Executive Summary

The Coast Park Speak Out consultation was delivered from May to July 2013

Objective of the Coast Park ‘Speak Out’:
• Provide community members and groups with the opportunity to share ideas and deliberate on the future of Coast Park Grange to Semaphore Park.
• Gather community feedback to assist in the development of a set of principles and an ongoing consultation approach for the Coast Park project.

Engagement Techniques:
• An open consultation event on 4 June at Council featuring -
  o Deliberative presentations from stakeholders and community members.
  o ‘Speak Out’ consultation feedback stations in the internal street.
  o Interactive information display of the Pre-Consultation results in the internal street.
• Online consultation on Your Say Charles Sturt – open from 27 May to 14 June.
• Stakeholder workshops to develop a draft set of principles for the project.

Top Line Findings

A total of 329 community members participated in the Speak Out consultation.

A diverse range of concerns were expressed by community members in the consultation. Some key themes raised included:
• Protect and conserve the unique Tennyson Dunes. Upgrade the existing paths
• Concerns over possible cyclist/children/dog collisions on shared use path
• Path in grassed corridors could cause security problems for residents and impact local communities
• Military Road Coast Path – submissions were received that were supportive and against this proposal
• Disabled access to Tennyson Dunes – submissions were received that were supportive and against this proposal
• Maintenance issues associated with coastal pathway - sand on path dangerous for cyclists
• No coast path - leave the coast as it is
• Concern about local residents opposing the project
• Purchased property because of ‘exclusive beachfront’. Don’t want to lose it
• Concern that property values might go down because of Coast Park
• Listen to community views on the project
• A Reference Group should be established
• Consider ‘place-making’ approach to aspects of the project
• Council should ensure completion of the Coast Park project
• Council maintain control of the project and long-term local management of the Coast Park
Project Principles

A set of project principles were developed in collaboration with key project stakeholders:

- **Safety – Pedestrians**: The risk of injury to pedestrians using coastal reserves and paths is minimised.
- **Safety – Cyclists**: The risk of injury to cyclists using bike paths is minimised.
- **Access**: Access is provided to the coast to allow all residents to enjoy the views and obtain access to the beach.
- **Privacy**: The privacy of adjacent homeowners is maintained or improved.
- **Security**: The security of adjacent properties is maintained or improved.
- **Tennyson Dunes**: The biodiversity and heritage value of the Tennyson Dunes is protected and enhanced.
- **Value for Money**: The whole of life cost is minimised and balanced against other priorities.
- **Education & Appreciation**: The project enhances education and appreciation of the unique local environment and indigenous cultural heritage.
- **Community Cohesion**: The use of the coastal area as a meeting place for the local community is respected and encouraged, as is the involvement and work of volunteers.
- **Cycle Network**: The bike path is part of a well integrated cycle network that promotes cycle touring as a special experience.
- **Recreation & Amenity**: The amenity and recreational use of the coastal area is enhanced, with attractive park like features.

Attributes were also developed which describe the criteria for achieving: wholesale commitment of the principle, balanced consideration and neglect of the principle. They provide a framework for the option assessment.

Preferred Consultation Approach

Community feedback was supportive of the following consultation approach.

**Consultation Step 1 – Project Reference Group**

- Form a Project Reference Group, of maximum size of 20, consisting of members from key local stakeholder groups.
- Community Reference Group participates in monthly meetings
- Project Reference Group to:
  - Analyse community ideas and identify areas for further research (if required)
  - Participate in field trips and site tours
  - Develop a range of different concept design options based on community input to date
  - Refine design options and reach consensus on draft design options
  - Work with staff to refine design options
  - Assist in the planning and delivery of Coast Park Speak Out #2 (the next stage of consultation)

Council Staff to refine and cost up design options and report back to Council for endorsement to progress with the next stage of consultation.
Consultation Step 2 – Coast Park Speak Out #2

- Hold ‘Coast Park Speak Out 2’ (similar to the June event) to gather broad community feedback on preferred design option.
- Hold online consultation project to gather online community member feedback on preferred option.
- Mail out design options to 3500 residents and the project mailing list to gather feedback on a preferred option.

Council Staff and Community Reference Group to analyse consultation results. Staff to report back to Council on consultation results. Council to consider community views and endorse an option to progress to detailed design.

Consultation Step 3 – Close the loop

- Update local community members and people on the mailing list about final layout of detailed design plan.
# Table of Contents

1. **Background Information** ................................................................. 5  
   1.1 Pre-Engagement ............................................................................ 5  
   Summary of Consultation Ideas Raised ............................................. 6  

2. **Speak Out Consultation Approach** ............................................ 7  
   Speak Out .......................................................................................... 7  
   Stakeholder Workshops ................................................................... 7  

3. **Stakeholders** ............................................................................. 7  
   Project Catchment Area ................................................................... 8  

4. **Project Principles** .................................................................... 8  
   4.1 Project Principles - Results ....................................................... 9  

5. **Speak Out Event** ..................................................................... 12  
   5.1 Public Forum ............................................................................... 12  
   Public Forum – Results ...................................................................... 12  
   Forum Speakers ............................................................................... 12  
   5.2 Map Activity ............................................................................... 15  
   Map Activity – Results ....................................................................... 15  
   Key Issues Raised ............................................................................... 15  
   Full Comments .................................................................................. 16  
   5.3 Consultation Approach .............................................................. 24  
   Consultation Approach – Summary of Results .................................. 24  
   Consultation Approach – Full Results ............................................... 25  
   Reference Group – Preferred Structure .......................................... 27  
   5.4 Online Discussion ...................................................................... 29  
   Online Discussion – Full Results ....................................................... 29  
   5.5 Submissions ............................................................................... 42  
   Submissions – Results ....................................................................... 42  

5.5 **Event Evaluation** ................................................................. 58  
   Evaluation Results ........................................................................... 58
1. Background Information

Coast Park is a State Government initiative which, when finished, will extend along the metropolitan coastline from North Haven to Sellicks Beach. Coast Park provides an opportunity to develop a continuous public link in a park like setting along the metropolitan coastline, further enhancing public use and enjoyment of the coast. A significant initiative that lies within the scope of Coast Park is the development of a continuous shared use recreational path along the metropolitan foreshore which will cater for the use and enjoyment of people walking, jogging, cycling, skating, wheeling prams and wheelchairs. In addition to the path, the adjoining infrastructure and environment including landscaping, park furniture, traffic issues (where relevant) and artwork are incorporated as part of the project.

To date the City of Charles Sturt has completed or is currently constructing approximately 7 kilometres of the 11.7 km of Coast Park within the City. This includes completed sections from Bower Road to Recreation Parade, Terminus Street to Grange Road, Marlborough Street to Henley Beach Road, and from the River Torrens outlet to the Council boundary at West Beach.

Community engagement was conducted on three sections of the Coast Park project in 2012. These sections are:
- Henley Beach Road to Ozone Street in Henley Beach South – currently being constructed
- Recreation Parade to Third Avenue, Semaphore Park - to be constructed in 2013
- Grange Road to Marlborough Street, Grange - to be constructed in 2013

The final section of Coast Park is the 4.8km section running from Grange to Semaphore Park. Pre-Consultation was conducted with key stakeholders and community members in early 2013. An overview of the Pre-Consultation results is featured below.

1.1 Pre-Engagement

Early engagement is critical in building trust between community members and Council.

A series of pre-consultation meetings were held with key stakeholders and individuals interested and associated with the Grange to Semaphore Park section of Coast Park from mid-February to early April 2013. The purpose of the meetings was to:
- Develop early understanding of community sentiment and a range of concerns and aspirations for the Coast Park project
- Gather information from groups as to how they would like to be engaged in the project

A total of 81 people participated in the pre-consultation. People provided feedback via meetings with the Community Engagement Coordinator, phone conversations and email.

Overview of Themes Raised in Pre-Consultation:
- Frustration about lack of clarity with the future of this section
- Just say no – hand it back to State Govt.
- Just get on with it – stop wasting time
- Tennyson Dunes is a site of significant biological heritage and should be protected
- Significant flora and fauna within Tennyson Dunes
- Coast Park is an opportunity to show off and enhance Tennyson Dunes
- Current Tennyson Dunes footpath and lookout require maintenance and improvements
- Social problems in Tennyson Dunes
- Shared use path safety concerns
- Road bike lane safety concerns
• Alternate route proposed in QED report commissioned by CEPG (west side Military road)
• Alternate route suggested on the eastern lake-side of Military Road
• Budget concerns
• Concerns about losing DPTI funding
• Grassed reserve corridors
• Safety concerns
• Irrigation of coastal reserves and corridors
• Path design
• Construction techniques and management of contractors
• Political concerns

Consultation Ideas Raised in Pre-Consultation

Community members and groups suggested a range of consultation ideas. Feedback has been summarised into key theme areas:
• Project Principles - High level project principles could be developed early, through consultation with local communities. These principles could provide the framework for subsequent stages of consultation, option assessment etc.
• Early Survey/Referendum - Before launching into the full consultation process, before forming any reference groups etc. a Council wide survey is held where people could respond to the question “Should we have a Coast Park here at all?”
• Early Forum - At the start of the consultation a forum could be held which supports a diverse range of community groups sharing their views with each other.
• Reference Group – Suggestions were made for a community reference group to be set up for the project. A range of different structures for the group were presented.
• Use of Engagement Consultants – People generally preferred the idea of working directly with council on the Coast Park consultation. Reasons suggested included avoiding the ‘middle man’ and saving money on consultant expenses.
• Thorough Consultation Process - There were suggestions from groups that the consultation process developed be extremely thorough and that seeks and considers a broad range of views. The consultation process will be scrutinised heavily and must support ‘evidence based’ decision-making.
• Collaborative Design Process - There was a strong sentiment that Council collaborate with community members throughout the consultation project.
• Cynicism around Consultation - Some cynicism was expressed on Councils decision-making on past sections of the Coast Park project. There was also a views expressed that the consultation project must avoid firming up division within the Chamber.
• Separate the Consultation into Sections - The consultation (and project) could benefit by being divided into sections. People are concerned that the Tennyson Dunes section will dominate the consultation discussion and potentially stall the delivery of the entire project.
• Breadth of Consultation – Concerns were raised that interest groups could dominate the consultation process. It is important to consider the views of the broader community in the project.

Information gathered in the pre-consultation informed the development of the Speak Out consultation outlined in the following section.
2. Speak Out Consultation Approach

Given the diverse range of views expressed through the pre-consultation an involved engagement approach was developed which would provide opportunity for community members to hear each other’s views; consolidate the key issues; identify principles to be used in developing options for the coast park in this area and identify next steps in the engagement process.

Speak Out

Objective of the Coast Park ‘Speak Out’ is as follows:
- Provide community members and groups with the opportunity to share ideas and deliberate on the future of Coast Park Grange to Semaphore Park.
- Gather community feedback to assist in the development of a set of principles and consultation approaches for the Coast Park project.

Technique – An open consultation event, Tuesday evening 4 June at Council featuring:
- Deliberative presentations from stakeholders facilitated by independent consultant Mark Douglas in CC1
- ‘Speak Out’ consultation feedback stations in the internal street
- Interactive information display of the Pre-Consultation results in the internal street
- Online consultation on Your Say Charles Sturt – which was open from 27 May to 14 June.

Stakeholder Workshops

Two stakeholder workshops were held on 30 May and 16 July with the objective of developing a draft set of principles for the project. Key stakeholders were invited to participate in a workshop facilitated by independent consultant Mark Douglas.

3. Stakeholders

A total of 329 community members participated in the consultation activates outlined in this report.

Stakeholders who were involved in the consultation include:
- Local community members (see project catchment area below).
- Coastal Ecology Protection Group Inc.
- Western Adelaide Coastal Residents Association (WACRA),
- Sandpiper Dune Group,
- Tennyson Dunes Group,
- Wild Endangered Dunes Group (WEDGE),
- SA Herpetology Group,
- Charles Sturt Bicycle User Group,
- Port Adelaide Bicycle User Group,
- Charles Sturt Coastal Reference Group (CCRG),
- Broad community members including residents, groups and individuals who have an interest in the Coast Park project.
Project Catchment Area

Project ‘catchment area’ includes an area that is bound by the edge of the coastline extending 400m north or the site to Recreation Parade, Semaphore Park, and 600m south of the site to Beach Street, Grange. The Eastern boundary runs down Sansom Road, around Hawkesbury and down Bartley Terrace. It skirts the edge of the lake from West Lakes Boulevard to Trimmer Parade then runs along Military Rd to Beach St Grange.

The area includes approximately 3000 households. These residents were sent a flyer inviting them to participate in the consultation project.
4. Project Principles

Two workshops were held with key stakeholders with the objective of developing a draft set of principles for the project. Workshops were held on 30 May and 16 July and facilitated by independent consultant Mark Douglas.

The following key stakeholder groups were invited to nominate group members to hold two seats at each of the workshops: WACRA, CEPG Inc, Sandpiper Dune Group, Tennyson Dune Group, Wild Endangered Dunes Group, Charles Sturt BUG, Port Adelaide Bug, Community Coastal Reference Group, SA Herpetology Group and community representatives.

Broad community feedback on draft project principle themes were gathered at the Speak Out Event held on 4 June.

4.1 Project Principles - Results

The following principles were developed in collaboration with key stakeholders and considered the views of community members who attended the Speak Out Event. They provide a foundation for the development of Coast Park options and also provide a framework for the option assessment.

Principles are broken down into theme area and supporting statement. Principle statements are supported by three attributes which describe the criteria for achieving: wholesale commitment of the principle, balanced consideration and neglect of the principle.

### Principles

<table>
<thead>
<tr>
<th>1. Safety – Pedestrians: The risk of injury to pedestrians using coastal reserves and paths is minimised.</th>
</tr>
</thead>
<tbody>
<tr>
<td>wholesale commitment to this principle</td>
</tr>
<tr>
<td>Well constructed and maintained pedestrian path meeting standards for disability access, providing unimpeded north south access along the coast with minimal risk of collision with other users.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2. Safety – Cyclists: The risk of injury to cyclists using bike paths is minimised.</th>
</tr>
</thead>
<tbody>
<tr>
<td>wholesale commitment to this principle</td>
</tr>
<tr>
<td>Well constructed and maintained bike path with good (shorter) sightlines for cyclists, smooth curves and speed calming slopes, providing unimpeded north south access along the coast.</td>
</tr>
</tbody>
</table>
### 3. Access: Access is provided to the coast to allow all residents to enjoy the views and obtain access to the beach.

<table>
<thead>
<tr>
<th>Wholesale commitment to this principle</th>
<th>Balanced consideration of this principle</th>
<th>Neglect of this principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>All coastal reserve areas are inviting and accessible to the public, including a degree of high quality access for disabled.</td>
<td>Public access is provided for all users at nodal points, diverting around sensitive areas.</td>
<td>Some coastal reserve areas are not accessible by the public unless they are able bodied pedestrians. Cyclist and disabled access is difficult.</td>
</tr>
</tbody>
</table>

### 4. Privacy: The privacy of adjacent homeowners is maintained or improved.

<table>
<thead>
<tr>
<th>Wholesale commitment to this principle</th>
<th>Balanced consideration of this principle</th>
<th>Neglect of this principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents do not feel like their privacy is compromised and can enjoy their homes.</td>
<td>The path design is sensitive to residents' privacy and geography, with separation to houses and sensitive lighting design.</td>
<td>The path is constructed in close proximity to existing houses, with screens in front of houses.</td>
</tr>
</tbody>
</table>

### 5. Security: The security of adjacent properties is maintained or improved.

<table>
<thead>
<tr>
<th>Wholesale commitment to this principle</th>
<th>Balanced consideration of this principle</th>
<th>Neglect of this principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Security is improved through better passive surveillance; path is located away from properties with bollard lighting.</td>
<td>The Coast park is designed and constructed in such a way to address community concerns around security.</td>
<td>Security issues are not considered in the design and problems increase due to path too close to properties, with no lighting.</td>
</tr>
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</table>

### 6. Tennyson Dunes: The biodiversity and heritage value of the Tennyson Dunes is protected and enhanced.

<table>
<thead>
<tr>
<th>Wholesale commitment to this principle</th>
<th>Balanced consideration of this principle</th>
<th>Neglect of this principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tennyson Dunes are protected, conserved and enhanced. Corridors for plants and animals north and south of the Tennyson dunes (Dune Extensions) are maintained to protect dune biodiversity and a management plan developed.</td>
<td>Tennyson Dunes stay as they are with no change to dune biodiversity.</td>
<td>The coastal path has significant impact and causes degradation of the Tennyson Dunes.</td>
</tr>
</tbody>
</table>

### 7. Value for Money: The whole of life cost is minimised and balanced against other priorities.

<table>
<thead>
<tr>
<th>Wholesale commitment to this principle</th>
<th>Balanced consideration of this principle</th>
<th>Neglect of this principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>The path is easy to maintain and has a low whole of life cost. It is balanced against broader community needs.</td>
<td>The path meets budget and ongoing maintenance is considered in the design.</td>
<td>The path has high construction costs and requires significant ongoing maintenance.</td>
</tr>
</tbody>
</table>
**8. Education & Appreciation:** The project enhances education and appreciation of the unique local environment and indigenous cultural heritage.

<table>
<thead>
<tr>
<th>Wholesale commitment to this principle</th>
<th>Balanced consideration of this principle</th>
<th>Neglect of this principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Educational and interpretation opportunities are maximised within the path leading to increased visitation and greater environmental and cultural appreciation.</td>
<td>Some educational and interpretation opportunities are included in key areas of Coast Park leading to environmental and cultural appreciation.</td>
<td>No educational and interpretation opportunities are included; the Dunes are not a destination.</td>
</tr>
</tbody>
</table>

**9. Community Cohesion:** The use of the coastal area as a meeting place for the local community is respected and encouraged, as is the involvement and work of volunteers.

<table>
<thead>
<tr>
<th>Wholesale commitment to this principle</th>
<th>Balanced consideration of this principle</th>
<th>Neglect of this principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Coast Park is constructed with no impact on local neighbourhoods and community spaces. Create a series of nodal destinations, upgrade what is there now.</td>
<td>The Coast Park is constructed with small impact to local neighbourhoods and community spaces.</td>
<td>Local neighbourhood’s and community spaces are not considered in the design of Coast Park.</td>
</tr>
</tbody>
</table>

**10. Cycle Network:** The bike path is part of a well integrated cycle network that promotes cycle touring as a special experience.

<table>
<thead>
<tr>
<th>Wholesale commitment to this principle</th>
<th>Balanced consideration of this principle</th>
<th>Neglect of this principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coast Park provides a continuous uninterrupted cycle path from West Beach to Semaphore Park with links to destinations including West Lakes. It attracts local recreational users and cycling tourists. It provides clear signage and connects with surrounding cycle network.</td>
<td>Coast Park provides a cycle path from West Beach to Semaphore Park with links to other destinations. It attracts local recreational users and some cycling tourists. It provides clear signage and connects with some of the surrounding cycle network.</td>
<td>Coast Park provides an interrupted cycle path from West Beach to Semaphore Park. It attracts local recreational users. It provides little signage and fails to connect with the surrounding cycle network.</td>
</tr>
</tbody>
</table>

**11. Recreation & Amenity:** The amenity and recreational use of the coastal area is enhanced, with attractive park like features.

<table>
<thead>
<tr>
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<th>Neglect of this principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coast Park achieves high quality amenity outcomes. It attracts recreational users, connects with surrounding open space and recreational networks and encourages healthy lifestyles. It achieves a place that people want to visit.</td>
<td>Coast Park achieves reasonable quality amenity outcomes. It attracts some recreational users, connects with some surrounding open space networks and supports healthy lifestyles.</td>
<td>Coast Park achieves low quality amenity outcomes. It fails to attract recreational users and does little to encourage healthy lifestyles.</td>
</tr>
</tbody>
</table>
5. Speak Out Event

The Speak Out Event featured a public forum in room CC1 at Council and an range of consultation stalls and display in Councils internal street.

5.1 Public Forum

Speakers were invited to register to speak at the Public Forum. 8 speakers booked their place in advance and 6 booked their place on the night. People were provided with 2 minutes in which to speak to the room and provide their views on the Coast Park project.

5.1.1 Public Forum – Results

A total of 14 people presented at the forum. Approximately 141 participated in the activity.

Following is a brief overview of the presentations.

Forum Speakers

Nick

As a volunteer with the Tennyson Dunes Group he spoke about improving the Kaurna involvement with the dunes and he also shared his concerns regarding the protection of the dunes and the works carried out by the Dune Groups.

Geoff

From the Wild Endangered Dunes Group discussed the mistakes already made between Mirani Court and Third Avenue and concerns regarding the high water marks location to the houses. A bike path would be a disaster where accidents would occur on a shared use path frequently. Overseas countries are taking away shared use paths. The coast park path is a euphemism for a 5 metre wide road and it is important that we keep the ecology as is.

Jim

Introduced himself as being a member of WACRA consisting of 200 members from West Beach to Semaphore South. The group does not support the path through the dunes but are open to consultation. They believe the path should be on Military Road on the eastern side with a connection to West Lakes. This will mean crossing the road but suggested that a bridge as is being used on Park Terrace at the Brompton/Bowden development for pedestrians is a good idea.

Suggestion to set up a Community Reference Group and WACRA are also mindful of indigenous Kaurna culture.

Robert

Discussed concerns of the shared use path and used the River Torrens Linear Park as an example. Almost every week there are confrontations between cyclists and walkers. Suggested two (2) tracks – one for cyclists and one for everybody else.
Tony

From the Port Adelaide Bicycle Users Group is interested in infrastructure for cyclists and this section will provide the last link south. The current route on Military Road is suicide for cyclists and they strongly support the path to continue the link. The path at Grange suits that area and would not be suitable for this project. Designs should be done with links to Environmental Groups and should value the environment.

The path will be a benefit to all and will receive the focus it deserves.

Lina

Introduced herself as an outsider who does not live in the area, but she is a recent convert to volunteering in the Tennyson Dunes after attending an opening day in the dunes and she now understands the importance of the area. The dune area is a really important unique opportunity to protect the area so that it can be enjoyed in the future. We need to look beyond our own issues.

Judy

Judy has lived in the area for a long time and has seen numerous changes over the years, in particular the 1972 storm where there was a 6 foot drop onto the beach. Now with global warming there is a storm event nearly every year. Development in this area should not have occurred, therefore don’t waste money on a hard path which will cause environmental damage. Accept and listen to local knowledge and let’s get these decisions right.

Lorena

I am a new member of the Tennyson Dunes Group and also a bike rider and I think it is completely greedy to put a bike track through the dunes.

Christopher

I grew up in Tennyson and have been shocked at how much the area has changed and is now under concrete. Wetlands have a huge effect on the environment. The dunes are 1% of the coastal area and there are only 5 dune areas like Tennyson left in Australia. There is only one remaining in the Metropolitan area. We have been working for 15 years in the Tennyson Dunes area and if a bike path goes through we should work together for the best end result. There are a variety of options for wheeled users. We should be able to enjoy this area and pass it on to our children.

Oksana

From the Coastal Protection Environment Group (CPEG Inc). There are issues for cycling with the path being in close proximity to the beach and it is exposed to the elements. This will cause increased sand build-up when cycling and this could be dangerous. There will also be the issue of maintenance for Council and liability to Council and users if accidents occur. Shared paths have benefits, but when exposed consider possible risk to users.
Don

Suggested a path subsection analysis and working with cyclists with a plant to Council for the use of the Military Road verge for the path. Subsections should be considered carefully as we need to preserve the sand dunes.

Kevin

Introduced himself as a former resident of the West Beach area during the time when the coast park path consultation was carried out. He said he was originally opposed to the path and voted against it and in reality the path ended up being a positive. We appreciated the natural environment of the dunes.

The State Government will have their way. After the path was constructed at West Beach the dunes were re-established with fauna and flora and sand drift on the path was not a problem. The path was a benefit, if you are going to have it, design it so it does the least damage.

Trevor

My main concern is the sand dunes. West Lakes Shore school children use the area for planting and I am concerned about the natural habitat, the sandpipers have gone. This section has ample access for gophers and bicycles already. It is a complete waste of money to put in a path. The lawn is not an issue, do not spend money and leave things as they are.

Marg

I support a lot of what is being said. This is a beautiful environment; I have walked many times a boardwalk at Pondelowie. Stop walking through the dunes and have a boardwalk to alleviate further damage. I was recently watching lots of families using the bike track at the Torrens Outlet when they reached Ozone Street they were diverted to Military Road. Please consider little kids. Perhaps have “get off bikes and walk sections” with the path designed to protect natural environment.
5.2 Map Activity

A 5m long large scale aerial photograph of the project site was laid out on tables. Community members invited to write on post it notes and place them on the map expressing thoughts on opportunities, constraints and ideas for path alignments and vision for the Coast Park project.

Approximately 141 people participated in the activity.

5.2.1 Map Activity – Results

<table>
<thead>
<tr>
<th>Key Issues Raised</th>
<th>% of total themes raised</th>
</tr>
</thead>
<tbody>
<tr>
<td>• No coast path. Leave the coast as it is</td>
<td>10.5%</td>
</tr>
<tr>
<td>• Shared use path should go on Military Rd</td>
<td>9.5%</td>
</tr>
<tr>
<td>• Protect and conserve the dunes</td>
<td>7.6%</td>
</tr>
<tr>
<td>• Pedestrian and cyclists don’t mix - separate paths</td>
<td>7.6%</td>
</tr>
<tr>
<td>• Install rock walls along the coast</td>
<td>3.8%</td>
</tr>
<tr>
<td>• Upgrade current Tennyson Dunes walking paths (for walkers use only)</td>
<td>3.8%</td>
</tr>
<tr>
<td>• Walkers already using the grassed corridor areas</td>
<td>3.8%</td>
</tr>
<tr>
<td>• Concerns about maintenance implications of coastal path</td>
<td>3.8%</td>
</tr>
<tr>
<td>• Dunes are fragile</td>
<td>3.8%</td>
</tr>
<tr>
<td>• Just build it - long overdue</td>
<td>2.9%</td>
</tr>
<tr>
<td>• Council should irrigate the grassed corridor areas</td>
<td>2.9%</td>
</tr>
<tr>
<td>• Dunes are too narrow around Hallam Terrace for a path</td>
<td>2.9%</td>
</tr>
<tr>
<td>• Safety concerns - people accessing residences if path is installed in grassed corridors</td>
<td>2.9%</td>
</tr>
<tr>
<td>• Concerns over cyclist/children/dog collisions</td>
<td>2.9%</td>
</tr>
<tr>
<td>• Avoid sensitive vegetation / skirt core of dunes and run path along back edge</td>
<td>2.9%</td>
</tr>
</tbody>
</table>
**Full Comments**

A full copy of the notes is listed below. Comments are listed in the order they were placed on the maps and run from a left to right direction i.e. from Semaphore Park to Grange.

**Map 1 - Recreation Parade to Paruna Place**

**Recreation Parade – Sands Way**
- Signs usually say to cyclists “Give way to Pedestrians”
  - Pedestrians can stop a lot more quickly than cyclists.
  - Since pedestrians and cyclists don’t mix why insist on shared use paths?
- Total cost need to be considered – not just development and implementation.
  What about maintenance costs?

**Sands Way – Third Avenue**
- These roundabouts on the Esplanade at Semaphore are designed to put cyclists at risk (see image).
• Wedge Group Suggestion
  - Split the shared use path at Third Avenue. Leave the current Coast Park as is and create a pathway for wheelchairs and gophers along West Lakes.
• Leave coast area alone. No Tracks.
• No paths from 3rd Avenue South full stop.

Third Avenue – Ulah Place
• Shared paths DO NOT work. Danger to all USERS
• Has the Council neglected this area in the knowledge that they will bulldoze a path through anyway. The Council gardeners think so!

Tingera Place – Paruna Place
• Re Ulah/Tingera/Paruna/etc Zone:
• Walkers use this area now as they’ve done for decades! People access the beach easily from the dul-de-sacs – no problem.
• Water the lawn with watering system already installed and then cyclists and walkers can use it with no further development required.
• Keep the grassed area as it is. It is great to walk on.
• Cycle paths need high maintenance if very close to beach and dunes due to storms, sand build up etc.
  - Safety issues to users
  - High costs of maintenance
  - Potential liability issues
• Very relevant issues above.
• I whole heartedly endorse them.
• Just build it!!

Map 2 – Paruna Place to Shore Court
Paruna Place – Allora Place

- We live close to the front and believe a path is long overdue
  - Good for families
  - Good for tourism
- Protect and preserve. But, make it accessible for all!!
- Actual width insufficient for the new roadway between Third Avenue and Mirani.
- Maintain existing dunes environment and repair and renovate watering system in grassed area. No path needed!
- Grassed corridor is used currently by walkers, bike riders (recreational) why do anything. Leave it as is!
- Children and older people can’t ride on grassed or sandy tracks – need a sealed or solid (e.g. boardwalk) surface.
- What fencing/mazes are proposed at pathway junctions? i.e. between the new roadway and existing made concrete paths:
  - From streets e.g. Iluka Place
  - From residences e.g. between Iluka and Allora Place “back fences”

Mirani Court – Sandpiper Place

- Car park Area
  - Family friendly park setting with lawn area and play equipment for picnics.
- Keep bike path separate. Peletan uses Military Road now and will probably continue to do so (make safer on Military Road for them).
- Sandpiper and Cormorant and Third to Mirani Court
  - Do NOT interfere with local coast reserve and dunes
  - The broader community already use/walk here.
  - Putting a concrete h/way here will restrict everyone but bikes.
  - Have a safer bike path on the East side of Military.
- I don’t have a fence at the front of my house and I don’t want one. A bike track will bring many people coming onto my property. I would then need to erect a fence – I hope the Council will pay for it.
- No path or bikeway
  - Security safety concerns.

Sandpiper Place – Cormorant Court

- 1 & 2 Position:
  - Place shared path onto the verge of Military Road
  - Retain grassed areas for walkers, dog walkers and runners
  - No shred path along this stretch for safety reasons – children and the elderly existing properties on the beach side.
  - Invest in upgrading with coastal plants, replating lawns, seating and public art.
  - Encourage ongoing care of the dunes to leave a legacy for future generations.
  - MAJOR CONCERN – Council maintaining the Coast Park and cost to ratepayers.
- Keep bike path separate. Do not make a shared path.
- Sandpiper Place to Cormorant Court – Do not interfere with local coastal reserve and especially the sensitive coastal sand dunes
- Keep any shared path to existing roadways only!
- Shared pathways DON’T work!!
  - Only in congested areas
  - They are war zones!
- There should be room for a shared used path in front of houses from Cormorant Court to Third Avenue – especially if path design and education allows for ‘slow’ traffic by all.
- Sandpiper place and adjoin grassed areas
  - No shared path
  - Safety is a problem
  - Cyclists (particularly fast moving) no not mix with children, ages people and others (including those walking dogs)
- Cormorant Court
  - For bike path but not at own front door.
  - Safety an issue and children and animals

Cormorant Court – Shore Court

- Main concern about the safety of children, security and privacy issues if there is a path all along the current residences.
- Brick wall (rocks) required along the length of this map to protect the sand dunes.
  - Combine walk/bike track is a disaster waiting to happen.
  - Keep the lawn area for walkers
  - Bike track in sand dunes will separate the walkers/bikers
  - Plant Norfolk trees along this area to maintain the sand.
- No bike path at all.
- Maintain and improve lawn area from Cormorant Court to Third Avenue.
  - No bike track!

Map 3 - Shore Court to Tennyson Dunes (Broad)
Shore Court – Dune Court

- Current track (2.3m) through the dunes should be upgraded for walking only. Bike paths should by-pass the dunes and run along Military Road verge
- The (GIS) boundary shown in front of Shore Court is incorrect we own the land 8m from the houses
- A bike path along Military Road would not achieve any of the stated objectives of a coastal path and would not attract users (walkers riders, wheelchair users, tourists)

Dune Court – Newporter Terrace

- We as residents of Shore court etc. pay very high rates and should be the first consideration not visitors, not cyclists, not tourists. Leave these 5 kms of ancient natural dunes alone. Man only destroys NOT all progress involves change
- Between Escourt House & Cormorant Court – there are about 5 places where sea front track could be diverted to Military Road. JR Michell
- Low tech paths are easy to restore simple surfaces required

Newporter Terrace – Coranado Court

- Surely an elevated walkway would solve all the problems
- I would love to share a path along coast with bikes and walkers
- There are no good honest reasons for not building it
- Safer on road cycling will reduce demand on shared paths – we need both

Coranado Court – Escourt House (Tennyson Dunes)

- Divert bike path to west of Military for a few kms
- Dunes car park area to enables us to educate everyone about the dunes and why/how of their protection for the future
- Upgrade existing 2 m walking trail through dunes. Construct bike path along Military Road to by-pass dunes
- This is the last opportunity to preserve the remaining dunes
- Good to divert main coastal path around the core Tennyson Dunes. On newly revegetated areas north and south care should be taken too around native plants and allow movement of native animals (lizards etc.)
- Unique ecology of remnant dunes must be protected – route bike path around dunes with safe, separate cycle way & establish interpretive centre in
- Make a proper bike track on Military Road and by-pass Escourt House dunes, they should be left alone
- Follow existing pathways just widen for common usage
Map 4 - Escort House to Hallam Terrace

Escourt House– Bournemouth Road (Tennyson Dunes)
- Redirect through car park behind Tennyson sand dunes
- What about lights for this path?! If required now and in the future by regulation, it will become another disagreement for everybody around
- The dunes have been washed away from the swale to Seawall in the past – this will happen again
- No shared use path! Run a smaller path for wheelchairs & bikes along West Lakes not through the dunes
- Very concerned about section of sand dune from Hallam through to Bournemouth Road. Very fragile environment and appears too narrow to facilitate walkway. Concerned for sand dunes which appear to be suffering and under stress now from environmental factors and development

Bournemouth Road – Hillview Avenue
- Install a rock wall to protect the dunes
- Extremely unstable frontal dunes constant erosion north from here to Hallam

Hillview Avenue - Moredun Street
- Parts of the River Torrens Linear park are 3 m wide – appears to be plenty of width here for a shared use path (walkers and cyclists)
- The dunes are too narrow at between Hallam Terrace and Bournemouth to support a shared path
• This is a really nice path for walking dogs. It can already be used in same area by bikes. High cost and degradation for a pretty low benefit in my view

**Moredun Street – Alice Street**
• Dunes too narrow to support a wide path
• 1960 scoop from storm
• Dunes are too fragile for a bike path this section needs to be protected. Divert the path along Military Road
• Dune too narrow for hard path here
• No concrete path
• Just do it! Combine bike path/walkway with a rock wall to protect the sand dunes
• A concrete path or boardwalk will destroy the dunes from Hallam to Moredun
• Shared paths are dangerous, bikes and pedestrians do not mix
• Dedicate Seaview road to sae cycling in this area. Compact ‘porous’ walking path along dunes, echo friendly

**Alice Street – Hallam Terrace**
• Do not put path where unstable sand gets washed away
• Please note – dunes very narrow from Hallam Street to Hillview. No bike track use bike track on Military Road, thank you

**Map 5 – Hallam Terrace to Terminus Street**

**Hallam Terrace – Audrey Street**
• Take the bike path onto Seaview Road not in the very delicate dune areas where there is no room for a path
• I would prefer bike track to be in the dunes because it is too dangerous too close so the houses
• No objection to path as long as it is in the swale not adjoining houses
• Bikes along Seaview Road, pedestrians along the dunes
• In the areas that need to be protected – could it be an option to expand current footpath on Military Road to accommodate both bikes & pedestrian traffic
• Not too much to ask to preserve for future generations 4.5km beach dune, bikes have 74k of track. Create a walkway only no bike track

**Audrey Street – Fort Street**
• Save the dunes
• No path, no bikes, no concrete, no lights, no litter
• Leave as is, no bikes, no lights, take path to Military Road
• No wetland left this is the last 11 hectares of a 30 km coastal dune and wetland system. This plan will kill the last remnant
• The walkway should be widened & held back by rocks i.e. as per Henley Beach

**Fort Street – Terminus Street**
• Keep this dune system in its natural state. Money to be spent on the last natural dune system in Australian urban area
• No objection to pathway but keep well back from residences to avoid accidents
• Council cannot look after parks, footpaths etc. why add more infrastructure. Who pays for maintenance?

**Terminus Street – Grange Jetty**
• Unless a stand is taken humans will cover the world with concrete or bitumen
• More signage to advise cyclists not to use boardwalk (section north of Grange Jetty)
5.3 Consultation Approach

Consultation approach was provided poster sized in a display. Individuals were invited to agree, disagree or make suggestions on the posters at the Speak Out event on 4 June 2013. People were also able to provide feedback on line.

5.3.1 Consultation Approach – Summary of Results

A total of 23 people provided feedback on the consultation approach. Community feedback was supportive of the following consultation approach.

Consultation Step 1 – Project Reference Group
- Form a Project Reference Group
- Community Reference Group participates in monthly meetings
- Project Reference Group to:
  - Discussion to establish terms of reference for the group
  - Analyse community ideas and identify areas for further research (if required)
  - Participate in field trips and site tours
  - Develop a range of different concept design options based on community input to date
  - Refine design options and reach consensus on draft design options
  - Group to work with staff to refine design options
  - Assist in the planning and delivery of Coast Park Speak Out #2 (the next stage of consultation)

Council Staff to refine and cost up design options and report back to Council for endorsement to progress with the next stage of consultation.

Consultation Step 2 – Coast Park Speak Out #2
- Hold ‘Coast Park Speak Out 2’ (similar to this event) to gather broad community feedback on preferred design option.
- Hold online consultation project to gather online community member feedback on preferred option.
- Mail out design options to 3500 residents and the project mailing list to gather feedback on a preferred option.

Council Staff and Community Reference Group to analyse consultation results. Staff to report back to Council on consultation results. Council to consider community views and endorse an option to progress to detailed design.

Consultation Step 3 – Close the loop
- Update local community members and people on the mailing list about final layout of detailed design plan.

Preferences were for a reference group of maximum size of 20, consisting of 2 members from each of the following groups:

- Western Adelaide Coastal Residents Association,
- Sandpiper Dune Group,
- Tennyson Dune Group,
- Coastal Ecology Protection Group Inc,
- Wild Endangered Dunes Group,
- Charles Sturt Bicycle User Group,
Some suggestions were received for an independent facilitator for the group.

**Consultation Approach – Full Results**

**Consultation Step 1 – Aug 2013 to Jan/Feb 2014**

<table>
<thead>
<tr>
<th>What could the Reference Group do?</th>
<th>Agree</th>
<th>Disagree</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Form a Reference Group</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reference Group participates in <strong>monthly</strong> meetings.</td>
<td>21</td>
<td>4</td>
<td><strong>• Similar to Henley Beach</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>• Take note of community comments</strong></td>
</tr>
<tr>
<td>What could the Reference Group do?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Analyse community ideas and identify areas for further research (if required)</td>
<td>18</td>
<td>1</td>
<td><strong>• Review old data – we may be doing same research again</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>• Make a decision</strong></td>
</tr>
<tr>
<td>• Participate in field trips and site tours</td>
<td>18</td>
<td>3</td>
<td><strong>• Decision between environment and bike people very good</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>• Research available about the ecology of the dunes</strong></td>
</tr>
<tr>
<td>• Develop a range of different concept design options based on community input to date</td>
<td>20</td>
<td>1</td>
<td><strong>• Aim for consensus but if not possible record areas of dissent</strong></td>
</tr>
<tr>
<td>• Refine design options and reach consensus on draft design options</td>
<td>15</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>• Group to work with staff to refine design options</td>
<td>13</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>• Assist in the planning and delivery of the next stage of consultation</td>
<td>16</td>
<td>1</td>
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</tr>
</tbody>
</table>

Council Staff to refine and cost up design options and report back to Council for endorsement to progress with the next stage of consultation.
Consultation Step 2 – April 2014 (dates to be confirmed)

| • Hold ‘Coast Park Speak Out 2’ (similar to this event) to gather broad community feedback on preferred design option. | 20 | 1 |
| • Hold online consultation project to gather online community member feedback on preferred option. | 19 | 1 | • More consultants more $ |
| • Mail out design options to 3500 residents and the project mailing list to gather feedback on a preferred option. | 21 | 2 | • Use local media, radio etc |

Council Staff and Reference Group to analyse consultation results. Staff to report back to Council on consultation results. Council to consider community views and endorse an option to progress to detailed design.

Consultation Step 3 – July 2014 (dates to be confirmed)

| • Update local community members and people on the mailing list about final layout of detailed design plan. | 20 | • And online |

Other Consultation Ideas?

• Seek community views before drawing up options. Use the community feedback to develop design options.
• Do not put any new path in front of any homes in from t of the sand dunes.
• Give real consideration to a variety of environments for the path as a matter of design not only public comment.
• Make sure the consultation is open and fair
• Have a public forum for all residents along the beach. Local residents have local knowledge and in depth experience of the area.
• Consult the wider community not just those with vested interest - invite a range of stakeholders to be involved
• Design be posted on the website and notices placed at the ends of the current sections of the coast park so people know the next section of coast park is coming and when + contact details if you want to know more
• BBQ at local areas so people can drop in- links to surveys on Facebook
• There seems to be an idea that a path would be a concrete road a board walk would be an alternative - cheaper, if set out properly would not be subject to sand drift issues and would have much less environmental impact
• Get government agencies involved - they cannot continue to sit on the fence so that they cannot demand any veto on the final option.
# Reference Group – Preferred Structure

<table>
<thead>
<tr>
<th>Structure Options</th>
<th>Agree</th>
<th>Disagree</th>
<th>Comment</th>
</tr>
</thead>
</table>
| **Proposed Group Structure 1 - Groups**  
A proposed group of 20 community members featuring membership structure as outlined below.  
**2 members** from each of the following groups:  
- Western Adelaide Coastal Residents Association,  
- Sandpiper Dune Group,  
- Tennyson Dune Group,  
- Coastal Ecology Protection Group Inc.,  
- Wild Endangered Dunes Group,  
- Charles Sturt Bicycle User Group,  
- SA Herpetology Group,  
- Port Adelaide Bicycle User Group,  
- Community Coastal Reference Group, and  
- 2 local community members. | 7 | 5 | • CRG independently chaired  
• I do not trust Council to make the right decision |

| **Proposed Group Structure 2 – Principles & Groups**  
A proposed group of 20 community members featuring an overall membership structure as outlined below.  
**1 member** invited to hold a seat that represents each **project principle theme** (themes to yet to be finalised but may cover areas such as: access, privacy, safety etc.), & **1 member** from each of the following groups:  
- Western Adelaide Coastal Residents Association,  
- Sandpiper Dune Group,  
- Tennyson Dune Group,  
- Coastal Ecology Protection Group Inc,  
- Wild Endangered Dunes Group,  
- Charles Sturt Bicycle User Group,  
- SA Herpetology Group,  
- Port Adelaide Bicycle User Group,  
- Community Coastal Reference Group, and  
- Local community members. | 2 | 5 | • Depends on the actual project principle themes but is somewhat of a matrix management with associated problems. |
### Proposed Group Structure 3 – Groups & Govt. Stakeholders

A proposed group of 30 members featuring an overall membership structure including the following:

Grange and Semaphore Park Ward Councillors, the Mayor, representatives from relevant Government Departments/Agencies (e.g. DPTEI and Coast Protection Board) and **1 member** from each of the following groups:

- Western Adelaide Coastal Residents Association,
- Sandpiper Dune Group,
- Tennyson Dune Group,
- Coastal Ecology Protection Group Inc,
- Wild Endangered Dunes Group,
- Charles Sturt Bicycle User Group,
- SA Herpetology Group,
- Port Adelaide Bicycle User Group,
- Community Coastal Reference Group, and
- Local community member.

<p>| | | |</p>
<table>
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<tbody>
<tr>
<td>3</td>
<td>6</td>
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</tbody>
</table>

- This could work if the reps from Local and State Govt don’t have voting rights.
- Agree, this could work with the above mentioned qualification
- Less members (25?) open to public advisory only. Engage govts commitments

### Any Other Ideas for Reference Group Structure?

- 4th option – Combine structure 1 and 3 – 2 members of each group, Ward Councillors, Mayor etc.
- Ensure skilful and independent chair of group with adequate admin support provided by Council
- There would merit in a combination of aspects of Option 1 and Option 3 (Ward Councillors, stakeholders and State Govt no voting rights)
- We need to ensure there is not a heavy weighting of Council and State Govt. bodies. Chairperson must be independent.
- Structure 1 pus Council Representation. Independent chairmanship
- At HB Community worked out who members would be not CCS
- Shared vision?
- Residents from all over Adelaide (and the state) are likely to use this facility. Other sections of the coastal park are used regularly by such disparate groups as day-trippers on buses, tourists on hire bikes and disabled groups.

### Your Suggestion for Reference Group Size/Numbers

- 15 or 16 people
- No more than 20 carefully selected members
- 20 max (with observers and proxies allowed) theme representatives stakeholder group representatives elected representatives government agencies
5.4 Online Discussion

A number of discussion forums were hosted on Your Say Charles Sturt, with new topics added every week. Community members had the opportunity to make comments and also agree/disagree with other comments.

33 people participated in the online forums. A full copy of peoples responses is listed below.

**Online Discussion – Full Results**

<table>
<thead>
<tr>
<th>Coast Park - Speak Out : Tennyson Dunes</th>
<th>agree</th>
<th>disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>mule</td>
<td>Protect the fragile Resource that is the Tennyson Dunes for the benefit of all South Australians by directing the bike path around this section of coastal area, and onto military Road. For those who say &quot;the damage can possibly be minimised&quot; to this ecologically unique area of coast I say. Why not avoid the damage plus save the cost of the construction of the pathway be it the bitumen or suspended walkway options. There is little of this sand dune coastline left in Adelaide we should be preserving it not altering it........</td>
<td>4</td>
</tr>
</tbody>
</table>

| Integrity | The Tennyson Dunes and its corridors are a precious fragile Eco system which needs protecting NOT developing!!! Can't we just leave it all alone not just for future generations but because we choose integrity rather self-interest. I am curious about the self-interest of bicyclists (and the govt) that want this concrete highway to 'hug the coastline' at any cost. I often hear from those that don’t live along the coastal area that the people who live along the dune area (and yes I agree the houses should never have been here...) are self-interested in not wanting a highway through the area. I'd rather think that the people who live locally have 'local knowledge and experience of the dunes' which see them want to protect that which they hold sacred. I was disturbed to read that bicyclists are 'annoyed' at having to get off their bikes and walk a few meters in front of the Semaphore Palais. Rather they want the bike path to be rerouted through the dunes!!!! When did bicyclists become God's chosen? The corridors already have public walkways north and south and which provide safe access for all and safety to the beach. If this bike highway goes through public access will be severely restricted because the bikes will take over making it unsafe for the rest of the community to safely walk along the existing public thoroughfare. The existing public thoroughfare if changed to a bike path will provide a bullet path for 'exercising' cyclists (not the lycra mob, but the rest) and unlike where there are centres of busyness (eg Semaphore, Henley Beach) where bikers have to slow down there are no restrictions for speed. This will prevent the broader communities access to the coastal path. I'm sure that if many bicyclists were informed of the value of the dunes and the harm that will ensue, their insistence on having to 'see' the coast at all costs would be changed. I love my bike, but have been fortunate enough to be educated about the value of the dunes and their corridors. The bike path can easily and safely be rerouted along Military Rd (and can join with the shopping centre and the new development at AAMI Stadium) and then back closer to the coast. Leave the Tennyson Dunes for the flora and fauna, public education and the sacred site it is. What law says that humans have to invade everything!!!! Lets keep the coastal path we have without any further damage. Protect the sacredness of the dunes....rather than the self-interest of humans. | 2 | 1 |
The Tennyson Dunes are absolutely unique in the metropolitan area. The feeling of peace and tranquillity as you walk through the dune paths to the beach offers an escape which is hard to rival in today's crazy rushing world. The value of these natural environments is often appreciated more by future generations when looking back at what they have lost. This precious asset is too valuable to lose for the sake of yet more development. The Coast Path can easily divert via the car park area near Military Rd, or even across to the shores of West Lakes. At North Brighton a considerable portion of the Coast Path is diverted through public streets back from the coast, so this is quite acceptable. Rigid structures do not work in the shifting sands of the dunes, and a raised boardwalk is no solution either. The machinery required to construct it would do irreparable damage, and how would it be maintained? You can't drive bobcats and bulldozers along a boardwalk - a nightmare in the making for the integrity of the dunes and the native flora and fauna they harbour. The large car park area off Military Rd provides an ideal location for the Coast Path to pass though, with opportunity to set up an information and educational facility and provide a stop-off point for those who choose to walk through to the beach and experience the special ambience this area provides – also much easier to build and maintain than to have a constant battle against nature if the path is located in the dunes.

This section of the project is contentious. Treat this section separately, so it doesn't hold up the rest of the project.

When walking along the current meandering path, watching the birds and enjoying lizards basking in the evening sun right next to path, I always feel that this is a very special part of Adelaide. And particularly around Tennyson dunes it feels like one is entering a different world, one that awaits careful discovery and peaceful visitors. More than 20 years ago the beauty of this area was the exact reason why we moved here, having tried to protect and enhance the dunes as much as we can. I like to point out that I enjoy cycling off road, however would not like a wide pathway to be established through the dunes. It would take away exactly from what makes this rather rough and natural path artificial. Why are we flattening and straightening every bit of nature we can destroy? The only reason I could support is access for those for whom it might be difficult to get to the beach otherwise. It is interesting though, that even prams and wheelchairs have been adjusted by their owners to match the nature around them, enabling them to visit the dunes and beach. People who love this environment, live with it and do not force it to adjust to their human needs. Please consider that enhancing the paths through the dunes does not mean establishing a coastal pathway, but creating safer roads for cycling, educating city people on its beauty and need for protection, and keeping road like pathways out of the dunes. Let us protect for the future what is already very fragile. Thank you.

I agree that the Tennyson Dunes are a fragile remnant system that must be protected. This means zero harm. The natural system in this area has already overly suffered from massive engineered changes and here is a tiny bit that has survived. Let's instead plan how best to go around the dunes.
### Coast Park - Speak Out: Accessibility

<table>
<thead>
<tr>
<th>Commenter</th>
<th>Text</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>beachshack</td>
<td>While I am generally supportive of the coast park concept I think Charles Sturt could be doing more to improve current access points to the coast prior to embarking on grander designs. Some of the walkways, thoroughfares and parks currently providing coastal access are poorly maintained e.g. the small park bounded by Sandpiper, Cormorant and Military is a bit of a dust bowl despite the handsome rates paid by nearby residents every year. Car parking is a perennial problem which can be alleviated by encouraging people to walk, ride or take public transport to the coast. One practical way of encouraging this is to provide simple facilities to wash sand off feet etc when departing the beach. Some coast access points have this, many don't.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Oceanview</td>
<td>As a long term Esplanade resident and keen bike rider in my 60’s, I welcome the walking and bike path in front of my house in Grange and look forward to being able ride to Semaphore off the road. Riding the road is dangerous. Some of the opposition to the coastal path comes from home owners who are concerned about people moving in front of their view. I haven't found that to be an issue for our family. However a path through the sand dunes (such as south of the Torrens mouth) is not invasive on residents. A path on a walk way (such as north or Largs Bay jetty) looks after the dunes and is wonderful because you get a chance to hear and see the birds that live in the dunes.</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Joma</td>
<td>I agree with Oceanview, as a long term Esplanade resident myself. I am concerned though about including bikes as they are so often heedless of walkers, especially children and older people who are not always alert to speeding silent cyclists. I find them frightening when on a walking path.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>DnH</td>
<td>Whilst the coastline is &quot;public property&quot;, its degree of access to the public should be commensurate with the sensitivity of the area itself. At the moment, much of the area in question, that being the dunes and nature strip immediately adjacent to the beach in the West Lakes Shore and Semaphore Park region, is indeed already &quot;accessible&quot; to casual walkers and beach-goers. The need to further &quot;develop&quot; this strip into some form of hard roadway to accommodate bicycles, gophers, and wheel chairs might be seen by the State Government as being consistent with their grand plan for a continuous coastal linear park, but at what cost and damage to the very part of the coast which needs the MOST attention to preserve its current fragile state? The WL Shore and Semaphore Park region has dwellings very close to the high tide mark, and whilst the nature strip is used regularly by walkers, the width of the strip, and the narrowness of the dunes at that point, is such that a hard roadway of any size or form, is totally inappropriate and contrary to the ideal of protecting this part of Adelaide's unique and precious coastline.</td>
<td>0</td>
<td>1</td>
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<tr>
<td>dont pave paradise</td>
<td>Exactly, well said. It is bloodied minded ideology, motivated with a dash of spite to not recognise that this area is not suitable for a bike highway.</td>
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<td>Name</td>
<td>Comments</td>
<td>agree</td>
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<td>David A</td>
<td>I ride on the shared path from Recreation Pde to Strathfield Tce most days. The paths need to be as wide as practicable with a white centreline and reminder path markings and signs. I believe that the ‘grassed corridor’ which is at least 10m wide spanning between residences and coastal dunes along Sandpiper Place and from Mirani Court to Third Avenue should be paved with a shared path. I live in a street where I must put up with people passing by on the footpath. I don’t complain when their dogs defecate on my driveway, or garden (as I can’t have a front fence). I believe residents in the ‘grassed corridor’ area can have a fence, so should not complain about people walking, running or cycling past. I think it is ethical and sensible to build a path on this council owned land. To place the path in the dunes when the Council owns suitable land is a waste of a council resource. Similarly to force path users onto roads when the Council owns suitable land is a waste of a council resource and putting lives at risk.</td>
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<tr>
<td>dont pave paradise</td>
<td>It is not 10 metres wide. You can use the corridor now. The Council are responsible for the sandy sections because they turned off the sprinklers. Why would you want to 'pave paradise to put up a parking lot'. Is it jealousy?</td>
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<td>Emmy</td>
<td>I’d like to make a distinction between the various recreational cycling groups. As I see it the majority of cyclist today seem to wear Lycra and exercise their right to own Military road each weekend. And I believe that in most instances that their voice is being heard, although there is much progress to be made. I am retired, in my 70’s and many of my cohorts do not get enough exercise, I enjoy cycling with my recumbent trike for my exercise, as well as walking. I am terrified of riding along the roads, and would welcome any paths off-road as possible. In West Lakes Shore there are a number of lanes that allow access to the quieter streets, but some have poles to prevent access with a trike. It is impossible to get a trike across the train lines at Grange because the zig zag entry path is too restrictive. Children are not encouraged to ride to school, more paths would help. Recently, trees were planted to beautify Bartley Terrace, and while they help create a wonderful environment, perhaps a separate cycle path could have been included. Bartley Terrace can be dangerous for cyclists and pedestrians alike, especially on Saturdays when Kids are encouraged to play sport, and parked cars choke the Terrace.</td>
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<td>Joma</td>
<td>I live on the section of the dunes near Fort Street Tennyson. I am all in favour of a dedicated walking path along that area. Many people now hesitate to walk here as they are deterred by the private gardens stretching down to the dunes and believe they are trespassing. However I do not like the idea of bikes using the same path. There are many old people living here as we’ll as families with small children. Bike riders often frighten me as they speed along and in my experience of the shared path eg further along at Henley, I am quite nervous walking there. I think separate bike paths serve everyone better.</td>
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TrackSafety

I have ridden daily, morning, lunch and evening - on a coastal shared used path for 15 years. There are many conflicts between beach goers and cyclists, especially at West Beach where the track runs next to a grassed recreation park. Small children run unattended across the path with careless mothers. Pedestrians take up the whole track, or blindly cross the track without looking. A few cyclists carelessly ride all over the track.

During my years of riding I ran over a scooter left lying across the track at dusk, fracturing a femur. I have seen four small unattended children hit by cyclists, and many other accidents occur. Another danger is unleashed dogs, or some on such long leashes that the dogs can suddenly dart across the track. I have even seen tourists sit around a tablecloth and food set up on the track.

The serious lacks are:
1. warning signs stating safety principles;
2. no continuous dividing line along the track.
3. the need for railing to separate the track from adjoining recreation greens.

If these were in place, the dangers would decrease significantly, with increased safety for cyclists and pedestrians alike.

Coast Park - Speak Out : Path Diversion

26 yr old male

I am 26 and fortunate enough to have grown up on the Seaview Rd beachfront at Tennyson. I have witnessed as a young kid, the remarkable transformation of the bare sand cliffs, into a new habitat where an entire primary dune ridge has been created.

Neighbours and friends have put many years of their time and effort into rebuilding this stretch of coastline, which physically cannot cater for a solid pathway.

There is about a 1 metre gap between my front fence and a very large saltbush. The same saltbush, along with many others surrounding the front of our houses that I remember my father help plant some 15 years ago. All of which I now watch and listen to large families of birds coming out of every morning.

This is the situation along that entire stretch, especially between Moredun and Hallam Tce. The dune vegetation has grown into peoples front yards, a stunning replication of its original state. Very old established vegetation WILL need to be cleared if a permanent path is to be laid. These precious indigenous species should be heritage listed for protection.

The pathway must divert back onto Seaview or Military road, not to mention for the majority of the Semaphore Park to Grange strip.

Integrity

Our area of concern is between Third Ave and the south of Tennyson Dunes. I think that the Coastal Park, or rather the Concrete Highway can be diverted from Third Ave, down to Military Road along the off road western verge to Mirani Court, where a foot bridge across to the Eastern side of Military Rd can be built. The footpath and verge is wide enough all along Military Rd till the shops at Jetty Rd Grange to have a foot path, a separate bike path, and then a car park strip and then the road. The cyclists are way off the road, the white line that is called a bike path, which is currently just a death trap and a war zone between vehicles and cyclists, will be gone and cyclists will be safe.

So will pedestrians because they won’t have to be always anxiously watching out for bikes. Shared bike and pedestrian paths do NOT work. They are places of continual angst. Then a foot bridge, or pedestrian lights, or traffic lights at the gorgeous hub of people, and cafes and businesses that is the corner of Jetty Street and Military Rd. Bikes can then continue along the shared path that is already at Grange.

I suggest that a separate bike path and pedestrian path be continued to the West Lakes Shopping Centre, all along the West Lakes Boulevard. This will
connect inner suburbs to the shopping centre by bike as well as to the coastal areas. If a concrete highway goes through the corridors of and Tennyson Dunes themselves, there will be so much destruction of vegetation and habitat for the animals and birds which live there. Also, this area, especially the corridors have complete public access!!! They are not private. They are walked by the broader community. Put a highway through here and there will only be bikes. Gone will be the rest of the community which already walk along these corridors. It is interesting to always here about that the residents along the beach front don’t want the path because of their property values and want it to be private. It is a very spiteful and inaccurate focus. Firstly, the areas are public and always have been. Secondly, local knowledge of the area would be the best information.....knowledge and experience that can say that a concrete highway will damage the area environmentally as well as restrict the rest of the community other than bikes from using the path. I understand that many of the residents work very hard to keep the dunes indigenous and safe. Bring back the park area that Mirani Court was and all those young families that picnicked in the area all summer can return. The dust bowl it was allowed to turn into restricted this concentration of people too. Let’s have a cafe/coffee shop at Mirani Court where walkers and bikers (off their bikes) can have a coffee and continue along their journey. They say that the residents have self-interest. I am amazed at the sense of entitlement and self-interest of bikers. When did they become God’s chosen to expect to have a ‘coastal path’ at any cost - cost of everybody else and the environment.

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<th>dont pave paradise</th>
<th>Well said. What does the Local State member think?</th>
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<tr>
<td>beachshack</td>
<td>How long has the Mirani Court property been decrepit??!! Hope the land tax is killing them. Time this eye sore was fixed! Council alienated some adjacent community land (zoned for a club such as scouts or lifesavers) some years ago and it's now occupied by town houses. Maybe the Mirani Court property could be bought and the park expanded. However I would love to have the old fish and chip shop back!</td>
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<td>beachshack</td>
<td>Perhaps the pathway could be diverted onto the beach at Third Avenue Sema4 Park, and continue (unformed, not sealed, no timber walkways - the beach itself becomes the pathway!) to Terminus Street at Grange where the previous (some time ago!) beach ramp could be reinstated for boat access again, and access by path users.</td>
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<td>Listen</td>
<td>Leave the grassed corridors with grass &amp; let people use them as usual- it works extremely well. Heading south from Cormorant Court you head straight into the precious Tennyson Dunes - there’s no exit out - SO Heading South from 3rd Ave, Semaphore Park, divert the path down onto Military Road (as it is) with pedestrian crossing, widen the bike track and take it south with various tracks, one off to Westlakes shopping centre &amp; area, with the main track heading down along the lake. As you enter the suburb of Grange put in a pedestrian crossing to access Seaview Road and head south to join up with existing Coastal Park There is already existing infrastructure along this route and good value for the council &amp; ratepayers</td>
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Adelaide’s Coastline is very fragile due to many factors such as over development, inland rivers to sea, manmade groyne, rock walls and waste water treatment plants that carry high nitrogen and sediment loads into the Gulf.

Sea grass die back is continuing to happen and the sand has become unstable. Our Dunes system is almost extinct and we only have two remnant dunes systems still standing at Minda and Tennyson. Many studies have been conducted by the SA Government and the CSIRO. Adelaide Water Quality Report exposes all of the problems with water quality management and provide detailed methods to implement to improve quality.

Governments are reluctant to find the money to preserve what coast line we have left.

Extensive reports have been conducted on the Coastal dunes system however it is fighting a losing battle unless something significant is done to stop polluting the St Vincent Gulf. Recent application for Heritage Listing of the Tennyson dunes need full support to recognise these dunes as a significant place. Careful and best practice management is needed to preserve the dunes. We must make strong decisions not to approve future developments along this fragile section of the Metropolitan coastline. Sea level rise due to Climate Change must be factored into all aspects of coastal management.

I agree with all that Jimbo has said above. Geological experts tell us that our remnant Tennyson Dunes are over 5000 years old, older than the pyramids, one of a few such geological monuments in Australia and that they must be conserved for the future, not bulldozed, fragmentated and paved over.

Botanists tell us that they are a rich and rare living example of coastal vegetation systems, some plants hundreds of years old.

Herpetologists tell us that they are a hot spot for reptiles species that only exist in that environment, there, along our coast.

Teachers from primary to tertiary tell us they regularly visit the dunes to instruct their students in the coastal morphology because they are the only significant remnant example of a dune and wetland system that once ran along the thirty kilometres of our Adelaide coast.

Only a few precious hectares of dunes remain there, and of the extensive wetland system that ran behind the coastal dunes, nothing remains. And now we discover that we need wetlands to filter the runoff from Adelaide’s creeks! Too late!

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The Tennyson Dunes and the linking north and south wildlife corridors are unique, and are of State and national significance as the only remnant dune system within a capital city.

It is a place of significance and history to the Kaurna people as well as early white settlement and to those of us who have spent most of our lives here. We have seen, over and over again on our coast, the folly, waste and continuing cost and degradation of inappropriate development and destruction of natural coastal systems… at our cost.

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Pave paradise, put up a parking lot...."
— Dunecare.

The sand dune vegetation system from Grange to Fort Glanville supports unique flora and fauna. Any solid concrete or wooden paths through this will destroy unique flora and fauna forever. There are plants hundreds of years old in this, the last of the metropolitan dune system. Parts of the system are up for Heritage listing.

The whole length of these dunes has been shown to be necessary to support the biodiversity of the very old central part of this dune system, the Tennyson Reserve.

The dune vegetation has been damaged by building houses on it, which we now understand was an environmental mistake. Adjacent to these houses, along the dune system edges, there are lawns and damaged dune areas, but these areas can be recovered. These areas must be reclaimed as dune vegetation. The dune vegetation system is only 1% or the original metropolitan system and so recovering even small amounts near houses is potentially a major contribution to the dune system biodiversity.

Some money from the Coastal Park must be allocated to restore the dune vegetation in the damaged areas and if this is done it will lead, over decades, to recovery of the natural dune system of vegetation and animals. This is an exciting opportunity to gradually restore a critically important environment. It has been shown it will also play a major part in preserving the beaches along this area.

A Coastal Park is a Park, not a 3metre concrete road destroying forever a 12 metre wide strip through unique sand dune vegetation. In some areas this will destroy dunes forever, and there is no hope for unique plants and the animals that depend on them. A Park is for preservation and for all, unique plants, animals, walkers and cyclists. Environmentally sensitive compacted walking paths can be used throughout the dune system and plans to enhance cycling have been prepared that keep out of the dune areas.

Proposing a concrete path or equally destructive boardwalk through any part of the foreshore from Grange to Fort Glanville is proposing killing off unique plant species and animals that rely on it. Equally, proposing not to restore adjacent damaged areas will eventually lead to loss of these plants and animals. I could not explain such proposals to the children who will inherit this.

The dune vegetation system is an environmental issue right in the suburbs.

Residents of the Charles Sturt Council should only support those, including Councillors, who absolutely oppose any damage to the foreshore along this region.
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<tr>
<th>User</th>
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<td>This small group of locals seems to be all that separates Adelaide from the imminent destruction of our dune heritage, all for a paved footpath through the last sand dune; carving up a fragile system to keep the line on a map straight! See sense Adelaidians!... and get behind this group with all your influences to save this once sacred land.</td>
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I agree with all the above comments. I'm sure if the Bicycle lobby groups could be educated about the importance of the dunes many would change their self-interest of 'having to have at any cost' a hugging coastal concrete highway!!! There is complete safe public access now to the corridors and the dunes, but put bikes there and the broader community that now use the existing public walkways will be severely restricted. Not even expanding on the destruction of the flora and fauna of the dunes!!!! There still will be a safe bike path (rerouted to the Eastern side of Military Rd and which can connect to the shopping centre, library, cafes, and restaurants, will give access to the beach for inner suburbs including the new AAMI precinct). Can't we support turning the tide of govt wanting this coastal path to secure votes? Help increase the numbers of those who want a bike path but away from the dunes and its corridors and want to protect and secure this amazing sacred relic........ Please see beyond self-interest........

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<tr>
<th>Hot Topics! : Hot Topic for May - Coast</th>
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<td>jimbo</td>
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**Hot Topics! : This month’s Hot Topic is ‘Cycling’**

**StephenMe**
A few things as a commuter who cycles every day.
Please clean the bike lanes. The cycle areas at major intersections are covered in rocks, glass, nails and other items.
Can we please enforce the parking limits on roads when cycle lanes are open. The number of cars that just stop in these lanes forcing cyclists around them is increasing. Port Road, Military road, and Tapleys Hill seem to be the worst.

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**Paradigm**
Cyclist should be seen - why do so many cyclists not have proper lighting on the bikes,and choose to wear black / grey outfits, blend in real well with the environment in these overcast wintery conditions, especially mornings,and they wonder why they are almost get run of the road.

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5.5 Submissions

Open feedback was invited via submission & open feedback forms which were provided at the Speak Out event on 4 June 2013 and online from 27 May to 14 June. Additional feedback was received post this date and is included in this summary.

5.5.1 Submissions – Results

A total of 14 feedback submissions were received

An overview of the themes raised (in no order of priority) include:

- Concerns with collisions between children, dogs and cyclists on shared use paths
- Grassed corridors are currently well used by walkers
- Don’t put the coast path down the grassed corridors
- Against development in the dunes
- Current Tennyson Dunes paths are in bad condition and should be updated – for walkers only
- Support the coast park project along the coast
- Supportive of creation of walk your bike zones
- Path in grassed corridors could cause security problems for residents
- Worried about people viewing into houses
- Social impact on resident living on the grassed corridors
- Shared use path should go along Military Rd
- Maintenance issues associated with sand on path
- Seaview Rd is currently too narrow for cyclists
- Don’t support coast park project
- Lawn corridors should be used for shared use path
- Future impacts of lighting on path should be considered
- Concerned about local residents opposing the project
- Houses built on the dunes has already done more damage to natural environment then a path would
- Local residents plan exotic plants which invade and damage dunes
- Support the careful construction of a boardwalk in the dunes
- An interpretive centre should be built at Tennyson Dunes
- Against the Military Rd option suggestion – for safety reasons
- Purchased property because of ‘exclusive beachfront’. Don’t want to lose it
- Disabled access to Tennyson Dunes area is important
- Local residents views should be considered more important than anyone else’s
- Concern that property values might go down because of Coast Park
- More people accessing the area will cause damage
- Don’t ignore citizens views
- A Reference Group should be established
- Consider ‘place-making’ approach to aspects of the project
- Council should ensure completion of its section of the Coast Park project
- Council maintain control of the project and long-term local management of the Coast Park.

Following are full copies of the submissions received.
22/05/2013

I am a supporter of Coast Park. I 100% support the path going ahead. Would like to see the path go through the dunes sensitively. I look forward to the project being complete.

Resident

Sent: Friday, May 24, 2013 8:54 AM

To: Valli Morphett
Subject: Coast Park comment.....please forward to relevant link...thank you

To whom it may Concern,

I just have one issue with the Coast Park and that is the section between Grange Road and Marlborough St Henley Beach.

As a family cyclist on an otherwise clear coastal run one is directed off the Coastal Park up on to Seaview Road which at this point is narrow and potentially dangerous for cyclists.

I would like to see any future plans for the existing and proposed Park to include a widened shared-use sector on this stretch.

Your consideration will be much appreciated.

Resident
Seaview Road, Tennyson  SA  5022

Sent: Friday, May 24, 2013 9:16 AM

To: Valli Morphett
Subject: Fw: coastal park

Thank you for the opportunity to comment.

I am completely against any further development of any kind along the existing dunes, enough damage has already been done.

We do not need any further walkways as I can walk from Bower Rd. to Grange along the existing track or I can walk along our beautiful beach. We also have a cycle track on Military Rd.

The new bitumen track from Third Ave to Bower Rd is dangerous for pedestrians with the number of speeding cyclists. Someone will get hurt, is there any insurance cover?

The cost of upkeep will go on rates and I feel they are too high already.

If we have money to spend we should build another reef out from Third Ave to help the sand erosion.

Resident
Tingira place
28/05/2013

Re boardwalk past our home we are not in favour. Lack of space and once vegetation is disturbed you have problems. We have lived beach front in Tennyson heights court 30 years and current beach front 5 years. There is ample walkways for public to beach most people stick to pathway but lots of idiots do not. Minority cause damage boardwalks bring more people hence more damage.

Resident

04/06/2013

The Chief Executive Officer
City of Charles Sturt
72 Woodville Road
Woodville SA 5011

Re: Coast Park

Dear Sir,

We write to put forward our submission on the proposed 5m shared walking and cycling trail along the coastal strip from Semaphore to South of Tennyson and in particular through the beautiful, but very fragile Tennyson Dunes.

We have owned the above property since 1988 and previously owned a unit in Ulah Place, Semaphore Park from 1975 through to 1993, so we know the Ecology of this area very well and are totally opposed to widening the existing undulating track that winds through these Dunes. This track is currently between 2m and 2.3m wide and in a very poor state of repair (refer attached photos), but any attempt to widen this track (regardless of everyone’s best intentions) will be a disaster and will cause irreparable damage to the Dunes and be very harmful to the Coastal Native plants as well as the wildlife, especially the many Lizards who inhabit this unique area.

Installing boardwalks would not solve any potential problems, as once heavy machinery is allowed to access these Dunes, severe long term damage will occur. Unfortunately, revegetation doesn’t work and we only have to look at the Point Malcolm project for proof of this claim. The ongoing projected maintenance costs of the proposed 5m track for the City of Charles Sturt would be prohibitive.

Our suggested solution is for the existing track to receive a major upgrade, including a quality natural surface, such as Dolomite, plus a new low level security fence on either side of the track, with this trail being available for walkers only. Again, the current width must not be exceeded.

The cycling track could be developed along the Western verge of Military Road, to by-pass the Dunes. Along this route several Beach viewing East to West cycling tracks, which could include wheelchair access, be provided by upgrading some of the existing low level pathways through Streets such as Cormorant Court and Coronado Court etc.
Enclosed Photos:
Photo 1 to 6 is of the existing 2.3m track that runs through the Dunes. Note, how this could be easily upgraded and would be more than wide enough and suitable as a walking trail; hundreds of people walk this track daily.
Photo 7 is the existing beach access track from Cormorant Court, linked to Military Road, which is 3m wide; again, this could be fairly easily upgraded at a reasonable cost for a cyclists viewing area.
Photos 8 & 9 are some of the amazing and unique Lizards that live in this area.

We understand the City of Charles Sturt is under a lot of pressure from the State Government and others to just go ahead and construct the proposed 5m trail through these Dunes, however, development at any cost is not always the answer, and there needs to be some balance here. We all have a responsibility to protect the environment for future generations, particularly an area as unique and precious as the Tennyson Dunes.

We do trust our above submission will be given due consideration.
04/06/2013

My main concern is that Tennyson Dunes are not touched by this development, but rather are skirted via the car park area bordering Military Rd, plus a section along the verge of Military Rd or even across the shores of West Lakes.

The dunes are unique and Charles Sturt Council have the privilege and responsibility of retaining this last remnant dune system of the metropolitan coastline. They have a great tourist potential as a 'Coastal Botanic Park' if kept in their natural state. An educational and interpretive facility could be set up in the large car park area and people could walk through the dune paths and learn about the natural flora and fauna. Plus experience the peaceful ambience away from the busy world outside.

It should be mandatory that all Councillors who are voting on this section of the coast path should visit the dunes and understand what their vote will effect. Perhaps Council could run a bus trip there for all their Councillors with a knowledgeable person to guide and explain - eg Val Wales, Nick Crouch...

Resident

04/06/2013

SPEND THISA MONEY TO CREATE LOCAL BUSINESS

Whilst a full coastal park sounds like a great plan it does not take into consideration the following - A variety of environments eg some bushland, lake and open park. All year accessibility to some parts of the path - eg out of the wind, structures out of the rain, access to playgrounds, shops etc. A lot of resources goes into providing activity - ie riding on the coast. Provide resources and a path through various environments, creating different activities. On the stretch from Semaphore South to the River Torrens consider the following. West side Military Rd on the East side of the primary dune. View bird nesting, plant growth etc. In specially marked areas geological interpretations of dune formation. Cross Military Rd at West Lakes Boulevard and create a path along and around West Lakes with access to picnic areas, café, boat hire (at the rowing club) and geological development and historical information about this area - very interesting points of interest. North of Trimmer Pde access to busses, playground, fishing (eg a fishing activity, hire a rod and paddle boats) with access to shops and Sportsman Drive and an alternate ride to West Lakes Shops along the lake (east side). Create a major tourist attraction. Hire kayaks, picnic areas etc. Cross Trimmer Parade ride through Oval with bushland development and connect with Kirkaldy Park - join up with linear park and back to the ocean.

Resident
To: "City of Charles Sturt" <Council@charlessturt.sa.gov.au>
Sent: Fri, 7 Jun 2013 14:37:44 +0930

Dear Council/lors,

I attended the consultation meeting on Tuesday 4th June and here is my submission for consideration. Thank you for the opportunity to participate.

Coastal pathway between Semaphore South and Grange.

MAY I INTRODUCE MYSELF

I am an art educator. I am contracted to the Art Gallery of South Australia to work with Public Programs and Education and have worked there since 1999.

My role is to design and implement creative and meaningful activities that deepen school students’ and the larger publics’ appreciation of art and bridge the gap between art that is exhibited and the audience through the making of 2D and 3D artworks. It is my job to make art as accessible as possible and the most urgent agenda that I have is to deepen peoples’ appreciation of nature.

With this in mind I am responding to the City of Charles Sturt’s Coast Park initiative. The park is an inspiring initiative that I believe can change peoples’ lives. I was present at the opening of the boardwalk connecting the river pathway to the coast pathway and have spent many hours of enjoyable walking and cycling in that area since. This is truly Common Wealth, the most sustainable wealth we can wish for.

COASTAL PATHWAY IN AREAS EITHER SIDE OF THE TENNYSON DUNES,

With this in mind I was saddened to learn that the next section of the pathway in the Tennyson area is being opposed by a group of coastal residents. It appears from newspaper reports that this opposition is based, in part, on concern for public safety on shared pathways. Further, a recent interest of some members of this group is in maintaining the integrity of the dunes. It is of significance that this recent interest coincides with the emergence of debate about this section of the Coastal Pathway. Surely a genuine interest would have been obvious much earlier.

It concerns me that these coastal residents have a conflict of interest that the rest of us can see i.e. they oppose cyclists using a coastal pathway in front of their houses for reasons other than those to do with environmental matters or public safety. While I support the protection of the Tennyson Dunes, I don’t believe that the corridors of lawn and exotic species on public land should be exempt from a shared coastal pathway.

As Council is aware, the houses that were built on the dunes have had far more impact than a coastal path ever could. Coastal houses have undermined the dune system’s ability to move back and forth with the seasonal winds so that sand has to be carted each year costing taxpayers millions of $$/year.

Some but not all people who built or bought houses on those dunes now don’t want anyone to share what they enjoy every day of the year. Some have planted exotic species that blow seeds into the dunes undermining the native dune flora. I believe that people owning properties adjacent to the dunes should be required to plant only native dune species in their gardens.
Regarding young children’s safety in the dune corridor area, surely in years to come, those children will enjoy a shared pathway for skating and cycling away from the main roads.

A BOARDWALK THROUGH THE DUNES

There have been suggestions that that the Tennyson dunes might have a boardwalk for use by people walking and, possibly, cyclists who walk their bikes along the boardwalk. Many people are concerned that this important area of coastal dunes be well protected. I believe that such a boardwalk would do so based on my experiences of using the Pondalowie Beach boardwalk on several occasions. People who go to Innes National Park and walk on the Pondalowie boardwalk can enjoy the richness of dune life without setting foot on the dunes. More information can be found by going to Google/Google Images and typing in ‘surfer’s boardwalk Pondalowie’.

There is no sign that the boardwalk has caused lasting damage to the dune system and the walk provides a wonderful view. If a boardwalk is constructed at Tennyson then all the pathways in the swales etc. could be removed thus protecting the Painted Dragons, other animal life and the plant life once and for all.

I support the WACRA proposal to explore a boardwalk, to have an interpretive centre adjacent the Tennyson dune car park and a cycle lock up facility.

THE SUGGESTION THAT THE SHARED PATH BE DIVERTED TO MILITARY RD IGNORES ISSUES OF PUBLIC SAFETY

Regarding redirecting the pathway or even cyclists along Military Road, please consider all the young families that use the coastal pathway especially on weekends and public holidays when road traffic is significant.

On Easter Friday I sat at the Karra parra-wirra (River Torrens) outlet on Seaview Road and watched several young families cycle past. Most children with adults seemed between 3 and 8 years old. These young families of cyclists ignored the ‘no entry to the shared coastal pathway’ sign between Ozone St and Henley Square because parents would not take their young cyclists onto Military road (the designated route during roadworks).

One of my young students (a 10 yr old girl) while cycling with her father on a road was recently knocked off her bike by a motorist reversing out of his driveway. The medical specialist said that if the driver had been travelling any faster, the child would have permanent brain injuries or be dead. Think about the many thousands of families that could safely take their children along an appropriately constructed pathway off the road. Even if they walk for sections of the pathway we have an opportunity to change peoples lives by giving everyone access to the natural wealth of the Tennyson dunes.

I do not see any shared pathway as a place for fast cyclists who would naturally use the main roads. To answer opposition to a shared pathway, fast cyclists could be discouraged from using shared coastal pathways by devices like speed humps that slow them down so that speed need not be an issue. I also support ‘walk your bike’ zones and mandatory bell ringing and slowing down near pedestrians.

A SHARED PATHWAY NEAR THE DUNES AND A TENNYSON DUNES BOARDWALK COULD PROVIDE ACCESS TO THE COAST AND THE TENNYSON DUNES FOR PEOPLE WITH DISABILITY

One of my brothers has a severe physical disability and is wheelchair bound. I would like him to have access to the Tennyson Dunes something that at present is not possible. I’m sure there are many others who would likewise benefit from boardwalk access to the dunes.
Please, let’s be creative with this exciting opportunity before us. The Tennyson section of the Coast Path is precisely the place we would surely want enhanced public access considering the area’s uniqueness and natural beauty. It is an outstanding example of Common Wealth.

I would like to thank CCS and State Govt. for the coast pathway so far and for the opportunity to contribute my voice to the debate.

Resident

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**Sent:** Thursday, June 13, 2013 4:23 PM

**To:** Alison Burns  
**Subject:** Coast Park - Terminus Street to Third Avenue

Dear Alison,

Referring to our phone conversation, I would like to make awareness to following points:

Westlakes shore: We have a solid wide lawn nature strip running in front of our properties. This is used frequently by cyclists, walkers and families. I do not see any reason why that should be replaced by a 3m wide concrete path interfering with nature and making it dangerous [see Linear park] for users. The property owners are maintaining the lawn and surrounding. We water [when there are no restrictions] cut and tidy up that reserve area at our own costs. Who is going to do that after installation of a bicycle or other path, when the sand is blowing over and users rubbish and damage accumulates.

Environmental damages to dunes, plants, wild life have been extensively presented at meetings. I support most. I hope the final planning will consider the input of citizens and not stubbornly proceed in pre-arranged planning.

Thank you for listening to me.

Resident  
Cormorant Court  
Westlakes Shore 5020
COAST PARK OPEN FEEDBACK

We provide feedback based on the perspective of two residents who have called Sandpiper Place home for close to 20 years.

Safety

The path already built along the coast is predominately shared between cyclists and walkers and joggers. The overwhelming view expressed at the 4th June consultancy meeting was that a shared pathway along the strip under consideration was not safe and inappropriate. Essentially cyclists, walkers and residents considered that it was dangerous for cyclists to use the same pathway as pedestrian traffic, particularly when the people on foot are elderly, young children or people walking dogs. The walkways leading to the beach crossing the proposed bike track present a particular hazard.

In the event of an accident involving pedestrian traffic and cyclists, it is possible that the council or government, and therefore rate payers and/or tax payers might be legally responsible for injuries incurred.

The designers of the proposed pathway along the Sandpiper strip must be aware of the overwhelming view that a shared pathway is hazardous and not wanted.

Maintenance

Maintenance of the proposed pathway is a serious concern. A pathway built along the Sandpiper strip would be vulnerable to consistent and regular sand build up and long term erosion and wear. Sand collection on the track would promote sliding of bicycles, which in turn raises the risk of accidents involving both cyclists and pedestrians. Erosion left unattended would also increase the chance of accidents as well as seriously affecting the long term usability of the path. In addition we would expect increased rubbish levels (paper, plastic wrappings, bottles etc) to appear following the significant increase in use of the area afforded by a new pathway.

The council's maintenance efforts along the entire beach strip has been minimal at best. A tractor mower has run along the strip occasionally and has been of questionable benefit. In summary, the council has never provided effective maintenance for the entire beach strip. It is our strong view that the council must implement effective maintenance of any pathway built along the beach strip.

The Sandpiper strip was originally grassed by the residents when the area was developed, and has been maintained continually by the residents. As discussed above, this well maintained strip has been available to and enjoyed by residents and non residents, including walking groups from distant locations.

Sand build up and erosion of a pathway, and increased levels of rubbish along the beach strip are serious concerns. The council must provide ongoing funds and resources for the effective and regular maintenance of the pathway.
The community

Since arriving at Sandpiper Place there has been a well grassed verge between our property and the sand hills. We have maintained this area by watering, fertilizing and mowing the lawn. Other residents along the grassed pathway have similarly maintained the area in front of their properties. Everyone understands that the pathway is a public area and use by a significant number of non residents has been welcomed. No resident has attempted to imply ownership of this pathway.

The grassed area along Sandpiper Place is a site for significant community activity. Non residents and residents of all ages use the pathway. Activities include walking, jogging, children’s activities and even some bike and regrettably motor bike riding. Many of the non residents are well known to the Sandpiper residents. The location itself is an ideal tranquil seafront environment that is attractive for current users. It is clear that the coastal strip has become a significant site, open to all people for their enjoyment. The community itself and the serenity of the current sea front location should not be destroyed.

If a bike path is to be built along this area, it should be designed to allow the existing strong community to continue. Measures should be taken to maintain the current tranquil sea front environment.

Residents’ Privacy & Security

Currently residents of Sandpiper Place enjoy an acceptable level of privacy and security, and we think it not unreasonable for these privacy and security levels to be maintained.

If a bike path is to be built along this area, it should be located and designed so that the current privacy and security of residents is not compromised.

OUR PREFERRED CRITERIA FOR DESIGN OF THE PATHWAY

The following guidelines are based on the concerns stated above, related to the proposed pathway.

1. Our preferred option is that the bike pathway is built along Military Road, perhaps on the western verge. The cycle track should be separate from the walking path. The separate pathways and location would avoid all the concerns that we have listed.

2. If a pathway is to be located along the Sandpiper strip, we strongly recommend that the design conforms to the following guidelines.

- The pathway should be positioned to straddle the outer edge of the Sandpiper strip and the inner edge of the sand hill area. The inner edge of the sand hills is not a pristine sand hill area. It consists of little sand, poor quality soil and waste building material, presumably left from the initial establishment of the area. Use of this area for a track would not impact the sand hills detrimentally. It would also provide users with closer visibility of the sea and sand.

- The track should be 2 metres in width and designed solely as a cycling track. The pathway should not be shared between cyclists and pedestrians. The remaining strip area should be left as a grassed area for pedestrian traffic and to allow the community activities to continue as they have done so up to now.

- Council and/or government should provide ongoing funds and resources for a regular, effective maintenance programme.

Resident, Sandpiper Place
18/06/2013

Good process tonight. 140 people. Lots of comments. Some strong views but lots of respect for others views. Compromises could occur. I wanted to propose to leave the grassed area as it is and spend the $1 million per km on redeveloping Mirani Court as a picnic area and bike rental place (node). Bike riders could walk their bikes along the grassed areas then go back on to Military Rd and continue their coastal ride.

Resident

21/06/2013

I am an owner occupier of a unit on the lawn area between Third Street Semaphore Park and the end or Cormorant Court West Lakes Shore. At the moment the lawn area is used safely by many people walking dogs, riding push bikes and generally exercising along this quite unique part of our coastline. At the moment the lawn keeps the speed of the cyclists to a safe level and what we have works beautifully for all. In the event that a cement bike path the speed would increase and become dangerous similar to the Linear Park as per the channel 10 news feature on TV 10/6/13. In closing the old saying 'if it snot broken why try to repair it'.

Resident

28 June 2013

- Have lived in the area 37 years.
- Missed submission date for the Speak Out
- Security issues experienced in the area
- Would there be lighting in the new Coast Park?
- Lighting could be very invasive to peoples homes
- The local ambience would be intruded on
- “We bought because of exclusive beach frontage”
- “There are some places you don’t need to take a wheelchair”
- Don’t want the path to be concrete or asphalt
- Uniqueness of the area is the natural sand dunes. Bike path will ruin that and turn it into an access way
- Put the path along West Lakes
- Path could be on Military Rd
- When people come to the beach the kids run to the beach. Worried about children and dogs being hit by dogs and the associated compensation claims.
- Last thing we want to do is stop access to the beach
- Tourists and visitors rights should not be considered above the locals
- The paths that are there now are not intrusive
- We don’t want people viewing into houses
- Worried about path being close to where people live
- Remember the dunes being there in the 60s and 70s – dunes weren’t washed away
- Worried the project might affect the value of properties
- We intend to fight to protect our home and place
- We would both like to be considered for the community reference group.

Residents, Shore Court
15 July 2013

Ms Valli Morphett
Community Engagement Coordinator
City of Charles Sturt

Dear Valli

Please find attached the submission from the Port Adelaide Bicycle Users Group [PortBUG] to assist further consultation, planning, design and management of the Coast Park.

We look forward to assisting in the development of this very important amenity along a unique area of the Adelaide coastline.

**Port Adelaide Bicycle User Group**

**Recommendations for Consultation for Coast Park within Charles Sturt Council**

The Port Adelaide Bicycle User Group (the PortBUG) is a voluntary community coalition which has worked over three decades to promote improve conditions for bicycle use and other forms of active people movement and travel. Our members are pleased to see the final stages of the Coast Park being completed within the City of Charles Sturt and to have the opportunity to contribute to the community consultation process. While this submission will inevitably focus on positive provision for bicycle use, we are conscious that this represents only one of a number of legitimate outcomes from the Coast Park Project. We strongly favour a balanced outcome that acknowledges and gives appropriate weight to all interests and issues involved.

The Coast Park promises numerous benefits for communities adjoining the coastline and for visitors wanting to swim, exercise, relax, walk dogs, observe birdlife or engage in other recreational, conservation or educational activities within a unique natural environment. Such activities along our beaches and foreshores offer relief from some of the stresses of modern urban living, and can be appreciated by people of all ages and abilities.

To enjoy these benefits in the longer term we need to ensure the protection of what are sensitive and now unique and rare coastal and marine environments. Given the inherent potential for people to access these areas, these coastal environments need active and ongoing management, public education and cooperation if we are to ensure their conservation for future generations. PortBUG members also believe that local communities should be recognised for their natural sense of ‘ownership’, identification with, and responsibility for their immediate environments, and be enlisted as key partners in ensuring that this active and ongoing management occurs.

The PortBUG notes that current best practice in communications concerning ‘Active Transport’ avoids reference to the everyday use of bicycles in terms of ‘cyclists’. This term has often proved confusing as it is often taken as referring to more rapid forms of ‘sports’ cycling rather than the slower forms of recreational or practical bicycle use. The term ‘cyclists’ is also often seen as referring to a particular group in our community (frequently with divisive outcomes) when in fact ‘bicycle use’ is ubiquitous, takes many forms and is a natural part of community life, particularly when it comes to the bicycle’s role in facilitating everyday mobility. Hence this document will refer to ‘bicycle use’ and ‘bicycle users’.

1. Preface:

The PortBUG believes that by accommodating a degree of bicycle use on the Coast Park in this area, a wider range of visitors will visit the Tennyson sections of the Park, increasing potential for active and positive public ‘management’ of the area and a greater recognition of the need to actively preserve the unique values of the Dunes area.

In developing the design and models of usage for the Coast Park, and specifically with regard to the unique needs of the ‘Tennyson’ sections, the PortBUG would strongly recommend that *all*
interest groups and designers focus on a range of intended outcomes and ensuing design requirements rather than on the isolated 'management' of any one potential group of users. In determining the care with which the public utilises a particular environment by foot or bike it is important to start with design fundamentals such as identification of environmental values and the parameters for public access and then ensure that these values and parameters are the basis for all aspects of design for the area concerned.

Incorporating facilities for bikes within the Park will require additional investment and a commitment to actively encouraging bicycle-based visitation. Such investment will reduce need for additional roads and car parks and the related hazards of noise and air pollution and danger of vehicle accidents. A Coast Park with good provision for bicycles will facilitate a more sustainable future for the sensitive coastal areas of Adelaide by ensuring a stronger basis for their preservation and support. Indeed it is clear to the PortBUG that the requirements and needs of bicycle users in the design of the Coast Park converge rather than compete with the requirements of other groups, including local residents and other visitors such as parents with children, and the elderly and less able. With appropriate design there should be no reason for anticipating conflict between such visitors or with the interests of local residents. The key however is to properly acknowledge and understand the appropriate set of design fundamentals and outcomes and the need for all parties concerned to avoid treating the development of this specific section of the Coast Park as a simple engineering exercise! It is in fact an opportunity to bring together community development objectives with those of conservation and heritage.

The PortBUG proposes below some Planning Principles & Processes that we believe will ensure bicycle access can appropriately be incorporated into the design of the Coast Park whilst also supporting the interests of residents, other visitors and those in the community particularly interested in the preservation of a unique natural environment.

2. Planning Principles for the Coast Park within City of Charles Sturt:

- Access to the Tennyson Dunes section of the Coast Park should be universal within agreed key conservation parameters. This access should allow all users - residents, visitors of all ages, people with mobility aids, parents and children, bicycle and skateboard users and so on – an acceptable measure of access to the Coast Park environment.

- The Coastal Park, and in particular each of the Tennyson Dunes sections, need to be seen primarily as separate and unique 'places' rather than as a single zone or 'route' – places to visit, experience, understand, use and explore rather than to treat simply as a transit zone to somewhere else or as facilitating physical activity alone.

- 'Place' requires a 'place making' process and a very definite and active level of inputs to ensure appropriate development and management.

- 'Place making' demands that each particular set of environments along the course of the Coast Park must be regarded as unique and requiring specific treatment and design. Given the sensitive and unique conservation and community values of each of the Tennyson Dunes sections, it naturally ensures that materials and design should be benign and manageable by local support groups.

- Lower cost, easily replaced surfaces and treatments should be chosen for areas at high risk of erosion or where potential for environmental impacts are highest.

- Permeable surfaces should be used to reduce water runoff and avoid seed transfer into the dune environment.

- Bitumen should not be used on these sections of the Coast Park's pathways for aesthetic and environmental as well functional reasons.
• Path surfaces should lend themselves to ready maintenance by local residents & volunteers.

• Coast Park pathway construction should be complemented by extensive and comprehensive redesign and treatment of pedestrian access points and laneways and associated interpretive and multi-use nodes.

• Particular attention in this stretch of the Coast Park should be given to creation of a larger number of nodal and multi-use gathering areas that will physically and visually disrupt the continuity of the pathway. These areas would typically be placed at pathway junctions with ramps down to the beach and with laneways leading towards neighbouring roads. They could include interpretive viewing areas, outdoor showers, drink fountains, emergency phones, emergency vehicle access points, bicycle parking facilities, seating, rubbish collection, shaded picnic areas, small playgrounds and swings, disability access provisions ... 

• Irrigation should promote use of existing grassed areas but be specifically designed to prevent spread of weeds into dunes.

• Materials and design should add value to the area for adjacent residents and should sensitively reflect the existing built environment where appropriate.

• Where grassed areas exist, the pathway should be located so as to provide a grassed 'buffer' area between pathway and property frontages, and to protect invasion of weeds and grasses into dunes.

• Management of grassed areas also should prevent seeds being blown into dunes.

• Where possible, natural barriers should be used rather than fences. The BUG sees many possibilities for varied use of natural barriers along the route, reflecting both specific opportunity and where appropriate, key aspects of the existing natural and built environment. The pathway should help with separation between the 'made' (eg; lawn areas) and the 'unmade' (dune vegetation).

• Non-native vegetation should be replaced over time with species native to the area as opportunities arise.

• Planning should identify numerous points for construction of specific mixed-activity and mixed-traffic nodes to ensure both the creation of short-distance sight-lines (to foster a sense of 'place' and respect for a 'slow-speed' environment) and to create opportunities for specific interpretive locations along the course of the pathway.

• The pathway should deviate where required around existing high-value vegetation points as identified by the dune-care and ecology authorities.

• The pathway should work with and follow existing dune topography and not attempt to create uniformity (grades, directions etc) for its own sake. We note that while this may limit point-to-point access to a small degree for less able visitors, this compromise should be considered essential to maintenance of the special status of key sections of the dune precinct!

• While universal access to all sections of the pathway is required, uniformity of either design or degree of access should not be considered essential nor should it compromise key environmental considerations.

• Park and pathway design should actively reduce the impacts of both pedestrian and bicycle users in especially ecologically sensitive or topographically challenging areas.
Continuous sight-lines are not required although they should be adequate for safety and security.

Additional parallel paths or on road treatments should be considered where especially sensitive or vulnerable dune areas would benefit by encouraging some bicycle users to take more accessible bypass options over a short distance.

Park access should be integrated with adjoining walking and cycling facilities, especially with other sections of the Coast Park.

In all matters, every effort should be made to retain a significant degree of local-community management and ownership of the design, construction and ongoing maintenance processes.

3. Planning Processes for the Coast Park within Charles Sturt Council area:

Some of the above outcomes suggest particular processes which ensure that existing and future Park users can contribute to the planning. We have outlined some additional Principles primarily to do with how Planning should proceed. We suggest the following Processes be considered:

- All stakeholders, including groups and individuals, should be able to provide views as to the planning and development of the Coast Park.

- Council should continue to offer on line, face to face and representative avenues to present views and preferences by all parties.

- Open public meetings should recur at several key points in the planning process (eg; to present a final ‘preferred plan’ in visual form)

- A Reference Group should be established, as soon as is practicable, and comprise primarily representatives of organisations and groups that have specific stake in the Park.

- The Reference Group should only have the authority to give advice but should also be provided with timely and detailed advice as to options being considered by the decision making bodies (ie Local and State governments).

- The Reference Group should be open, with discussions reported online to the constituents of all groups involved and indeed to the wider public

- Key agencies, and especially Local & State Governments should be included in the Reference Group to ensure the most relevant and timely discussions and information can occur.

- The Reference Group should continue throughout all stages of the Planning and Implementation of the development, and indeed should be considered as a model for a longer term coordination of Council and community involvement in park development.

- The Council should examine recent problems in construction of an adjoining area of the Park at Point Malcolm and report to the Reference Group on how vegetation was destroyed in the course of pathway construction and how this can be prevented within the City of Charles Sturt.

4. In Conclusion:

The PortBUG believes it important that some specific realities be acknowledged by all concerned with plans for the Coast Park, specifically:

- That the City of Charles Sturt is under certain contractual obligations to the State Government to ensure completion of its section of the Coast Park.
• That all indications point to the necessity to retain local community and council control of the project and long-term local management of the Coast Park if the outcomes sought by all stakeholders are to be achieved.

With regard to this last point, the PortBUG would consider it to be the worst of all outcomes if control of the project were to be 'handed back' to State Government for any reason. This view is not intended as a reflection on State Government. Rather it reflects our considered view that achieving the highly valued outcomes sought by all stakeholders will only be possible if localised community control can be maintained and if a unity of purpose at the community level can be developed. The PortBUG appreciates and endorses the values that have been expressed by all parties concerned and stand ready to support constructive and successful resolution of the current planning processes.

Prepared by the Port Adelaide Bicycle User Group
12th July 2013
5.5 Event Evaluation

As people left the Speak Out event they were invited to provide evaluation feedback about the event.

A total of 39 people provided feedback.

5.5.1 Evaluation Results

1. What did you think of tonight’s session?

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Like</td>
<td>76.9%</td>
</tr>
<tr>
<td>Unsure</td>
<td>20.5%</td>
</tr>
<tr>
<td>Dislike</td>
<td>2.6%</td>
</tr>
</tbody>
</table>

2. Comments
   - Would have preferred to hear from more individuals and not just the groups. Too group dominated.
   - Leave the dunes along. They are unique
   - We seem to be of a like mind - but the enemy is not in attendance
   - I live on the foreshore but even if I lived in the hills I would be against this road
   - It looks good to me but will it happen?
   - It seems to be all about bikes rather than recreational use!
   - A good range of views should inform the design process. Encouraging!
   - Pretty heavily loaded with opponents with private interests to protect.
   - Look at ways to make it happen - not ways why it can’t!!
   - Worried that the environment theme groups are dominating public forum.
   - Would like options and a voice opinion. Maybe via email. Bit intimidating to stand in front of group