

City of Greater Geraldton Coastal Strategy and Foreshore Management Plan Schedule of Submissions					
Submission	Date	Submitter	Comment	Recommendation	Submitter
1	14/03/2023	Elected Member	Coastal Strategy Comment(s): That's a very easy to read and clear document. Well done to all.	Note submission.	Mayor Van Styn
			Foreshore Management Plan Comment(s): Just a possible Typo. Part B 1.2.1. The paragraph about Lucy's and Flat Rocks appears ambiguous to me. Are they in or out? Appears to be missing a "not"?	Uphold submission. Wording will be amended to articulate that these existing coastal nodes have been categorised into the coastal node hierarchy and level of service identified in this strategy, but note that they are described in the Council endorsed South Greenough to Cape Burney Coastal Strategy.	
2	13/04/2023	Community	Coastal Strategy Comment(s): More revegetation and coastal trees. More revegetation. More revegetation.	Note submission.	Anonymous
			Foreshore Management Plan Comment(s): More trees. Local species to withstand our environment	Note submission.	
			Additional Comment(s): Use local species not ones for other areas	Note submission.	
3	13/04/2023	Community	Coastal Strategy Comment(s): When developing the hierarchy ensure that potential for impact to the areas are factored into	Note submission. Hierarchy has been developed and presented in the Foreshore Management Plan.	Anonymous
			Additional Comments(s): Multiple spelling and grammatical errors	Uphold submission. Documents will be proofread prior to presentation to Council.	
4	13/04/2023	Community	Coastal Strategy Comment(s): Goals are good - particularly Environment & Community goals. Community should have a goal to restrict vehicular access to sensitive areas where this degrades vegetation and/or negatively impacts native fauna.	Note submission. Improved vehicle management and access is advocated in the Foreshore Management Plan.	Anonymous
5	13/04/2023	Community	Coastal Strategy Comment(s): Please consider installation of an offshore groin as part of the investigate & assess stage. It will be expensive but maybe worth while.	Note submission. Coastal adaptation pathways and measures are identified in the Council endorsed Geraldton Coastal Hazard Risk Management and Adaptation Planning (CHRMAP) Report.	Anonymous
6	13/04/2023	Community	Additional Comment(s): Thanks for the opportunity. Given that Midwest Ports pays no property rates to the City, and that MWP accepts responsibility for its impact on our coastline through reclamation and dredging, please have a City motion put to Council to apply to the Port and WA Government for a coastal remediation levy to be applied per tonne of exports through the Port, where the proceeds of that levy are paid to the City for coastal remediation/repair.	Note submission. As part of the Port Enhancement Plan environmental review the impacts of port infrastructure was assessed. Midwest Ports Authority is required to bypass 12,500m <sup>3</sup> sand annually on an ongoing basis. Environmental levies to fund future coastal resilience and adaptation measures have been implemented by other coastal councils - but this applies to the ratepayer base.	David Caudwell
7	15/04/2023	Community	Coastal Strategy Comment(s): It appears that the Geraldton Shire does not follow its own goals in respect to the Coastal Strategy. Trucking sand from one location and dumping it at another with out science is not meet any of the goals. There needs to be independant studies carried out on an ongoing basis.	Note submission. As part of the Port Enhancement Plan environmental review the impacts of port infrastructure was assessed. Midwest Ports Authority is required to bypass 12,500m <sup>3</sup> sand annually on an ongoing basis.	Michael Lymn
			There has been no consideration into 4x4 access onto delicate beaches. Read the science as to the impact and to locals 'that have been doing it all me life'!!! If you let vehicle access to vehicles where people are in the area then what safety/monitoring actions does the Shire do?	Note submission. The City has installed signage in line with the National Aquatic & Recreational Signage Style Manual to identify and provide information on beach hazards to beach users.	
			Environment is number one. But there is no actions carried out by the Shire that reflects this. Very little consultation with users and rate payers. Vehicles do not mix with environment. If you follow the guidelines it would be positive but there has been no indication that the Shire will follow there own strategy. I have had discussion about this with Shire staff and they have played the head in the sand and say there hands are tied. Just follow your own documents and plans would be a good start.	Note submission. The City has completed the majority of the actions identified in the previous Foreshore Management Plan and will be developing Coastal Node Master plans - as recommended in the updated plan.	
			Foreshore Management Plan Comment(s): The words are good. Lets put the science in place and inform everyone what the outcomes are. Why do you need vehicle access to beaches within the Geraldton area and where is the science that it does no damage.	Note submission.	
Additional Comment(s): Follow them	Note submission.				
8	16/04/2023	Community	Additional Comment(s): No more rock groins - these only worsen erosion in other areas. no more dredging and no more sand dumping	Note submission.	Anonymous
9	16/04/2023	Community	Coastal Strategy Comment(s): Seems to be going in right direction	Note submission.	Connie Sullivan
10	17/04/2023	Community	Coastal Strategy Comment(s): Yes block the beach at the south gate to stop 4x4 getting through at west end point moor and open the outhouse 2 up good family area	Note submission.	Allan

11	18/04/2023	Community	Coastal Strategy Comment(s): Goal 2 is not being managed effectively because of arbitrary and non quantitative assessments	Note submission. The City regular undertake community surveys which provide quantitative feedback.	Anonymous
			Aboriginal Cultural Heritage requirements on the foreshore that is regularly changing sounds absurd.	Note submission. Aboriginal Cultural Heritage management is a requirement of the Aboriginal Cultural Heritage Act (2020).	
			Define coastal node hierarchy and what does level of service based social/demographic change mean - bureaucratic jumbo jumbo.	Note submission. The Coastal Node Hierarchy and Level of Service is defined in the Foreshore Management Plan.	
			Who are the community "stakeholders" and how are they selected and what collaboration power do they have in decision making.	Note submission. Community stakeholders are everybody in the community with a stake in a particular space or place. The City uses the International Association for Public Participation (IAP <sup>2</sup> ) spectrum to engage with the Community.	
12	18/04/2023	Community	Coastal Strategy Comment(s): Do not remove natural vegetation. Add more vegetation of the sort that is currently there. Establishing a monitoring framework is a great idea.	Note submission.	Mrs L Lutz
			Make sure that your stakeholder group includes all age groups. Remember that our natural environment is unique. But anyone can have a plastic fantastic duplicate of everywhere else.	Note Submission. The City uses the International Association for Public Participation (IAP2) spectrum to engage with the Community.	
			Environmental scientists are qualified to access the area and advise what endangered species may or may not be present and how best to preserve them. Aboriginal people are frequently excellent rangers for monitoring and carrying out the necessary work in conjunction with these scientists.	Note submission.	
			Foreshore Management Plan Comments: Revegetation and removal of invasive species like Golden Crownbeard and Box Berrythorn are excellent ideas. Preservation of the Blue Wren habitat, should have been done before so much of it was destroyed between the ocean and Chapman Road.	Note submission.	
13	20/04/2023	Community	Coastal Strategy Comment(s): No mention of critical habitat for fauna and flora: its their home and some species are threatened such as Australian sea lion. This should feature in the objectives to raise awareness and set the tone.	Note Submission. The objective of Goal 1 of the strategy is <i>to conserve and improve and resilience of the foreshores' natural environment value, including fauna, flora and landforms</i> .	Indre Asmussen
			Long term importance of coastal zone to Local Aboriginal people should feature in objectives.	Note Submission. The Strategy recognises the Mid-West Native title settlement, the establishment of the Yamatji Southern Regional Corporation, and the recently legislated Aboriginal Cultural Heritage Act.	
			Additional Comment(s): Lacks place based approach, feels like a generic cookie cutter coastal mgt strategy and plan.	Note Submission. The Coastal Strategy and Foreshore Management Plan allow for place based plans and actions (eg the development of Coastal Node Master plans - as recommended in the updated plan). The Strategy and Plan support existing place-based plans (eg Point Moore to Tarcoola Beach Foreshore Master Plan).	
14	21/04/2023	Community	Coastal Strategy Comment(s): The plan to continue to "develop" the foreshore ensures ongoing and increasing costs to the ecostructure of the area, including flora and fauna natural to the environment. It also ensures ongoing and increasing economic spending (rate payers money) to continuously battle natural change to the shoreline. Beach structures and non-natural structures and changes, including lawn and non-natural plantings should be minimised or excluded. The natural progression of climate change and the results of existing man-made changes will result in ever-increasing costs which will become inhibitive and will not be sustainable. The man-made changes will ultimately be overridden by environmental change. Any structures along the coast line should be removable and relocated as required to enable sustainable access that enhances the natural environment. Any strategy objectives should focus on future environmental change and avoid further man-made change that will result in damage to the natural environment and inhibit natural changes.	Note submission. Sustainability is a key driver for the Coastal Strategy and Foreshore Management Plan. Long term sustainable coastal adaptation pathways have already been identified in the Council endorsed Geraldton Coastal Hazard Risk Management and Adaptation Planning (CHRMAP)report.	Anonymous
			Pathways, car parks, lawned etc should be returned to natural environment to reduce cost to and enhance rehabilitation of the natural shoreline. It is going to experience natural change incoming years with water rise, climatic change and change which any island experiences. Replacing sand, building walls and groins and other expenditure will increase beyond sustainable levels. Non-native plant life inhibits rehabilitation of natural flora and fauna and affects the natural progression of environmental change which is essential to the natural environment over time. Any structures along the beach/shoreline areas should be removable and not permanent.	Note Submission.	
			The value of the shoreline and the beach areas is unestimable, and access will be made by the public regardless of the presence of lawn and man-made structures. The proposal to adapt a natural beach/shoreline environment provides the most economical solution to the public, and the richest environmental outcomes. Minimal vegetation management is required for natural environments. Any management of vegetation and fauna should focus on elimination of non-native species. Vehicles on the shoreline advance erosion, and damage the natural environment and should be limited to areas where there is minimal public use of the beach areas.	Note submission.	
			Additional Comment(s): Taking a natural approach would place Geraldton with the areas further north where untainted beaches are sought by the public. We do not have the same climate as the southerly areas Geraldton currently emulates with their foreshore and coastline developments. Neither do they have the funds to sustain such a plan in the long term. A return to a natural environment with minimal removable structures would ensure the beaches are able to undergo their natural changes while providing a natural experience to the public. So, the "undeveloped" beaches of Broome, for example would be an example of how a natural environment is preserved for the future.	Note submission.	

15	24/04/2023	Community	Coastal Strategy Comment(s): Enforcement will help with all the quad bikes and off road vehicles always driving on the beach and dunes. Non are registered. The community always enjoys gathering spots (picnic and dog walking) as opposed to parking lots. At least in Drummond Cove, the city has created its own coastal erosion problem with origin rocks at the John Batten Hall. Soft bags seem to help in all places	Note submission.	Linda Stott
			Foreshore Mangement Plan Comment(s): More signage for restricted area	Note submission.	
			Additional Comment(s): Enforcement of coastal abuse. Keep engaging community	Note submission.	
16	29/04/2023	Community	Coastal Strategy Comment(s): My understanding the sand flow along our coast is predominantly south to north. The midwest ports breakwaters and the redefining of it's channel (bathymetry) are the major player in Geraldtons northern beach erosion. The removal of lime sand for agriculture possibly the cause of major erosion to the south.	Note submission. The limesand extraction at Southgates is from a section of dunes that does not contribute to sediment feed for the Geraldton beaches.	Daryl Wilson
			1. I'm assuming the port will not be moved in our lifetime. As the sand moves predominately north why not begin hard rock groynes a shy north of drummonds and strategically work south on an as needed basis. Systematically allowing areas to rebuild the sand platform, protecting Geraldtons future. Sand bagged groynes have a limited life, not long term sustainability. Barrier type submerged groynes could also be installed to dissipate wave action. I personally believe the current fascine is not congruent to Geraldtons prosperity. Seperating the community from the beach, not really adding anything outside of protection. Creating submerged barriers would offer so much more, providing fish habitat, if built correctly on the northern beaches (protected from the south wind) waves for surfing and stand up paddle boarding. If built with enough thought and planning any beach groyne or submerged barrier reef would become a meeting/recreation place for residents and a tourist mecca that could propel Geraldton into a water sports future. Fishing, surfing, supboarding, diving, swimming. All very much part of Geraldtons DNA already even though we lack great waves and have little protection from the south winds.	Note Submission. The limesand extraction at Southgates is from a section of dunes that does not contribute to sediment feed for the Geraldton beaches.	
			2. Could moving sand mining to the north around the Buller river area inland sand dunes be an option to protect the south gates sand supply feeding our south beaches? Building rock groyne areas in a strategic fashion at Point Moore and Seperation Point. While also including recreational activities and the environment as part of the planning. Fish habitat, surfing, diving, supping, wind and kite surfing, swimming, boat mooring, a boat launch? If we all think outside the box the potential is not limited.	Note submission.	
17	29/04/2023	Community	Coastal Strategy Comment(s): Use royalties gained from the mining of dune sands to protect Point Moore infrastructure that has been replenished from the dunes in the past. Climatic change and more frequent storms are a feeble excuse for bad decision making in granting a mining licence. IF YOU MESS WITH MOTHER NATURE, SHE WILL GET YOU BACK TWOFOLD!	Note submission. The limesand extraction at Southgates is from a section of dunes that does not contribute to sediment feed for the Geraldton beaches.	Anonymous
18	30/04/2023	Community	Coastal Strategy Comment(s): I would like to see all areas of geraldton managed equally and put strategies in place to build resilience in all areas and do not have retreats in place. Retreating is not fair to the environment nor is the ratings fair and equitable across whole of community. All areas should be serviced equally.	Note submission. The City has a Council endorsed Coastal Hazard Risk Management and Adaptation Plan that identifies the long-term coastal adaptation pathways for the Geraldton coastline.	Anonymous
			Why is and being removed from Pages, 2 -4 times per year, being dropped off in town, Where is the EPA and the science to support this? Council was aware that if they approved the Port that coastal erosion of town beaches would occur, yet they still went ahead with the port.	Note submission. As part of the Port Enhancement Plan environmental review the impacts of port infrastructure was assessed. Midwest Ports Authority is required to bypass 12,500m3 sand annually on an ongoing basis.	
			Surely the Sea rescue building and the lighthouse should be areas to also be protected - a retreat plan is not acceptable.	Note submission. The Department of Fire and Emergency Services and the Australian Maritime Safety Authority who own the sea rescue and lighthouse have been made aware of the coastal hazard reports to assess the risk to their respective assets.	
			Yes whilst we have a CHRMAP where are the other equally important environmental studies, such as rs Marine Environmental Quality, Benthic Communities and Habitats, Marine Fauna, Landforms, Inland Waters Environmental Quality, Terrestrial Flora and Vegetation, Terrestrial Fauna and Social Surroundings, as per the EPA. Particularly as some people in Geraldton do not believe that driving on the beaches causes and damage. When science has proven otherwise, it is well know that driving on beaches damages the structure of the beach and tyre tracks allow water to flow in causing further damage to the fragile beaches, and also Council should be proactive and get with the times and ban all driving on all beaches subject to erosion and inundation	Note submission. Improved vehicle management and access is advocated in the Foreshore Management Plan.	
19	4/05/2023	Community	Coastal Strategy Comment(s): The goals do not include providing certainty and confidence for property owners who have property in or near the setback zones.	Note submission. The City has a Council endorsed Coastal Hazard Risk Management and Adaptation Plan that identifies the long-term coastal adaptation pathways for the Geraldton coastline.	Anonymous
20	5/05/2023	Community	Coastal Strategy Comment(s): Protect the beaches from erroison goal 2. Listen to what community needs.	Note submission.	
			Foreshore Management Plan Comment(s): Ensuring native fauna is preserved	Note submission.	
			Additional Comment(s): Implement a plan to divert traffic from Whitehill road and protect the Drummond Cove hall from erosion. Too also protect the water treatment plant.	Note submission. The City has a Council endorsed Coastal Hazard Risk Management and Adaptation Plan that identifies the long-term coastal adaptation pathways for the Geraldton coastline. This provides an adaptation pathway for Whitehill Road. The Water Corporation who own the water treatment plant are aware of the coastal hazard reports to assess the risk to their respective asset.	
21	5/05/2023	Community	Foreshore Management Plan Comment(s): To allow more areas to be accessed by disable people weather walking or wheelchair	Note submission.	Anonymous

22	5/05/2023	Community	Coastal Strategy Comment(s): If I was to factor in the claim we are in global warming or climate change, and see great mountains of ice melting and watch videos of islands disappearing, houses on foreshore cliffs falling into the sea, I would suggest a plan that parks, roads, houses on our own foreshore are moved back or left to nature to sort out. Or maybe build a multiple million dollar sea wall to save the park. I doubt planting a few bushes and watching what that does will cut it, but then, what do I know. I am no expert, and you can guess that, but I'd rather have a say in easy things like what city "decoration" or road painting you're going to bring to our city or things that make it actually better for ratepayers like verge collections and simple things like that. Just saying.	Note submission.	Kitty Boyes
			Anyway I don't know what a "Coastal Node Hierarchy" is nor a few other choice words you use to baffle the uninitiated. Can you not just simplify all those big words and tell it like it is? Like what you expect to be able to do, how much you expect it to cost and what you expect the outcome to be. Don't simply mention cultural and social values, instead tell us what you mean by those. Anyway. I'm sorry I had too much to say. Do what you need to do. We expect you will anyway.	Uphold Submission. The Coastal Node Hierarchy will be highlighted in the Foreshore Management Plan.	
23	5/05/2023	Community	Coastal Strategy Comment(s): Goal 1 is most important. Followed closely by goal 2. I agree with everything in point 5. Its especially important to keep weeds out of the sand dunes. Especially around Wimps beach in Beachlands, the weeds really take over.	Note submission.	Anonymous
			Foreshore Management Plan Comment(s): They are very well written and researched. I agree about the need to preserve all remaining vegetation areas. There is a lot of clearing happening in Drummond Cove for new housing right near the water that worries me. More bins, water stations and showers along the foreshore would be great. Especially as the walk from Back Beach along the path to point Moore has no water. The park across from the light house has a shower but still no where to get a drink.	Note submission.	
			Additional Comment(s): Please plant more trees along the path from back beach to the light house and put more resources into weed control. Beautifying the separation point lookout would be wonderful too. It has potential to have some grass and trees, picnic benches. The erosion at Point Moore worries me. I agree with the councils decision to close the beach off to cars. Please keep the beach closed and let the beach recover for as long as is needed.	Note submission.	
24	10/05/2023	Community	Coastal Strategy Comment(s): Goal 2- encourage environmental and social sustainable access to foreshore areas that protects and enhances the natural environment. Community - consultation with community to develop recommendations Economy - Ensure future development/infrastructure is climate proof	Note submission.	Anonymous
			Foreshore Management Plan Comment(s): Yearly reviews undertaken as and when issues arise that may affect the environmental sustainability of the site (e.g. erosion, storm damage, cyclone etc.	Note submission. Five yearly reviews are appropriate to allow implementation and monitoring of management actions.	
			Additional Comment(s): South Greenough to Cape Burney Coastal Planning Strategy not implemented - would like to see some management in this area, particularly in regard to vehicle management	Note submission. The City undertakes vehicle management over coastal areas under its control .	
25	10/05/2023	Community	Coastal Strategy Comment(s): Agree with all goals ENVIRONMENT: Goals are a monitoring framework: this needs to be established short term with Council and community as it is fundamental to coastal erosion measures. This includes monitor programs for marine debris, impact off road vehicles, protection seabirds, dunevegetation, eg. Monitor programs should be supported and implemented as priority and consistent over a long period.	Note submission.	Heike Witt
			Additional Comment(s): Thanks for the easily understood and consolidated strategic vision and opportunity to give feedback.	Note submission.	
26	12/05/2023	Community	Coastal Strategy Comment(s): I believe mother nature controls the environment on the foreshore (beaches) no matter what is actually driven on them. Access to the beaches should be fenced where applicable to reduce dune erosion but left open to allow access at own risk. Road rules should apply on beaches speed, drunk drive, seatbelts ,hooning etc. Access to beaches are a huge asset to this city for locals and tourists. I think it is all becoming a little to formal and should all come back to a common sense attitude a bit. Common sense is a big concern that has been far overlooked. Beaches change all the time.	Note submission.	David
			Foreshore Management Plan Comment(s): As for the foreshore in the city I think a fine job has and is being done. Beach driving on other beaches need to be used at the discretion of users own common sense and capabilities. I believe these beaches should remain open all year as they can be accessed to some extent most of the time and places where weather has made it not accessible is just a process of using your brain you were given to work it out.	Note submission.	
27	12/05/2023	Community	Additional Comment(s): GSCFMP seems on the whole fair and balanced. Every three yearly city planning reaccreditation is financially and paperwork wise burdensome for small business and the CGG. Don't let unnecessary bureaucracy "Due Diligence" get in the way of operations for Midwest foreshore small businesses providing for local/tourist opportunities. We understand the GCSI and FMP, we care for the environment, First Nations people, community and doing our but for the economy.	Note submission.	Keith Roffman

28	12/05/2023	Community	Coastal Strategy Comment(s): Need genuine planned mitigation strategies. Vague suggestion that Southgate Dunes "might deplete" when there is 150,000 tonnes of sand coming out per year. Community need to know how much is sold as Ag lime and how much is being used for replenishment. Beaches are of significant community, historic, and economic value to the area - more work needs to be done to prevent their complete erosion. Not just an adaptation strategy involving banning new builds in Point More (which hasn't been done since the 70s).	Note submission. The limesand extraction at Southgates is from a section of dunes that does not contribute to sediment feed for the Geraldton beaches.	Anonymous
			"Sustainable access" needs more focus on access. It is marginal to say that off-road driving is debilitating to coastal areas if it is being practiced on established routes. Vehicle accessibility should be a priority to make sure that beaches can be used as community and recreation areas.	Note submission. Improved vehicle management and access is advocated in the Foreshore Management Plan.	
29	12/05/2023	Community	Coastal Strategy Comment(s): Being able to take your vehicles on the beach is a big positive for the lifestyle here in Geraldton and the surrounds. Do not ban access. Invest more money in vegetation rejuvenation and section parts off at a time. Employ more rangers to ensure people using the beach for 4wding and camping are doing responsibly. Being able to access the beaches is something that has happened for decades here do not allow this to stop	Note submission. Improved vehicle management and access is advocated in the Foreshore Management Plan.	Anonymous
			Foreshore Management Plan Comment(s): Do not ban vehicles on the beach	Note submission.	
30	12/05/2023	Community	Coastal Strategy Comment(s): I believe the 4 Goals listed encompass key areas to consider in the management of the Geraldton coastal area. I must advise that I have specific concerns for the Glenfield and Drummond Cove Coastal area's and my comments throughout this survey relate to this coastal strip, however comments are relevant to other coastal areas.	Note submission.	Carolyn Pegler
			1. Environment - Establish a monitoring framework... Has one been developed for Drummond Cove and Glenfield? I have not seen any sign of this especially in the last few years. If this is/was happening you would be aware of the change in sea levels rising, narrower width of the foreshore beach, loss of coastal plants, coastal dunes being eaten away and ORV's pushing into coastal bushland.	Note submission. A coastal hazard monitoring framework is in already place for coastal erosion hotspots. The intent of the Coastal Strategy objective for a wider monitoring framework to include mor environmental values.	
			2. Community - population in the above locations has increased rapidly. The lack of ORV control seems to be why many come to the above areas however there seems to be little control of where they travel and how they are impacting on an increasingly narrowing and fragile coastline. Mixing ORV with a bigger population of beach users needs to be monitored and controlled especially but not only for the safety of beach users and their children and pets but to enhance a peaceful and safe environment for everyone to enjoy.	Note submission. Population in Drummond Cove and Glenfield localities has increased by 2.3% between 2016 and 2021 which matches the increase across the Greater Geraldton administrative area. Improved vehicle management and access is advocated in the Foreshore Management Plan.	
			3. Economy - Yes please seek funding to better manage the threats to coastal fore dunes and the danger of ORV's to beach users.	Note submission.	
			4. Leadership - yes consult with community but not necessarily the Drummond Cove Progress Assoc as many do not belong to or want to be part of an association these days. Common sense and best practice for the conservation of the environment and enhancement of peaceful and safe public open spaces not impacted by noisy vehicles (mainly fast moving trail bikes).	Note submission.	
			Foreshore Management Plan Comment(s): 1. Agree 2. 5 years is a long time for a review especially with the changing climate and sea levels and the impact of humans on an ever increasing fragile coastline. 3. Yes - protect what is there now and don't wait for it to be destroyed before implementing regeneration. 4. As mentioned above - 5 years is too long a gap. 5. Yes to all listed - particularly in the management of vegetation that exists but is at risk of the impact of the elements and ORV's.	Note submission. Five yearly reviews are appropriate to allow implementation and monitoring of management actions.	
Additional Comment(s): I have been a beach user (walking, swimming, surfing, and yes using an ORV to surf spots) since the early 70's from Flat Rocks to Bowes River (Northampton Shire). Over the years I have witnessed a reduction in beach width - especially the Drummond Cove fore shore, the coastal vegetation, and the collapse of fore dunes. I see an increase in the population and the use of ORV's and the total disregard some people have towards NO go areas (for ORV's) and the safety of beach users. Many places I have traveled to within Australia restrict ORV's to specific areas but increase parking facilities to encourage a 'Park and Walk' mentality. It seems some, but definitely not all ORV users feel it is their god given right to drive all over the beaches destroying new growth - check out the beach plants at Tailor Street access to see what I mean and the increasing push into the coastal bush at the bottom of Whitehill Road south - a possible blow out area in the future that could affect housing on the hill in the not too distant future. Please CGG cast your monitoring to Drummond Cove foreshore and all the way to Drummond Point and implement some strategies to restrict ORV's. Good Luck!	Note submission.				
31	12/05/2023	Community	Coastal Strategy Comment(s): Ridiculous keep it how it is stop trying to please greenies	Note submission.	Anonymous

32	12/05/2023	Community	Coastal Strategy Comment(s): Coastal erosion is not a unique situation to the Geraldton and Drummond cove areas altho it is happening in those places slowly. The same problem of erosion is also south of Fremantle all the way to Busselton, this to me indicate current changes and possible earth movements in the south sea area,These are a natural happening in nature. Ive noted erosion from the Metro beaches over many years even tho a vehicle band has BEEN in place for many years so I would suggest that its NOT vehicles that are causing a major indicator alone and is a multiple group of natural situations, its also worth considering vehicles are a consistent helping hand in fighting these changes as the multiple tyre COMPRESS the sands under foot and compound the hardness of soils..Latest research suggest that 75,000 years ago it was in fact 2 Deg HOTTER than present averages so ice melt etc would have been larger by volume as would the rising tides levels of today, every situation has a negative and a positive, and each side will produce their own scientific specialist to say their assumptions are the correct ones, only a 1000 more years will tell us.	Note submission.	Gordon Cassin
			Enviroment: the only way to totally protect the Enviroment is to remove human existence from the equation or embark on a flora enhancement program with suitable flora being introduced in mass numbers over a fibre web enforcement within a winter season, elevated walkways with observation hubs and rubbish collection bins along the way, Hubs to have tables and chairs and sun shelters.	Note submission.	
			Community: As I'm growing older I'm finding I'm spending more time at the beach and water line as my part towards a mild exercise program fishing occasional swim and just sitting and evaluating life all a part of my mental health. If the access to a beach is restricted to only foot traffic I feel I might as well give up life in this town sell everything and move on to another area, all my life I've had 4wd access and camped fished star gazed and defused the humdrum, I think a vehicle ban from south gates at south end of Glendinning rd to the Separation point look out could easily be controlled and closed(a open area of 250 yards) at separation point accessible balance north to 1/2 kilometre south of the light house closed would be acceptable, all front town beaches to the 1/2 kilometre north of Sunset beach caravan park than open to the shire boundary. as most of these beach areas stated as closable are naturally dangerous to unskilled 4wd operators and out side those areas skilled driver operators still have a challenge for recreational achievements. This would keep a balance of pleasure to 4wd operators and foot traffic swimmers alike protecting both their pass times.	Note submission.	
			Economy: Growing up in Geraldton I saved and worked for my first 4wd and over the years had both 2wd and 4wd vehicles to pursue those interests, if no access was granted I would have no purpose spending large chunks of cash on accessories for my 4wd plus the vehicle and than camping gear and angling gear including boats and trailers, over all the cost of 4wd camping etc can run in excess of 100,000\$ and if you look at how many locals have a registered 4WD runs into millions of dollars each year on new and 2nd hand equipment, the closure would cripple some of the local car dealers agricultural deals bike dealers sports stores for tackle boat maintenance shops etc, if these markets are to survive you must keep beach closures to a minimal and in the central area.	Note submission.	
			Leadership Indiginous Culture: Aboriginal culture is a priority and must be protected first and foremost however that I'm aware of there are NO true sites in the actual coastal strip area except in the Kalbarri national park and a feeding pile near Lucky bay. All people Indiginous and Non Indiginous have the right to enjoy the coastal strip. Conservation will change through the seasons like it has over thousands of years.	Note submission.	
			Foreshore Management Plan Comment(s): A more intense actual detailed plan is required before any plan is implemented and the public should have a far longer time span and notice to review inspect any possibilities, unlike this document seemingly arriving at short notice with a 2 day non productive time span.	Note submission. Public comment period was open for four weeks. The Foreshore Management Plan will allow the development and implementation of more detailed action plans.	
			Additional Comment(s): More thought required with a greater consultation with the real people who actually use the areas a HOW they impact they areas.	Note submission.	
33	13/05/2023	Community	Foreshore Management Plan Comment(s): Shower near dome to be replaced or fixed in working order it's nice to have one new one here there and then other ones left to rott can't they all be maintained and checked monthly.	Uphold submission. Whilst an operational matter The Foreshore Precinct team will inspect the shower unit and undertake necessary maintenance and prepare renewal nomination form for future budget consideration, if required.	Anonymous
34	14/05/2023	Community	Coastal Strategy Comment(s): Education and enforcement of vehicle use damaging dune systems. I live on Estuary Way Drummond Cove, daily, the dune systems gets damaged by 2 and 4 wheel motorbikes. From observation, less than 50% do the correct thing, the others, drive over and destroy any new vegetation. When the council last did sand nourishment, even the machine operators happily destroyed vegetation. when I approached them, they replied that it was not their problem. this is very frustrating when the strategy for my property is managed retreat. the Local Government seems to avoid any liability.	Note submission. Improved vehicle management and access is advocated in the Foreshore Management Plan.	Mathias Moerman
			Community engagement is very poor, especially for those directly impacted. I found out I wasn't going to be invited to a meeting with our local member of parliament because of our house location, this type of nepotism has to stop. Improve your community engagement process, especially with those directly impacted.	Note submission. Meetings arranged by other parties are outside of the City's control.	
			Foreshore Management Plan Comment(s): Build community resilience by education and enforcement of rules.	Note submission.	
			Additional Comment(s): Build community relationships by education, never have I lived in a place where the community spirit is so divided and unwilling to plan for the future.	Note submission.	
35	14/05/2023	Community	Additional Comments: Please reinstate vehicle access to the beaches at Point Moore, Explosives and Pages Beach.	Note submission. Improved vehicle management and access is advocated in the Foreshore Management Plan.	Anonymous

36	14/05/2023	Community	Coastal Strategy Comment(s): Thanks for the opportunity to provide feedback. Conserving and sustaining biodiversity of all flora and fauna seems to be a priority which is what I was hoping to view as a community member concerned for the environment.	Note submission.	Anonymous
			Foreshore Management Plan Comment(s): 1. Continued Vehicle access for small boat launching at Separation Point and maintenance of the access road should be prioritised. With the closure of vehicle access to Point Moore there is no access for launching small boats between the launch ramp in Town and South Gates. Severely restricting recreational fishing in waters South of Point Moore.	Note submission. Improved vehicle management and access is advocated in the Foreshore Management Plan.	
			2. Jarrah Street Node Due to extremely high usage of this Node area and beach access point I would like to request installation of traffic calming features adjacent Jarrah Street Node as excessive speed along this stretch of Willcock Drive is common and presents a danger to the public. Especially during high usage times during summer and most weekends.	Note submission.	
			3. Why has Jarrah Street Node been classified Medium (Retreat) Coastal Erosion Risk. It is adjacent to the highest dunes in the area.	Note submission. For long term planning and management, Coastal nodes have been assessed against the 2070 erosion line identified in the Council endorsed Geraldton Coastal Risk Management and Adaptation Plan (CHRMAP) Report . The Jarrah Street Node falls west of this line - hence its classification.	
			4. Greater emphasis should be given to Beach Access points, they should be maintained to a standard. Access points South of Olive Street through to Broadhead Avenue have received little or no maintenance in recent times resulting in residences in this area being inundated with sand and blow out of the dune system to the North of each path.	Note submission. Beach Access Points are not identified in State Planning Policy 2.6 Coastal Node Hierarchy. However, they have been specifically included in the City's Foreshore Management Plan and a level of service identified to allow a maintenance standard to be applied.	
			5. Removal of box thorns within the dune area should be prioritised as the box thorn provides a food and protective residence for rat infestations which spreads to residence.	Note submission. The City will continue its program of boxthorn control in the coastal zone.	
37	14/05/2023	Community	Coastal Strategic Comment(s): Goal 2: More needs to be done to control unlicensed vehicles. Education or legal enforcement to remove 4WD, quadbikes etc from destroying dunes and vegetation. Hooning on beach where people are walking should be banned	Note submission. Improved vehicle management and access is advocated in the Foreshore Management Plan.	Emily Sardo
			Goal 3: More community engagement to those directly affected by proposed changes. e.g. consultation with residents on Estuary way and Wave crest regarding boat ramp. Existing infrastructure needs to be considered before attempting to build a boat ramp in a residential area. When are results from suitability study as to whether Drummond Cove is even appropriate to build a boat ramp be discussed with residents, or will it be pushed through and end up like Jurien Bay?	Note submission. The boating facility is a State Election promise building on the Department of Transport's Mid West Region Recreational Boating Facilities Study. It is anticipated that the Department of Transport will make the suitability studies available, once complete.	
			Community surveys should be sent directly to those affected. Not everyone goes on the CGG website or Facebook. More effort should be made to survey the residents who are impacted.	Note submission. The Coastal Strategy and Foreshore Management Plan is for all people residing in the City of Greater Geraldton who use the coastal zone. Website, Social Media, and Newspaper adverts are appropriate ways to reach the this wide demographic.	
			Foreshore Management Plan Comment(s): How is vehicle management going to be policed.	Note submission. The City's Ranger Service team and the Western Australian Police have the powers to issue warnings and infringements. Improved vehicle management and access is advocated in the Foreshore Management Plan.	
38	14/05/2023	Community	Coastal Strategy Comment(s): Goal 1: Improved protection of the foreshores' natural environmental values. Goal 2: Ensure enabling any access to foreshore areas does not contradict Goal 1 and is underpinned by community engagement in the planning of both the design and the management of any access.	Note submission.	Alice Bishop
			Integrate CHRMAP report adaptation pathways, Midwest coastal weather cycles, and best practice fore-dune/dune recovery post storm surge into foreshore management of the coastal zone. CHRMAP does not inform on dune and fore-dune recovery cycles at Geraldton nor on the threats to recovery processes, eg. vehicles in dunes, in or near the fore-dune, or on the beach sand or wrack in front of the fore-dune, and decreased potential vegetation recruitment compared to the previous cycle.	Note submission. The Geraldton Coastal Risk Management and Adaptation Plan (CHRMAP) Report takes into account historical shoreline movements. Improved vehicle management and access is advocated in the Foreshore Management Plan	
			Leadership/indicator Stakeholders are engaged with at an appropriate level on the public participation spectrum ensuring Strategy GOAL 4: Leadership - Build community capacity, and confidence in coastal planning and management processes and activities.	Note submission.	
			Foreshore Management Plan Comment(s): Engage with the community with respect to all sites wherever applicable.	Note submission.	