

City of Greater Geraldton

Whitehill Road Realignment Survey Report

May 2018



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Background

In early 2016, high tides and strong swells eroded Whitehill Road forcing its closure. In July 2016, the City began sand nourishment of the site, which was the community's preferred temporary solution (see Whitehill Road Community Workshop Report May 2016) to the erosion until a more permanent solution could be considered via the planned Coastal Hazard Risk Management Adaptation Planning process.

The loss of this road connection has resulted in a number of requests from the community to re-open the road. There have also been a number of requests for the road to remain closed. However, fences erected on the coastal reserve to ensure community safety have been continually vandalised by people seeking access the beach or access between Drummond Cove Hall and Drummond Cove Road.

Community consultation thus far, which includes the Coastal Planning Survey and Coastal Planning Workshops, show that the community, as a whole, highly values the beach for sports and recreation use and the amenity it provides. Therefore, the community would not be supportive of reinstating the road on the current alignment as significant and costly coastal protection works would be required to do so.

As such, the City sought feedback from the local community on whether or not they wanted road access between John Batten Hall and Drummond Cove Road to be re-established, and if so, what it should look like.

Engaging with the Community

In May 2018, the City conducted a survey with all Drummond Cove and Glenfield Beach Estate residents and absentee property owners regarding the future of Whitehill Road. The survey was held to ensure all community members who either owned houses or empty blocks of land, or rented houses in the area could have their say on the issue.

An information sheet containing background information on the issue and maps of five possible north-south routes to realign Whitehill Road were mailed to 642 absentee property owners and letterbox dropped to 782 places of residence. In total, 1424 surveys were distributed to the local community.

The deadline to return completed surveys either using the provided postage paid envelop, hand delivery to the Civic Centre was 25 May 2018. For added convenience, residents were also able to submit their surveys on the afternoon of Sunday 13 May 2018 at the John Batten Community Hall.



Image: Map of area surveyed.

Survey Overview

The Whitehill Road Realignment Community Survey comprised of two questions. Five maps of the possible options to re-establish a road connection, including the estimated cost to implement the option, were also presented assist respondents with their deliberations. (see APPENDIX 1 page 26 Whitehill Road Survey) The following two questions were asked:

1. Do you want the City to re-establish road access between John Batten Hall and Drummond Cove Road? Yes/No
2. If you answered yes to the first question, which option do you prefer?

Option 1	Connect to Drummond Cove Road via Estuary Way and a road through lots #240 and #246
Option 2	Connect to Drummond Cove Road via Estuary Way and Boat Cove
Option 3	Connect to Drummond Cove Road via Estuary Way and extend across the back of the foreshore reserve
Option 4	Connect to Drummond Cove Road via Estuary Way and Whitehill Road
Option 5	Connect to Drummond Cove Road via Estuary Way and provide no connection to Whitehill Road
Other	I want the road reconnected, but I don't like any of these options.

The survey also gave respondents that chose 'Other' in question two the opportunity to provide details of an alternative north-south road connection. Respondents were also given the opportunity to comment on the issue.

Finally, to ensure residents or property owners throughout the area had provided their feedback respondents were asked to state the street where they either resided or owned property and to state if they rented or owned.

Survey Results Overview

Of the 1424 surveys distributed to the community, the City received 372 responses from house/vacant block owners and renters, which equates to at 26.1% response rate.

The majority of survey respondents, 78%, said yes, they wanted road access re-established, 12% stated no, they did not want the road reconnected and 10% stated a preference neither for, nor against re-establishing a road connection.

Of those who preferred to reconnect the road, 40% chose Option 3 as their preferred reconnection followed by Option 2 at 22% and Option 4 at 18%. There were eight alternative options proposed by respondents.

In terms of ownership, 93% (324 respondents) stated they owned their property and 78% (292 respondents) stated the street the property they owned, or lived in, is located on.

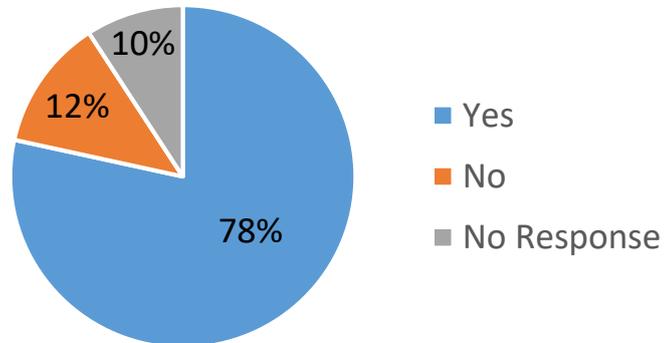
It is worth noting, of the 34 responses where no preference to re-establish a road connection was indicated, 33 chose one of the five options or 'Other' to reconnect Whitehill Road to Drummond Cove Road. Of the 46 respondents who were opposed to re-establishing a road connection, nine chose either one of the four options (1-4) or 'Other' to reconnect Whitehill Road to Drummond Cove Road.

Survey Results

Question 1

Do you want the City to re-establish road access between John Batten Hall and Drummond Cove Road?

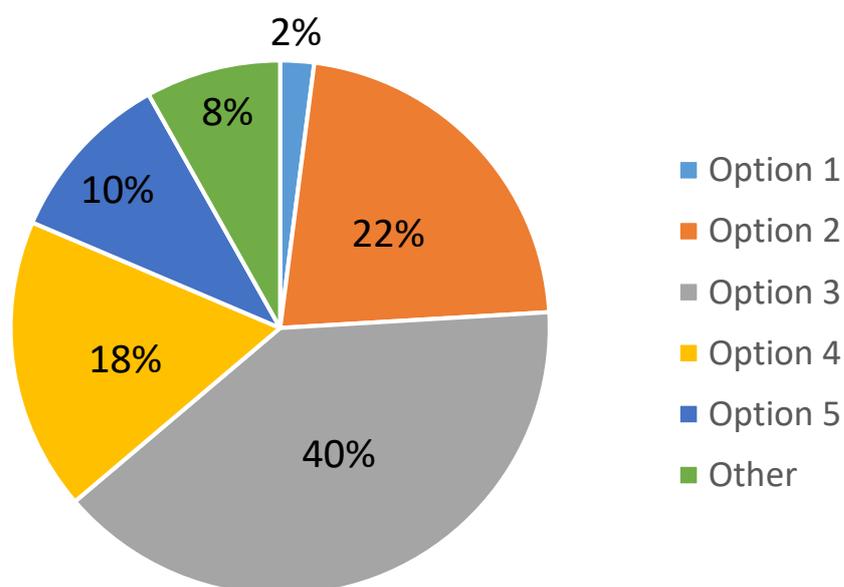
Yes	291
No	46
No response provided	35



Question 2

If you answered yes to the first question, which option do you prefer?

Option	Description	Count
Option 1	Connect to Drummond Cove Road via Estuary Way and a road through lots #240 and #246	7
Option 2	Connect to Drummond Cove Road via Estuary Way and Boat Cove	76
Option 3	Connect to Drummond Cove Road via Estuary Way and extend across the back of the foreshore reserve	137
Option 4	Connect to Drummond Cove Road via Estuary Way and Whitehill Road	61
Option 5	Connect to Drummond Cove Road via Estuary Way and provide no connection to Whitehill Road	36
Other	I want the road reconnected, but I don't like any of these options.	28



Individual comments regarding the five Options and 'Other'

Option 1 Comments

Connect to Drummond Cove Road via Estuary Way and a road through lots #240 and #246.

We are concerned that the economic estimates used are grossly understated and Options 3&4 are still at risk or inundation as per the 2016 Inundation Study by MP Rogers & Associates.
Purchase those blocks and make access to Drummond Cove Road to stop people short cutting across vacant blocks. This purchase of blocks would be best for traffic management slowing vehicles down with extra corners and shorter streets.
If difficult acquiring lots #240 and #246, Option 2 is second choice.
Option 1 will stop cars with boats and trailers cutting through people's blocks. Keep open space along the beach area. Traffic calming.
Option 1 too many turns.
I have selected Option 1 and then Option 2 due to less traffic volumes. If funding is not available a lesser option would work.
Option 1 is just creating traffic thoroughfares through a family orientated residential area. We built here as it was a quiet location -not having a road intersecting where we live. Open the beach - not residential zone.
We do not want larger volumes of traffic along Wavecrest Circle. This option we want least. The erosion issue and strategies are the most important issue to us. Please use money or resources to fix this first.
Cannot see how Option 1 cost is \$370,000 when you need to purchase two blocks of land.
Strongly opposed to option 1. Don't agree with reclaiming residential blocks and devaluing others when other options are more suitable.
Option 1 has appeal. It is cheap and preserves the amenity, particularly for residents on Wavecrest Circle. There is minimal traffic entering from the north via Drummond Cove Road.
Your planners must be idiots as Wavecrest Circle was not designed or built to carry that level of traffic. The meeting held on 18 May 2016 the majority views was the reinstatement of Whitehill Road so I cannot see how the City can say that the majority want the road closed.
I am 100% against Option 1 as I am the owner of number 17 Wavecrest Circle and Option 1 would turn my site into a corner block on a busy road.
We want the road opened and liked options 1-4.
Option 1 with a boat ramp. What about the boat ramp option for protecting that area as supplied and provided by the DCPA boat ramp committee?
Option 1 is a sound option.
Option 1 is a good choice.

Option 2 Comments

Connect to Drummond Cove Road via Estuary Way and Boat Cove.

Definitely want road access between John Batten hall and Drummond Cove Road.
Will this affect my rates? Will bus/Transperth be using this route?
Option 2 is a sound option.
I think option 2 is the most convenient and practical as well as being one of the cheapest options. Option 2 is a good choice.
Option 2 would be the most useful but I would be happy with no connection and Option 5.

Second choice is Option 2.
Second preference Option 2.
Option 2 too many turns.
Any other option other than Option 2 is outrageous.
Option 2 puts kids into harm's way.
The road needs to be along the beachfront. This is where people want to be and have access to.
Option 2 is just creating traffic thoroughfares through family orientated residential area. We built here as it was a quiet location -not having a road intersecting where we live. Open the beach - not residential zone.
Strongly opposed to Option 2. Don't agree with reclaiming residential blocks and devaluing others when other options are more suitable.
Option 2 is cost effective. Provides access to Drummond Cove Road without disturbing home owners.
It would only be a matter of time before someone was injured in Wavecrest Circle or Estuary Way with the increased traffic. It is currently bad enough with the way people cut corners and speed in this area.
We do not want larger volumes of traffic along Wavecrest Circle. This option we want least. The erosion issue and strategies are the most important issue to us. Please use money or resources to fix this first.
I am quite certain that the majority of people responding to this survey will indeed want the City to re-establish road access between John Batten Hall and Drummond Cove Road. I think the survey would not have been initiated if pressure was not being applied to have this done. I have chosen Option 2 as most of the infrastructure and right of way alignment is already present with the costing being acceptable for a temporary solution because, let us be honest, it is only a temporary solution. Regardless of what people currently want, eventually the beach shall have to be fortified and coastal protection applied to the whole stretch of foreshore. This can be assumed simply by considering the progression of the erosion since its onset, which became quite obvious with, but not necessarily attributed to the storm in 2016. Prior there is no indication that any erosion was evident but in a very short time significant erosion occurred (evident between November 2015 and February 2016) and has continued to progress in the following two years to the present situation. The erosion may not be as aggressive as it was with the storm but certainly is not abating. The level of land between the foreshore and housing is within 2 metres of the ocean's level. With possible further storms to accelerate the erosion, it is only a matter of time before a crisis situation occurs but then again, that will be someone else's problem. Anyone can access Google Maps and by applying the time line back to 2003 and then progressing to 2015 it is evident that there is no erosion at all but the early 2016 view shows that erosion has made quite an inroad. Physical attendance at present show the erosion has progressed further resulting from normal seasonal ocean movement as there has been no exceptional weather activity. Something other than the aforementioned storm has initiated the erosion and continues to have its effect. Google Maps will also show the level of the foreshore and that of the adjacent parklands.
Option 2 is more sustainable and future proof. Access to and from the area.
Connectivity is important to Drummond Cove Road we want a second exit. Option 2 would suit.
Cost effective, achieves aim.
Please signpost as local residents only.
Option 2 was a close second as we liked the idea the road may be reopened quickly.
We want the road opened and liked options 1-4.
By far the most logical option.
Adequate access for Glenfield residents via Glenfield Beach Drive and for Bayside residents via reef and Bayside Boulevards for boat cove.

Option 3 Comments

Connect to Drummond Cove Road via Estuary Way and extend across the back of the foreshore reserve.

Option 3 is a straight road.
I hope it alleviates the ridiculous amount of traffic on my street - used as a racetrack up and down the hill.
Getting into Drummonds Foreshore is very difficult for new visitors. Keep it simple as it once was. Go for option 3.
We want the road opened and liked options 1-4.
Also remove restrictive fences near hall to Drummond Cove Road.
I prefer Option 3 as I believe that in the longer term this will create a foreshore drive boulevard on the western side of the road.
Option 3 provides full public access to the foreshore reserve.
Option 3 is best - on a natural reserve - closest to the beach which is what people will be wanting access to. Wavecrest Circle is a residential area - we have elderly people and children who will be impacted by a thoroughfare road here.
Option 3 is best, on natural reserve, closest to the beach. That is what people want access to.
Beach access is desperately needed here. Keep the road along the ocean, not cutting through residential areas populated with families with young children and elderly people. Please keep the road along the ocean, better for residents and tourists and locals wanting to access beach for quad biking.
We have a lot of people want to use this walking, riding, 4WD, boats and surfing.
Option 3 is good if it did not run so close to the boundaries of homes. Why can't the road be directed through the middle of the reserve?
If Option 3 is not supported then my second preference would be option 5.
It would be nice to still travel along the sea front especially once the proposed tidying up is done. Not nice using Bayside as a cut through.
Access to the beach north end needs to stay.
I bought in Drummond Cove with the expectation that Whitehill Road would remain open. My preferred option is to reopen the road.
Option 3 will allow those with boats at the northern end of Drummonds to get to the new boat ramp when established next to the John Batten Hall.
Option 3 through an open drainage sump will be flooded in a few years without coastal attention. Foreshore protection rocks the only solution.
Connectivity is important to Drummond Cove Road we want a second exit. Option 3 would suit.
This is the best for flow on traffic. You could allow for parallel parking to reserve. Less disruption to residents.
I would prefer Wavecrest Circle to continue on as in the past, but a new road put in across coastal reserve (Option 3) to access Drummond Cove Road and I would prefer Estuary Way to stay as is.
With Option 3 we have connection, but later when funds permit, the beach needs protection from the carpark to Batten Hall. Which is imperative as we could lose our road again and we don't want that to happen of course.
This used to be our favourite part of the beach but without road access you have to be fit enough to walk the whole length of the beach to get there. Considering how much has been spent on other beaches and access in town Drummond Cove residents deserve an equitable solution. Option 3 is the only option that provides public and equitable access, without need for coastal protection. Other options restrict access to favour adjoining private owners and physically able. The other options cost a lot of money but do not facilitate beach access.
Option 3 enables access to the foreshore reserve for public and municipal use. The extension allows for future development north of Drummonds.

Option 4 Comments

Connect to Drummond Cove Road via Estuary Way and Whitehill Road.

Option 4 not worth considering.
Ideally, I support the coastal protection to be along the whole stretch in question and have the original Whitehill Road connect to Drummond Cove Road.
Option 4 has the least impact on existing residences. All the other options are crap.
Requires wheelchair access and pram access to beach frontage even if road access does not proceed.
Option 4 will have a speed calming effect.
I believe Whitehill Road south of your suggested coastal erosion protection (see Option 4) needs to be also protected with rocks to halt the encroachment of the ocean any further into the parkland.
Option 4 will be least disruptive to all residents and will provide the best access.
Even though it is the most expensive option, it is the most logical one. Council needs to deal with the erosion here ASAP.
Coastal protection along Whitehill Road preferred.
Needs a rock wall put in. Yes, it will look crappy at the start however, it will enhance the future.
We have chosen Option 4 and we are assuming that means rocks or some other form of a barrier. We are well aware that a number of people who live in Drummond Cove are anti rocks and the reason we have heard and read is that the rocks around Drummond Cove Hall has caused the erosion and continues to make it worse. We would like to just state that the Whitehill Road erosion started prior to rock placement around Drummond Cove Hall and the erosion had begun to wash away infrastructure at the Hall prior to the rock placement. Beresford Foreshore across from Mitchell and Brown has recently had a rock barrier established to save the area. Our thinking is that the COGG would surely not have used rocks to provide coastal protection in this area if there was any evidence to suggest it causes further damage to the coastline nearby as had been suggested at Drummond Cove. The money saved from sand replenishment and put into coastal protection as indicated in Option 4 would surely make economic sense. This would be part way to protecting this whole area.
We want the road opened and liked options 1-4.
Option 4 is ideal because it has less impact on all local residents. People want beach access. If this is too expensive then Option 3 is the next best choice.
Option 4 seems most valid as Whitehill Road could be used as per usual. Just a question, how much sand had been put onto Chapman Road at what cost?
Coastal rehabilitation should be the first priority not roads. However, Option 4 addresses this in part and would give fishermen access to the coast. All other options don't give public access to the coast and will just increase car and motorbike traffic in built up areas. Batten Hall can be accessed via Waterfront Circle, Stillwater and Hester Roads without altering Estuary Way.
Option 4 could be a waste of funds if erosion can still occur in area not protected.
Option 4 first then Option 3.
Option 4 would be an attractive option to tie in with the Parks Master Planning Project, but no access to Whitehill Road.
Connectivity is important to Drummond Cove Road we want a second exit. Option 4 would suit.
In four years approximately 40 metres of coastline has been eroded away taking with it a carpark, trees and a gazebo. Without rock ballast along the waterfront I believe Estuary Way and the drainage sump will be flooded in the next four years. We have seen how rock ballast has saved Batten Hall and the tennis court and how sand replenishment has been a waste of money. Finally, are our engineers not capable of solving this problem? Instead they and the Council have handballed it over to the ratepayers, a cunning move, they will vote for the option that impacts them the least with no thought for a more permanent solution. With this in mind, I vote for Option 4 as this makes a start on coastal protection for the future.

Coastal protection, around road as it was built, pave new road make it 20km/hr. I feel coastal protection, open the road back up. Access for people to fish. Put BBQ area in coastal protection area and park.

Option 4 is my preferred option but either 4 or 3 would allow the public access to the beach.

Option 5 Comments

Connect to Drummond Cove Road via Estuary Way and provide no connection to Whitehill Road.

Option 5 not worth considering.

Residents from Drummond Cove Road need access to the rest of Drummonds. Maybe there could be a sign, local traffic only. I would also hope that Drummond Cove Road leading towards the closure of Whitehill Road would be turned into public open space.

Option 5 cheapest option and preference would be for City to focus on how to manage coastal protection before any proposed option is implemented. As a long-term resident of Drummond Cove coastal protection is vital regardless of what opinion.

With the savings in cost using Option 5 use the excess money to retain along Whitehill Road area properly - not a patch job. Put some BBQs and shades on the lawn area and maintenance.

By doing the cheaper option more funding could be put into developing a foreshore in place of the shacks.

Option 5 is a waste of time.

Option 5 would be the cheapest way and this allows more funds to be allocated toward and dedicated to a boat-launching zone. Build alongside the John Batten Hall a fish cleaning station and proper family facilities.

I feel that the coastal protection strip (see Option 5) needs to be extended further south to the section already done at Batten Hall, as money permits. Community members have different views to the Progress Association. My 3rd choice is for nothing to be done to Estuary Way, but connect Wavecrest Circle to Drummond Cove Road as we have no connection at all at the moment. My 4th choice is for option 3.

I come from Lancelin where this has already been an issue. From years of experience there, watching the continuous coastal protection (Option 4) needing to be reinforced and replaced I believe Option 5 is the safest.

Option 5 could happen immediately and then Option 4 completed in due course if needed.

Do Option 5 and put a boat ramp in with a rock groyne to protect the affected area. Do it once, do it properly the longer you leave it the more it is going to cost.

Other Comments

I want the road reconnected, but I don't like any of these options.

Continue rock wall from Community Hall along Whitehill Road to Drummond Cove Road.

We would like the road to return to its original road, reason being, Estuary Way and Wavecrest Circle are not wide enough for the amount of traffic that would use the road and would be real safety concerns if Option 2 was even considered.

Whitehill Road on its original alignment.

Reinstate Whitehill Road in its original alignment.

Commenting on the front page "Why can't Whitehill Road simple be reopened" re. loss of beach amenities. We lost that years ago, never to be returned regardless of whether road is reconstructed-that would be ideal of course. If Council had acted swiftly years before we lost our road, we wouldn't be in this predicament we are now in. I would also like to add that I would prefer the rocks to be placed for coastal protection so we don't lose any more land, before the road is reconnected. If this

<p>means waiting another 4-5 years I am definitely in favour of rock placement and whatever else is necessary to keep the sea at bay. I don't care about connecting Estuary Way. We are able to access Batten Hall area via Hester Street and can access Drummond Cove Road via Waterfront Circle and Boat Cove or Waterfront Circle and across the back of the reserve in front of the homes.</p>
<p>I would like to see the original route but some action taken to stop the erosion i.e. rock wall. I don't know what these people are concerned about with a rock wall done properly you would hardly notice it.</p>
<p>Fix Whitehill Road. You can afford to spend our rate money on the town centre it's about time it was spent in Drummond Cove. Spend our rate money in Drummond Cove. We get nothing considering we are taxed so high.</p>
<p>Open Whitehill Road again as it was. It needs coastal protection anyway or it will keep eating out as already seen by repeated wash out of the land. Second Option number 4.</p>
<p>Move road over 50m closer to the beach. Leave Estuary Way for resident use only. Put in new road. If the sea continues to erode then put in large rock wall and claim back lost land from hall to the north.</p>
<p>Find the funding and put Whitehill Road in where it was. Ask the federal Liberal Government for the money they are handing out money like confetti.</p>
<p>I don't like the way it has been left to erode. We have lost 60m of coastal bush, 2 carparks, 2 picnic gazebos, the road and soon it will be the sewage pump. Put in a marina to protect all of Drummond Cove, otherwise the sea will take it all in years to come. Put in rocks from point of rocks at Drummond Hall down to gravel carpark at the end of Drummond Cove Road. Then redo Whitehill Road where it washed away and all back to normal. If a rock wall is not put along Whitehill Road when the washaway reaches the deep sewage pump station the cost will be phenomenal.</p>
<p>The only concern we have with any of the options is the probability of an increase of thoroughfare traffic on Smugglers Pass to get back onto NWCH.</p>
<p>Erosion to this area is only getting worse. Pretending it won't is short sighted. Commit to a permanent solution of protection and fix up existing road. What a shame it has got to this state. Protection of the existing resident's quiet lifestyle needs to be a priority.</p>
<p>We would rather wait till the whole CHRMAP process is completed with associated recommendations for fixing the erosion issues first for Drummond Cove. The erosion mitigation strategy may also incorporate fixing the road.</p>
<p>Australia's soft perimeters require storm walls for protection. The Council's last effort a dismal failure. A storm wall with an impervious membrane is a must. Walls constructed of stone or rock where storm surge can happen, will always fail.</p>
<p>Connect to Drummond Cove Road via Stillwater Avenue.</p>
<p>My preferred option would be to reinstate as original but if it comes to cost I would like to see the erosion stopped then road access reinstated so option 2 would also be suitable for temporary access.</p>
<p>After looking at the Coastal Erosion and Inundation Studies that have been done, I think it is paramount a coastal protection plan should be in place as the first step. The houses in Wave Crest Circle and Boat Cove need to have reassurance that they are protected in the immediate future, as in Option 4 this area is indicated in orange as the most vulnerable stretch of coast. Whitehill Road should be opened for pedestrian purposes only and as access to the beach between the Community Hall and Drummond Cove Road. If the connection to Estuary Way goes ahead it should only be as far as Waterfront Circle and I don't believe there should be a short cut to Drummond Cove Road. For the sand dune enthusiasts, they can go around via the highway as they are doing now. The vacant piece of land in Estuary Way could be used as a small car park for beach access. This might be not be possible if the parking area is eroding by 2030. Coastal protection is paramount to protect the residential areas as another road is a waste of time.</p>
<p>Yes reconnect yes, but not until coastal protection measures are completed.</p>

Forget the Estuary Way opening, just open up Boat Cove.

My preferred option is no road. However, if it is deemed essential to services I believe Whitehill Road should be re-instated entirely. First and foremost the City should be looking to fix erosion in conjunction with the CHRMAP outcome. Until the CHRMAP process is finalised and sufficient funding is in place to complete the City should continue with sand nourishment. The reinstatement of Whitehill Road needs to include infrastructure to protect the road. Speed limiting devices are also required to ensure safety of the community from accidents. The beach and foreshore is regularly accessed by young children/families and the like.

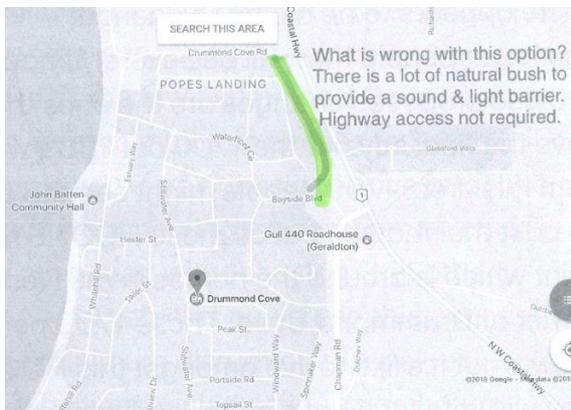
Opening Estuary Place is not an option. Infrastructure already exists via Hester, Stillwater and Waterfront. Options 1-5 are considered poorly thought out and have only caused heartache to those directly affected by the proposed options. How can the City justify the following in Options 1-5, opening the Southern End of Estuary place and doing nothing else, putting a road through Boat Cove - Boat Cove is barely wide enough for one vehicle, placing a road through the water sump on the parkland in front of existing residences, placing a road between existing homes on Wave Crest and an option of opening Whitehill North off Waterfront with "protection" and then to be told by a City Officer that Council does not want to put rock protection in place. Appears to be a loaded Survey to get a result the City wants.

Recent comments by Mayor, Councillor and City officers indicate a lack of empathy for the affected residents which is disheartening. Rather than put a survey out to 1800 residents, some who have no financial interest in the area, the City should be liaising directly with residents who are impacted the most, namely those where the proposed options are. We bought our house with Whitehill Road in place so accept it may open again and would support but only after above is addressed



Image: The current condition of Whitehill Road.

Alternative Options Identified by Respondents



Potentially Impacted Property Owner Comments

Property owners on Estuary Way, Waterfront Circle, Wavecrest Circle and Whitehill Road who included their house/lot number in their survey responses provided the following comments.



Options 1-3 will create unnecessary traffic for Wavecrest Circle. There are many young children around and we all bought here because of lack of traffic.

Coastal erosion and a lack of sustainable measures being put in place in a timely manner has initiated the requirement for road realignment and we believe that without any coastal protection in place the erosion will continue to affect all residents in the area. It is of an immense concern to us with lower lying houses in the most western/norther corner of Drummonds. As Option 4 is the only option which indicates any form of coastal protection this should be of absolute priority to eliminate the high risk of further damage an potential risk to housing and road infrastructure in that area.

We feel that Option 4 with a slight modification to the proposed option would be a better solution - with no impact on already established residents in the area while protecting our assets and homes still allowing for beach and hall access as well as a significant reduction in costs. Removing the Estuary Way access to Whitehill road but keeping the Waterfront/Whitehill road portion would allow the flow to continue on already existent road structures.

The outline below of Option 4 modified would allow those utilising Drummond Cove Road to still be able to have access to Whitehill Road, the hall and access to the south side of Drummonds and Glenfield via the already existent Stillwater/Hester Street access while also allowing residents and other general public to directly access the beach car park via Waterfront or Drummond Cove Road.

Other present options outlined in the survey for road realignment all heavily impact on the already established residential areas which are currently no through type roads. Increase in traffic and the type of traffic that maybe now potentially accessing the smaller streets in the area is of concern lowering our current lifestyle and the reasons as to why we purchased in the quieter more secluded streets at a heavier premium price for land. Reclamation of any verge land that may be required in for example Option 2- Boat Cove - which is a single lane easement to allow 5 households access to their driveways would a huge safety concern with the properties already at the 6m roadside minimum not to mention the movement and noise concerns. Town planners have indicated this could be a 1 and a half wide type road which will lead to cars passing each other utilising residents lawns/driveways with potential damage to property this option will also cause a great deal of stress, anxiety, frustration and potentially anger for existing residents.

Those located in the most affected area are with the greatest current inconvenience and threat created from the lack of attention and action to present coastal erosion conditions with the erosion are also those whom will be mostly affected by a road realignment decision and we believe that our opinions must carry additional considerations.

We believe what we have submitted as a suggestion for the proposed changes to be seriously considered as a win-win solution for all involved with the least interruption and inconvenience to all involved and as we know this connectivity option has always been there. Thank you for your efforts regarding this matter and taking the time to listen to our preferences and concerns.

I hope that everyone understands the coastal erosion issue is extremely worrying for those of us with homes that are been seriously threatened by the ocean due to in no small part to the "temporary protection works" to protect the hall. Anyone with a home and/or land in this area has every right to be extremely upset by the decisions made that have contributed to/ if not caused this problem. The survey has been helpful to start serious discussion but some if not all of these options should never have made it past the photocopier. To distribute these without proper consultation with those of us with everything to lose is disappointing. Many Drummonds residents may have no financial interest in the suburb at all and rent there just to ride on their off road vehicles.

I am opposed to all options provided but in particular Option 4 which would create more inundation in front of Estuary Place. If rocks or another form of protection are going to be placed along this strip of coastline it must be done all the way from where the current rocks are up to the Chapman Valley border. I believe at best the survey was poorly thought through, questions loaded and even costings very questionable. Option 5 also does not serve the supposedly intended purpose so why? Proposing joining Drummond Cove road to Waterfront Circle protecting coast further south with rocks where road is rebuilt to Waterfront and leaving a gap in the rocks will undoubtedly create more erosion directly where my home and others are. Even proposing this option and attempting to cost it before the CHRMAP report is out is fraught with danger as my house and Waterfront circle would be immediately if this option was to proceed! This is another thoughtless proposal, needless to say I would extremely strongly oppose this option!

The coastal erosion is by far the biggest concern to me and others and I believe all available monies should be spent on coastal erosion not on pointless surveys with very poorly thought through options. I would like to see councillors dismiss the survey results as irrelevant and instead follow the CHRMAP report and its recommendations to protect our coast from further damage. Roads can be rebuilt as part of the process if required long after the coast is protected. We have been missing Whitehill road for some years already, what's the rush now! Please do the sensible thing and fix our coast first! In the event the survey is not dismissed I support rebuilding Whitehill road in its original position with appropriate coastal protection put in place before rebuilding the road. Trusting some common sense will prevail!

We believe that the council should be looking at the actual problem at hand which is Whitehill Road. Dumping sand there is a waste of time and money! I live across the road and it washes out straight away and makes a mess of the ocean. Whitehill Road can't be left the way it is forever. It's actually a major safety concern and if it was anywhere else it would be fixed. To stop further erosion a rock wall parallel to the shore needs to be built. Then the road can be fixed and it won't affect anyone. I think the council and the community should take the challenge and create the funds to fix the Whitehill Road and return its lovely beachfront. I am willing to give my time to help raise funds!

I live in 5 Boat Cove and bought there because of the non-connecting street. We have enough noisy vehicles, motorbikes and 4-wheelers that constantly cut through the coastal reserve next to our house (cut the fence) and do burnouts in the Drummond Cove Road beach carpark directly across from our house. We couldn't tolerate Boat Cove Road being opened and have noisy traffic in front of our house as well. Boat Cove isn't big enough the support the traffic. Option 3 will cause more problems with people wanting to cut through the coastal reserve (motorbikes etc...) because they will already be in there if a road is put through. The fences are constantly being cut, I have

<p>reported it three times. Also, we think the access should remain the same until we can get funds to fix Whitehill Road.</p>
<p>This is a loaded question. Any Drummond Cove residents that are not directly affected will obviously request more through roads as they don't pay for it. Even if they never use it they have no reason to oppose it.</p>
<p>When we purchased land on Estuary Way we were told it was not a through road. That is one of the reasons we bought here.</p>
<p>All options will have an impact on existing owners, where ever the new access road goes through and that is not really fair with increased traffic. Save some money and don't connect it.</p>
<p>The coastal erosion needs to be addressed ASAP regardless of where the road goes. It is encroaching at a fast rate with winter to come yet a rock wall may be an expensive option but it will be worth it long term and to use coastal reserve as should be left for public open space, walkway, footpaths. Lawn area, etc...</p>
<p>Option 2 would be the most useful but I would be happy with no connection and option 5. I am 100% against option 1 as I am the owner of number 17 Wavecrest Circle and Option 1 would turn my site into a corner block on a busy road.</p>
<p>Options 1-3 will create unnecessary traffic for Wavecrest Circle. There are many young children around and we all bought here because of lack of traffic.</p>
<p>Reopen Waterfront Circle and connect to Whitehill Road. Do not waste money by opening Estuary Place. Existing access can be used via Stillwater Ave/Hester Street until Whitehill Road south can be reinstated (rock wall).</p> <p>We cannot allow Option 3 to go ahead. We already have a road on the east side. We designed our home around having our main bedroom and recreation area on the quiet side away from traffic noise and lights and maintain some privacy. By introducing this unnecessary road directly under our bedroom window you are reopening and condoning access for hoons with their unlicensed, unroadworthy and unsafe vehicles. Most of these vehicles do not have mufflers and are often driven at high speed and high acceleration. How can we live more importantly sleep with this going on all day and all night?</p> <p>Because we will be adjacent to an intersection then all vehicles, licensed or not, will be accelerating and decelerating at this point creating changing noise levels. If speed humps or slowing down devices were installed that would only increase the changing sound levels and light levels.</p> <p>We have been living here nearly nine years now and it's only recently with the persistence of the City Rangers and police that hoon element has all but disappeared. Families are coming out and enjoying the POS without the fear of hoons making the place unsafe, without the fear of their children or pets being run over by passing traffic that the City is trying to introduce.</p> <p>For the purpose of the few Drummond Cove Road residents who want to maintain access to south Drummonds on a very rare occasion, build a road at the top of the suburb on the land between the highway and the back of the houses, which would allow them to crossover without using the other existing option. All vehicles could use this connecting option with the minimum disruption to local residents. This option will be lined with existing large natural bushes (providing the City doesn't remove these as well) which would absorb the sound and lights.</p> <p>The City is not connecting the Drummond Cove community but dividing it. The City should be putting all available money towards stopping the erosion and not these ridiculous ideas like reconnecting. There is already connectivity but there is no erosion prevention. CGG appears to be deliberately allowing erosion to creep closer to our homes by using delaying tactics. Staff asked about the trees that are constantly being damaged and possible destruction by this encroaching erosion will not give an answer. There appears to be a hidden agenda.</p> <p>The fewer people that will be severely impacted by any of these proposed changes are the ones that should have the final say not the 1700 or 1800 who live away from this area. 1700 people might see the odd hoon go past their homes but all these hoons merge at one point which is around the homes in the north west corner of Drummond Cove. These 1700 people don't know what it's like</p>

to live amongst this hooning so they vote for what's more convenient for them. Where is the fairness in your process?

Our preference would be to have the erosion problem fixed first, so that any other plans for the area, along with the properties under threat, are safe from erosion long term. This would obviously rely on the CHRMAP study to provide a suitable outcome for this. Any attempt to implement road structures before we know what is being done about the erosion is lacking foresight for mine. Once the erosion is under control, or at least a plan is devised for it to be stopped, then our preference would be to leave the road network as is, and transform the whole area into a family friendly zone for the whole community to enjoy, free of traffic and hoons that it has taken so long to be mostly rid of in the area.

If there must be a connection (which is not our preference, although I can understand the view of Drummond Cove Rd residents), then the only option I would support is the re-establishment of Whitehill Rd to its former state. On this basis, a rock wall along the front with a rock groyne is needed. This option would also address the erosion issue. This road network outcome is the one that we all invested in, in the knowledge that Whitehill Rd was the through road connecting the north to the south, taking the bulk of the traffic through the area. It seems the only fair and logical outcome as far as roads go. It can also be done in a way that catches the sand to form a beach area (similar to the way sand forms at Pages Beach), so this will also tick the box of retaining the beach, as voted for at previous meetings. The use of paths, stairs and ramps along the wall would provide the community access to the newly formed beach.

Any of the other lop-sided options provided in the survey are not what we all signed up for when we invested here. These other options would:

-Increase unwanted traffic (both legal and illegal) to the area which was never planned for in the current road network design.

-Devalue our properties, and

-Render the layouts/plans of certain resident's houses that are already built unviable/useless. I draw particular attention to option 3 in relation to this. Personally, we have spent considerable money on planning for building our house on the basis that the road network is as originally designed.

I am also opposed to Estuary needing to be opened up when the connection is already there via Hester and Stillwater. An argument put to me, is that the that the owner of the private land will, at some stage, need access to the individual blocks when they sub divide it. I still don't see that as grounds for completely opening it up, as access can still be gained regardless of it being a through road or cul-de-sac or even bollards placed at one end to allow pedestrian access while restricting traffic. Once again, turning this into the main through road would disadvantage, both physically and financially, the residents along this street as well as putting traffic pressure through an area not designed for this.

All the residents within this affected area, I am sure, have worked long and hard with much sacrifice over many years, to get where they have in life and for most, their properties (their life investment), are all they have to show for it. The options provided in the survey give no thought to this, and are all aimed at pleasing the other residents of the area, most of whom could take it or leave it. However, when presented with the lopsided survey, they will just choose an option because it's easy, and they don't have to bother coming up with an idea of their own.

These types of hasty decisions made on road networks before the real problems are addressed, are the ones that we should be trying to avoid, as has been clearly evident from previous experience which the city has been involved in. Why should the non-affected residents of Drummonds have a road for 'convenience' at the expense, both physical & financial, of the residents that are directly affected by all the suggestions in the survey? They have everything to gain with no repercussions, and we have everything to lose.

Our family's preference would be to have the erosion problem fixed first, so that and other plans for the area, along with the properties under threat are safe from erosion long term. This would

obviously rely on the CHRMAP study to provide a suitable outcome for this. Any attempt to implement road structures before we know what is being done about the erosion is lacking in foresight. Still after meeting with Council members at the hall, I struggle to get my head around a survey put to the public at this time to choose a 6 option survey about a road that hasn't had erosion protection presented. Once the erosion is under control, or at least a plan is devised for it to be stopped, then our preference would be to leave the road network as is and transform the whole area into a family friendly zone for the whole community to enjoy, free of traffic and hoons that it has taken so long to be mostly rid of in the area. The then formed public open space would then need to be sectioned off via timber bollards as is every other family friendly public open space in the City of Geraldton.

If there must be a connection, which is not our preference although I can understand the view of Drummond Cove Road residents, then the only option I would support is the re-establishment of Whitehill Road to its former state. On this basis, a rock wall along the front with a rock groyne is needed. This option would also address the erosion issue. This road network outcome is one that we all invested in, in the knowledge that Whitehill Road was the through road connecting the north to the south, taking the bulk of the traffic through the area. It seems the only fair and logical outcome as far as roads go. It can also be done in a way that catches sand to form a beach area similar to the way sand forms as Pages Beach, so this will also tick the box of retaining the beach as voted for at previous meetings. The use of paths/stairs/ramps along the wall would provide the community access to the newly formed beach. It would also solve the issue of the sewerage pumping station being protected along with water drainage sump area. This would be in the City's best interest to 'put to bed' any damage done by the City's previous efforts of dumping rocks around the hall which has caused the erosion and loss of the original road.

Any other of the premature options provided in the survey are not what we all signed up for when we invested here any would put unwanted pressure on these roads which are not designed for. These other options would:

- Increase unwanted traffic (both legal and illegal) to the area which was never planned for in the current road network design.

- Devalue our properties

- Render the layouts/plans of certain resident's houses that are already built unviable/useless. I draw particular attention to Option 3 in relation to this.

I am also opposed to Estuary needing to be opened up when the connection is already there via Hester and Stillwater. When meeting at the hall with Councillors from the CGG the problem stated is that the owner of the private land as the south of Estuary Way will, at some stage need access to the individual blocks when they subdivide it. I still don't see that as grounds for completely opening it up as access can still be gained regardless of it being a through road or cul-de-sac or even bollards placed at one end to allow pedestrian access while restricting traffic. Once again, turning this into the main through road would disadvantage both physically and financially the residents along this street as well as putting traffic pressure through an area not designed for this.

If the City were wanting a premature fix to the road system by the use of options available to the residents at this date. These above outcomes could still be achieved at a later date after the CHRMAP report is presented by the application of Option 4 without opening Estuary Way. The grassed areas would then need sectioning off with bollards to avoid short cuts and the potential of children being hurt. The road network can then be brought back to mirror the original before the erosion, giving all involved no room for query.

All residents within this affected area including myself and soon to be young family, have worked long and hard with much sacrifice over many years to get where they have in life and for most, their properties (their life investment) are all they have to show for it. This will be the home that will be bring up my family in. The options provided in the survey give no thought to this and are all aimed at pleasing the other residents of the area most of whom could take or leave it. However, when presented with a premature and ill-informed survey, they will just choose an option because it is

easy and they don't have to bother coming up with an idea of their own. These types of hasty decisions made on road networks before the real problems are addressed are the ones that we should be trying to avoid as has been clearly evident from previous experience which the City has been involved in.

Why should the non-affected residents of Drummonds have a road for convenience at the expense, both physical and financial, of the residents that are directly affected by all the suggestions in the survey? They have everything to gain with no repercussions and we have everything to lose. I really do hope these comments are heard in a mature and timely manner that can be a happy outcome for all if the above is also put as an option to the public with the thoughts of families with young children that live in the community.

As a 50% owner of 17 Lots within the Bayside Subdivision and Lot 142 Hillview Drive, I wish to make the following comments. I do not believe that there needs to be a connection between Drummond Cove Road and Whitehill Road and that Drummond Cove Road should be constructed with a cul-de-sac. Of the 5 options, I would favour Option 5, but I do not believe that this is necessary for traffic flow. The main traffic flow into the area is Glenfield Beach Drive which links to Hillview Drive and Whitehill Road. The next traffic link is Reef Boulevard where traffic will link to Hester Street. The third traffic link is Bayside Boulevard and Waterfront Circle and traffic will link to Hester Street or through the extension of Estuary Way. I believe that the erosion of Whitehill Road needs to be addressed and some method of stabilising the foreshore should be considered and undertaken so as to limit the amount of erosion of the foreshore. This could be done by the placement of rocks or the construction of a sea wall. In conclusion, we consider it more important to address the erosion problem along Whitehill Road with a minimal amount of monies used to cul-de-sac Drummond Cove Road.

The aerial photograph, which clearly depicts the significant amount of erosion of the foreshore and portion of Whitehill Road, is quite alarming. Having closely considered the various options presented in the survey, it is out opinion that Option 5 is the preferred option. Although ideally it would be good to see the reinstatement of Whitehill Road and associated foreshore, we recognise the significant cost impost of such an option. In fact, the first four options proposed would involve the expenditure of a large amount of money \$200,000-\$680,000. Option 5 will provide appropriate access to the southern portion of Whitehill Road, the John Batten Community Hall and foreshore via Estuary Way without having any disruptive impact on the residential amenity of the locality. The significant cost savings in pursuing this option could be hopefully utilised in addressing the erosion of the foreshore with either the construction of a sea wall, rocks or a small well-located groyne. The existing residents located on Drummond Cove Road to the north will still be able to gain easy and convenient access to the beach and foreshore down Drummond Cove Road, which could be easily cul-de-saced at Whitehill Road. Access to John Batten Community Hall is within easy walking/cycling distance, however car access if required, or deemed, necessary can be gained via Bayside Boulevard. This eliminates the need to open up Boat Cove Lane (Option 2) which would have the potential of becoming a shortcut-rat run that would have a negative impact on the existing adjoining residents.

I believe at best the survey was poorly thought through, questions loaded and even costings very questionable. Option 5 also does not serve the supposedly intended purpose so why? Proposing joining Drummond Cove Road to Waterfront Circle protecting coast further south with rocks where road is rebuilt to Waterfront and leaving a gap in the rocks will undoubtedly create more erosion directly where my home and others are. Even proposing this option and attempting to cost it before the CHRMAP report is out is fraught with danger as my house and Waterfront circle would be immediately if this option was to proceed! This is another thoughtless proposal, needless to say I would extremely strongly oppose this option! The coastal erosion is by far the biggest concern to me and others and I believe all available monies should be spent on coastal erosion not on pointless surveys with very poorly thought through options. I would like to see councillors dismiss the survey results as irrelevant and instead follow the CHRMAP report and its recommendations to protect our

coast from further damage. Roads can be rebuilt as part of the process if required long after the coast is protected. We have been missing Whitehill road for some years already, what's the rush now! Please do the sensible thing and fix our coast first!

In the event the survey is not dismissed I support rebuilding Whitehill road in its original position with appropriate coastal protection put in place before rebuilding the road. Trusting some common sense will prevail!

I would like to ask the CEO and all Councillors to reject any recommendations presented to them as a result of the recent Whitehill Road Survey, and direct the City to undertake more appropriate community consultation based on the following survey design flaws:

- Deception that the major issue related to the coastal erosion in Drummond Cove is road access. Coastal erosion, inundation and the risk of loss and/or damage to existing infrastructure, including homes is the priority issue. Please do not be misdirected.

- Misinformation indicating that there is not already access between Drummond Cove Road and John Batten Hall when there clearly already is.

My assumption is there is a group lobbying the City around road access between south Drummonds and the vacant crown land to the north of Drummonds, and for some reason this lobby group do not wish to utilise the existing suitable road infrastructure which already provides access to registered vehicles via the Highway (a mere 600m, utilising a dual lane, in a 90km speed zone). To this point, I would have to question why:

- Are there essential services at either south or north Drummonds that require a more direct/alterd access? ie: schools, hospitals, shopping centres?
- If it can be proved access to essential services are being impacted, would it not be more appropriate to construct a road via an existing road reserve (ie: a local traffic road adjacent to the Highway, or re-instatement of Whitehill Road on its original alignment) rather than creating new road reserves and increasing traffic flow through an existing residential area by:
 - 1) Opening a current no through road, which would require widening to accommodation dual flow traffic and footpaths, impacting those existing homeowners who built their homes in that location on the understanding it would remain a no through road.
 - 2) Construct a road over existing residential blocks creating a direct negative impact on the existing homeowners adjacent to those blocks, who purchased that land in the middle of a subdivision on the understanding that the adjacent blocks were zoned residential, and their homes would be surrounded by other homes.
 - 3) Construct a road within a designated drainage sump, hence exacerbating the impacts of inundation. With the addition of impacting existing homes to the extent that they would have road traffic both directly to the rear and the front of their residential properties when they also built their homes on the understanding that they were bounded by land reserved for a purpose other than a road reserve.

My suspicion is that this lobby group are presenting a masked argument quoting the importance of "road access" via the residential area to disguise their true agenda to gain access to the crown land to the north of Drummonds using either non-registered vehicles or using vehicles in a manner that would not comply with standard road safety rules.

Self-interest influencing by using statements suggesting re-opening of Whitehill Road on the original alignment would not be an option due to requiring "significant coastal protection works" stating that "Community consultation so far has indicated as a whole is not supportive of this approach" and "it would be challenging for Council to find the required funding.....".

- If there is data to support that the "whole" community was consulted about "coastal protection works", how does an 'indication' qualify as a decision not to investigate the most appropriate design solutions as part of the current CHRMAP process?
- How does any consultation result about coastal protection works correlate to re-prioritising of road access as the main issue?

- The "challenge" to "find the required funding" is not a reason to disregard a holistic planning approach to an area that has been identified at risk of erosion and inundation.

Hidden agenda's by indicating that the opening of Estuary Place is the only solution (ie: forms part of each option on the survey). Why would Option 5 at an estimated cost of \$50,000 even be considered as a "solution" to re-establish road access between Drummond Cove Road and John Batten Hall, when it doesn't actually connect to Drummond Cove Road, and would still require access via the Highway? The same result is already available using existing infrastructure on Hester, Stillwater and Waterfront Roads. Commentary on social media suggests that the City is seeking to correct a historic planning mistake to existing vacant land (not currently the subject of any development planning) and are using the excuse of the coastal erosion to rectify this and in the process negatively impacting existing residents. It would be more appropriate for the City to accept their mistake and enter into negotiations with the owners of this vacant land to find an acceptable solution without impacting existing surrounding homes.

In summary, whilst I commend the City for introducing an instrument which has created commentary around our coastal erosion issues and risks in Drummond Cove, I feel this survey is misdirected and has caused significant distress to homeowners directly impacted by the proposed options. I believe the CHRMAP process should be governing holistic long-term planning solutions for the already identified high-risk area at northern Drummonds. It is incomprehensible that the City should prioritise allocation of funds to create road access, within the present-day inundation and vulnerability zone (as indicated in the Inundation & Coastal Processes Study March 2016), when road access is already readily available and fit for purpose at no cost.

However, if for some reason logic does not prevail in dismissing this survey, I believe that Whitehill Road should be re-instated in its original alignment along with appropriate infrastructure to support it, and appropriate traffic management solutions that make the road more befitting controlled traffic flow in between two public open space areas (being the park areas and the beach).

Reluctant to use coastal reserve as should be left for public open space, walkway, footpaths. Lawn area, etc... The coastal erosion needs to be addressed ASAP regardless of where the road goes. It is encroaching at a fast rate with winter to come yet a rock wall may be an expensive option but it will be worth it long term.

Option 1 would create traffic in a built up area, kids everywhere, too much risk.

Comments opposed to re-establishing a road connection

Motor bikes will go flat along Whitehill Road.

There are only a dozen houses on Drummond Cove Road and since the road closure there has been less vehicle traffic which made it safer for our kids.

The roadworks money could be better spent elsewhere.

I would like to see sand replaced mechanically, removed from the sand dunes further north and placed along Whitehill Road is and when required to assist in replenishing the sand bar and protect the coastal reserve. Please provide details of any involvement of erosion due to Port, harbour and surrounding workings. Provide adequate signage and measures to keep all vehicle traffic off the land and reserves to protect what little is left.

The road on the southern end should stop just past Estuary Way and become a carpark, the same should be done at the northern end past the way along Whitehill Road. In between should be BBQ shelters so everyone can enjoy the outdoors and sunsets.

Whitehill Road should be closed off permanently at Drummond Cove Road carpark and Whitehill Road at the sewerage pump station and let the tides and sea find its own level.

Estuary Place should not be involved in any of these options. Access from Whitehill Road south to Waterfront Circle already exists via Hester Street and Stillwater Avenue.

<p>There is no need to connect the access road. The area has improved with the limit of vehicles. More community friendly.</p>
<p>The area is more community focused with the road closed. Friendlier for families and the reduction of traffic created a more responsible beach community.</p>
<p>Whitehill Road is a quieter road now and it's better that way.</p>
<p>This 'want' is totally unnecessary. I think too much money is being spent by the City on all coastal erosion sites based on poor planning and useless solutions.</p>
<p>Estuary Way is a cul-de-sac on all Council plans. Our families have a larger financial commitment on the cul-de-sac Estuary Way than any Council proposal. The ink is hardly dry on the building approvals and you want to change the cul-de-sac to a main road. You would have to be joking. Whatever is done except a rock wall and existing road how will Council stop people from parking, driving, motor bikes ripping up existing public open space and turning it into a dust bowl?</p>
<p>Definitely would not like to see any further rock sea wall construction.</p>
<p>This is all stopgap measures by the Council after the horse has bolted. I also don't believe in sand nourishment. Any spare cash should be put into the purchasing of rocks only.</p>
<p>Protect our beach, protect our houses. Don't put a band-aid over the problem fix it now. Make the road and coastal protection for the future. Create a nice park and facilities for the residents and a local useable road for access that won't impact the beach. Regardless, we need to prevent coastal erosion in future and protect the beach and our park and properties in Drummond Cove as this is a result from the changes in town beaches i.e. Port area, Mitchell & Brown area getting the surge pushed further north.</p>
<p>As I don't live in the close proximity of the road I suggest the decision lies with the residents that live on the mentioned streets.</p>
<p>I would like to see the beach along Whitehill Road to Drummond Cove Road saved from further erosion. The public space along Whitehill Road should be an open space with BBQs, playgrounds, footpaths. Many families and walkers use this area for recreation. I personally prefer no access for vehicles. A beautiful well-planned park would add value to homes in our area. I would like to also see a fitness area established based on the equipment out front of Dome Cafe. I prefer vehicles wanting access to north Drummonds beach to use the highway onto Drummond Cove Road. Traffic through Drummonds has been quieter and fewer hoon drivers now use Waterfront Circle as a racetrack.</p>
<p>I think the more important issue is managing the coastal erosion within that area otherwise further roads and homes will be impacted resulting in further costs down the track.</p>
<p>As long-time residents of Whitehill Road we consider that opening it up to access the north beach allows for those looking to use illegal vehicles and/or under the influence of alcohol. Access already exists via highway which should satisfy people's needs. Money should be spent on erosion problem before road. Remove current restrictions and provide access to beach via Bayside and clean-up and protect what infrastructure is there currently before allowing access to potentially cause more erosion issues.</p>
<p>I like Whitehill Road closed as it slows down hoons and has dramatically reduced traffic flow. However, it would be convenient to connect Estuary Way to Whitehill via Option 5.</p>
<p>If the majority vote yes then the option I would prefer is Option 3 with a cycle friendly family/recreation friendly - traffic dampening 40km limit etc...</p>
<p>Don't like the idea of Whitehill Road being opened. I would like to see the current closure on the section of Whitehill Road maintained. Further protection for coast (i.e. like walls on the foreshore area). Revegetation and carparks at hall end upgraded. Carpark area at Drummond Cove Road end with no access to beach area at all (inside track utilised). Don't think Estuary Way should be connected as it will take away from tranquillity of the area and that is why local residents live there. Myself and my husband have lived in Drummond Cove for approximately 18 months and have fallen in love with the area due to its proximity to the most amazing coastal areas and access to beautiful bush areas and views of the Moresby Ranges. It is a small friendly community and feels</p>

very safe. We have just bought a property here and intend to reside in the area for many years to come which is why we feel strongly about valuable input to this survey. I would like to further expand on the survey as follows:

1. I think that the road should definitely stay closed between Drummond Cove Hall and the other end at Drummond Cove Road as it currently stands. This will afford greater protection to the already fragile coastline and hopefully discourage current practices that quad and trail bikes utilise.
2. I think that the City of Geraldton should then implement a rock wall structure (as has been completed on the foreshore area) in town to protect this area.
3. The open space can be well utilised to establish strategically placed BBQs and shelters for everyone to enjoy the ambience of the area without impacting on the local residents who have purchased homes on the foreshore area.
4. I don't think Estuary Way should be opened up as this is why people have bought there to enjoy the natural surroundings and enjoy peace and quiet, opening this up would interrupt their special lifestyle.
5. I think that the car park at Drummond Cove Hall end could perhaps be upgraded but is suitable to support visitation and that dirt area at the Drummond Cove Road end should be established as a more substantial car park area.
6. I think that further protection should be afforded to the coastal area at Drummond Cove Road end and that vehicle access should be totally blocked off onto the beach area. There is already an inland track which vehicles use and this should be the track people use rather than the beach area.
7. I also think that educational and interpretational signage could be installed in the area to educate the general public as to why it is so critical to protect our coastal areas i.e. habitats for bird life, animals and protection of the fragile eco systems that exist.

I thank you for the opportunity to be involved as feel it is critical to the whole process and certainly hope that the overall community reaction and response is positive.

I do not want more traffic flow on the street I live on.

Just leave road as is but maybe some rocks to stop further erosion damage.

General comments

Please don't subscribe to the very vocal and self-serving residents who live on the coastal verge who are happy to maintain no access.

The foreshore needs to be stabilised regardless of which option is chosen as the erosion will be ongoing.

If a boat ramp with breakwater was established Whitehill Road could be retained.

Council to act quickly and re-establish a road ASAP.

Would like to have a boat ramp that can launch 4m and over boats and stop wasting taxpayers money on putting sand on the problem.

It is disappointing the solution has not been actioned before now. I hope the progress is quick from here on.

The proposed boat ramp should be built north of Batten Hall therefore Whitehill Road would be regained for access and use existing park in between Estuary Way/Whitehill Road for parking of boat trailers. Also, use public beach in front of old camps that were pulled down and make this area a family beach area.

Need walkway and beach access all the way along with a cycle track and don't put up rates to pay for this.

This should have been dealt with years ago.

Please put infrastructure in place to prevent vehicle access on Whitehill Road reserve and beach between John Batten Hall and the carpark at the end of Drummond Cove Road to prevent their contribution to the erosion problem.

I personally think the whole Drummond Cove Foreshore should be repaired, not only have the Shire taken people's homes down on crown land but have left an eyesore on the whole area. Have a good think about your next move.
I believe steps should be taken to mitigate ongoing coastal erosion. Further, to enhance the Drummond Cove community the Foreshore should be developed (ie. parks, playground, BBQs). This may make the area more vibrant and attractive to property owners and renters.
Just do something please
The beach area still needs protection and re-establishment. We enjoy walking along this area knowing there is no traffic.
Need coastal protection to mitigate future erosion. Don't want to lose any more beaches.
Please do something to stop the erosion.
Whitehill Road should have had a rock wall installed upon first signs of serious erosion, I am disappointed in the decisions made by Council at recent times.
Council need to provide better value for money. At the moment service is poor. Not getting value for money from Council.
Something has got to be done urgently as the situation has got out of hand.
About time. This has taken way too long for all us ratepayers who actually live out here. Not on at all. We need access!
Providing options as you have helps make the decision easier and clearer in my head. Well done.
Look forward to this being resolved.
Imagine how much easier this all would have been if something had been done before the road was washed away. Common sense.
Repair as soon as possible been too long this whole process. Thanks.
We do matter and are part of Geraldton.
Fixing the road/making alternative paths is the first problem. However, we really need to put something in place for the beach and coastal area itself to reduce hazards, stop it looking like an eyesore and prevent further erosion. Very sad not having easy access to our beautiful beaches here.
With coastal protection implemented.
The area is still in port authority's area. Why aren't they responsible? The deepening of the channel made significant effects on the coastline. How about putting in the sandbags like they have done at Horrocks that has worked really well.
Our family would like to see the coastal reserve developed into a family friendly place, playground, sheltered seating and BBQ areas. The toilet block at John Batten Hall needs upgrading. They are rather dirty and dingy.
Please try and incorporate a boat ramp in this as well would be fantastic cheers.
Do not use sand nourishment practices anymore. This is a waste of taxpayer's money and does not work.
Please preserve the beach without motor vehicle traffic on the beach or rocks instead of beach.
No more rocks - sand bags to protect coast like Horrocks Beach.
Are there future plans for a small boat launch jetty area near Batten Hall that could double up as coastal protection rock wall in that area?
Let's find a good solution that does not cost the earth or affect people's properties.
Still need to stop the erosion whichever option is chosen.
I definitely do not want any option that requires rock groynes. To me the important issue is establishing a link to Drummond Cove Road.
No rock groynes or rock wall on the beach.
Rock walls have been banned in eastern states of Australia for many years because you lose access to beaches and are very unsightly. McQuade Dredging in Queensland use huge undersea sand bags to save beaches and stabilise beaches.
Please stop placing rocks on our pristine beaches.

Why has this taken so long?
In all the options there is no mention of rehabilitation of the section of Whitehill Road that is currently fenced off. It is assumed that the road material will be removed and suitable fill added. Will that be the case?
To be honest I don't really care. Maybe put the money towards creating a better space down that beach.
Immediate action needs to take place on Whitehill Road to stop the coastal erosion to save properties close by and also the sewerage system which is a major health concern, not to mention expensive.
The coastal erosion along this section of beach needs to be stopped as a priority also. It is also effecting the property values in the immediate area.
When are you going to do something about the erosion on the beaches in Drummonds including boat ramp? No point putting a new road that washes away again.
Please stop the erosion.
In other parts of Geraldton Council has spent considerable monies on coastal management strategies. In looking at the website and studies, Council must be more proactive in its long-term mitigation strategies for all its ratepayers in Drummonds rather than 'quick fix sand nourishment' as has been in Drummonds. Apathy is not an excuse to do nothing here.
Pedestrian walkway between Waterfront Circle and Batten Hall.
As we are absent owners and our block is not yet developed and is high up we are at a loss to suggest an opinion. We assume Mr. Slatterly will be financing this project.
If the area is more user friendly it may encourage more interest in the area in terms of building/real estate.
Whitehill Road doesn't concern me but the location does.
I have lived in Drummonds for 15 years and this is a joke it needs fixing now. Get rid of all the fencing and give access back to us. The look of the fencing and cement blocks is driving people away.
Parking for beach access would be a good idea along this road.
Looking forward to having Drummond Cove Road carpark reinstated. Since the access points have been blocked our street (Quayside Vista) has become a rat run for off road bikes, vehicles, boat trailers at all hours of the day and night. Unfortunately they often drive straight past our house (we have two vacant blocks next to ours) to access the top of Drummond Cove. Absolutely sick of it.
Hurry up.
The road could have been maintained before the Whitehill Road eroded. The Council needs to consider the impact this has had on property value. There should be some work done to stop further damage to our coast. Not just band-aid approach.
Our family and friends can't wait to have access to the beach and carpark at the bottom of Drummond Cove Road. Please signpost as local residents only without having to go up past 440 Roadhouse.
With a savings of over \$630,000 from Option 4 maybe we could use the savings to develop the foreshore and toilet at Bayside Park.
A boardwalk as at Dongara to Port Denison would be the best option. No car access as signage like at Seacrest Way beach is no use. A boardwalk could be gradually extended all the way through to Sunset Caravan Park attracting holidaymakers on a long walk, bike ride or dog walk to Drummonds and vis versa. Access to beach and small jetties for fishing included. This would replace the need for Batten Hall and play area giving enjoyment to all. It is silly to think the hall and play area will not be impacted by rising tides soon.
Consideration should be given towards moving John Batten Hall to a higher location.
Keep all vehicles off the beach along the entire length of Whitehill Road.
Why are the Shire wasting taxpayers and ratepayer's money on fencing the foreshore? Surely that money could be put to better use.

Foreshore reserve have planning for business opportunities café, restaurant, boardwalks, playgrounds, shade BBQ facilities all of which are lacking in this northern part of town.
One of the main reasons we chose our location of our residence was because of the convenience of access to the carpark and beach at the bottom of Drummond Cove Road.
Please include parking along Estuary Road so people may utilise the coastal reserve better.
The coastal erosion will still be a problem unless we rock wall that section however and this stage the shack site needs to be improved prior to this.
Please stop wasting money on sand nourishment.
Would like to see sealed parking at the north end of Whitehill Road or better still at the west end of Waterfront Circle in coastal reserve. Also would like a carpark at west end of Drummond Cove Road sealed.
Please, please, please, something needs to be done.
It would be great to have a proper carpark at Estuary Way.
Roadside parking along Estuary Way extension would greatly benefit park and beach users. This would be aesthetically pleasing for the waterfront residents.
Develop foreshore/walking path.
This area will require coastal protection to prevent further erosion regardless of road access. Where is the boat ramp going? Couldn't see it on the maps.
The access is a great idea, but erosion is still an issue that needs a solution. Also the residents who are directly affected should have more say in the matter.
Does Estuary Way really need to be connected? Why not use the existing Hester Street connection and make everything northeast of the hall a reserve, coastal protection and community area/nature playground? Options 1-3 are all acceptable and have the same outcomes for the wider community but has significant impacts on the residents in those streets. The option with the least environmental impact on property values and the most suitable in terms of sustainability, long-term planning and engineering should be selected.
Not sure of the point of building a whole new road (Options 1,2,3) when part of Whitehill can be rebuilt, the erosion would surely need to be stopped where it is anyway and a permanent solution put in place, meaning why not connect the road infrastructure already there.
Much of the north bound beach traffic currently cuts through vacant land opposite our house to Drummond Cove Road to access the beach north of Drummonds - includes quad bikes, 4wd and boat trailers and 4wd. Increases in summer and holidays. This needs to be blocked off if nothing else is done about the Whitehill Road connection. It is unsafe for children and residents of our streets and others enroute.
There has been way too much talk about this. We all in Drummond Cove pay rates, something has to be done sooner than later. No rock walls, will ruin the beach more.
The City of Geraldton does not care about Drummond Cove residents. They have acted too slowly.
Why has this taken so bloody long?

Comments unrelated to the survey

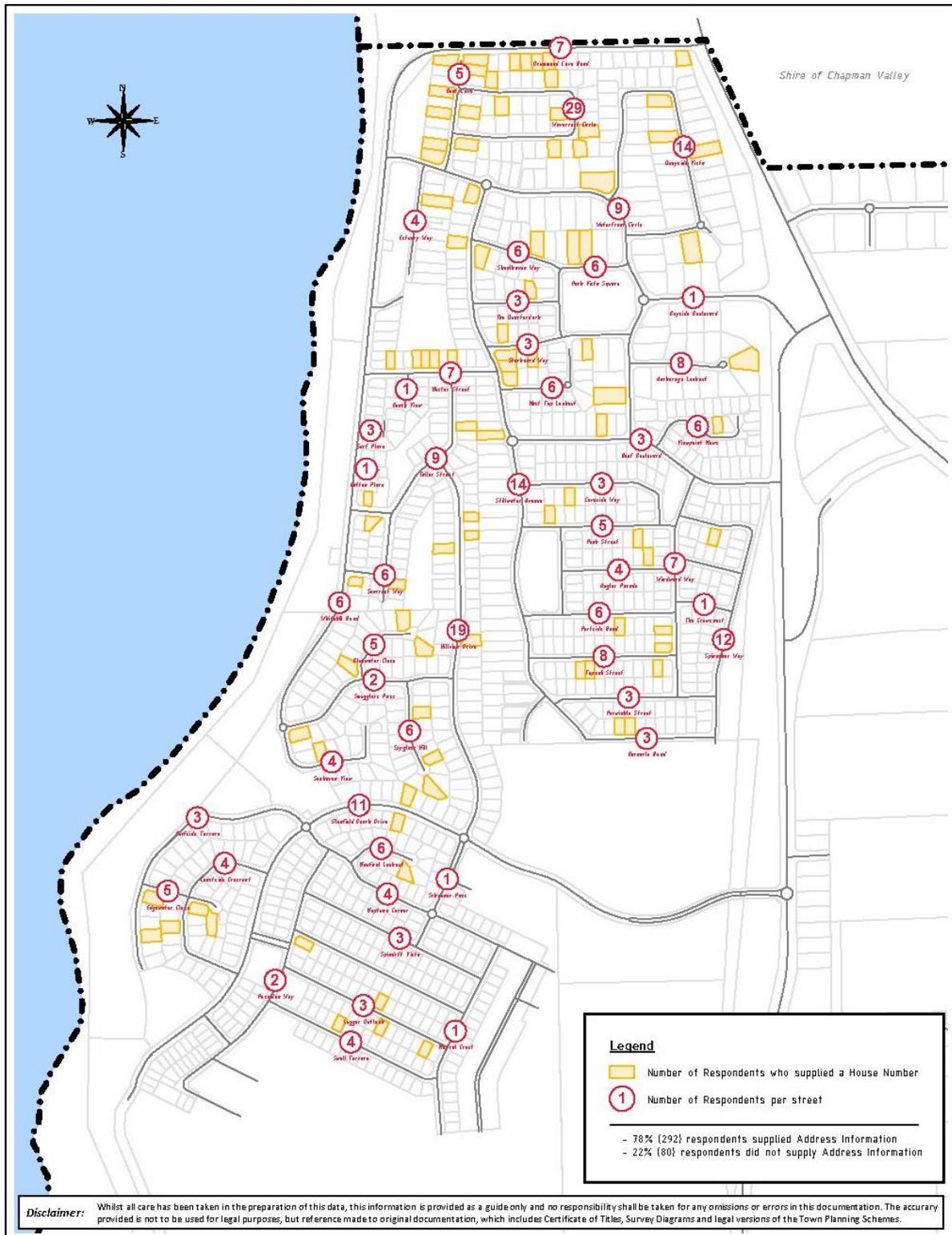
I don't believe the Drummond Cove Progress Association views are the views of the majority of the community.
A tavern with a restaurant, newsagent and post office would be nice too.
To look at a bike/footpath that runs along the highway and connects to sunset.
Can something be done to the bushland along Barnacle Road as it is becoming a fire hazard and rubbish dumping ground?
Please put streetlights along Chapman Road-Rum jungle, as it is so dark and unsafe at night time. Especially on your own if you are female.

APPENDICES

APPENDIX 1: List of respondents by street

Street Name	No. of Responses	No. of properties per Street	% per street
Anchorage Lookout	8	13	62%
Angler Parade	4	14	29%
Barnacle Road	3	10	30%
Batten Place	1	4	25%
Bayside Bouelvard	1	7	14%
Beach View	1	6	17%
Bluewater Close	5	16	31%
Boat Cove	5	6	83%
Coastside Crescent	4	27	15%
Coveside Way	3	25	12%
Drummond Cove Road	7	17	41%
Edgewater Close	5	8	63%
Estuary Way	4	11	36%
Glenfield Beach Drive	11	63	17%
Hester Street	7	13	54%
Hillview Drive	19	66	29%
Lugger Outlook	3	31	10%
Mast Top Lookout	6	17	35%
Mistral Crest	1	18	6%
Nautical Lookout	6	13	46%
Neptune Corner	4	30	13%
Park Vista Square	6	15	40%
Peak Street	5	16	31%
Perwinkle Street	3	23	13%
Portside Road	6	19	32%
Poseidon Way	2	33	6%
Quayside Vista	14	49	29%
Reef Boulevard	3	39	8%
Schooner Pass	1	13	8%
Seacrest Way	6	17	35%
Seahaven View	4	20	20%
Shoalhaven Way	6	10	60%
Smugglers Pass	2	21	10%
Spindrifft Vista	3	30	10%
Spinnaker Way	12	29	41%
Spyglass Hill	6	18	33%
Starboard Way	3	8	38%
Stillwater Avenue	14	37	38%
Surf Place	3	4	75%
Surfside Terrace	3	17	18%
Swell Terrace	4	30	13%
Tailer Street	9	25	36%
The Crowsnest	1	5	20%
The Quarterdeck	3	8	38%
Topsail Street	8	26	31%
Viewpoint Mews	6	30	20%
Waterfront Circle	9	31	29%
Wavecrest Circle	29	48	60%
Whitehill Road	6	30	20%
Windward Way	7	26	27%
SUB-TOTAL	292		
No Address Info Supplied	80		
TOTAL	372		

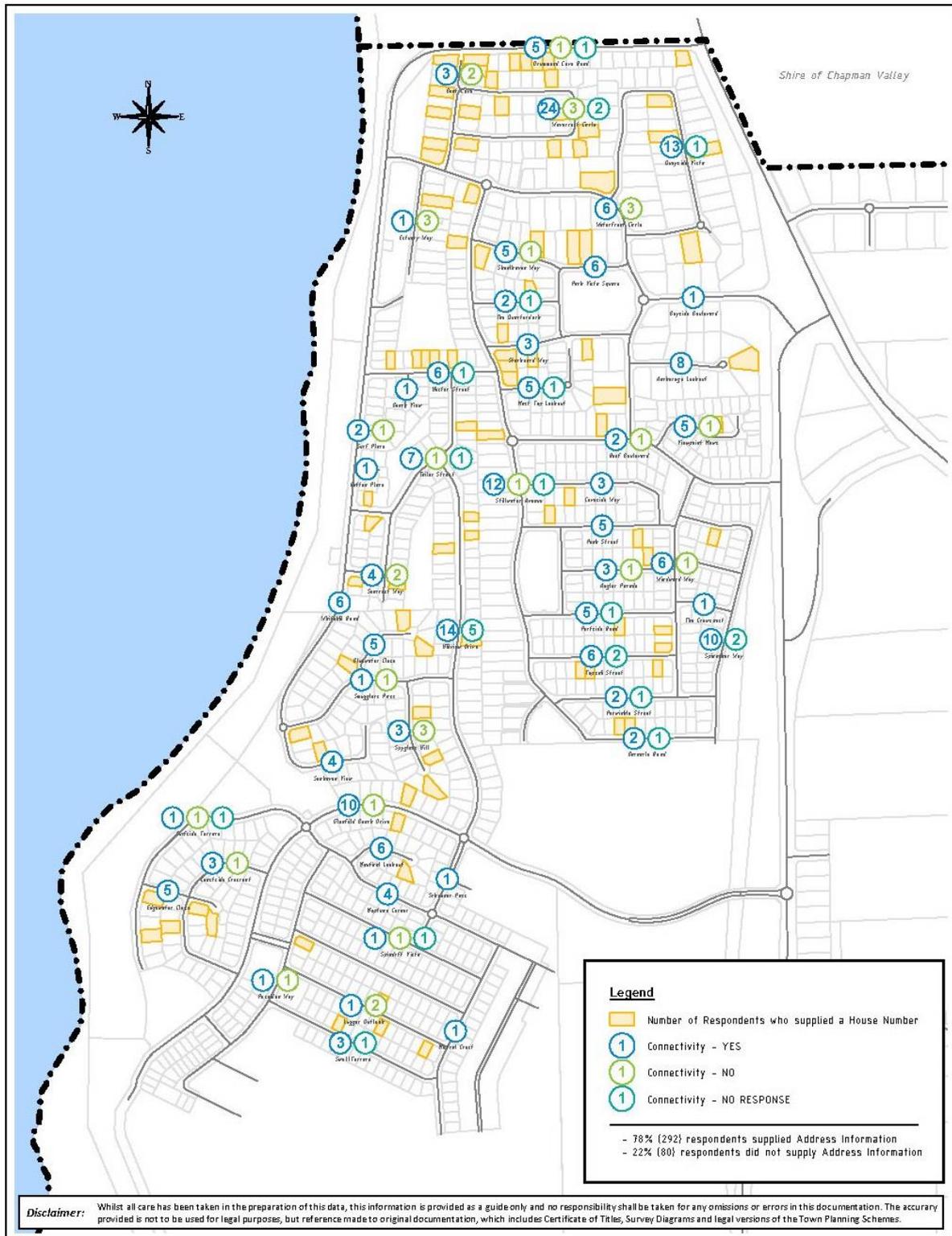
APPENDIX 2: Map of respondents by street



APPENDIX 3: List of respondents by street in favour of or against connectivity

Street Name	Yes	No	No Response provided	Total
Anchorage Lookout	8			8
Angler Parade	3	1		4
Barnacle Road	2		1	3
Batten Place	1			1
Bayside Bouelvard	1			1
Beach View	1			1
Bluewater Close	5			5
Boat Cove	3	2		5
Coastside Crescent	3	1		4
Coveside Way	3			3
Drummond Cove Road	5	1	1	7
Edgewater Close	5			5
Estuary Way	1	3		4
Glenfield Beach Drive	10	1		11
Hester Street	6		1	7
Hillview Drive	14		5	19
Lugger Outlook	1	2		3
Mast Top Lookout	5		1	6
Mistral Crest	1			1
Nautical Lookout	6			6
Neptune Corner	4			4
Park Vista Square	6			6
Peak Street	5			5
Perwinkle Street	2		1	3
Portside Road	5		1	6
Poseidon Way	1	1		2
Quayside Vista	13		1	14
Reef Boulevard	2	1		3
Schooner Pass	1			1
Seacrest Way	4	2		6
Seahaven View	4			4
Shoalhaven Way	5	1		6
Smugglers Pass	1	1		2
Spindrift Vista	1	1	1	3
Spinnaker Way	10		2	12
Spyglass Hill	3	3		6
Starboard Way	3			3
Stillwater Avenue	12	1	1	14
Surf Place	2	1		3
Surfside Terrace	1	1	1	3
Swell Terrace	3		1	4
Tailer Street	7	1	1	9
The Crowsnest	1			1
The Quarterdeck	2		1	3
Topsail Street	6		2	8
Viewpoint Mews	5	1		6
Waterfront Circle	6	3		9
Wavecrest Circle	24	3	2	29
Whitehill Road	6			6
Windward Way	6	1		7
SUB-TOTAL	235	33	24	292
No Address Info Supplied	56	13	11	80
TOTAL	291	46	35	372

APPENDIX 4: Map of respondents by street in favour of or against connectivity





Whitehill Road Survey

Background

Coastal erosion is an issue facing many regions in Australia. Locally, Point Moore, Beresford, Bluff Point, Sunset Beach and Drummond Cove have all been impacted.

In early 2016, high tides and strong swells eroded Whitehill Road forcing its closure. In July 2016, the City began sand nourishment of the site, which was the community's preferred temporary solution to the erosion until a more permanent solution could be considered.



Why can't Whitehill Road simply be reopened?

Whitehill Road could be re-opened. However, doing so on its original alignment would require the construction of significant coastal protection works and reconstruction of the road, which would result in the loss of beach amenity. Community consultation so far has indicated, as a whole, the community is not supportive of this approach. It would also be very challenging for Council to find the required funding when the scale of coastal erosion facing the City is taken into consideration.

As such, the City is seeking community input on whether or not local residents want road access between Drummond Cove Road and John Batten Hall to be re-established, and if so, what should it look like.

Having your say on the options...

On the following pages, you will find maps detailing five alternative north-south routes and a short survey in which you can indicate your road realignment preference, should you have one. The results of the survey will be reported to Council to inform their decision.

Are there plans for the Coastal Reserve?

Into the future, the public open space around John Batten Hall and Bayside Waterfront Park will be included in the Parks Master Planning Project, which will guide possible amenity improvements of the area.

I need more information to make a decision

Reports and investigations on coastal erosion and mitigation options are available on the City website www.cgg.wa.gov.au search 'Coastal Erosion and Inundation Studies'. Alternatively, please contact the City's Engagement Officer Janell Kopplhuber on 9956 6945 or email janellk@cgg.wa.gov.au

Road Realignment Community Survey

1. Do you want the City to re-establish road access between John Batten Hall and Drummond Cove Road? (Please tick one box only)

- Yes
 No

2. If you answered yes to the first question, which option do you prefer? (Refer to maps on the following pages and please tick one box only)

- | | |
|-----------------------------------|---|
| <input type="checkbox"/> Option 1 | Connect to Drummond Cove Road via Estuary Way and a road through lots #240 and #246 |
| <input type="checkbox"/> Option 2 | Connect to Drummond Cove Road via Estuary Way and Boat Cove |
| <input type="checkbox"/> Option 3 | Connect to Drummond Cove Road via Estuary Way and extend across the back of the foreshore reserve |
| <input type="checkbox"/> Option 4 | Connect to Drummond Cove Road via Estuary Way and Whitehill Road |
| <input type="checkbox"/> Option 5 | Connect to Drummond Cove Road via Estuary Way and provide no connection to Whitehill Road |
| <input type="checkbox"/> Other | I want the road reconnected, but I don't like any of these options. |

3. If you chose 'Other', please provide details below:

4. Do you have any other comments?

5. To ensure residents throughout the area have provided feedback, please state your street of residence or property ownership and if you rent or own the property. Rent Own

For your convenience, you can drop off your completed survey at the John Batten Hall on Sunday 13 May 2018 from 1pm-3pm. Alternatively, you can use the postage paid envelope provided to mail your survey to the City or alternatively, you can drop off your survey at the Civic Centre located on Cathedral Avenue.

Deadline to mail or submit your survey is 5pm on Friday 25 May 2018.

* Every survey issued has a unique identifier. Only original survey responses are valid.

Possible North-South Routes

Option 1
Connect to Estuary Way and build a new road on lots #240 & #246
Estimated cost: \$370,000



Option 2
Connect to Estuary Way and Boat Cove
Estimated cost: \$200,000



Option 3
Connect to Estuary Way and extend across the coastal reserve
Estimated cost: \$420,000



Possible North-South Routes continued

Option 4

Connect to Estuary Way to access
Whitehill Road

Estimated cost: \$680,000

*This option requires coastal protection.



Option 5

Connect to Estuary Way provide no access to
Whitehill Road

Estimated Cost: \$50,000

