CRG) through sessions delivered by an independent facilitator. The CRG consisted of two Shire councillors and broad representation from key interest groups and relevant external stakeholders. The engagement approach undertaken for the Precinct Plan was based on the IAP2 community engagement framework. As per this framework, the Shire aspired to collaborate with the community through the development of this document. The engagement process also featured a values survey and social impact planning assessment of the precinct as a means to support group discussion through the CRG.

Guiding principles

All current and future initiatives proposed within the Margaret River Precinct boundaries are to be examined against the following guiding principles to determine suitability. Only initiatives that meet the criteria set in the guiding principles are to be considered.

Value, protection and enhancement of the natural environment

Value, protection and enhancement of the natural environment to be supported through increased and ongoing environmental management, including, but not limited to, retention of all vegetation, weed management, stormwater management and revegetation in degraded areas.

Respect for cultural and historical values

Respect for Wadandi cultural and historical values to be supported through ensuring the Margaret River Precinct facilitates opportunities for sharing of knowledge, the story of the river, Indigenous connection to country and local European history.

Community connectedness and beneficial use

Community connectedness and beneficial use to be supported through ensuring the Margaret River Precinct remains a place where people can gather, enjoy active and healthy pursuits in a safe environment, enjoy equitable use of the precinct and have opportunities for reflection, relaxation and appreciation for nature. To facilitate this guiding principle, adaptable reuse of existing buildings within the precinct is to take precedence over construction of any new buildings.

Provision of public access

Provision of public access is supported through a focus on passive transport options (walking, cycling, etc.) and low-impact, safe and connected pathways and trails to and throughout the Margaret River Precinct.



How to read this document

The Precinct Plan is structured around four key focus areas:

1 Movement



Sets out the initiatives and actions that will increase inclusive mobility, enhance safety for all road users, particularly pedestrians and cyclists, facilitate improved trail linkages and specified use type and deliver parking efficiencies through the identification of low impact locations where the supply of car parking could be increased.

2 Public realm



Sets out the initiatives, actions and, where required, management plans that relate specifically to Rotary Park, the Old Settlement, Barrett Street Weir and Rendall Close Weir

3 Environmental management



Sets out the initiatives and actions that relate to environmental management of reserves, including conservation and stormwater management.

4 Education, signage and wayfinding



Sets out the initiatives and actions that contribute to community understanding of Indigenous and European history, environmental awareness and stewardship, the importance of the river, trails code of conduct and promotion of active mobility within, between and to the main locations of the Margaret River Precinct.

5 Implementation framework



Sets out the initiatives, timeframes and the responsible teams for delivery of all identifies projects.

Each initiative is explained using the following 3-step process:

- Step 1: Identify**

Identify the issue or opportunity evident in the Margaret River Precinct area. These may be identified through the Shire-wide values survey, social impact planning activity or via workshops with the CRG. Issues or opportunities could also be identified via numerous other mechanisms, such as relevant environmental protection plans identified above, transport studies, and more.
- Step 2: Analysis**

Analyse the detail of the issue or opportunity to understand the best path forward. Discuss solutions proposed with the CRG to gain community support and understand sentiment related to proposed solutions.
- Step 3: Solutions**

Draw on internal and external expertise to develop solutions that solve the issue or take hold of the opportunity. Further explanations of the initiatives and actions by key focus area are located in Appendix 1,2,3 and 4.



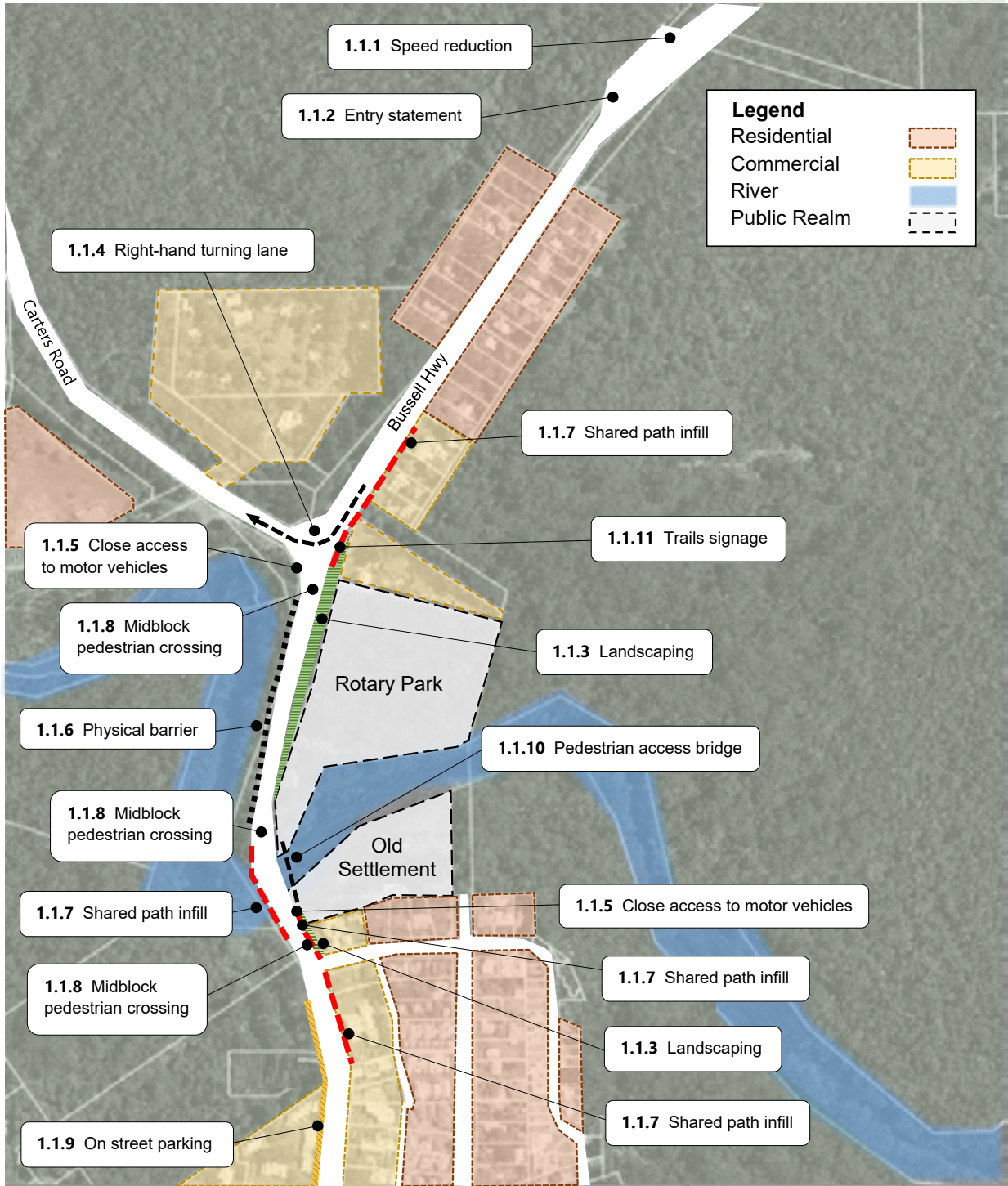
1 Movement

1.1 Movement – Bussell Highway traffic calming

Identify	Bussell Highway (North of Higgins Street to the Margaret River Perimeter Road) is not a comfortable place for pedestrians.
Analysis	<p>The proportion of Bussell Highway between the Perimeter Road become a local government road in 2020. This road is classified as a primary distributor as it is considered an important road for transporting people and goods.</p> <p>Bussell Highway has another important purpose: it is a place for people. It connects people between the townsite of Margaret River to the Old Settlement, Rotary Park and businesses, tourist attractions and walking and cycling trails north of the Margaret River bridge.</p> <p>Feedback from the CRG and social impact planning activity indicates that vehicles are travelling too fast on Bussell Highway leading up to the Margaret River bridge. The result of this coupled with missing links in the shared pathway network means people feel unsafe walking or cycling along or across this section of Bussell Highway.</p>
Solution	Plan and implement Bussell Highway traffic calming



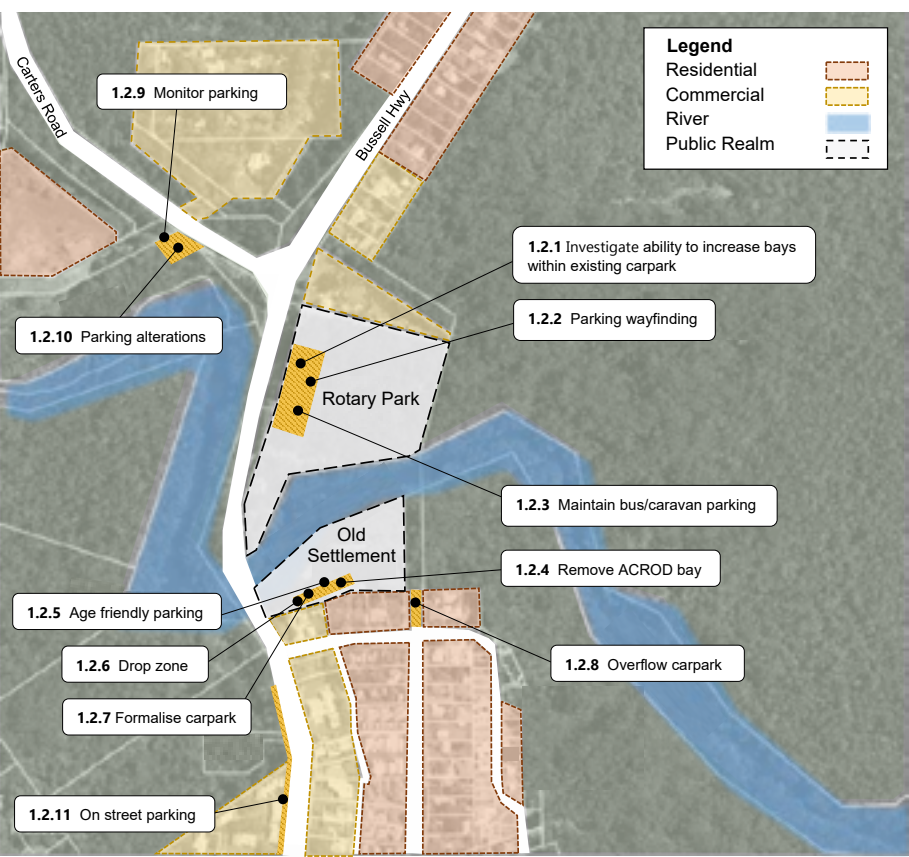
Bussell Highway traffic calming map of initiatives



1.2 Movement – Parking

Identify	There are numerous carparks within the precinct and each one has differing issues that need to be addressed to improve usability and user experience.
Analysis	<p>The carpark at Apex Weir consists of a gravel road reserve and the disused original Carters Road alignment. This informal carpark is used by visitors to the nearby commercial businesses, mountain bike riders accessing The Pines and by visitors to Rotary Park. As part of the Bussell Highway traffic calming initiative, use of the disused road reserve will become unavailable. As such, formulation of the gravel carpark will facilitate continued use of this overflow parking facility.</p> <p>Rotary Park is one of the most popular parks in the shire. It is also used for numerous events and weekly activities, such as Park Run, that rely on car parking. In addition, patrons of surrounding commercial businesses tend to park in this location. This level of use is impacting on the availability of car parking spaces for Rotary Park visitors.</p> <p>There are a number of differing land use activities occurring within the Old Settlement Precinct. The vehicle access point on Bussell Highway influences parking availability and safe access to the precinct. In addition, one regular user group includes some community members that require direct access to a number of buildings within the precinct. In order to provide car parking to members of the community with highest need, four bays located close to the Historical Society buildings within the Old Settlement Precinct will be signposted as age-friendly parking reserved for visually impaired users, older people or parents with young children.</p>
Solution	Address design of individual carparks, including the impact of closure-of-access points as part of site-specific concept plans.

1.2 Movement – Parking map of initiatives



1.3 Movement – Trail types, user experience and linkages

Identify	Conflicting user-group activity has led to some community members feeling unsafe and frustrated when using the Margaret River Precinct trails.
Analysis	<p>The 2019 Recreational Trails Values Survey indicated that the majority of survey respondents use trails in or around Margaret River for nature walking (28%), cycling (17%), dog walking (17%), running or exercise (16%), mountain bike riding (15%), landcare and environmental activities (4%), and other uses (3%).</p> <p>The survey also indicated that the majority of survey participants (83%) felt that most people use recreational trails in Margaret River responsibly and with consideration of others. The documented conflicting use of trails, however, includes the combination of walking for leisure and fast-moving cyclists. This can be defined as “goal interference attributed to another’s behaviour” (Jacob & Schreyer in American Trails Organisation, 1995). There have been numerous requests to change the use type of a number of trails to walk only, but prior to formally restricting use, the Shire wishes to harness the push-pull benefits of design, signage and educational behaviour-change campaigns to influence the trail routes walkers and cyclist choose to take.</p>
Solution	Address goal interference attributed to another’s behaviour (user-group conflict) on trails within the Margaret River Precinct through the assignment of trail type, design, signage and educational behaviour-change campaigns to encourage civil behaviour.



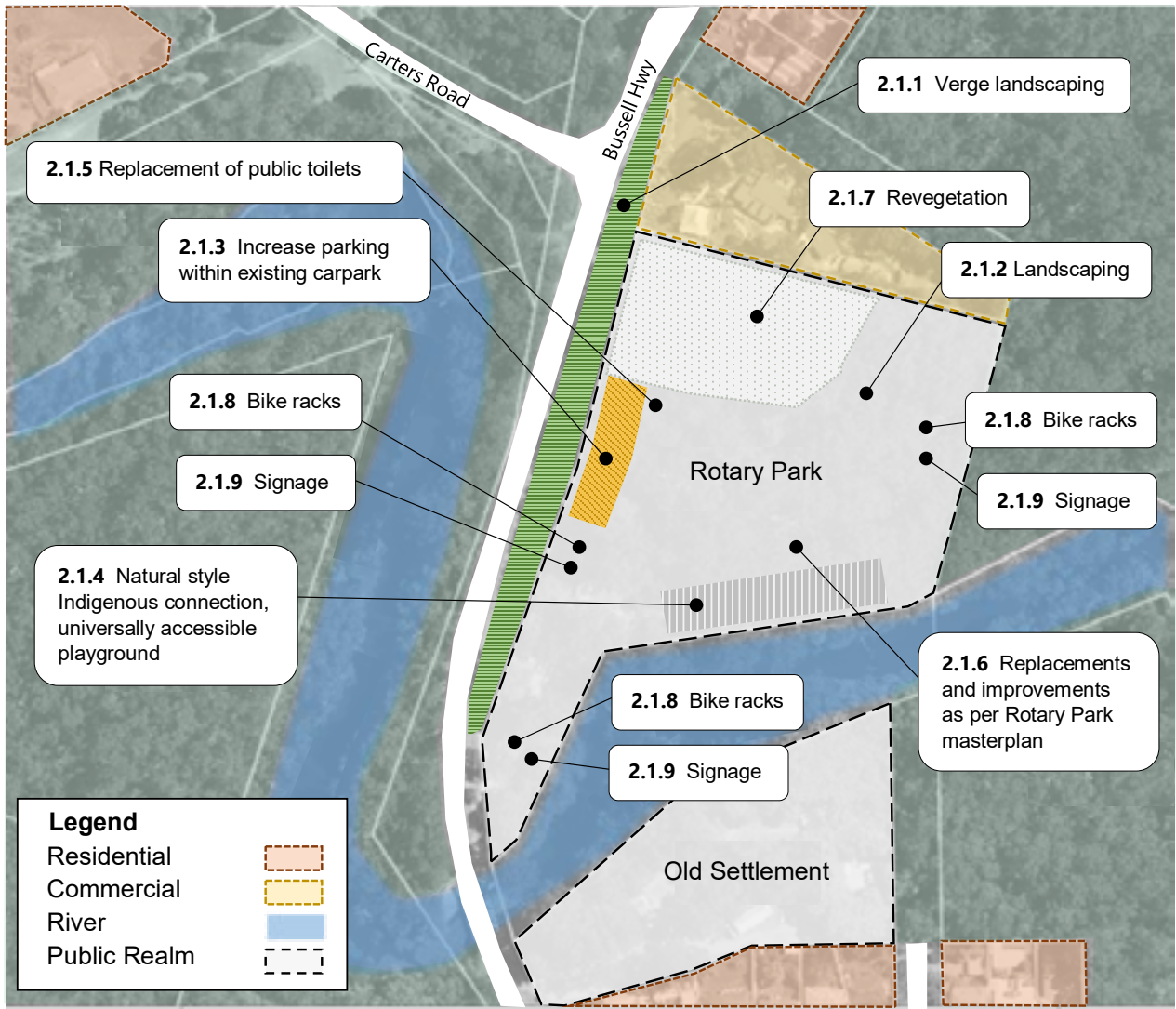
2 Public realm

2.1 Public realm – Rotary Park

Identify	<p>Rotary Park serves as the northern entry statement to Margaret River. The Rotary Club of Margaret River (Rotary) have been the custodians of this park for over 50 years with Rotary's commitment to this public recreation area evident in the standard of facilities available and enhanced levels of service. Rotary Park is well utilised by local residents and visitors alike and is the most accessible location within the town centre for people to interact with the Margaret River. It also provides a picturesque entrance and vista to the Old Settlement Precinct and serves as a trail head to the trails within Wooditjup National Park, such as the Bunnitj Biddi (Ten Mile Brook Trail).</p>
Analysis	<p>The Shire entered into a Memorandum of Understanding (MOU) with Rotary in 2014. This MOU acknowledges and documents the longstanding, collaborative relationship between Rotary and the Shire and the rights and responsibilities of each party in relation to management, maintenance and scheduling of capital works projects within Rotary Park.</p> <p>In 2017, Rotary developed the Rotary Park Nature Playground Concept Plan Council adopted this plan on 26 April 2017, excluding the proposed car parking and senior pump track. In addition, Council specified the requirement for a Pedestrian Access and Traffic Management Plan to resolve parking and road management issues, with specific reference to environmental impacts, to be completed and endorsed by Council prior to adopting the masterplan of Rotary Park (Reserve 18451) in accordance with the Rotary Park Nature Concept Plan.</p> <p>In addition, the Shire's Parks and Gardens team developed the Rotary Park Replacement Program in 2017. This program remains current and is utilised to guide replacement and upgrade of park furniture, retaining walls, pathways and other items as individual components reach the end of their useful lives.</p> <p>The treed area between the Margaret River Brewhouse (Brewhouse) and Rotary Park is being degraded as children use this area as an expansion of the Brewhouse playground. Informal social interactions and unstructured play, facilitated by the blending of the boundary between playground and bushland, provides valuable learning opportunities for children. However, the manner in which this is occurring is having a negative impact on native vegetation and needs to be addressed.</p> <p>Replacement of the public toilets in Rotary Park is also scheduled for 2022–23.</p> <p>The current playground equipment was erected in 2010. As an asset class, playgrounds, on average, have a useful life of 10-15 years. This means that play equipment is likely to become ready for replacement from around 2025 onwards.</p> <p>Feedback from the CRG and social impact planning activity indicated that the CRG was not supportive of increasing the size of the carpark at Rotary Park. In addition, feedback from the CRG suggests that the CRG are content with the size and location of the current playground. As such, following collaboration to develop the Rotary Park Masterplan, consideration will be given to the progressive replacement of the existing playground equipment, and through this process, incorporating nature play into Rotary Park.</p>

Solution	<p>Collaborate with Rotary, the local Indigenous community and regular users to create the Rotary Park Masterplan. The Masterplan will give due regard to the intent of the Rotary Park Nature Play Concept Plan, guiding future improvements for Rotary Park.</p> <p>Areas covered in the Rotary Park Masterplan will include replacements and improvements of facilities (previously identified in the Rotary Park Replacement Program), development of new public amenities, reallocation of parking spaces within existing carpark footprint, managed revegetation of the treed area and, when required, systematic replacement of existing play and exercise equipment with natural style equipment following collaboration to develop the Rotary Park Master Plan.</p> <p>All items in the Master Plan are to be guided by the principles of crime prevention through environmental design (CPTED) and designed in a manner that support</p> <p>This area as primarily a pedestrian precinct</p>
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2.1 Public realm – Rotary Park map of initiatives

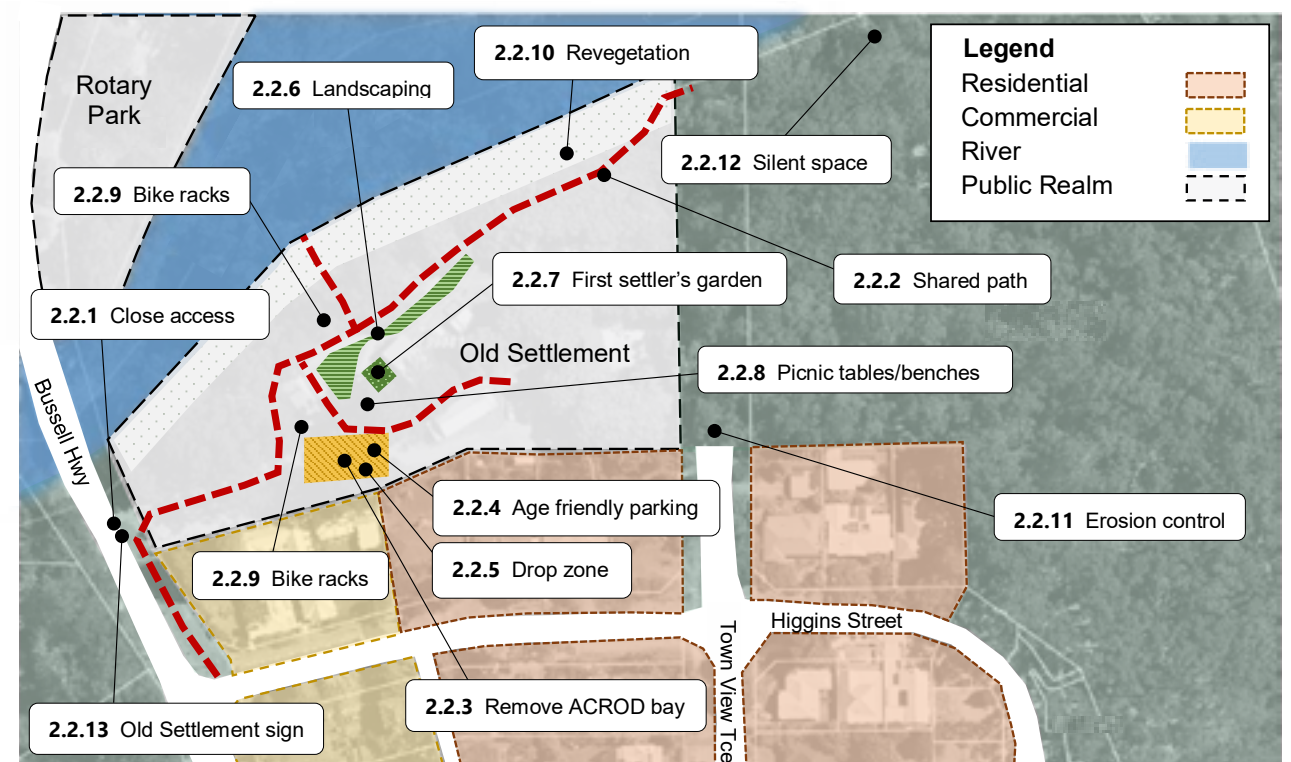




2.2 Public realm – Old Settlement Precinct

Identify	The Old Settlement Precinct (Old Settlement) holds a unique sense of place for the local community. It is known for its beautiful surrounds, multifunctional complementary land uses and connection to cultural, natural and local Indigenous stories, history and information. However, access through the precinct and upkeep of the outdoor areas is degraded, which impacts environmental management and useability of the precinct. In addition, guidelines are required to assist with guiding high-quality built environment outcomes that respond to and enhance the distinctive character and heritage value of this location.
Analysis	<p>The Old Settlement includes twelve buildings, eleven of which are leased by two leaseholders, with two subsequent subleases in place. These lease arrangements have served to activate the buildings located within the Old Settlement, but it is widely understood that further enhancement of the common areas between the buildings would assist to solidify this location as a public place to be enjoyed by all. In addition, pedestrian and cycle access to and throughout the Old Settlement is either incomplete, dangerous or degraded. The proposed amendment to vehicle access to the Old Settlement also facilitates opportunities to improve active transport connectivity.</p> <p>As much of the Old Settlement is under lease agreements until 2025, inclusion of any improvements proposed within the lease areas or changes to lease agreements needs to demonstrate consistency with the Lease Area Development Guidelines, which are a component of the Precinct Plan developed to guide acceptable development within the Old Settlement Precinct. In addition, as the Old Settlement is identified within the local Heritage Inventory as a place of moderate significance all development will be assessed against the policy measures of LPP27- Heritage Places to ensure development conserves and protects the significant heritage value of this location.</p>
Solution	Develop a concept plan in partnership with lease holders and implement identified initiatives to solidify this location as a public place to be enjoyed by all.

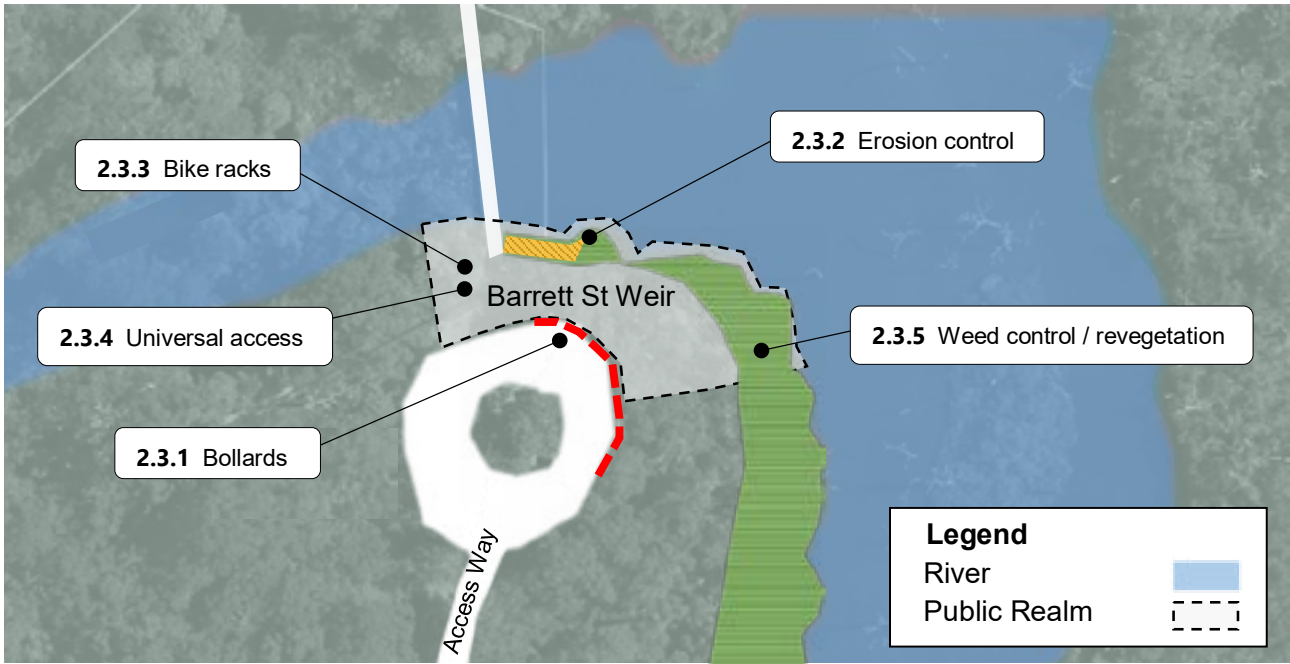
2.2 Public Realm – Old Settlement Precinct map of initiatives



2.3 Public realm – Barrett Street Weir

Identify	The foreshore of the Barrett Street Weir is degraded, which impacts on the health of the river and general amenity of the area.
Analysis	<p>Barrett Street Weir is popular with walkers and cyclists accessing the trails that connect through this location. It is also well utilised as a canoe and stand-up paddleboard launching site.</p> <p>A concept plan was developed in 2011 to address environmental management and recreational activity in this location. The original concept plan proposed a fishing platform, toilet block, unsealed car park with edging, a picnic area and a canoe launching area, in addition to environmental restoration requirements.</p> <p>Feedback from the CRG and social impact planning activity indicates that the changes proposed in this concept plan exceed community desires and expectations.</p>
Solution	Redevelop concept plan and implement identified initiatives.

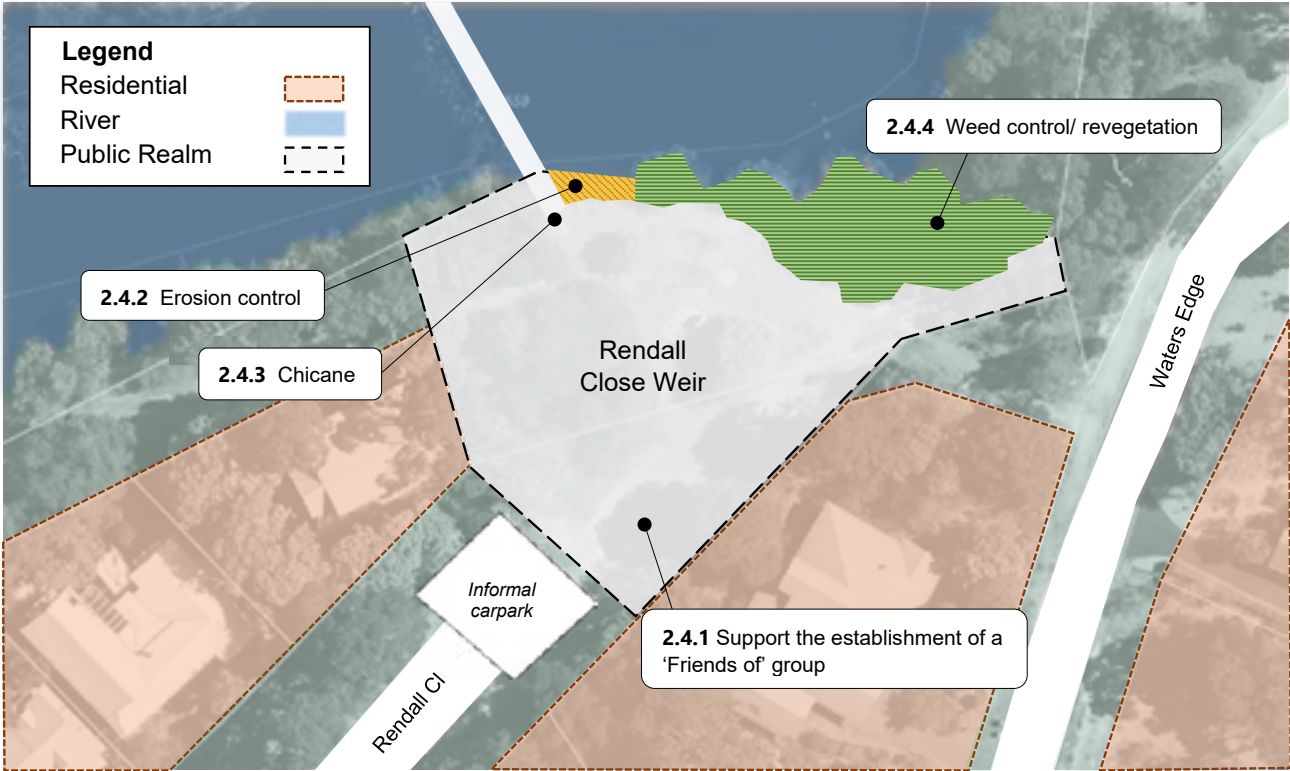
2.3 Public realm – Barrett Street Weir map of initiatives



2.4 Public realm – Rendall Close Weir

Identify	The foreshore of Rendall Close Weir is degraded, which impacts the health of the river and general amenity of the area.
Analysis	<p>Rendall Close Weir is popular with walkers and cyclists accessing the trails that connect through this location. It is also well utilised as a canoe and stand-up paddleboard launching site, picnic area and swimming hole.</p> <p>A concept plan was developed in 2011 to address environmental management and recreational activity in this location. The original concept plan proposed a fishing platform, vegetation planting, car parking, a picnic area, picnic shelter and a canoe launching area, in addition to environmental restoration requirements.</p> <p>Feedback from the CRG and social impact planning activity indicates that the changes proposed in this concept plan exceed community desires and expectations of the community.</p>
Solution	Develop an environmental rehabilitation plan in partnership with local residents to solidify this location as a low-key public place available for the local community to enjoy.

2.4 Public realm – Rendall Close Weir map of initiatives





3 Environmental management

3.1 Conservation

Identify	All areas within the Margaret River Precinct require ongoing monitoring and weed control in order to protect, manage and enhance biodiversity and the ecological health of the Margaret River.
Analysis	<p>The Wooditjup Bilya Protection Strategy (2019), prepared by Nature Conservation Margaret River Region (NCMRR), in partnership with the Margaret River Collaborative Management Group, highlights the importance of working together to protect the Margaret River.</p> <p>In addition, the Environmental Management Plan: Barrett Street Reserve (2011) and the Riverslea Foreshore Environmental Management Plan (2014) clearly identify ongoing weed control and environmental revegetation works required throughout the Margaret River Precinct area. Where appropriate, through initiatives proposed for individual precinct areas, specific actions from these environmental management plans have been specified.</p> <p>All other recommendations included in these management plans are to be carried out concurrently with the implementation of the Margaret River Precinct Plan.</p> <p>NCMRR and friends groups play an integral role in management and protection of the Margaret River and surrounding natural bushland.</p>
Solution	Collaborate with NCMRR and friends groups to implement recommendations included in relevant management plans, in addition to singular conservation actions identified through initiatives proposed for individual precinct areas.

3.2 Water quality management

Identify	The overall health of the river is of paramount importance in supporting ecological health and recreation use of the river.
Analysis	The Wooditjup Bilya Protection Strategy (2019), the Environmental Management Plan: Barrett Street Reserve (2011), the Riverslea Foreshore Environmental Management Plan (2014) and the Margaret River Action Plan (2003) clearly articulate the values and threats to the ecological health of the river and include prioritisation of strategic actions. Within the precinct area itself, key issues include stormwater management comprising sediment control, maintenance and improvement of riparian vegetation, and management of recreation activities to minimise or avoid impacts to water quality.
Solution	Ensure that the ecological health of the river is considered through the development and implementation of all initiatives proposed in the Margaret River Precinct Plan. Collaborate with Indigenous owners and the community to implement recommendations included in relevant management plans and strategies.



4 Education, signage and wayfinding

4.1 Interpretation

Identify	Some trail users find navigating trails within and surrounding the Margaret River Precinct difficult. In addition, there is a strong community desire for interpretation signage to be implemented for educational purposes.
Analysis	<p>In 2016, Mulloway Studio developed the Shire of Augusta Margaret River Style Guide – Trails Signage and Augusta Interpretation. This guide provides a framework for the development of new trail signage throughout the shire.</p> <p>Feedback from the CRG, values survey and social impact planning activity identified the need to increase the prevalence of signage within the Margaret River Precinct and for the signage to focus on:</p> <ul style="list-style-type: none">• Trail connectivity, loop walks, trail classification and code of conduct• Indigenous connection to place, European history and local stories• Environmental awareness and stewardship <p>Feedback from the CRG also suggested that interpretative signage, where appropriate, could include artistic elements to make it visually appealing in relevant locations.</p>
Solution	Develop and implement the Margaret River Precinct Wayfinding and Interpretation Plan.

Implementation Framework

	Shire role	Service Area
1 Movement		
1.1 Develop traffic calming concept plan and construction drawings	Lead	Asset Services
1.1.1 Speed limit reduction	Lead	Asset Services, Works
1.1.2 Entry statement	Lead	Asset Services
1.1.3 Natural style landscaping	Lead	Parks and Gardens
1.1.4 Right hand turning lane	Lead	Asset Services
1.1.5 Close vehicle access to Old Settlement Precinct	Lead	Asset Services
1.1.5 Monitor Old Carters Road access	Lead	Asset Services
1.1.6 Close access to Old Carters Road (if required)	Lead	Asset Services
1.1.6 Install physical barrier	Lead	Asset Services
1.1.7 Shared path infill	Lead	Asset Services, Works
1.1.8 Midblock pedestrian crossings	Lead	Asset Services, Works
1.1.9 Line mark on street parking	Lead	Asset Services, Works
1.1.10 Pedestrian bridge detailed design	Lead	Asset Services
1.1.10 Construct pedestrian bridge	Lead	Asset Services
1.1.11 Trails signage – Carters Road	Lead	Asset Services, Works
1.2 Develop parking concept plan and construction drawings	Lead	Asset Services
1.2.1 If feasible, redevelop Rotary car park	Lead	Asset Services
1.2.2 Parking wayfinding – Rotary Park	Lead	Asset Services, Works
1.2.4 – 1.2.7 Formalise Old Settlement car park	Lead	Asset Services, Works
1.2.8 Signpost overflow car parking	Lead	Asset Services, Works
1.2.9 Monitor parking	Lead	Asset Services
1.2.10 Formalise Apex Weir car park – if required	Lead	Asset Services, Works
1.3.1 Map trail type, classification and areas of conflict	Lead	Asset Services
1.3.2 Adaptation to Barrett Street trail	Lead	Asset Services
1.3.3 Adaptation to Minnie Keenan's Trail	Lead	Asset Services
1.3.4 Adaptation to Alfred Bussell Trail	Lead	Asset Services
1.3.6 Trails behaviour change program	Partner	Asset Services
1.3.7 Trail signage and wayfinding	Lead	Asset Services
1.3.8 Universal access to Barret Street Trail	Lead	Asset Services
1.3.9 Install chicane	Lead	Asset Services, Works
1.3.10 If feasible, develop Carters Road underpass	Lead	Asset Services
1.3.11 Increase rest spots	Lead	Asset Services
1.3.12 Close and revegetate relevant informal and/or illegal trails	Partner	Environment/Landcare Services, Works
1.3.13 Maintain firebreaks that form part of trail network	Partner	CESM, Works

2. Public realm

2.1 Develop Rotary Park Masterplan	Lead	Asset Services
2.1.1 Bussell Hwy verge landscaping	Lead	Parks and Gardens
2.1.2 Rotary Park landscaping	Lead	Parks and Gardens
2.1.4 Construct natural style, Indigenous connection, accessible play space	Partner	Asset Services
2.1.5 Replace public toilets	Lead	Asset Services
2.1.6 Improvements identified in Rotary Park replacement program	Lead	Parks and Gardens
2.1.7 Environmental assessment of treed area	Lead	Environment/Landcare Services
2.1.7 Managed revegetation of treed area	Partner	Asset Services

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	Shire role	Service Area
2.1.8 Bike racks	Partner	Asset Services, Parks and Gardens
2.1.9 Rotary Park signage	Lead	Asset Services, Works
2.2 Develop concept plan and construction drawings for Old Settlement	Partner	Asset Services
2.2.2 Shared path	Lead	Asset Services, Works
2.2.5 Landscaping as per Old Settlement Precinct concept plan	Lead	Parks and Gardens
2.2.6 Area set aside for First Settlers garden	Partner	Parks and Gardens
2.2.7 Install picnic tables and benches - Old Settlement Precinct	Lead	Parks and Gardens
2.2.8 Install bike racks	Lead	Parks and Gardens
2.2.9 Ongoing weed control and infill planting as required	Partner	Environment/Landcare Services
2.2.10 Erosion control (stormwater – Townview Tce) detailed design	Lead	Asset Services
2.2.10 Erosion control (stormwater –Townview Tce) implementation	Lead	Asset Services
2.2.11 Silent Space signage	Lead	Asset Services, Works
2.2.12 Maintenance by Shire	Lead	Parks and Gardens
2.2.13 Install Old Settlement entry sign	Lead	Asset Services, Works
2.2.15 Implement Lease Area Development Guidelines	Partner	Planning, Leaseholders
2.2.16 Investigate dual naming of the Margaret River	Lead	Asset Services
2.3 Redevelop concept plan Barret Street Weir	Lead	Asset Services
2.3.1 Install bollards – Barrett Street Weir	Lead	Asset Services, Works
2.3.2 Monitor erosion – Barrett Street Weir	Lead	Environment/Landcare Services
2.3.2 If required, develop erosion control detailed design	Lead	Environment/Landcare Services
2.3.2 If required, carryout erosion control measures	Lead	Environment/Landcare Services
2.3.3 Install bike racks – Barrett Street Weir	Lead	Parks and Gardens
2.3.5 Ongoing weed control and revegetation	Partner	Environment/Landcare Services
2.4 Develop environmental rehabilitation plan for Rendall Close Weir	Lead	Asset Services
2.4.1 Support the establishment of a 'Friends Of' group for Rendall Close Weir	Lead	Asset Services
2.4.2 Monitor erosion – Rendall Close Weir	Lead	Asset Services
2.4.2 If required, develop erosion control detailed design	Lead	Environment/Landcare Services
2.4.2 If required, carryout erosion control measures	Lead	Environment/Landcare Services
2.4.4 Ongoing weed control and revegetation	Partner	Environment/Landcare Services

3. Environmental management

3.1.2 Audit of environmental management plans	Lead	Environment/Landcare Services
3.1.3 Implement actions identified in relevant management plans	Partner	Environment/Landcare Services

4. Education, signage and wayfinding

4.1 Develop the Margaret River Precinct wayfinding and interpretation plan	Partner	Asset Services
4.1.1 Develop and install signage and wayfinding as per interpretation plan	Lead	Asset Services, Works
4.1.2 Develop and install interpretation signage	Partner	Asset Services, Works

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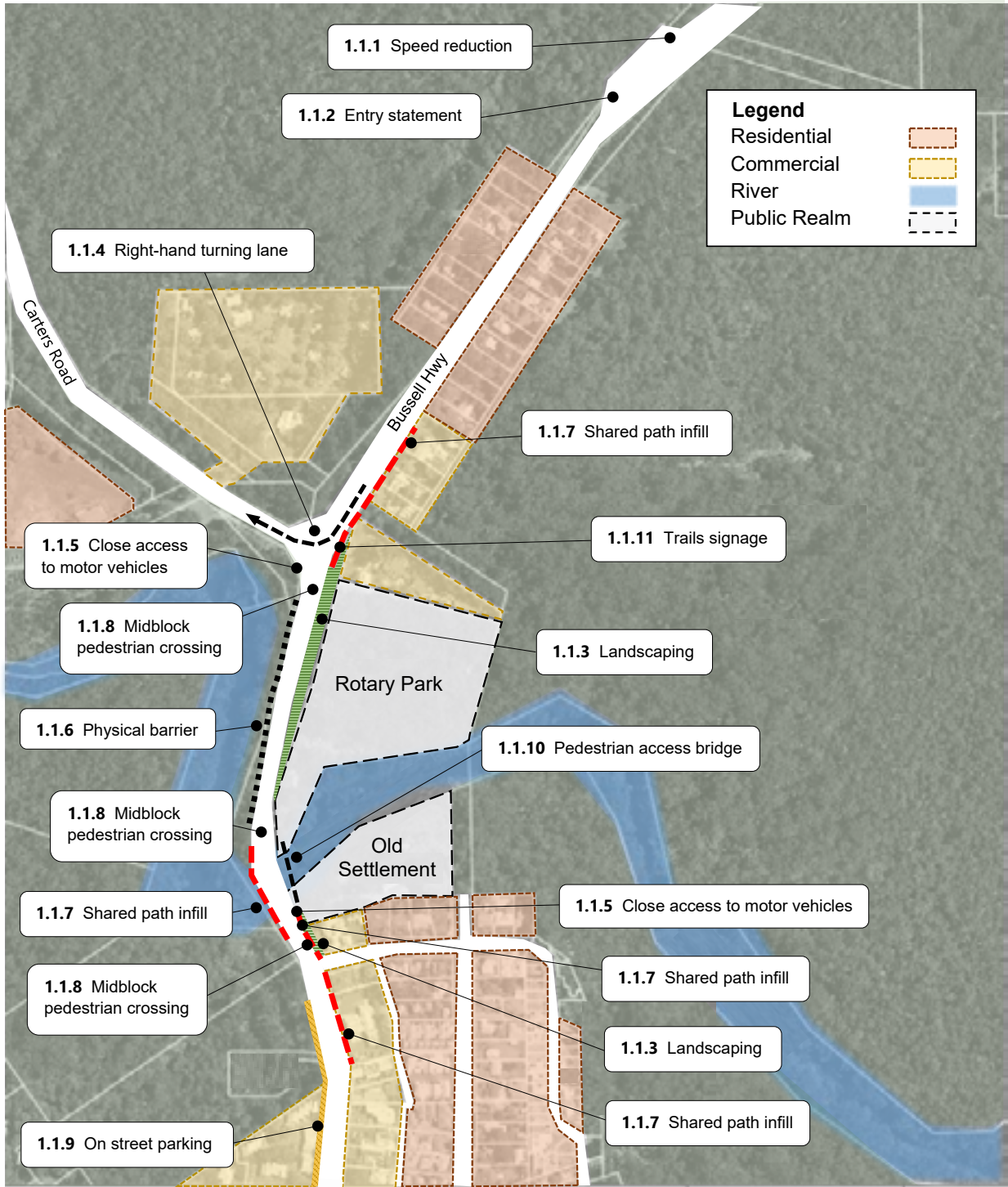
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Proposed initiatives explained

Appendix 1: Movement

1 Movement

1.1 Movement – Bussell Highway traffic calming



1.1.1 Speed reduction

Entering into Margaret River from the north, the traffic speed currently reduces from 80km/hour to 60km/hour at the pull-in bay north of Armstrong Road. The speed then reduces again to 50km/hour on the southern side

of the Margaret River bridge. As the pull-in zone serves to designate the entry to town and the beginning of the residential area, it is proposed that the speed limit be reduced to 50km/hour from this location.

The Guide to Road Safety Part 3: Speed Limits and Speed Management Austroads (2008) specifies the differing speed limits dependent on the road and traffic situations. As per this guide, Austroads specifies the default limit within urban or 'built-up' areas to be 50km/hour and how linear speed limits should change in line with any changes in the nature of the road.

1.1.2 Entry statement

A modest entry statement, similar to below, will include a low granite wall and native style landscaping at the pull-in bay. This will highlight the start of the residential area and the need for vehicles to slow down from 80 km/hour to 50 km/hour. This will also provide an opportunity to display up to four banners in a neat, visually appealing and ordered manner.

As per the community banners permit application, banners can only be used in this location for upcoming community events and functions within the shire, with priority given to not-for-profit organisations.

[https://www.amrshire.wa.gov.au/library/file/0Publications/Documents%20IS/Community%20Banner%20Application%202018\(1\).pdf](https://www.amrshire.wa.gov.au/library/file/0Publications/Documents%20IS/Community%20Banner%20Application%202018(1).pdf)

1.1.3 Landscaping

Landscaping of the verge in front of the Margaret River Brewhouse, Rotary Park and Adamson's Riverside Accommodation will be natural and low-maintenance, and it will include rocks to reduce informal parking in certain locations.

1.1.4 Right-hand turning lane

Designed in consultation with Main Roads WA, the right-hand turning lane on Bussell Highway will provide improved vehicle access into Carters Road, and it will incorporate a midblock pedestrian crossing between Old Carters Road and the Margaret River Brewhouse and Rotary Park.

1.1.5 Close access to Old Carters Road and Old Settlement

Bussell Highway access to the Old Settlement will be closed to motor vehicles. Old Settlement access will be maintained for pedestrians, cyclists and emergency vehicles only.

Monitor Old Carters Road access and revisit requirements to close Old Carters Road vehicle access prior to installation of 1.1.4 Right-hand turning lane on Bussell Highway to provide improved vehicle access into Carters Road.

1.1.6 Physical barrier

Install a physical parallel barrier between the trail and Bussell Highway, such as railing or bollards, as a means to protect pedestrians, cyclists and vehicles from the steep embankment, and to restrict pull-in from Bussell Highway into former Carters Road.

1.1.7 Shared path infill

The shared path infill will be 2–2.5m wide concrete to tie in with the existing pathway network.

1.1.8 Midblock pedestrian crossing

As per the main street redevelopment, the midblock pedestrian crossings will include exposed aggregate and will be located north and south of the Margaret River bridge and close to the Carters Road intersection.

1.1.9 On-street parking

Line marked on-street parking between Tunbridge Street and the Margaret River bridge will be provided to maximise parking, with consideration given to safety and feasibility.

1.1.10 Pedestrian access bridge

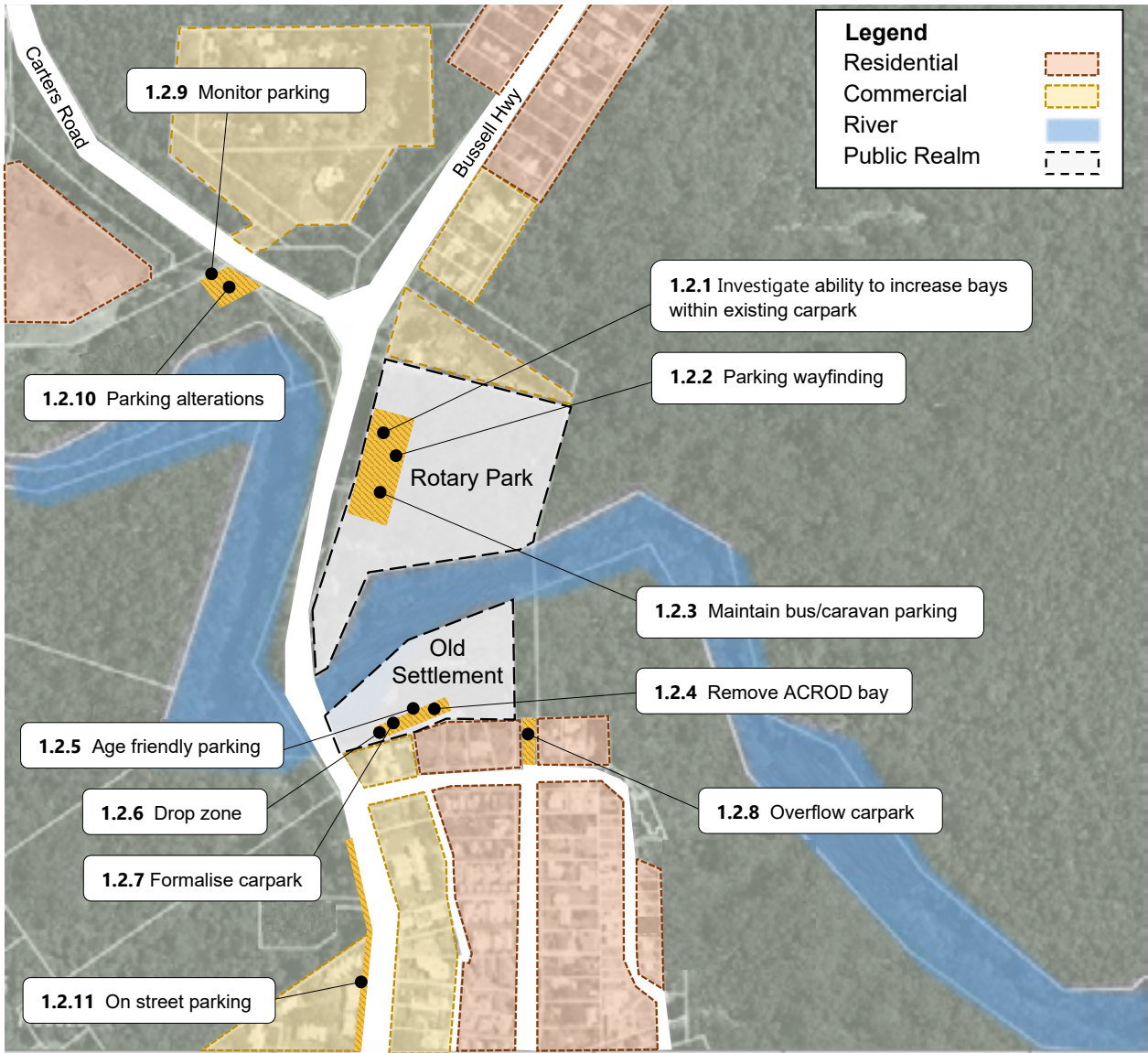
Develop a detailed design for a pedestrian and cycle access bridge on the eastern side of the Margaret River vehicle bridge. Design of the bridge will focus on cost effectiveness and connectivity to the existing and future shared path network. Construction timeline will be subject to funding availability, Council budget processes and identification in the long term financial plan (LTFP).

1.1.11 Trails signage

Install signage that will draw attention to the Department of Biodiversity, Conservation and Attractions (DBCA) mountain bike trails access points (The Pines and Compartment 10) at the Bussell Highway–Carters Road intersection.



1.2 Movement – Parking



1.2.1 Investigate ability to increase bays within existing carpark – Rotary Park

Investigate whether the number of parking spaces within the existing Rotary Park carpark can be increased. Under no circumstances should the carpark in this location be extended.

1.2.2 Parking wayfinding

Rotary Park

Incorporate wayfinding signage to assist with parking congestion. Wayfinding will show the number of parking bays per location and provide directions to alternative parking.

Old Settlement Precinct

As identified in item 1.1.5, access to the Old Settlement Precinct will be closed to motor vehicles, and as such, access to the precinct will be via Higgins Street and Town View Terrace. Parking access signs have been installed at the Bussell Highway–Higgins Street intersection and Higgins Street–Townview Terrace intersection.

1.2.3 Maintain bus and caravan parking – Rotary Park

Rotary Park is frequently used by tour buses and tourists travelling with a caravan. As caravan parking is already limited within the townsite of Margaret River, it is critical to maintain parking for these vehicles at this location. Promotion of other recreational vehicle requirements, such as the location of the free dump point at Gloucester Park, could further support the use of Rotary Park for this user group.

1.2.4 Removal of one accessible parking bay – Old Settlement

The National Construction Code of Australia (BCA) specifies the percentage of accessible parking (ACROD) bays required per class of building. As per the BCA, ACROD bays should be located close to the main accessible building entrance, and the path from the bay to the nearest accessible entrance must also be accessible. The Old Settlement Precinct could be viewed as including building of Class 7a – Carpark, Class 6 – Shop, Class 8 – Handicraft or process of production, or Class 9b – Assembly building. Based on these classifications, one ACROD bay is required for every 50 parking spaces. As there are less than 50 parking bays in this location, and

as there is an identified need to increase parking spaces for specific user groups (such as older residents who volunteer at the Margaret River District Historical Society, or parents with young children), removal of one ACROD bay and redesign of the carpark and access pathways to ensure a compliant ACROD bay has been determined as an appropriate option in this case.

1.2.5 Age-friendly parking – Old Settlement

As identified, the Old Settlement Precinct has a number of differing user groups and functions running concurrently. In order to provide car parking to high-need members of the community, four bays located close to the Historical Society buildings within the Old Settlement Precinct will be signposted as age-friendly parking reserved for visually impaired users, older people or parents with young children. Signs will be easy to read and understand, whilst also being simple and visually attractive.

It is important to note that Ranger Services is unable to enforce compliance with this form of parking restriction, as it is not a legislated use type. As such, compliance will rely on other motorists leaving them free as a courtesy to visually impaired users, older people and people with small children.

1.2.6 Drop zone

Entry to the Old Settlement Precinct from the car park will include a drop zone. The drop zone will function as the entry point to the pathway network within the Precinct whilst also serving to promote universal access through providing a drop off point for relevant users.

1.2.7 Formalise carpark – Old Settlement

Design development for the Old Settlement carpark will address the pinch point at Town View Terrace. The carpark will be constructed from red asphalt in keeping with the unique feel of the precinct, and its formalisation will include age-friendly parking and the removal of one accessible parking bay.

1.2.8 Overflow carpark – Old Settlement

Townview Terrace, between the entry to the Old Settlement and Churchill Avenue, will be signposted as Old Settlement Precinct overflow parking. As it is anticipated that this parking will only be required occasionally, bays will remain informal with no line marking proposed.





1.2.9 Monitor parking

Once the specified changes have been completed, car parking occupancy will be monitored for a period of two years to determine whether there is a need to increase parking within the Margaret River Precinct area. Parking occupancy surveys will be carried out at different times of day and year to gain a true account of the level of use and future need.

1.2.10 Parking alterations Apex Weir (if required)

Once the car parking occupancy two-year survey has been completed, and if there is an identified need to increase car parking within the precinct area, a detailed design of a carpark at Apex Weir should be developed. In developing the design, it is important to recognise that this carpark should be formalised in a similar manner to the Margaret River Community Centre carpark, whereby gravel-surfaced bays are designated using discs.

Once the carpark has been formalised, wayfinding signage showing the number of bays will be installed on Bussell Highway and at the entry to the carpark.

1.2.11 On-street parking (between Tunbridge Street and the bridge)

Refer to item 1.1.9.

1.3 Trail types, user experience and linkages

1.3.1 Map trail types, classification and areas of conflict

To improve trail user experiences, each trail within or servicing the precinct needs to be mapped by trail type, classification and areas of conflict. This process will assist the Shire to influence trail etiquettes and user safety factors, such as:

- User speed
- Mass of users and vehicles
- Sight distances
- Trail width
- Trail surface
- Users overtaking one another silently or without warning
- Congestion
- Trail difficulty
- User skill level and experience
- User expectations and preparedness

1.3.2 Adaptation to Barrett Street Trail

Redesign the Barret Street Trail and remove any bike jumps and other obstacles to ensure the dual-use nature of the trail is supported. Physical mechanisms will be used in some places to reduce cycle speeds and ensure the trail is conducive to walker and cyclists interactions.

1.3.3 Adaptations to Minnie Kennan's Trail

Redesign Minnie Kennan's Trail and remove any mountain bike jumps and other obstacles to highlight its use as a walk only trail. Physical mechanisms will be used in some places to reduce mountain bike speeds and ensure the trail is conducive to walking.

1.3.4 Adaptation to Alfred Bussell Trail

Redesign Alfred Bussell Trail to ensure it is the most desirable link and fun link for mountain bike riders to The Pines mountain bike trails. To support use by mountain bike riders, the trail should be designed and constructed specifically for this type of use.

1.3.5 Safe access from Margaret River Precinct to Alfred Bussell Trail

Design and construct a dual-use path from Townview Terrace, along Higgins Street to the pedestrian crossing and pathway networks itemised in 1.1 Movement – Bussell Highway traffic calming.

1.3.6 Collaborate to foster behaviour change

Work with Margaret River Off Road Cycle Association (MRORCA), Hairy Marron and other relevant stakeholders to promote Alfred Bussell Trail as the most suitable and fun link to The Pines and Compartment 10 trail for off-road cyclists.

1.3.7 Signage and wayfinding

As per section 4.1 Trail connectivity, loop walks, trail classification and code of conduct (Appendix 4: Education, signage and wayfinding), signage and wayfinding will be used to influence route choice and user experience. Barrett Street Trail and Minnie Keenan's Trail will be promoted as family friendly trails appropriate for walking and low speeds. Alfred Bussell Trail will be promoted for use as a mountain bike access trail to The Pines and Compartment 10 mountain bike trails. Alfred Bussell Trail will be further supported as the most amenable linkage to The Pines and Compartment 10 for mountain biker riders through the use of a unique symbol

displayed on directional markers.

1.3.8 Universal access

Currently, universal access to Barret Street Trail is impeded at Barrett Street Weir. Relevant steps will be carried out to facilitate access for all in this location.

1.3.9 Install chicane

A chicane will be installed at the southern end of the Rendall Close Weir to restrict access to connecting trails by motorbike. Care must be taken to ensure universal access is not negated when determining the most appropriate chicane to install.

1.3.10 Carters Road underpass

If the Carters Road underpass is deemed an appropriate safe crossing option, as per the Wadandi Track–Carters Road Feasibility Study, construction of the underpass will be subject to funding availability, Council budget processes and identification in the LTFP.

1.3.11 Rest spots

Increase the amount of park-bench-style rest spots along popular trails to foster equitable trail use for all users. Rest spots will be located in shady spaces just off the trail.

1.3.12 Illegal trails

Undertake trail mapping (identified in item 1.3.1) to determine trail use, conflict locations and the general conditions of each trail. This exercise will identify which trails are in high or regular use. All other informal and/or illegal trails will be closed and revegetated.

1.3.13 Firebreaks

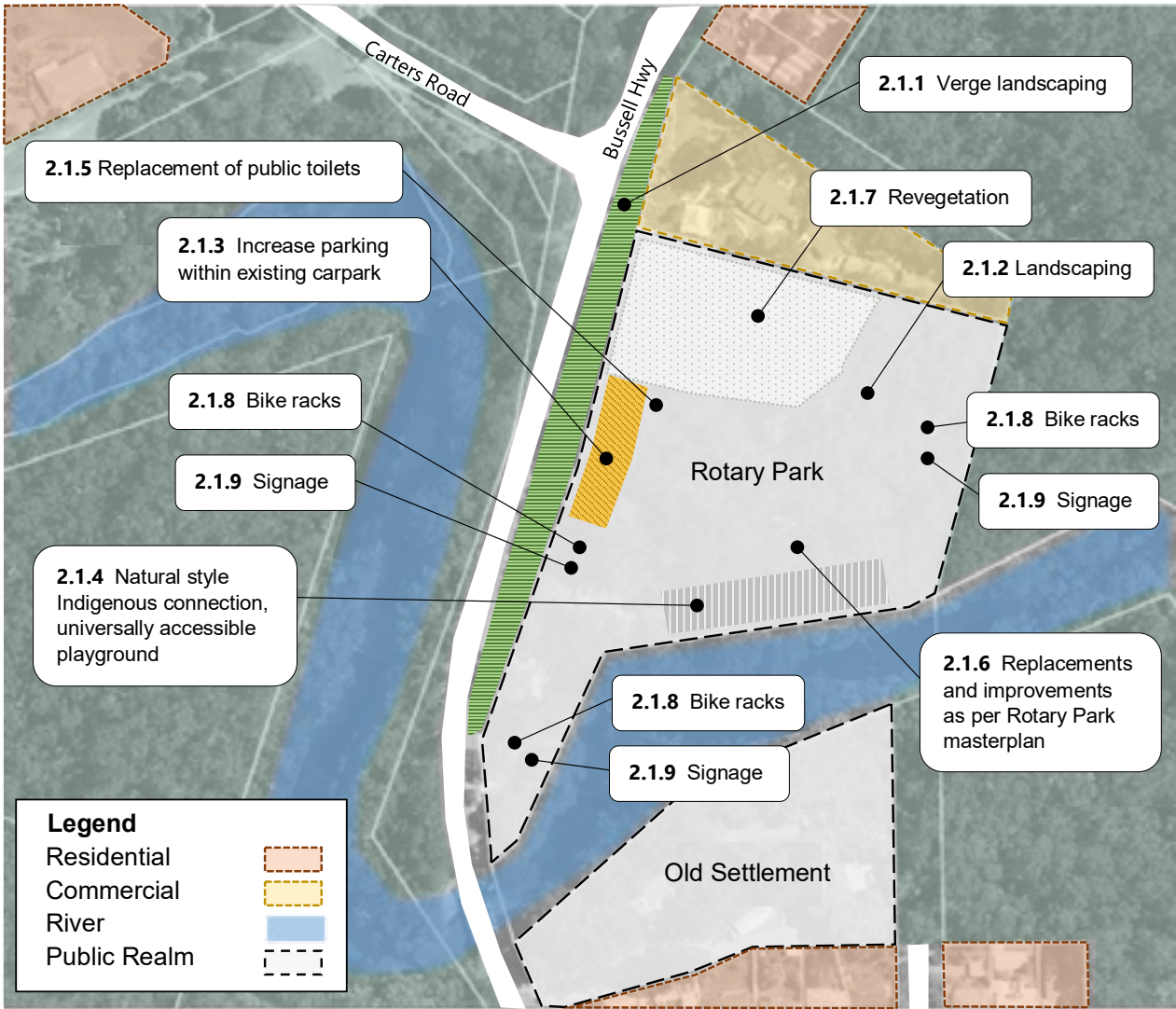
There are a number of firebreaks that form informal trails. The firebreaks identified through item 1.3.1 as serving as part of the wider trails network should be maintained to facilitate ease of use as a trail.

Proposed initiatives explained

Appendix 2: Public realm

2 Public realm

2.1 Public realm – Rotary Park



2.1.1 Verge landscaping

As per item 1.1.3, landscaping will be natural, low maintenance and include rocks to reduce informal parking in required locations. Plants will be selected by the Shire Parks and Gardens.

2.1.3 Increase parking spaces within existing carpark

As per item 1.2.1, investigation is required to determine whether the number of parking spaces within the existing Rotary Park carpark can be increased. Under no circumstances should the carpark in this location be extended.

2.1.2 Landscaping

Hard and soft landscaping will be undertaken to promote Rotary Park as a pedestrian-friendly area. Landscaping will prohibit bike riding at speed through the park.

2.1.4 Natural style, Indigenous connection, universally accessible playground

Collaborate with Rotary, Indigenous elders and regular users to design a universally accessible, natural-style play space to replace the existing playground and exercise equipment, as and when the existing equipment becomes ready for replacement.

The design is to ensure that provisions for exercise are maintained and other suitable areas for the insertion of 'play' items identified (if required).

It is of paramount importance to understand regular user requirements and incorporate these into the design.

2.1.5 Replacement of public toilets

The public amenities at Rotary Park are due for replacement in 2022-23. Siting of the new public amenities should be considered in the development of Rotary Park Masterplan.

Design development of the public toilets will address the existing blind corner caused by the siting of the building.

Public amenities will be designed independently and funded from a separate budget.

2.1.6 Replacement and improvements as per Rotary Park Masterplan

The 2017 Rotary Park Replacement Program will be harnessed to guide replacement and upgrade of park furniture, retaining walls, pathways and other items until such time that the Rotary Park Masterplan has been created (in collaboration with Rotary, the local Indigenous community and regular users) and formally endorsed by Council. At this time, the existing Rotary Park Replacement Program will be superseded.

2.1.7 Managed revegetation

The treed area between the Brewhouse and Rotary Park will be adapted to reflect current use in a manner that mutually supports the benefits of unstructured play, environment protection and ecosystem services.

2.1.8 Bike racks

Hard landscaping will include the installation of bike racks. Bike racks will be located at various locations within the precinct, but away from areas of high pedestrian activity to support the inner areas of the precinct as a low cycling speed area.

2.1.9 Signage

As per section 3, Education, signage and wayfinding, signage within Rotary Park will be installed to promote inner areas of the precinct as low cycling speed areas.

2.2.1 Close access

As identified in Bussell Highway traffic calming item 1.1.5, the access to the Old Settlement Precinct will be closed to motor vehicles. As such, vehicle access to the precinct will be via Higgins Street and Town View Terrace. Parking wayfinding signs have been installed at the Bussell Hwy–Higgins Street intersection and Higgins Street–Town View Terrace intersection. Access from Bussell Highway, however, will be maintained as a pedestrian, cyclist and, if required, emergency vehicle access point.

2.2.2 Shared path

As identified in item 1.1.7, a shared path will be constructed from the Shell Petrol Station through to the Bussell Highway existing entry point of the Old Settlement in 2.5m wide concrete. From this point, the path is to change to a 2m wide red asphalt path that leads people from the highway and parking area through the precinct to the Rotary Park pedestrian bridge and Barrett Street Trail access point. Detailed design of this pathway will determine alignment and constructability.

2.2.3 Remove ACROD bay

As per item 1.2.4.

2.2.4 Age-friendly parking

As per item 1.2.6

2.2.5 Drop zone

Entry to the Old Settlement Precinct from the car park will include a drop zone. The drop zone will function as the entry point to the pathway network within the Precinct whilst also serving to promote universal access through providing a drop off point for relevant users.

2.2.6 Landscaping

Plant selection and landscaping will be designed and constructed in line with crime prevention through environmental design (CPTED) and water sensitive urban design (WSUD) principles. The plant selection will consist of hardy native plants appropriate for the specific location. Hard and soft landscaping features will be used to mitigate undesirable behaviour, such as use of swale drains as bike tracks. Development of the landscape plan should also identify areas of weed infestation to be replaced with native landscaping.

2.2.7 First settlers garden

A small proportion of space (approximately 3m x 3m) will be set aside for use by the Margaret River & Districts Historical Society as an example of a first settler's garden. This garden will be located close to the Historical Society building. The Historical Society should also be provided with a detailed list of appropriate edible plants

that can be planted in the garden as a means to mitigate environmental degradation caused by garden escapees.

2.2.8 Picnic tables and benches

Installation of a number of informal seating areas will be included in the common spaces of the Old Settlement Precinct. Seating should include a variety of types to meet the needs of differing users groups.

2.2.9 Bike racks

Hard landscaping will include the installation of bike racks at the various entry points to the precinct. Locating the bike racks at entry points will help to support the inner areas of the precinct as a low bike riding speed area.

2.2.10 Revegetation works

Ongoing weed control and infill planting as required.

2.2.11 Erosion control

A stormwater pipe that carries significant volumes of water discharges into bushland at the end of Town View Terrace. The volume and velocity of water is causing significant erosion, transporting sediment towards the Margaret River, undermining native vegetation and affecting trails. Investigate WSUD stormwater management options and develop a detailed design and costing of a preferred option. The construction timeline will be subject to funding availability, Council budget processes and identification in the LTFP.

2.2.12 Silent space

Inclusion of a silent space as part of the Margaret River Precinct is borrowed from Silent Space Organisation United Kingdom.

Silent Space Organisation describe a silent space as being a natural area, or area of a park that is permanently or temporarily set aside for silent visiting. Once in a silent space we stop talking, turn off our phones and switch off from social media. We use this time to notice the beauty around us.

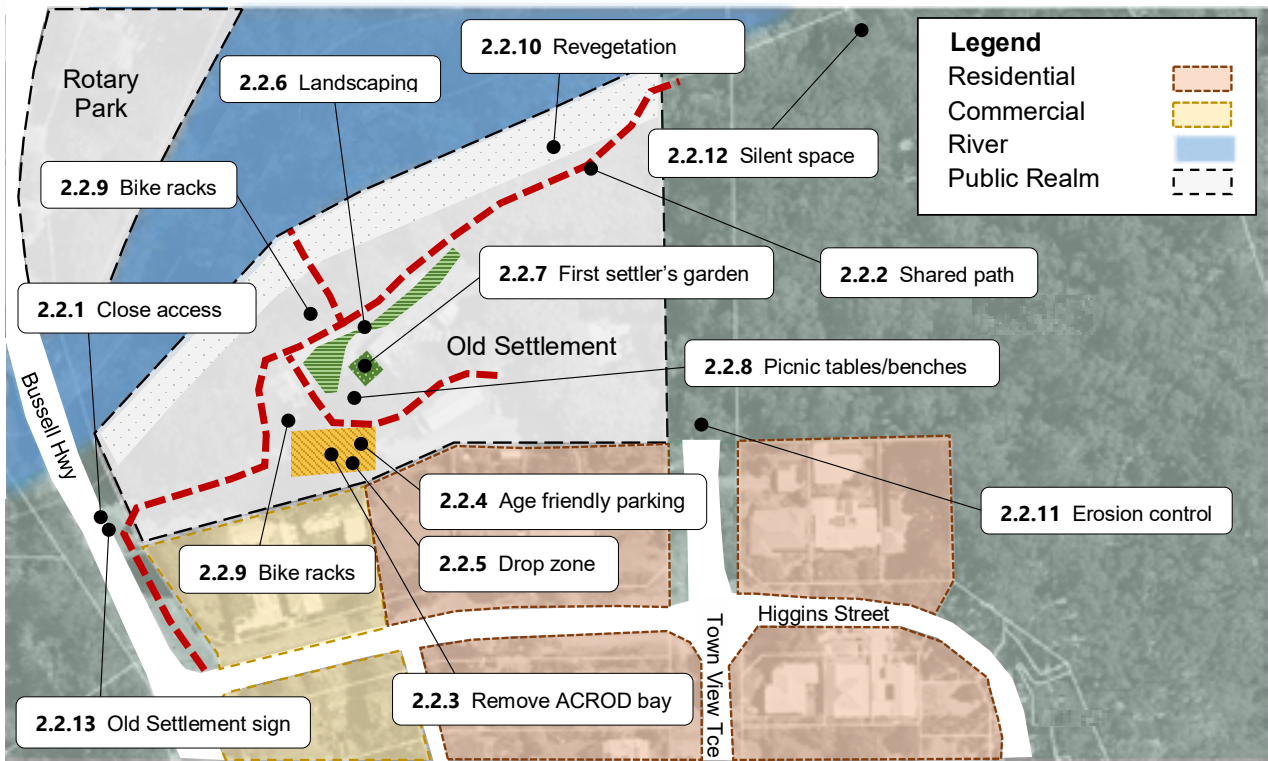
Silent Space Organisation recognise that even as little as five minutes a day helps us to enjoy the restorative benefits of being peaceful in a green or natural space.

The Love Seat has been identified as an appropriate location to test this idea, but this idea could also be trialled at an alternative location.

2.2.13 Old Settlement entry sign

An entry sign has been developed to promote the various businesses, community groups and points of interest located within the Old Settlement Precinct. It has been suggested that this sign should be located at the corner of Town View Terrace and Churchill Avenue as a means

2.2 Public realm – Old Settlement Precinct



to guide vehicles into the precinct. As this location would not serve to draw in passing tourists and community members walking alongside Bussell Highway, insertion of this sign at the Bussell Highway proposed pedestrian and cyclist entry point is deemed a more appropriate location. The sign is 2600mm high by 900mm wide.

2.2.14 Maintenance by the Shire

Ongoing maintenance of the Old Settlement Precinct's external areas and carpark will be undertaken by the Shire's Parks and Gardens team.

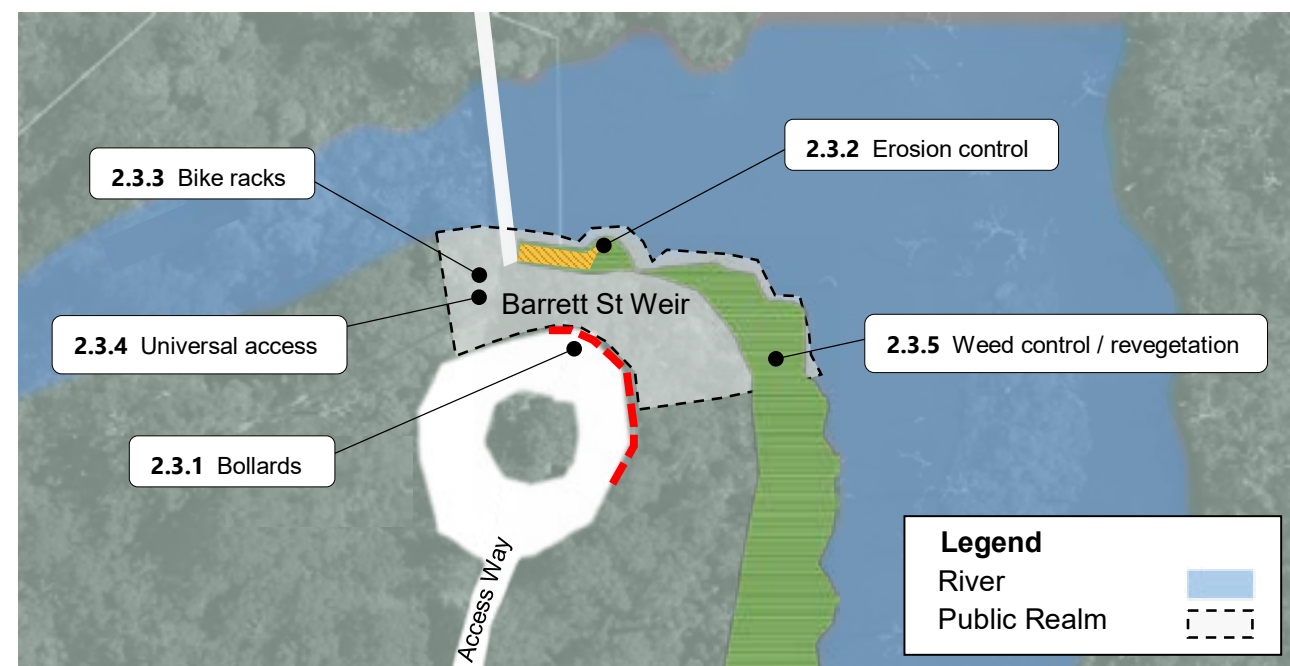
2.2.15 Implement Lease Area Development Guidelines

Included in the explanatory notes the Lease Area Development Guidelines (the Guidelines) have been established to guide acceptable development (inclusive of use and construction type) within lease areas at the Old Settlement Precinct.

2.2.16 Dual naming of the Margaret River

Investigate dual naming of the Margaret River.

2.3 Public realm – Barrett Street Weir



2.3.1 Bollards

Simple, aesthetically pleasing bollards will be installed to ensure the carpark cannot be expanded any closer to the river.

2.3.2 Erosion control

Erosion will be monitored for a period of two years. If, at this stage, erosion of the foreshore is still prevalent, then detailed design and development to reduce run-off will incorporate canoe and swimming access.

2.3.3 Bike racks

Hard landscaping will include the installation of bike racks.

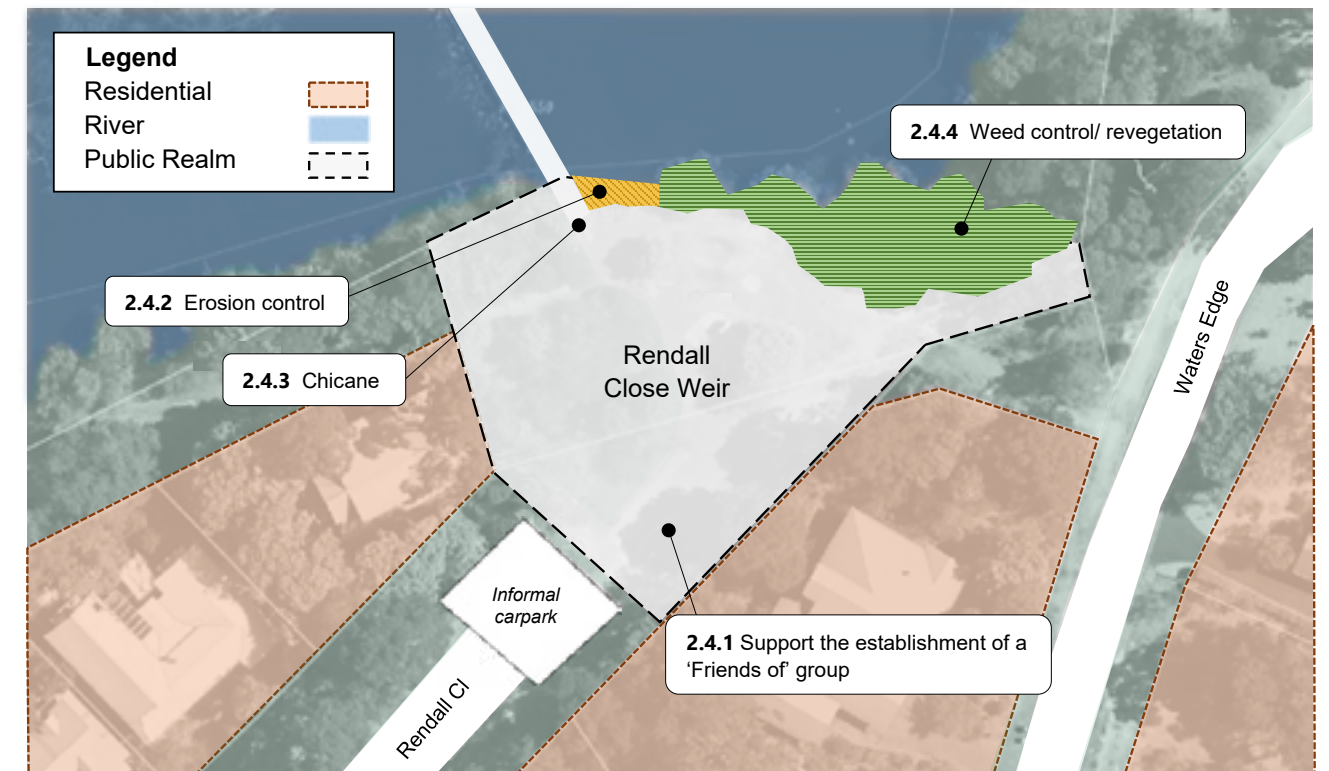
2.3.4 Universal access

As per item 1.3.8 universal access to Barret Street Trail is impeded at Barrett Street Weir. Relevant actions will need to be carried out to facilitate access for all at this location.

2.3.5 Weed control and revegetation

Weed control and revegetation to the foreshore and surrounding bushland will be carried out in collaboration with NCMRR and the Friends of Barrett Street Reserve. The Environmental Management Plan: "Barrett Street Reserve" May 2011 will be referred to for a detailed understanding of recommended actions for weed control and revegetation in this location.

2.4 Public realm – Rendall Close Weir



2.4.1 Support the establishment of a 'Friends Of' Group

Support the establishment of a 'Friends Of' group for Rendall Close Weir and encourage local community members to actively participate in undertaking environmental restoration works.

2.4.2 Erosion control

Monitor erosion on the riverbank. Revisit in two years' time to determine whether formal access is required to be developed to facilitate water access for canoe launching and swimming purpose.

2.4.3 Chicane

As per item 1.3.9.

2.4.4 Weed control and revegetation

Ongoing weed control and revegetation to the foreshore and surrounds is required in this location. The Riverslea Foreshore Environmental Management Plan, May 2014 will be referred to for a detailed understanding of recommended actions for weed control and revegetation. Weed control and revegetation to the foreshore and surrounding bushland will be carried out in collaboration with NCMRR and Friends of Riverslea.



Proposed initiatives explained

Appendix 3: Environmental management

3 Environmental management

3.1 Conservation

3.1.1 Precinct Plan initiatives

Undertake weed management, erosion control and revegetation initiatives as recognised in the Precinct Plan under items 2.1.7, 2.2.10, 2.2.11, 2.3.2, 2.3.5, 2.4.2 and 2.4.6

3.1.2 Audit of environmental management plans

Undertake an audit of the Barrett Street and Riverslea environmental management plans. The audit will focus on what has been done, emerging issues and what items still need to be addressed.

3.1.3 Implement actions identified in relevant management plans

Continue to collaborate with Nature Conservation Margaret River Region (NCMRR) and friends groups to implement recommendations included in the Wooditjup Bilya Protection Strategy 2019, Barrett Street Reserve Environmental Management Plan 2011 and the Riverslea Foreshore Environmental Management Plan 2014.

3.2 Water quality management

3.2.1 River health considerations

The river's health has been considered through the development and implementation of all initiatives proposed in the Margaret River Precinct Plan.

3.2.1 Implement actions identified in relevant management plans

As per item 3.1.2.

Relevant management plans include:

Wooditjup Bilya Protection Strategy 2019

Barrett Street Reserve Environmental Management Plan 2011

Riverslea Foreshore Environmental Management Plan 2014

Proposed initiatives explained

Appendix 4: Education, signage and wayfinding

4 Education, signage and wayfinding

4.1.1 Trail connectivity, loop walks, trail classification and code of conduct

Wayfinding will be developed and implemented to show trail circuits, connection to other trails and kilometre per journey, and will inform users about trail etiquette (code of conduct) and what to expect on particular trails.

The wayfinding and trail signage format will be consistent with the Department of Biodiversity, Conservation and Attractions signage and as per the Shire of Augusta Margaret River Style Guide – Trails signage and Augusta interpretation (2016),

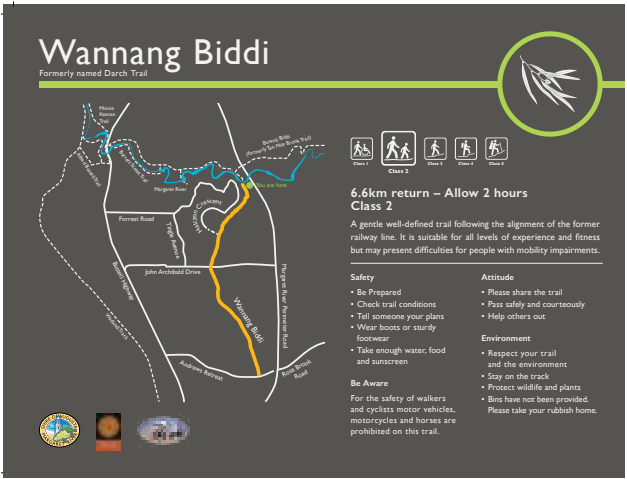
4.1.2 Indigenous connection to place, European history and local stories

Interpretation signage will focus on recognising Indigenous connection to place, European history and stories connected to the Margaret River Precinct. Interpretive material will be developed in collaboration with relevant stakeholders and using information displaying methods consistent with the Shire of Augusta Margaret River Style Guide – Trails signage and Augusta interpretation (2016), including layout, colours and font.

The form and methodology for displaying interpretive information will be redeveloped to include artwork and other innovative and interesting ways of displaying information.

4.1.3 Environmental awareness and stewardship

Environmental awareness and stewardship information will be specified on the Margaret River Precinct Wayfinding and Interpretation Plan signage located throughout the precinct, and will cover biodiversity values and threats, including flora and fauna of the river and surrounding area.



Development Guidelines

Old Settlement Lease Areas



The Old Settlement Lease Area Development Guidelines (the Guidelines) have been established to ensure that planning and design processes deliver high-quality built environment outcomes that respond to and enhance the distinctive characteristics of the Old Settlement Precinct (Old Settlement).

Building summary

The Old Settlement includes three lease areas and a total of 11 buildings. In addition, there is a licensed area available for non-exclusive use by MRTCT for placement of tables and chairs etc. The following provides a summary of existing buildings and classification of permitted use types.



Figure 1 – Old Settlement lease areas

Lease area	Building	Building class	Classification
N/A	Public amenities (B9978)	Class 10A	Non-habitable building
MRTCT	Café / bike hire (B9991)	Class 6	Building used for the sale of goods by retail or the supply of services direct to the public
	Brick and limestone dwelling (B9980)	Class 1A	A detached house
	Blacksmith Building (B9993)	Class 8	A building in which the production, assembling, altering, repairing, packing, finishing, or cleaning of goods or produce for sale takes place
Margaret River and Districts Historical Society	Bramley School Building (B9979)	Class 6	Building used for the sale of goods by retail or the supply of services direct to the public
	Group House (B9992)	Class 9B*	An assembly building where people may assemble for education, civic or social purposes
	Display Laundry	Class 10A	Non-habitable building
	Dairy Shed (B30)	Class 10A	Non-habitable building

	Display W/C	Class 10A	Non-habitable building
	Milking Shed (B102)	Class 10A	Non-habitable building
	Hay Shed (B101)	Class 10A	Non-habitable building
	Machinery Shed (B101B)	Class 10A	Non-habitable building

*Assumed building class and classification based on current use type

If a lease holder wishes to use a building within their lease area for an alternative use type, the building classification will need to be changed, ensuring compliance with the Shire of Augusta Margaret River Local Planning Scheme No. 1 (2018), National Construction Code, Building Code of Australia 2019 and all other relevant standards

Acceptable development principles

The acceptable development principles have been adapted from the guiding principles of the Precinct Plan and Design WA State Planning Policy 7.2 – Precinct Design. These principles have been created to guide acceptable development (inclusive of use and construction type) within lease areas at the Old Settlement.

Development proposals to address the following:

1. Community connectedness and beneficial use

Development must contribute to the vibrancy of the Old Settlement through offering variation of use types and activities to ensure the Old Settlement remains a place where people can gather, enjoy active and healthy pursuits and feel safe and welcome.

2. Context, character and respect for cultural and historical values

Development responds to and enhances the distinct characteristics of the Old Settlement Precinct, showing respect for Wadandi culture and support of historical values, which in turn, contributes to a sense of place.

3. Landscape quality

Development integrates landscape design that contributes to community well-being and improved sustainability outcomes, with a focus on retention of native vegetation.

4. Universal access

Development to ensure that dignified, equitable and reasonably achievable access to buildings, facilities and services within the Old Settlement is provided for all members of the community.

5. Sustainability

Development optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

6. Provision of public access

Development supports passive transport options to and within the Old Settlement through the provision of clear and easily identifiable pathways and the inclusion of supporting infrastructure.

Given the Old Settlements identification within the local Heritage Inventory as a place of moderate significance all development should also comply with LPP27- Heritage Places.



Shire of Augusta Margaret River

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If you are deaf, or have a hearing impairment or speech impairment, contact us through the National Relay Service:

- TTY users phone 133 677 then ask for 08 9780 5255
- Speak and Listen users phone 1300 555 727 then ask for 08 9780 5255
- Internet relay users connect to the NRS (www.relayservice.com.au) then ask for 08 9780 5255