

# Tathra Wharf and Headland **Draft** Precinct Plan

## Listening Report – February 2022

### Introduction

Tathra wharf and headland is a popular attraction for the local community and visiting tourists. It offers a range of activities and attractions including the Tathra Wharf & Museum, Memorial Gardens, Tathra Hotel, and access to the Wharf to Wharf walking track. Tathra wharf and the adjacent reserve at Tathra headland are listed on both the National Trust and Australian Heritage Commission registers.

The precinct lacks a connected environment that is walkable and cycle friendly. It provides access that is focused on vehicle and driver comfort where roads and car parking take precedence. Consequently, the roads are less safe for pedestrians with reports of users driving short distances of less than 500m to access two different locations at the headland. Additionally, it creates a dominance of wide asphalt road reserves and car parking in areas that could be usable for public recreation.

A draft precinct plan aims to address these problems by improving the traffic, cycle and pedestrian circulation, connectivity and wayfinding at Tathra wharf and headland.

From 14 December to 8 February 2022 council sought feedback from the community on the draft precinct plan.

A survey was provided on Have Your Say including six questions allowing people to provide feedback on what they like best and least about the draft precinct plan.

Two information sessions were held at the Tathra Town Hall on 12 January between 9am and 12pm, and 2 February between 3pm and 6pm.

269 submissions were received via survey and 26 submissions were received via email.

Key insights from the engagement are summarised in this listening report. This information will be used to inform a revised draft precinct plan which will be released for further public comment.

## Key insights from the community

Key insights from the community and key themes are provided below.

### 1. Where do you live?

I live in Tathra	67.04%	179
I live elsewhere in the Bega Valley Shire	20.60%	55
I'm a visitor	12.36%	33
	<b>Answered</b>	<b>267</b>
	<b>Skipped</b>	<b>2</b>

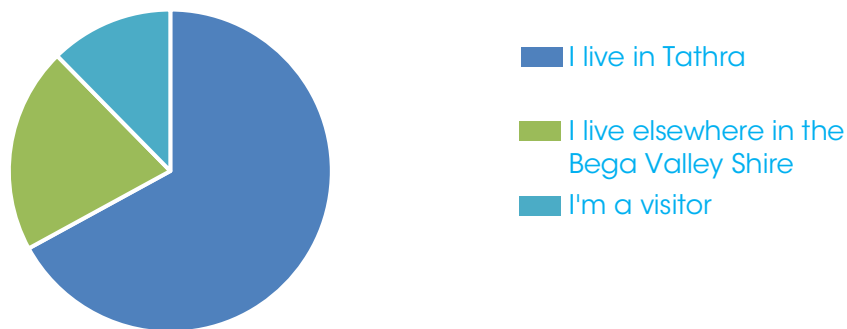


Figure 1: Responses to Question 1: Where do you live?

### 2. Do you support the draft precinct plan?

Yes	24.15%	64
No	41.89%	111
In part	33.96%	90
	<b>Answered</b>	<b>265</b>
	<b>Skipped</b>	<b>4</b>

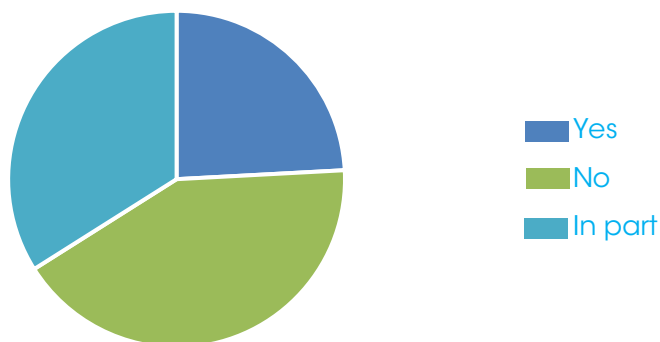


Figure 2: Response to Question 2: Do you support the draft precinct plan?

3. On a scale of 1 to 5 with 1 'Disagree' and 5 being 'Agree' rate the following in relation to the draft precinct plan.

The plan enhances visitor access by improving walkable access (pedestrian, cyclists) to Tathra Wharf from the upper commercial area and the broader headland precinct.

1 Disagree	37.59%	100
2	13.53%	36
3	10.90%	29
4	12.78%	34
5 Agree	25.19%	67
	<b>Answered</b>	<b>266</b>
	<b>Skipped</b>	<b>3</b>

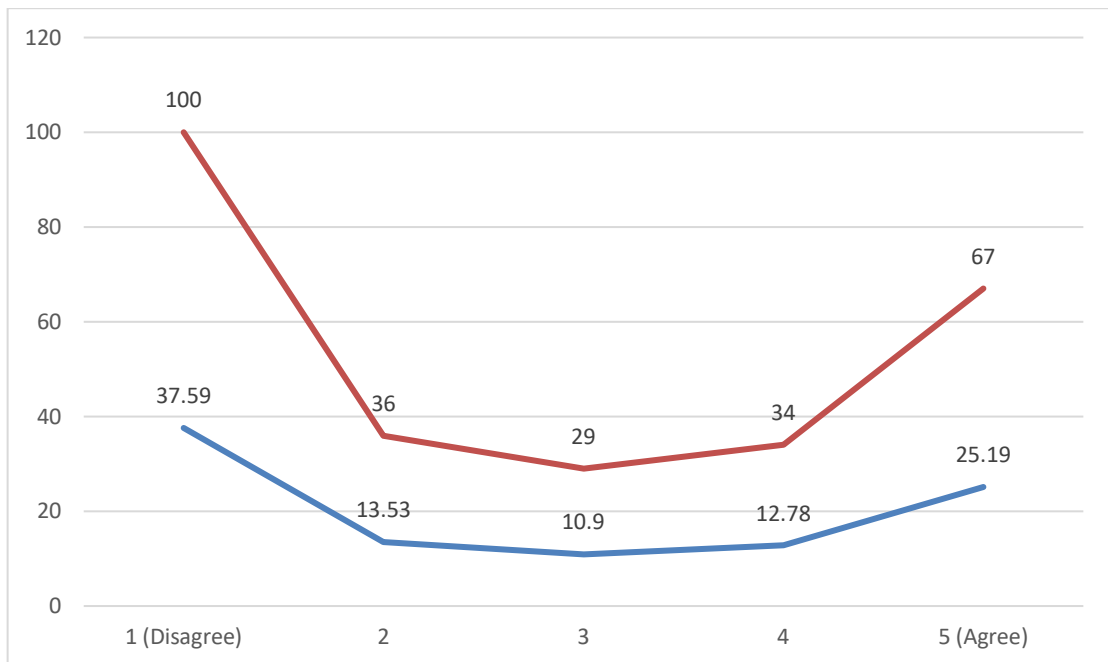
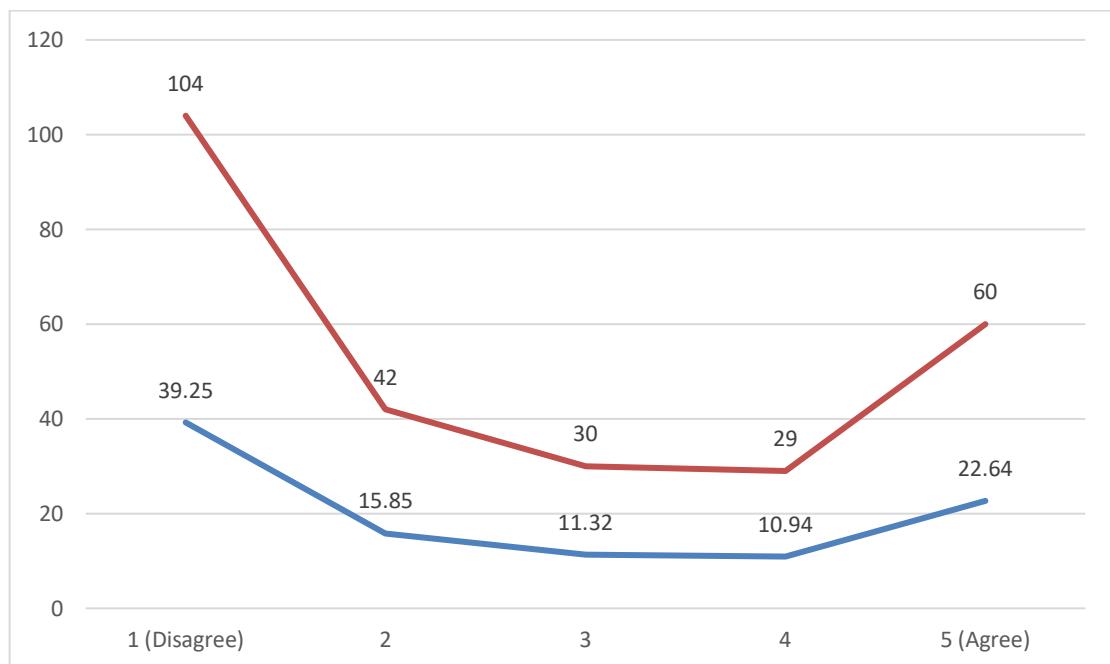


Figure 3: The plan enhances visitor access by improving walkable access (pedestrian, cyclists) to Tathra Wharf from the upper commercial area and the broader headland precinct.

The plan enhances visitor safety by improving traffic circulation and parking arrangements for cars and buses.

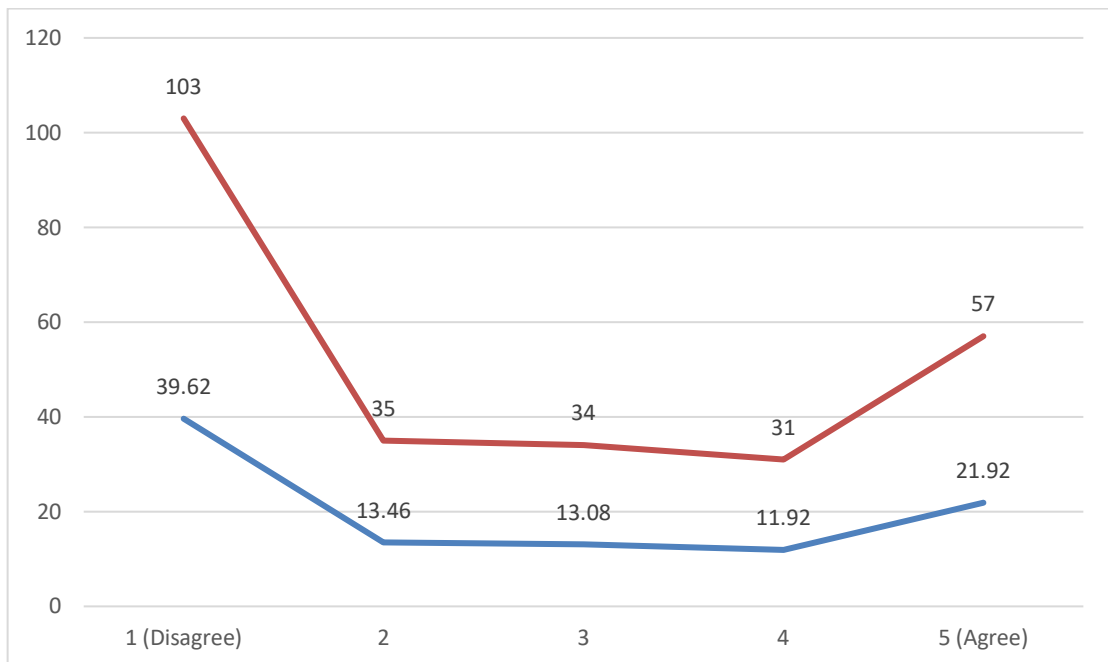
1 Disagree	39.25%	104
2	15.85%	42
3	11.32%	30
4	10.94%	29
5 Agree	22.64%	60
	<b>Answered</b>	<b>265</b>
	<b>Skipped</b>	<b>4</b>



**Figure 4: The plan enhances visitor safety by improving traffic circulation and parking arrangements for cars and buses.**

The plan enhances the visitor experience by providing better connectivity, wayfinding and signage connecting visitors to the destinations and attractions.

1 Disagree	39.62%	103
2	13.46%	35
3	13.08%	34
4	11.92%	31
5 Agree	21.92%	57
	<b>Answered</b>	<b>260</b>
	<b>Skipped</b>	<b>9</b>



**Figure 5: The plan enhances the visitor experience by providing better connectivity, wayfinding and signage connecting visitors to the destinations and attractions.**

#### 4. What do you like best and least about the plan?

The below is a summary of the key themes received in submissions. They are in no order of precedence.

<i>Key Themes</i>	<i>Responses</i>
<i>Lower to upper Tathra path</i>	<p>There were many requests to go beyond the Tathra headland and continue the proposed active travel links to lower Tathra, opening the town up more broadly.</p> <p>Whilst there was support for a shared path at the headland to increase safe opportunities for walking and cycling, there were clear comments that it needed to link to lower Tathra to be effective and usable.</p>
<i>Wharf Road</i>	<p>There was support for improved pedestrian and cycle access to Wharf Road however many felt strongly that vehicle access and parking should be maintained.</p> <p>Some suggested the removal of parts of the cliff face along the bottom half of Wharf Road to allow for a bus turning circle and additional parking.</p> <p>There were mixed responses in relation to bus access to Wharf Road with some stating that it was a must have and others stating that bus access should be prevented.</p> <p>Generally, people supported the restructure of the intersection to the entry to Wharf Road to prevent and deter larger vehicles.</p>
<i>Drop off/pick up zone</i>	<p>Generally supported, especially by the scuba diving community as a point to unload dive gear near the entry point to the wharf without obstructing other users. The scuba diving community felt that the drop off/pick up zone was a good addition but didn't necessarily agree that parking be removed from Wharf Road in lieu of a drop off/pick up zone – they wanted to see both accommodated for.</p>
<i>Retain character</i>	<p>Many stated that the draft precinct plan doesn't suit the character of the headland and that a 'less is more' approach is required. People want to see a more organic approach, less concrete and paving, more landscaping, and less formal parking.</p> <p>Rural village, quiet coastal town, seaside village, sleepy seaside, were all descriptions provided that the community wanted retained.</p> <p>Locating utilities services underground was supported to enhance character.</p> <p>Key message received was 'do not overdevelop'.</p>
<i>Stormwater</i>	<p>Many felt that a standard kerb and gutter approach was not appropriate for the headland. A flush kerb, natural swales and raingardens were supported for stormwater management. There were several comments acknowledging that an improved approach to stormwater management was required.</p>

<p><i>Parking</i></p>	<p>There was mixed response in relation to formalised parking and whether parking at the headland was busy or not busy, and whether more was required or less was required.</p> <p>Some people felt that the parking situation was fine as it is, and that less was better whereas others felt that the precinct plan hadn't allowed for enough and more parking spaces were required.</p> <p>There was support for the proposed DDA compliant parking at Beach Street shops, supermarket, the headland, and wharf.</p> <p>Additionally, there was support for removing the carpark to the front of the pub.</p> <p>Some suggested timed parking.</p> <p>Generally, the feedback was that the site is quiet for the majority of the year and so formalising the parking was not necessary. People want to see a more relaxed approach to parking arrangements, particularly in respect to catering for boat trailers and caravans.</p>
<p><i>IGA supermarket parking</i></p>	<p>There was mixed response in relation to supermarket parking with some people supporting the reorganisation of the parking and others not supporting it.</p> <p>Overall there appeared more comments stating that the arrangement works well as it is and no change was required.</p>
<p><i>Slip lane at war memorial</i></p>	<p>There were concerns that the slip lane 'cut' the memorial space from the central greenspace and that it was too close to the memorial.</p> <p>There were some queries about whether Beach Street could continue through to Bega Street and act as a slip lane.</p>
<p><i>One way loop road</i></p>	<p>There was a mixed response to the one way loop road with some responses welcoming the traffic circulation and others stating it would be inconvenient.</p> <p>Generally, there was an acceptance that the current street and traffic flow arrangement could be improved, and most people supported the intersection at wharf road as a measure to deter unwanted long vehicles from entering.</p> <p>Some requested whether council could investigate a tighter loop by using the service lane to Bega Street.</p> <p>Some felt that the one direction flow would increase congestion.</p>
<p><i>Shared zones</i></p>	<p>There were some concerns on shared zones, and their safety and whether they would actually make the road less safe.</p> <p>There were comments around whether a shared zone was needed with a separated shared path was provided.</p>

<p><i>Footpath and shared path</i></p>	<p>There were divided responses to the proposed footpaths and shared path arrangements. For some, the proposed footpaths and shared path were welcomed particularly for those who want to walk or cycle but don't currently feel comfortable doing so, parents with prams, and those with mobility issues.</p> <p>On the contrary, there were responses that insisted bikes not be encouraged, that the headland was only accessed via car and so vehicles should take priority over pedestrians and bikes.</p> <p>Some stated that people like walking on grass and on the road.</p> <p>The most common comments were around reducing the amount of footpaths to just one shared path linking the site, and that the new shared path needed to link to broader Tathra to be fully effective, i.e. the bike path at Davidson Street and lower Tathra.</p>
<p><i>Greenspace</i></p>	<p>There were several comments appreciating the additional greenspace and several comments disapproving of the additional hardscape and this demonstrated a lack of understanding about the proposed changes. Essentially the precinct plan will increase greenspace as it reclaims the road reserve for active travel, natural stormwater management and public space creating a greener and healthier community.</p> <p>Several comments noted and supported the proposed plant palette being native, low maintenance and fire retardant.</p> <p>General feedback requested that all landscaping be wild in its nature and not manicured.</p>
<p><i>Headland turning circle at the Memorial Gardens</i></p>	<p>There were requests to angle the turning circle further south to avoid the memorial garden, in particular the memorial path and plaques.</p>
<p><i>Beach Link near Cliff Place</i></p>	<p>General feedback was that as it is not accessible, concrete path is not preferred and simple wayfinding and gravel path is all that is required to improve.</p>
<p><i>Street lighting</i></p>	<p>There were concerns in relation to the amount of street lighting proposed and to reconsider with respect to light pollution.</p>
<p><i>Cost and funding</i></p>	<p>There was confusion over the funding and cost of the project and why funds couldn't be spent elsewhere or on matters that were more important to the community.</p>
<p><i>More community consultation</i></p>	<p>There was feedback on the consultation process and requests for more consultation with locals in the development of the precinct plan.</p>



## What's Next?

A memo will be submitted to the Council with a summary of consultation outcomes (this Listening Report) and suggested amendments (changes required based on feedback).

A revised draft precinct plan will be developed based on feedback and a second round of public consultation will be undertaken.

Council has allocated funding to complete Stage 2 of the project. A timeline for next steps is outlined below.



### Timeline for Works

Dec 2021 – Feb 2022 (complete)	Public consultation on draft precinct plan
Mar – Apr 2022	Revise draft precinct plan based on public feedback
Apr – May 2022	Round two of public consultation on draft precinct plan
Jun – Jul 2022	Finalise precinct plan based on further feedback and input from community
Jul – Aug 2022	Submit to Council for formal endorsement / 28 day public exhibition

## Thank You for Your Feedback

269 people provided survey submissions

26 people provided email responses

55-60 people attended information session 1

60-70 people attended information session 2