

Shire of Wyndham – East Kimberley

Wyndham Boat Launching Facility

COUNCIL & COMMUNITY BRIEFING DOCUMENT

August 2020



COUNCIL & COMMUNITY BRIEFING DOCUMENT

Wyndham Boat Launching Facility



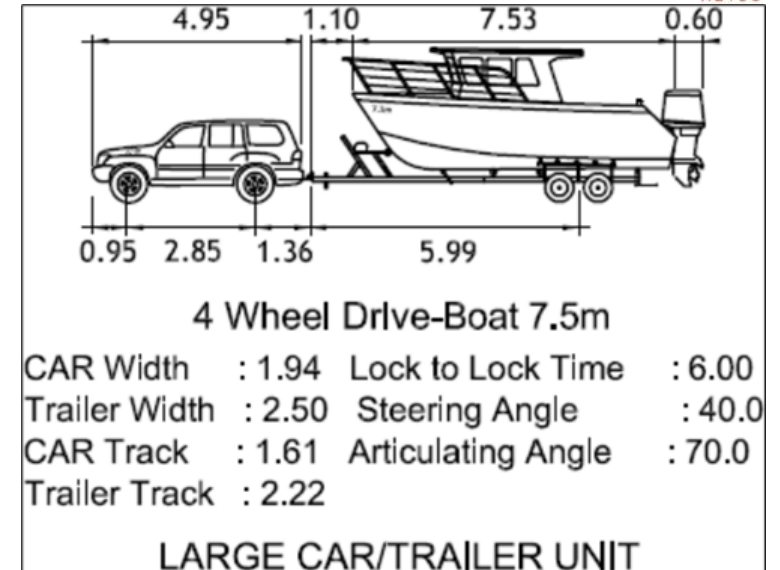
History of Community Consultation – Before 2020

- On 27th-28th of February 2017 Advisian conducted community consultations in Wyndham (27th) and Kununurra (28th).
- Represented were Chris Meisl (Advisian - Senior Marine Structural Engineer) and Mark Davidson (SWEK – Manager Engineering Services) they attended two stakeholder meetings to discuss:
 - How the existing boat launching facility is used;
 - Environmental conditions; and
 - Gathering community feedback on issues with existing facility and upgrades that should be considered in the concept options
- That feedback has been taken into account with the current scope being undertaken by WGA



History of Community Consultation – Before 2020

- Four (4) concept design options were developed in conjunction with upgrades to the landside trailer parking area; that is:
 - Option 1: Floating Pontoon Option.
 - Option 2: Fixed Sloping Jetty Option.
 - Sheltered boat ramp located at an alternative site considering:
 - Option 3: Sloped Revetments Option; or
 - Option 4: Sheet Pile Side Walls Option.
- All four (4) options were presented to the Stakeholder Advisory Group meeting on 27 March 2017, and then released to the community for their comment and ranking of their preferred option.
- This consultation was conducted through a questionnaire published on the Shire's "Have your Say" website page. The community feedback has ranked Option 1: Floating Pontoon Option, first.



- The boat ramps will be designed to allow for the use of:
 - 4 wheel drive car with a 6.5m trailer to cater for a vessel of up to 8.9m in length
 - This vehicle and boat trailer arrangement is similar to the East Kimberley Marine Rescue arrangement

Content – 2020 onwards

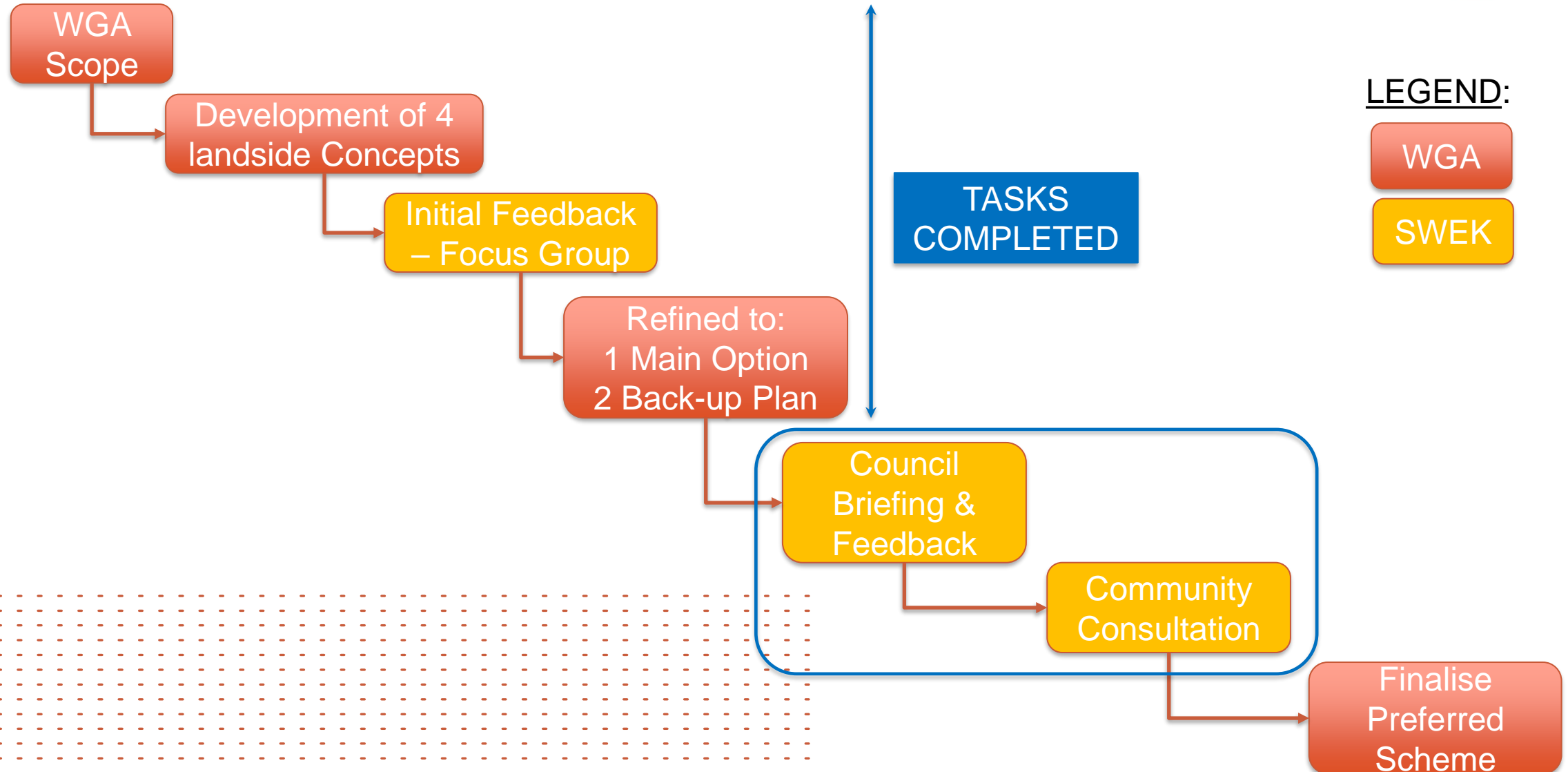
- 1) Development Process Diagram
- 2) Boat ramp and pontoons
- 3) Landside Concept Development Brief
- 4) Landside Development Optioneering & Feedback
- 5) Key Feedback Themes
- 6) RSL Memorial Park
- 7) Next Steps

- APPENDICES
 - Preferred Scheme

KEY PURPOSE OF THIS BRIEFING:

- **Provide update on project progress**
- **Briefing on Landside Development Options**
- **Invite Community Feedback**

1) Landside Process Diagram – 2020 onwards



2) Boat Ramp Concept – Key Features

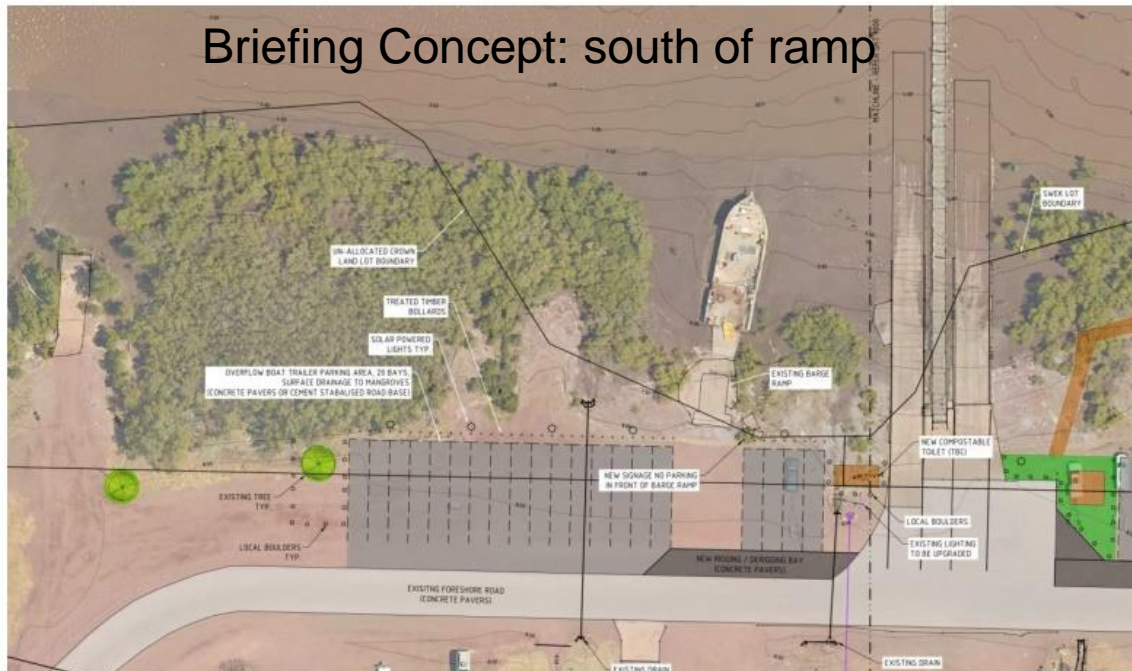


- PROS**
- Boat Ramps extended to launch boats at all stages of the tide – Northern Ramp replaced
 - Boats can be launched either side of pontoons – hence inboard piles
 - 3.5 m wide pontoons, 18m long, increased stability
 - Construction: Steel frames, GRP Grating, Aluminium Floats, Road transportable
 - Designed for float replacement if damaged

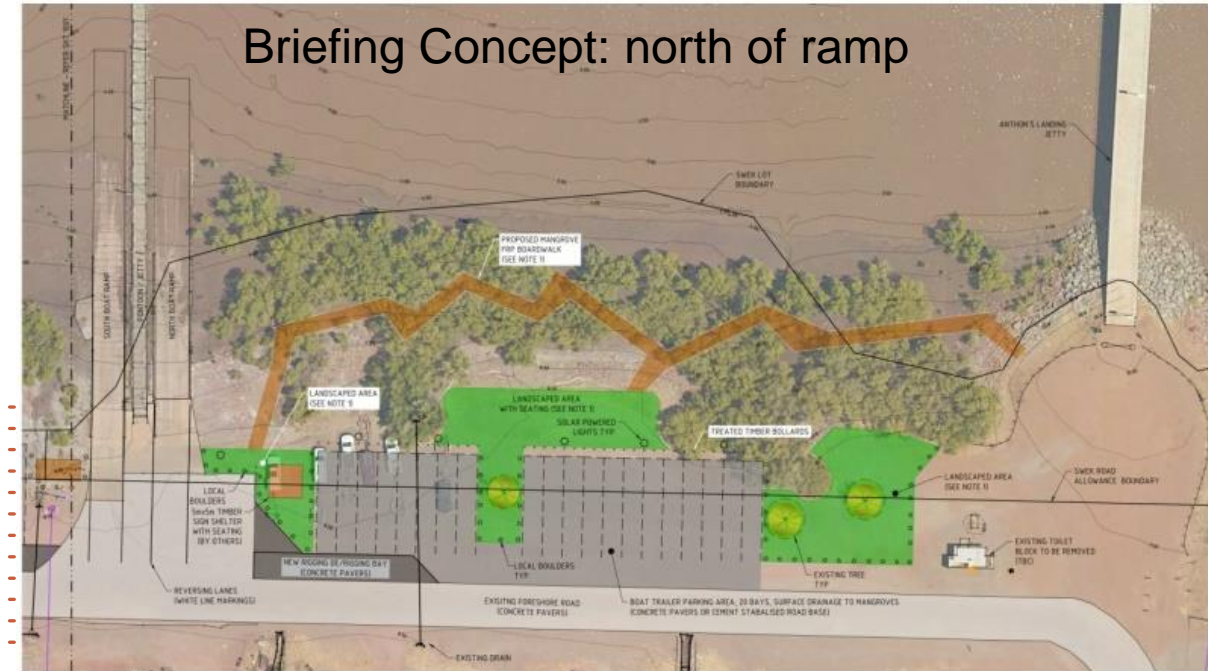
3) Landside Concept: Development Brief

- Manage traffic flow design considering boat ramp use considerations;
- Provide rigging / derigging bays, Car and boat trailer parking bays;
- Landside footpath connection between Boat Ramp Facility and Anthon's Landing Community Jetty
- Low maintenance softscape provision and hardscape elements
- Concept for 29 O'Donnell street inclusive of; ablution facility, link footpath, bench seating and low maintenance soft scaping - discussion.

Briefing Concept: south of ramp

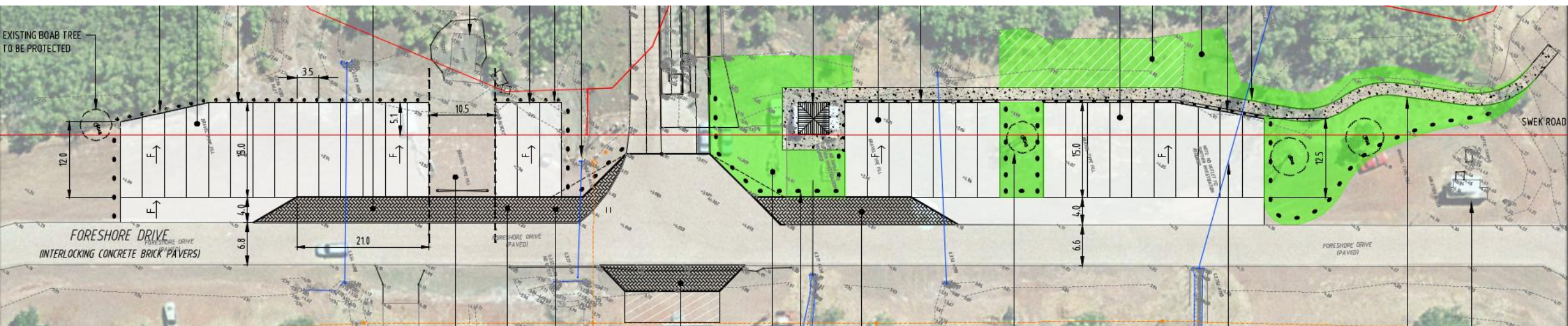


Briefing Concept: north of ramp



3) Landside Development Optioneering & Feedback

Preliminary Option Development - Option 1: 90 deg Bays – (Similar to Current Operation)



Pros

- Maximises the number of bays possible using the smallest area and retains all existing trees.
- Provides greatest efficiency in terms of manoeuvring around the site.
- Bays have been reduced in length at the southern end to avoid clearing the mangroves
- Does not require a turnaround implemented at either end of the road which may complicate the flow of traffic, cost more and take up room.

Cons

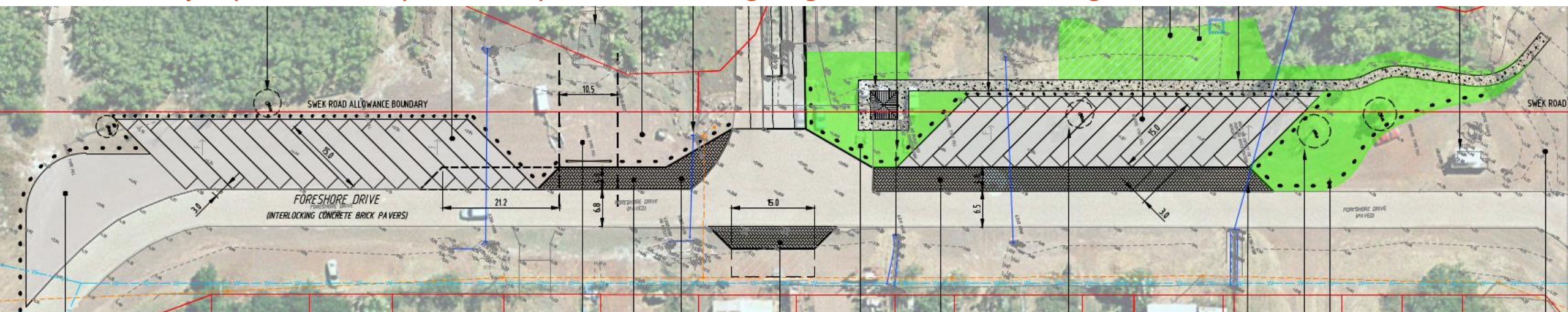
- Requires users to reverse into an active carriage way of Foreshore Rd which may be unsafe; however risk may be low due to low vehicle speeds and very good line of site vision and minimal traffic.
- Problem for those with larger trailers requiring more turning room.
- Derigging/rigging bays in front of the parking bays is a hindrance
- Encroachment over the SWEK Road Allowance Boundary.

INITIAL SWEK FEEDBACK

- On any given weekend there are 15-20 boats with trailers. Is there a need to create anything more than 15-20 bays, with the option to leave the southern side as an unformalised overflow parking for anything in excess of that?
- Derigging bays should be kept separate from parking bays to prevent potential accidents or traffic flow problems. May be best located south of the boat ramp.
- A footpath should be established, but should extend from Anthons Landing to the proposed ablutions at Lot 2 and linked to the DPaW sign areas.
- Could also indicate staged development for those items that will cost more or are subject to other actions occurring first, i.e. removal of ablution facilities, or any development proposed in UCL to be acquired.

3) Landside Development Optioneering & Feedback

Preliminary Option Development - Option 2 – 45 Deg angled, Not “drive through”



Pros

- 45 degree angled bays which reduces the overall width of the area required however achieves less number of bays.

- No encroachment over the SWEK Road Allowance Boundary.
- De-rigging bays separate from parking areas.

Cons

- After reversing out, vehicles will need to complete a turn around at end of road to get back to the boat ramp.
- Requires users to reverse into an active carriage way of Foreshore Road which may be unsafe; however risk may be low due to low vehicle speeds and very good line of site vision and minimal traffic.
- Derigging/rigging bays in front of the parking bays is in front of parking spots. Risk of reversing into someone's boat or being trapped, or blocking parking bays.
- Problems / complications with the direction of the parking bays.

INITIAL SWEK FEEDBACK

- Is there a need to create anything more than 15-20 bays, with the option to leave the southern side as an unformalised overflow parking for anything in excess of that?
- Derigging bays should be kept separate from parking bays to prevent potential accidents or traffic flow problems. May be best located south of the boat ramp.
- A footpath should be established, but should extend from Anthons Landing to the proposed ablutions at Lot 2 and linked to the DPaW sign areas.
- Could also indicate staged development for those items that will cost more or are subject to other actions occurring first, i.e. removal of ablution facilities, or any development proposed in UCL to be acquired.

2) Landside Development Optioneering & Feedback

Preliminary Option Development - Option 3 – “Drive Through Option”



Pros

- Forward out movement of the bays, allowing vehicles to drive out and around to get back to the boat ramp.
- Preference from a risk management and usability point of view. No need to reverse into an active carriage way and clear traffic flow provisions.
- This option eliminates the risk associated with reversing onto a roadway.
- Allows a long strip for rigging/derigging either side, due to cars only going forward and not back.

Cons

- This option requires the clearing of a significant portion of mangroves to the south.
- Will require the removal or relocation of the existing boab tree on the north side of the boat ramp.
- Encroachment into the high tide area. Maintenance would be costly and frequent in this location – depending on road treatment / surfacing.
- Encroachment over the SWEK Road Allowance Boundary.
- Would be the most expensive option.

INITIAL SWEK FEEDBACK

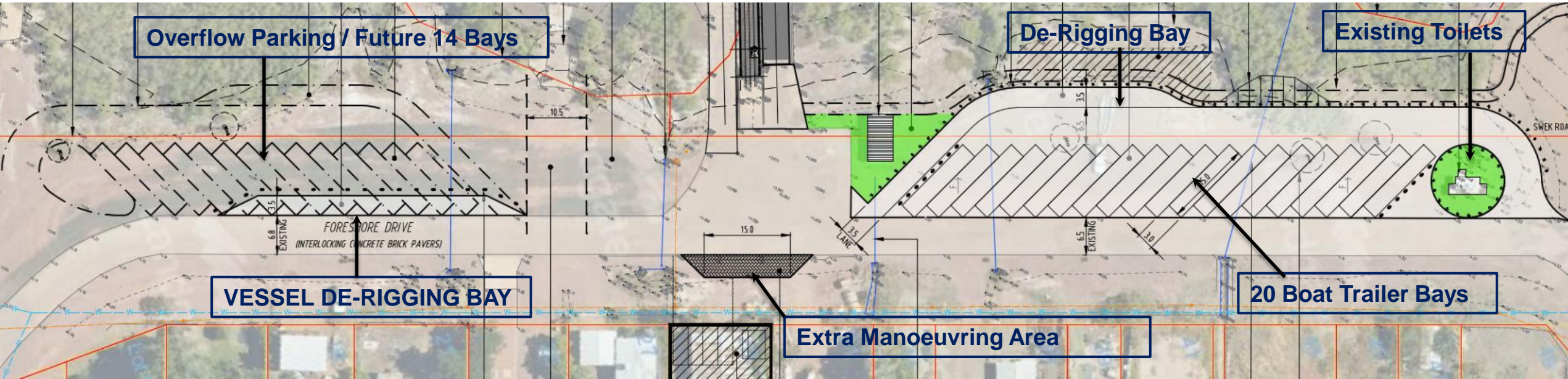
- This option is best for vehicle manoeuvrability but is the largest option in size.
- This set up allows for the de-rigging bays to be used with less interruption to those seeking to exit the parking bay, although still interrupts those looking to enter a bay.

4) Focus Group - Key Feedback Summary

- Both 90 deg (current scheme) and angled bays are workable
- Reversing out of bays into oncoming traffic should be avoided
- Angled Bays with “Drive through” capability strongly preferred from a safety point of view
- Derigging bays should be kept separate from parking bays to prevent potential accidents or traffic flow problems. Could be located south of the boat ramp.
- Reducing the scope to just 15 bays on the northern side would avoid the need to relocate the larger Boabs and the ablutions and would provide significant cost reduction.
- Southern carpark allows a staged development for those items that will cost more or are subject to other actions occurring first, i.e. removal of ablution facilities
- A footpath could be established, but should extend from Anthon’s Landing to the proposed ablutions at Lot 2 and linked to the DPaW sign areas.

5) Proposed Shortlist: Option 1: Main option

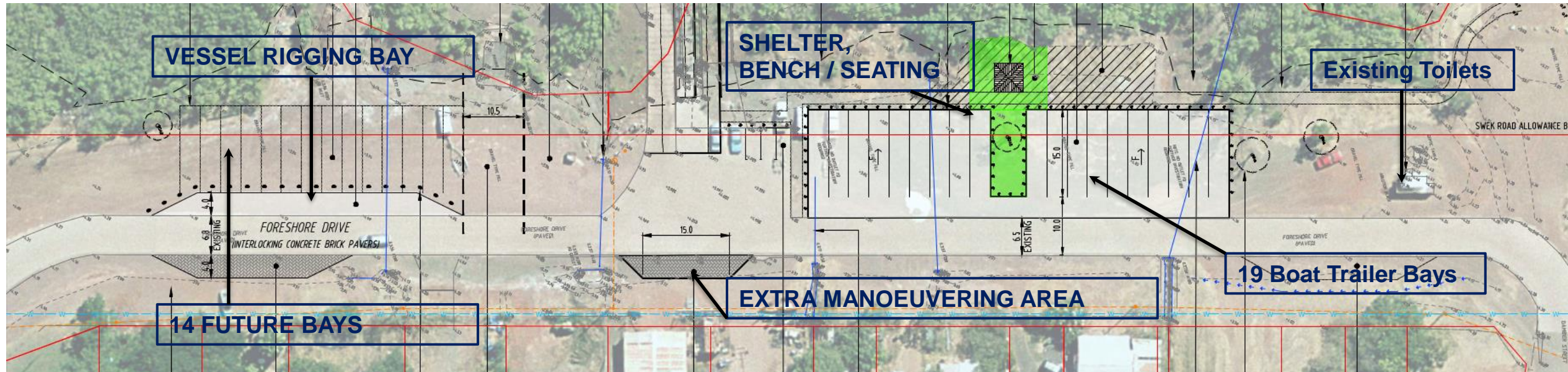
“Angled Drive Through” Concept – 20 Bays, staged



PROS	- This option can be a staged development.
	- Rigging / De-Rigging can be either side of the road.
	- No reversing into the road => Improved Safety
	- No likelihood of encroachment over the SWEK Road Allowance Boundary, in case southern car park becomes developed.
	- Forward out movement of the bays, allowing vehicles to drive out and around to get back to the boat ramp.
CONS	- More costly solution due to additional land needed for manoeuvring / circulation
	- Boab tree to be relocated

5) Proposed Shortlist: Option 2 – Reserve Option

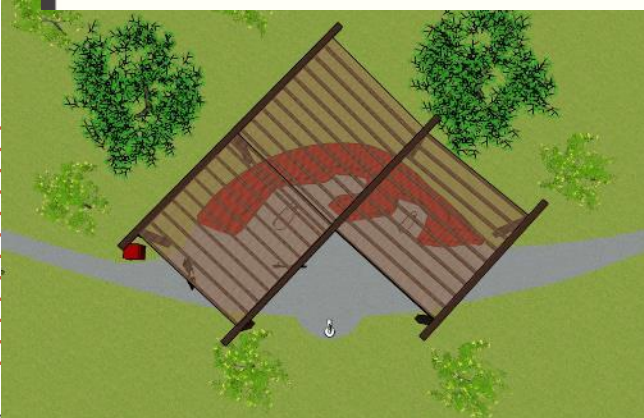
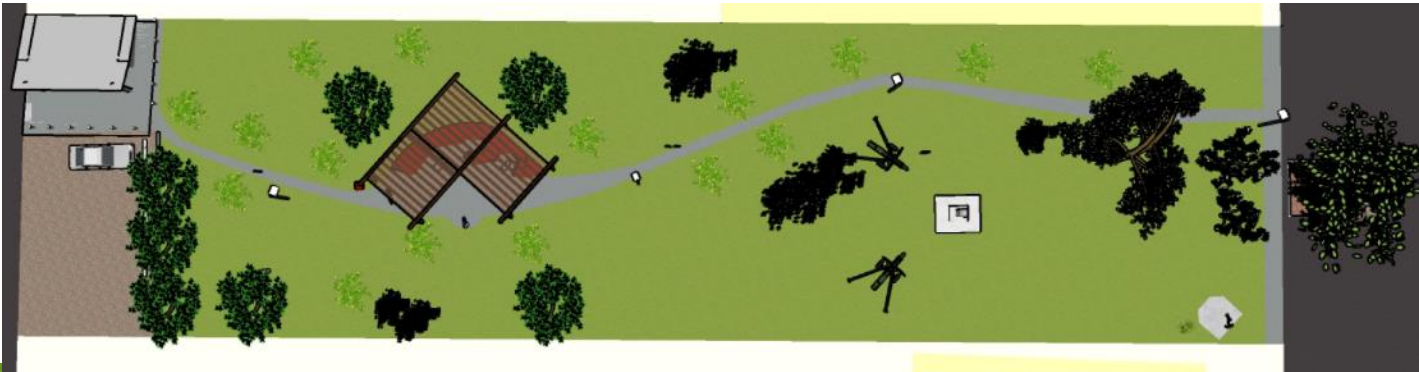
“90 Deg. Angled” Bays Concept - 19 Bays



PROS	- This option can be a staged development.
	- Rigging / De-Rigging can be either side of the road.
	- Does not require a turnaround implemented at either end of the road and provides greatest efficiency in terms of manoeuvring around the site.
	- Cheapest solution.
CONS	- Rigging / De-Rigging can be either side of the road depending on local circumstances
	- Requires users to reverse into an active carriage way of Foreshore Road => Key Feedback Theme from SWEK.
	- Encroachment over the SWEK Road Allowance Boundary for Southern Bays – to be resolved in Planning.

6) Initial Findings – The RSL Memorial Park

- The Shire has started the process to acquire the land located on Lot 2 Foreshore Road (opposite the boat ramp) to be retained as a **RSL memorial park**. A **proposed redevelopment** of the RSL Memorial Park is sketched below.
- It is intended to establish **new ablutions** within this lot.
- The Shire proposes to **remove the existing shed** to enable the construction of the toilets fronting Foreshore Road.

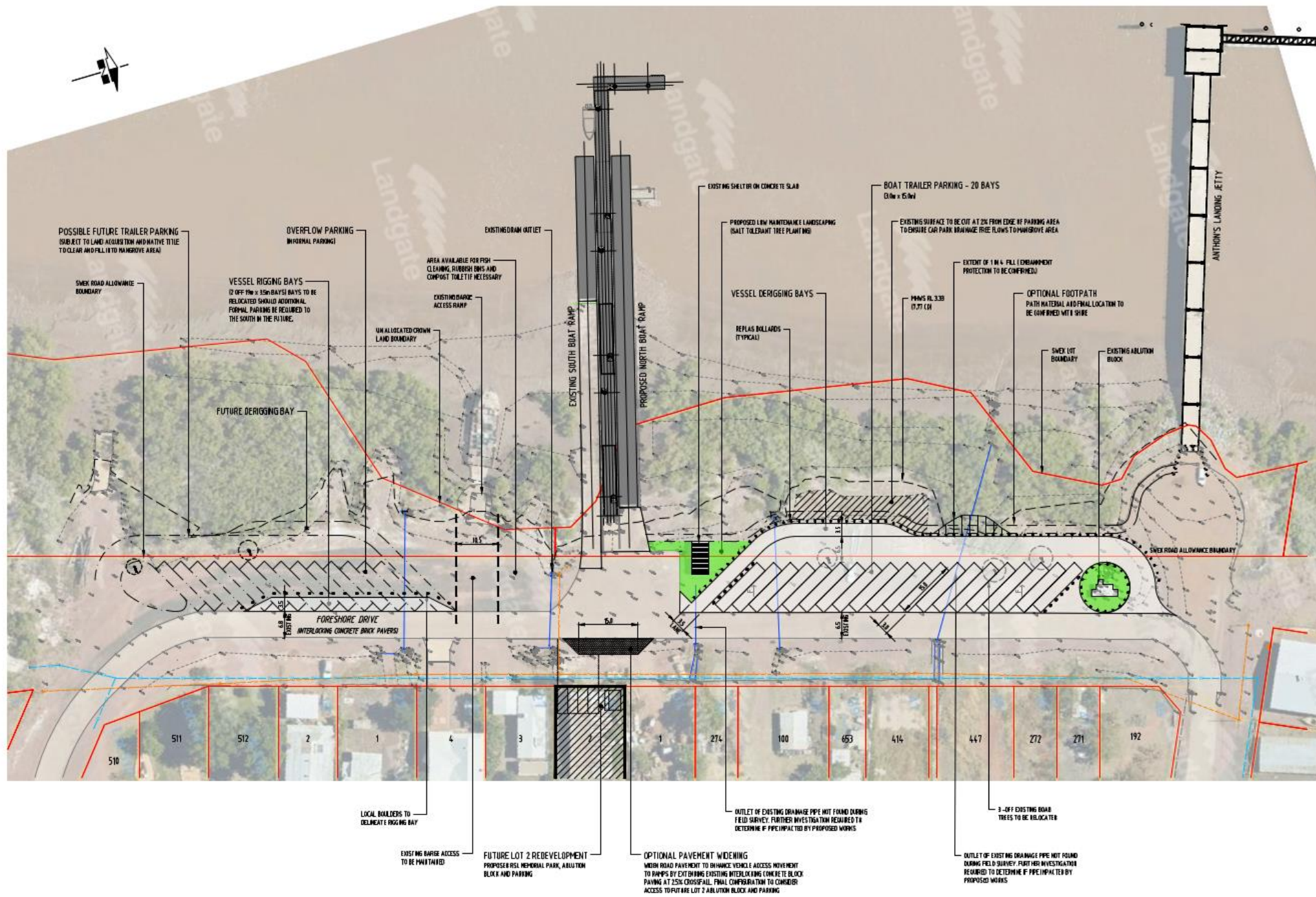


7) Next Steps

- Shire Review and Community Feedback - Support of Preferred Concept
- Work consultatively with SWEK to include RSL / 29 O'Donnell works
- Decisions on staged versus non-staged parking, e.g. North only, or North and South
- Resolve any outstanding Land / boundary Issues arising from accepted concept
- Permits and Approvals, to be managed by SWEK
- Discussions and agreement on road finishes and surfacing and line marking



- LEGEND**
- HARDSTAND AREA DESIGNATED FOR CAR AND TRAILER PARKING - MATERIAL TO BE CONFORMED (BRICK PAVING/COMPACTED GRAVEL/ RECYCLED CRUSHED CONCRETE)
 - W/ BRUCCING CONCRETE BLOCK PAVING TO MATCH EXISTING
 - PROPOSED LOW MAINTENANCE LANDSCAPING (SALT TOLERANT TREE PLANTING)

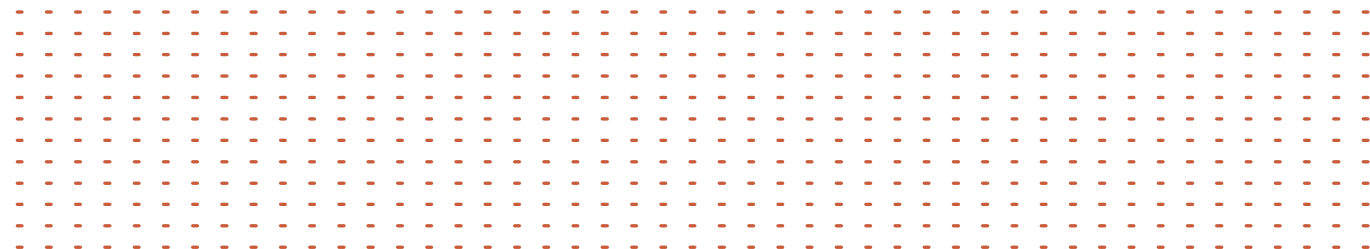


PLAN
SCALE 1:500



AUTHOR

Discussion and Feedback



**ADELAIDE**

60 Wyatt St
Adelaide SA 5000
Telephone: +61 8 8223 7433
Facsimile: 08 8232 0967

MELBOURNE

Level 2, 31 Market St
South Melbourne VIC 3205
Telephone: +61 3 9696 9522

PERTH

Level 1, 66 Kings Park Road
West Perth WA 6005
Telephone: +61 8 9336 6528

DARWIN

Suite 7/9 Keith Ln
Fannie Bay NT 0820
Telephone: 08 8941 1678
Facsimile: +61 8 8941 5060

WHYALLA

1/15 Darling Tce
Whyalla SA 5600
Phone: +61 8 8644 0432

NEW ZEALAND

4 Ash Street
Christchurch NZ 8011
Phone: +64 29 201 2996

WALLBRIDGE GILBERT AZTEC

www.wga.com.au

www.wganz.co.nz

