

GERALDTON FISHING BOAT HARBOUR DEVELOPMENT PLAN



DOCUMENT INFORMATION

Development Plan
Geraldton Fishing Boat Harbour
Mid West Ports Authority

Prepared By: Taylor Burrell Barnett
Level 7, 160 St Georges Terrace
PERTH WA 6000
PO Box 7130
Cloisters Square
PERTH WA 6850
Phone: 9226 4276
Email: admin@tbbplanning.com.au

Project Team:

Planning and Design Lead
Landscape and Environmental
Civil Engineering and Servicing
Coastal Engineer
Traffic and Transport

Taylor Burrell Barnett
Emerge Associates
JDSi
MP Rogers & Associates
Stantec

Doc ID: 22-028_GFBH_DevPlan_1.3 Web Version

Revision	Status	Date Issued	MWPA Approval	Date Approved
1.0	Draft	25/10/2022	-	-
1.1	Final	27/10/2022	Josh Arnott / Ian McLeod	31/10/2022
1.2	CEO and Board Approval	19/12/2022	Damian Tully	14/12/2022
1.3	Ministerial Foreword	10/03/2022	-	-

Disclaimer

This document was prepared for Mid West Ports Authority, and may only be used in accordance with the executed agreement between Taylor Burrell Barnett and the Client.

The report may contain information gathered from a number of sources using a variety of methods. Taylor Burrell Barnett does not attempt to verify the accuracy, validity or comprehensiveness of any information supplied to Taylor Burrell Barnett by third parties. This document cannot be copied or reproduced in whole or part for any purpose without the prior written consent of Taylor Burrell Barnett.

TABLE OF CONTENTS

From the Minister	8
From the MWPA Board Chair & CEO	9
Executive Summary	10
Introduction	14
Purpose of The Report	16
Context: Drivers for Change	18
Sustainability: How the FBH achieves it	19
Context: Community	20
Case Study Examples	21
Issues/Opportunities Summary	22
Development Plan	24
Development Plan: Vision and Key Design Qualities	26
Fishing Boat Harbour Precincts	28
Movement and Parking Elements	30
Land Use and Built Form Elements	32
Marine Facilities and Infrastructure Elements	34
Landscaping and Placemaking	36
Delivering The Vision	38
Implementation	40
Introduction	41
Staging Overview	42
Further Studies	44

LIST OF ACRONYMS AND ABBREVIATIONS

Abbreviation	Meaning
CHRMAP	Coastal Hazard Risk Management and Adaptation Plan
CPTED	Crime Prevention Through Environmental Design
DoT	Department of Transport
DWER	Department of Water and Environmental Regulation
EV	Electric Vehicle
FBH	Fishing Boat Harbour
MRWA	Main Roads Western Australia
MWPA	Mid West Ports Authority
RAV	Restricted Access Vehicle



ACKNOWLEDGEMENT OF COUNTRY

Mid West Ports Authority acknowledges and respects the Wilunya, Nhanagardi and Naaguja peoples of this land and waters we stand on. Elders past and present, the youth and Yamaji people of the Mid West region who hold the stories hopes for the future leaders.



FROM THE MINISTER



Rita Saffioti, Minister for Ports

The Mid West is a region with significant potential for economic and population growth. As the regional centre, Geraldton has long had a strong and historical fishing sector with much of the town's culture rooted in the industry.

Mid West Ports Authority plays a key role in the Mid West economy by providing critical supply chain infrastructure for mining and agriculture, along with the fishing industry as well as a burgeoning tourist sector. This FBH Development Plan outlines a strategic direction forward for the precinct, encouraging and enabling expansion of existing, as well as new, industries and businesses.

This FBH Development Plan expands on the existing Port Master Plan by providing greater detail on expansion

opportunities, relocation and optimisation of key services and assets, separation of transport corridors for efficiency and safety and activation of the public realm. Furthermore the plan will enable more businesses to enter the harbour creating a more vibrant and diverse precinct.

It provides strategic guidance for future investment decisions that will provide significant economic value to the Port, Geraldton community and financial partners.

We are committed to ensuring our publicly owned Fishing Boat Harbour meets its full potential and becomes a vibrant hub for the fishing industry of Geraldton, whilst also enabling other businesses to flourish and the Geraldton community to engage with and enjoy.

FROM THE MWPA BOARD CHAIR & CEO



Noel Hart, MWPA Chair and Company Director

Mid West Ports Authority delivered the Port of Geraldton Master Plan in June 2020, which provided a vision and strategy for the next 15 years of growth of the Port and surrounding areas. One of the key deliverables identified within the Port Master

Plan was the creation of a FBH Development Plan to properly detail the future expansion and growth of this asset to better serve businesses within it, industries that use it and the Geraldton community who enjoy it.

In the coming years, MWPA will work with its stakeholders to achieve the implementation of the FBH Development Plan, through delivering key projects including reclamation of land, breakwaters to protect against coastal inundation, realignment of heavy and light transport corridors, relocation of key service precincts and assets, and expansion of the public realm.

The FBH Development Plan provides an exciting opportunity for all

stakeholders of the Fishing Boat Harbour, including the greater Geraldton community, through improved facilities and logical grouping of activities, realising efficiencies, and encouraging activation.

On behalf of the Board, I would like to thank everyone who took the opportunity to provide feedback during the stakeholder engagement sessions.

We look forward to continuing this journey with you as we work to build a successful, inviting and activated Fishing Boat Harbour connected with customers and the community.



Damian Tully, MWPA Chief Executive Officer

Geraldton's Fishing Boat Harbour (FBH) is home to the region's fishing industry, providing service capabilities for recreational and commercial vessels, in addition to marine-focused businesses such as boat building and servicing, seafood processing, retail and tourism.

Until now the FBH has largely grown organically, with no strategic plan for the future.

With the development of the Geraldton Port Master Plan in 2020, and the subsequent implementation of the Port Maximisation Project (PMaxP) to optimise the Geraldton Port commencing in 2022, it was identified that an informed direction forward for the FBH was required to legitimise the space and identify expansion opportunities for new and existing businesses and industries.

It is important that future development to facilitate growth within the FBH is undertaken in a coordinated and sustainable manner; which enables Mid West Ports Authority (MWPA) to operate in balance with the environment whilst also providing economic benefits for our community and stakeholders.

The FBH Development Plan offers a strategic direction for how the FBH

can achieve long-term sustainable growth, with key focuses on expansion enabling an increase of businesses operating in the area, segregation of land uses through zoning, and inclusion of a tourism precinct to better serve port users including the general public.

The FBH Development Plan is the product of stakeholder and community engagement, research, and analysis, resulting in a plan that will not only guide the future development of the Fishing Boat Harbour but also help with the implementation of the Port Maximisation Project to ensure the Port of Geraldton can increase its capacity and remain a gateway to trade and tourism for the Mid West.

I look forward to collaborating with our stakeholders and the Mid West community to realise the aspirations of the FBH Development Plan.

EXECUTIVE SUMMARY

The Vision for Geraldton Fishing Boat Harbour is to facilitate quality trade and tourism opportunities through a strong focus on people, place and planet.

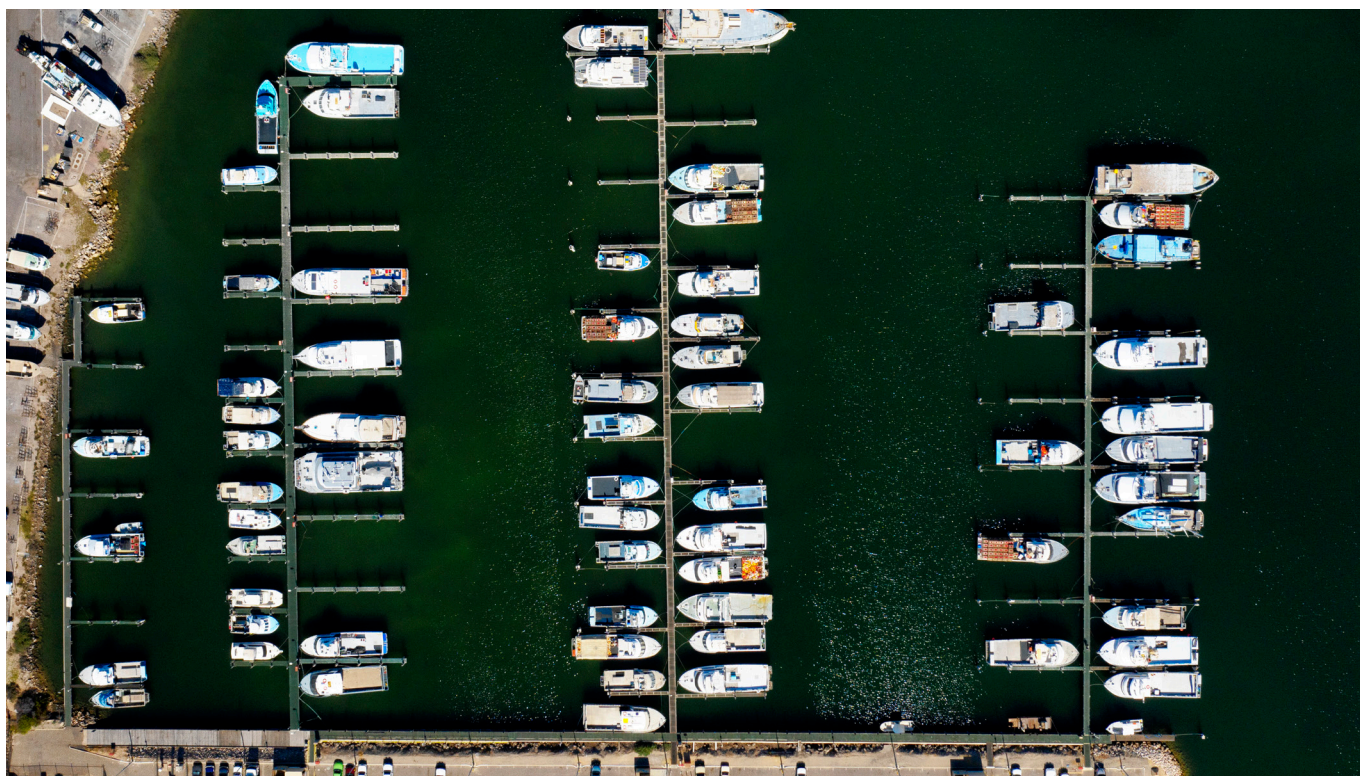
A unique place with 24/7 activity; an economic engine room; a dynamic and sustainable waterfront hub; a vibrant attraction which showcases Geraldton. The Development Plan creates a framework for understanding what needs to be done, now and over the medium to long term, to achieve this in a coordinated and sustainable manner.

Geraldton is a sought-after place to live, work, visit and invest and the Port and the Fishing Boat Harbour (FBH) are fundamental to the socio-economic well-being of the town, wider region and the 'Gateway to Trade and Tourism'. In response to increasing trade and future opportunities for growth and diversification, the Mid West Ports Authority (MWPA) developed the Port of Geraldton Masterplan in 2020 to guide investment decisions. A key objective of the Masterplan is the maximisation of the FBH. MWPA has, therefore, prepared a detailed Development Plan (the Plan) for the FBH that will guide the placement and design of new development and

significant additions to infrastructure and the public realm. The Plan will facilitate the organisation and integration of land uses and the protection and growth of key transport and infrastructure corridors, as well as identifying sustainable long-term expansion options.

The Plan responds to the tangible and intangible drivers for growth and adaptation, including asset management, digital connectivity and technology, climate change and sustainability, celebration of local heritage and culture, inclusivity, and strategies to support efficiency and innovation.





The Plan builds upon the strengths of the region and Geraldton, and the inputs from stakeholder engagement, through a place-based approach. Essential design qualities are embedded, including adaptability, connectivity, legibility and amenity, to ensure safe, enjoyable and attractive 'on the ground' experiences for those who work in and visit the FBH.

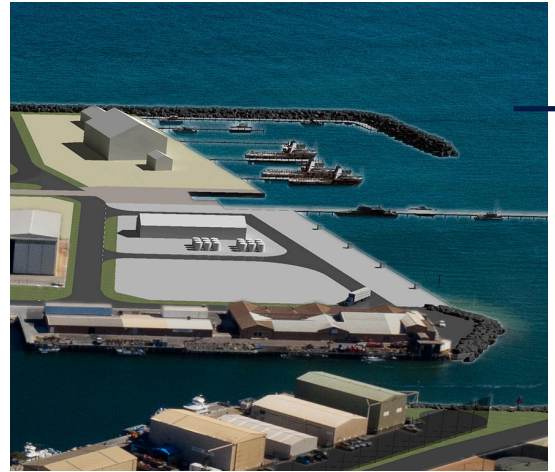
The FBH will be a place of 24/7 activity, where the daily operations of the port, harbour-side industries and fishing fleet form the primary function but also provide an interesting and dynamic backdrop for the local community and visitors to experience and enjoy the waterfront. The Plan proposes more land to be available for development and significant upgrades to infrastructure, including new breakwaters and key transport and service corridors. The design provides for a highly effective harbour that caters for the fishing fleet, port facilities and services in addition to visiting recreational boats, charter boats, super yachts and heritage vessels. Attractions for the local community could include food and beverage outlets, signature events, occasional markets, local retail offerings and viewing platforms with information on the workings of the port and harbour and safe areas for recreational fishing.

The Plan is allotted into precincts that accommodate similar and compatible land uses, to support synergies between businesses. The planning of the precincts also ensures appropriate separation of heavy operational traffic from public areas and 'future-proofs' service corridors and coordinated staging of key infrastructure elements. Four key themes have influenced land use distribution and future development phasing: movement and parking; marine facilities and infrastructure; built form; landscaping and placemaking. Strategies and key actions have been developed to deliver significant investment across these themes.

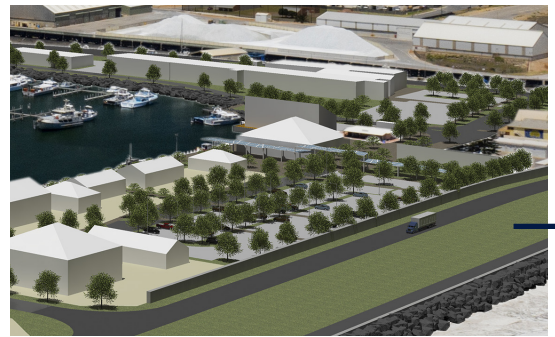
Overall, the Plan contains 16 strategic 'key changes' that will transform the FBH into a contemporary, fully serviced, ocean gateway to the Midwest region, providing for international, national, and local trade and tourism needs. To support these strategies for growth, 19 actions have been identified over six phases of implementation, spanning short-, medium- and longer-term timeframes.

The Plan provides flexibility for the future with options for expansion, adaptation and continuing upgrades.

The **Marine Facilities and Infrastructure** strategies ensure that long-term MWPA planning and operational goals are future-proofed and a holistic and complementary arrangement of marine-based uses and activities is created. Key changes include a new breakwater to the northern and western edges to provide long-term protection against coastal inundation and storm surge. Provision is made for a new tug boat harbour in the north-east with a re-located fuel facility to reclaimed land to the south, and land near Connell Road and Lemmon Road is to be re-purposed for tourism and commercial uses. A new jetty and turn-around / loading area is created off Lemmon Road, with space for boat pens that are removed through reclaiming land elsewhere. A new western wharf-edge promenade is created, with landscaping and space for service and emergency vehicles.



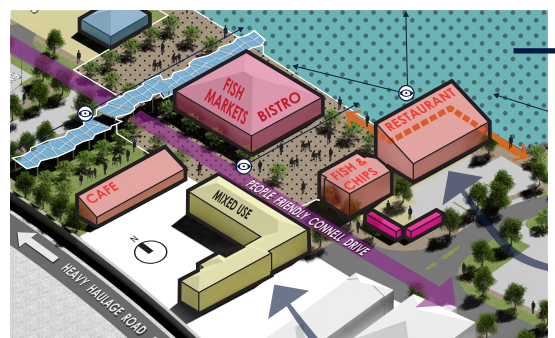
The **Movement and Parking** strategies facilitate a mix of transport modes for safe and efficient access of people and goods by way of a variety of transport modes, including heavy and light vehicles, buses, walking and cycling. Key changes include a major service corridor to the west and the upgrading of Ian Bogle Road and Reg Clarke Road to facilitate heavy vehicle access to the Port. Connell Road is upgraded as an attractive, local access street with relocated parking and a connection to a new Lemmon Road alignment. A new road network is also planned for a northern expansion area, tug boat harbour and fuel facility.

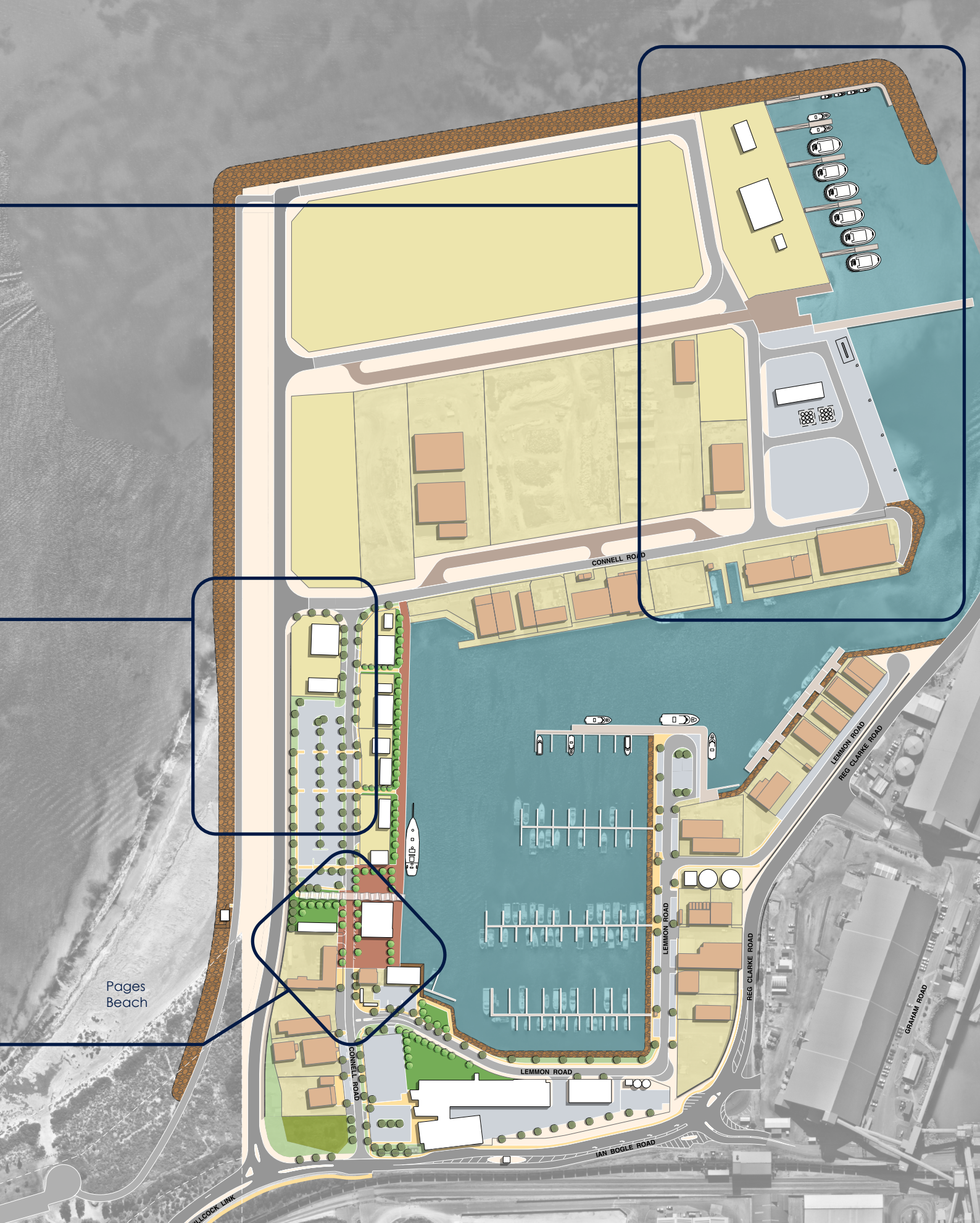


The **Land Use and Built Form** strategies provide a mix of lease areas to cater for commercial and industrial uses with a marine focus – particularly the northern expansion area that creates new marine-focused industry and commercial lease sites. Key changes include relocating the existing fuel storage and service wharf facilities to open up Connell Road and the western wharf for trade enterprises. A new administration hub (incorporating the MWPA Operations Precinct) is to be developed to provide a strong employment presence at the entrance of the FBH and to frame the southern edge of the inner harbour. Where possible, existing lease areas and site-access arrangements are to be retained.



The **Landscaping and Placemaking** strategies ensure interventions maximise benefits and impact where it matters most, with a strong emphasis on the public realm. Key changes include a new appropriately-scaled tourism precinct near the entrance of the harbour, which is easily accessible to the public and provides a focused area to lift the amenity of the FBH without interrupting the primary function of the port. In addition, a new planting and landscape regime is proposed to make the FBH a more enjoyable and comfortable place to work and visit, without generating an undue maintenance impost for MWPA.





Pages
Beach

CONNELL ROAD

LEMMON ROAD
REG CLARKE ROAD

GRAHAM ROAD

LEMMON ROAD

IAN BOGLE ROAD

CONNELL ROAD

GILCOCK LINK

Section 1

Introduction



PURPOSE OF THE REPORT

This report has been prepared as the Development Plan for Geraldton Fishing Boat Harbour. During 2017, the Mid West Ports Authority (MWPA) Board and Executives focused on planning initiatives to create and sustain a high performing organisation. As part of this strategic outlook, MWPA identified the need to undertake a detailed Port Master Planning process for the Port of Geraldton, including the Fishing Boat Harbour (FBH).

The Port of Geraldton Masterplan (the Masterplan) was finalised in June 2020 and it considers how the Port of Geraldton, its transport and infrastructure corridors and the Fishing Boat Harbour could develop in the short to medium term, in response to increasing trade. The Masterplan provides strategic guidance for investment decisions that will provide significant economic value to the Port, Mid West Community, and relevant stakeholders.

Maximisation of the Fishing Boat Harbour was one of the key focus areas of the Port Masterplan Strategy. Maximisation was to be achieved by improving infrastructure and supporting the development of new industries within the FBH. An implementation action item to accomplish this focus area was the preparation of a Development Plan for the Fishing Boat Harbour.

The guiding objectives for the Development Plan are:

- Identifying zoning and key land uses for the FBH considering current operations and future needs of stakeholders.
- Guide placement and design of new development and significant additions to the public realm.
- Increase public access, ensuring that public-facing uses are balanced with the requirements of a working harbour.
- Recognise the services and infrastructure needs required to cater for the increased development/usage.
- Recognise the cultural and heritage significance of the area and strengthen the interpretation of significant elements to create a 'sense of place'
- Consider the impacts of coastal hazards, particularly inundation, on the location and siting of future development and infrastructure based on findings of the concurrently prepared Coastal Hazard Risk Management and Adaptation Plan (CHRMAP)
- To maintain public health and amenity and consider impacts of surrounding commercial activities

The Geraldton Fishing Boat Harbour Development Plan includes:

- a development plan showing spatial zoning over the FBH;
 - this explanatory report identifying land uses, built form and development provisions; and
 - technical reporting supporting the proposed development plan.
-



Aerial Photograph: Existing Geraldton Fishing Boat Harbour

CONTEXT: DRIVERS FOR CHANGE

MWPA ROLE IN MID WEST ECONOMY

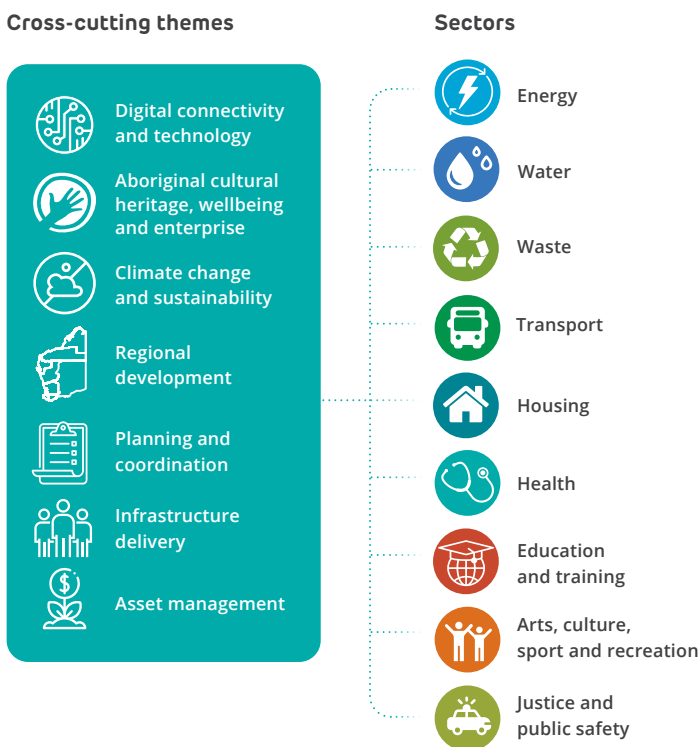
MWPA plays a key role in the Mid West economy under the Ports Authority Act and provides for the control and management of the port and incidental purposes. MWPA provides critical supply chain infrastructure for the mining, agriculture, and fishing sectors, with potential for future diversification, including further support of the region's growing tourism industry. Berth infrastructure capacity at the FBH was recognised as limited in consideration of trade forecast scenarios and infrastructure needs in the Port masterplan.

INFRASTRUCTURE WA STRATEGY 2022

The Infrastructure WA Strategy 2022 includes Cross Cutting Themes which provide a contemporary context for the growth of the FBH. These themes include, digital connectivity and technology, aboriginal cultural heritage, wellbeing and enterprise, climate change and sustainability, regional development, planning and coordination, infrastructure delivery and asset management.

MID WEST REGIONAL BLUE PRINT

The Mid West Regional Blueprint prepared in 2015 by Commonwealth and State Governments, identified global drivers that influence on the Region as it grows towards 2050 and which align with the focus for the FBH, including Tourism, Knowledge Economy, Construction, Manufacturing & Logistics, Population Services.



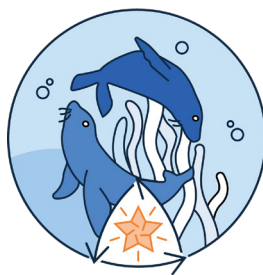
SUSTAINABILITY: HOW THE FBH ACHIEVES IT

The FBH Development Plan acknowledges the MWPA sustainability framework and the needs to balance economic, environmental and social demands to be successful and resilient in the future. The Plan for the FBH will contribute to the MWPA sustainability journey by integrating sustainability objectives and actions into the design and proposed development outcomes which respond to the pillars of People, Planet and Prosperity.



PEOPLE

Engagement with stakeholders has been at the foundation of the Development Plan. Consideration of improvements to amenity, facilities, working environment, safety and culture have been at the forefront of the place design and implementation proposals. The Plan also facilitates opportunities for growth in existing industries and establishment of future tourism attractions to increase employment and services for the local population.



PLANET

The FBH Development Plan is based upon a range of detailed studies and multicriteria analysis of the natural and man-made air, land and sea environments. Responsible management of the harbour channel, land reclamation and dust management have been a focus as well as the potential for installation of smarter, cleaner technology and infrastructure to safeguard the future. Development guidance integrated into the Plan supports improved built form and public realm outcomes.



PROSPERITY

The FBH supports a number of the State's important industries including the largest regional fishing industry as well as boat building and maintenance. The Development Plan not only supports the ongoing activity of these vital industries but facilitates future growth and expansion of the businesses, synergies to increase efficiency and potential entrepreneurial spin offs with enhanced access, infrastructure and land supply over time. Increased opportunity for tourism will also assist in the goal to diversify the regional economy.

CONTEXT: COMMUNITY

MWPA STAKEHOLDER AND COMMUNITY

MWPA conduct regular stakeholder and community consultation to explore perceptions amongst the Geraldton community and other key stakeholders. As part of the 2022 consultation, stakeholders considered a broad range of actions to be important for MWPA to do at the FBH. Within the specific Fishing Boat Harbour focus group the top three most important actions were:

- Ensure safe, convenient and efficient vehicle access (89% of respondents recognised as extremely important);
- Control access and provide a safe environment for vessels and businesses (88%); and
- Encourage land uses that complement and support Geraldton marine activity (85%).

As part of the preparation of the Development Plan, MWPA engaged with the FBH stakeholders to explain, discuss and receive feedback on the Draft Development Plan. An open day was held on August 25th, 2022, which was well-attended by the FBH stakeholders. Overall, the stakeholder feedback was very supportive of the Draft Development Plan intent, principles, objectives and proposed design. Some stakeholders identified a number of technical design aspects for consideration at the detailed design stages, including dust control, storm surge, quantity of boat pens, vessel maneuverability, harbour water quality, boat-servicing land and infrastructure.

CITY OF GREATER GERALDTON

In the development of the City of Greater Geraldton Strategic Community Plan, the City conducted stakeholder and community consultation. Specific matters the community raised as wants in relation to the Port area and the FBH included:

- A safe, interconnected and well maintained transport network that makes it easy for everyone to get around
- Options to access resources, knowledge and technology in a safe, nurturing environment
- People first in development and urban design
- We want a sense of pride, safety and belonging.

- A place where people have access to, engage in and celebrate arts, culture, education and heritage.
- The natural environment is valued, protected and celebrated.

As part of the City of Greater Geraldton Local Planning Strategy (LPS), it was also recognised that there is potential to increase the City's role as the tourist hub for the rural area and the Mid West Region. The rich heritage, the natural environment and a range of recreational opportunities provide a range of tourism opportunities. To assist the City in achieving these goals of the LPS, the FBH plays important economic, recreation and tourism roles for the community.



CASE STUDY EXAMPLES

FREMANTLE FISHING BOAT HARBOUR

Fremantle Fishing Boat Harbour is an iconic Western Australian example of integrating recreational & commercial fishing, fuelling & maintenance facilities with attractors for the community which make Fremantle FBH a destination. Fremantle FBH is working to better integrate with the Town Centre which provides important learnings for Geraldton FBH. Fremantle is also currently considering similar planning for the future to continue playing an important economic and community role within Fremantle.



VIADUCT HARBOUR AUCKLAND, NEW ZEALAND

Viaduct Harbour on Auckland's waterfront provides an important connection to the Auckland CBD to activate waterfront and link tourism opportunities.

It includes enhanced facilities for public, fishing platform, public art and culture trails, whilst maintaining a role as a working fishing harbour.



CONSTITUTION DOCK HOBART, TASMANIA

Constitution Dock in Hobart skillfully balances demand from multiple user groups and incorporates a number of community, retail and food & beverage uses that capitalise on the waterfront theme.

Improvements required to the connectivity of Constitution Dock provide some important learnings for the Geraldton FBH.



RIVERGATE MARINA BRISBANE, QUEENSLAND

Rivergate was established in 2006 to create a world-class superyacht refit centre and is now recognised as Australia's premier superyacht facility.

The Marina supports demonstrated industry growth in relation to superyachts within the Pacific region and the tourism that is brought by superyachts.

ISSUES/OPPORTUNITIES SUMMARY

As part of initial background research to prepare the Development Plan, issues and opportunities across a number of key areas were identified by the project team and expanded upon during Vision Workshopping with MWPA executives and technical staff.

LAND USE/WATER USE

Opportunities for:

- Land reclamation to the north.
- Improved moorings and facilities for larger private and commercial vessels.
- Land uses which serve local workforce, residents and visitors such as sheltered food and beverage area.

Consideration of:

- Needs of wide range of user groups, operators and tenants and interface between land and water activities.
- Rationalization of operations areas to cluster services and infrastructure.
- Separation and upgrade of operational and public access to improve safety and security.

MOVEMENT (LAND AND MARINE)

Opportunities for:

- Upgrades to vehicular circulation, particularly RAV and larger operational vehicle access.
- Improvement of public realm with landscape, universal access and consideration of appropriate road crossings.
- Improved harbour access for larger private and commercial vessels.

Consideration of:

- Proposed road train service corridor requirements.
- Site gradients.
- Design methods to clearly delineate public, commercial and industrial traffic.

ENVIRONMENT

Opportunities for:

- Improved surface water drainage regime and water recycling.
- Response to climate change and sustainability in regard to land uses and built form.
- Revegetation and landscape, particularly in public areas.

Consideration of:

- Quality and management of reclamation material for land fill particularly near waters edge.
- Juxtaposition of land uses near water and maintenance of water quality.
- Dust and wind management.



BUILT FORM

Opportunities for:

- Quality built form which is site and climate responsive.
- Response to rising sea levels in new build.
- Material palette which is characteristic of Geraldton and suitable for the maritime environment.

Consideration of:

- Strong south westerly and north easterly wind patterns.
- Shade and shelter from sun.
- Built form proximity to and interface with the water's edge.

PLACE AND PUBLIC REALM

Opportunities for:

- Strong sense of place including history, culture, art, heritage, industry and environmental trails.
- Focus on food and beverage hub for day time and evening with local produce, fresh fish/seafood.
- Potential links to Pages Beach & Town Centre and improved wayfinding and interpretation information on the FBH.

Consideration of:

- CPTED requirements.
- Links to overall City of Greater Geraldton experience.
- International positioning in context of superyachts.

UTILITIES AND INFRASTRUCTURE

Opportunities for:

- Sustainability standards and renewable energy options including solar, wave and wind technology.
- Upgrade of utilities particularly sewerage and drainage.
- Industry best practice for servicing boat pens.

Consideration of:

- Current use and future capacity of all utilities and services.
- Collection and disposal of hydrocarbons in storm water .
- Industry best practice on utility provision.

FINANCIAL, COMMERCIAL AND OPERATIONAL

Opportunities for:

- Staging development to meet operational and economic needs.
- Clustering like industries in future lease arrangements.
- Arranging future leases in accordance with overall development plan.

Consideration of:

- Lease requirements, including potential lease movements.
- Boat building/servicing precinct subdivision.

Section 2

Development Plan



DEVELOPMENT PLAN: VISION AND KEY DESIGN QUALITIES

THE VISION

The vision for the FBH seeks to deliver a more accessible and efficient harbour that stimulates redevelopment, community amenity and a livelier waterfront. The vision builds upon the Port of Geraldton Masterplan, which identifies the FBH as a unique asset requiring a detailed development plan to identify potential redevelopment opportunities, improved maritime infrastructure and more diverse land uses, whilst maintaining a true working boat harbour. The vision is also a response to community sentiment expressed in recent surveys and the outcomes of stakeholder engagement.

The design incorporates major investment to make more land available for development and a significant upgrade of infrastructure, including new breakwaters and key transport and service corridors. The plan is in keeping with the aspirations held by MWPA for a state-of-the-art fishing boat harbour that caters for the fishing fleet, port facilities and services, in addition to charter boats, visiting recreational boats, super yachts and heritage vessels. The design is forward thinking in terms of land use distribution, built form and public spaces, with the aim of achieving improved safety, security and sustainability outcomes.

The FBH will be a place of 24/7 activity, where the daily operations of the Port, harbour-side industries and fishing fleet form the primary function but also provide an interesting and dynamic backdrop for the local community and visitors to experience and enjoy the waterfront. The public areas of the waterfront will be more appealing and create spaces to enjoy dining on the catch of the day, browse market stalls, fish off the breakwater and tourist-wharf, and watch the sunset.

KEY DESIGN QUALITIES

The following key design qualities underpin the Geraldton Fishing Boat Harbour Development Plan:

- **Understandable**
Creates a vision, design and place outcome that can be easily understood by all, particularly tenants, investors, community and visitors.
- **Available**
Coordinates the location and staging of infrastructure improvements and land supply to meet short-, medium- and long-term needs.
- **Adaptable**
Enables flexibility within precincts for growth and change to support the functions of the harbour, the requirements of existing and future tenants, and needs of the community.
- **Connected**
Makes the essential linkages between community, culture and the waterfront, business and land, trade and movement.
- **Enjoyable**
Facilitates opportunities for formal and informal attractions and high levels of amenity to create a unique sense of place.
- **Safe**
Provides space, security and comfort for workers and visitors to ensure the ongoing welfare of all users.
- **Sustainable**
Designs for the present and the future with a focus on people, place and planet.



Geraldton Fishing Boat Harbour facilitates quality trade and tourism opportunities through a strong focus on people, place and planet



FISHING BOAT HARBOUR

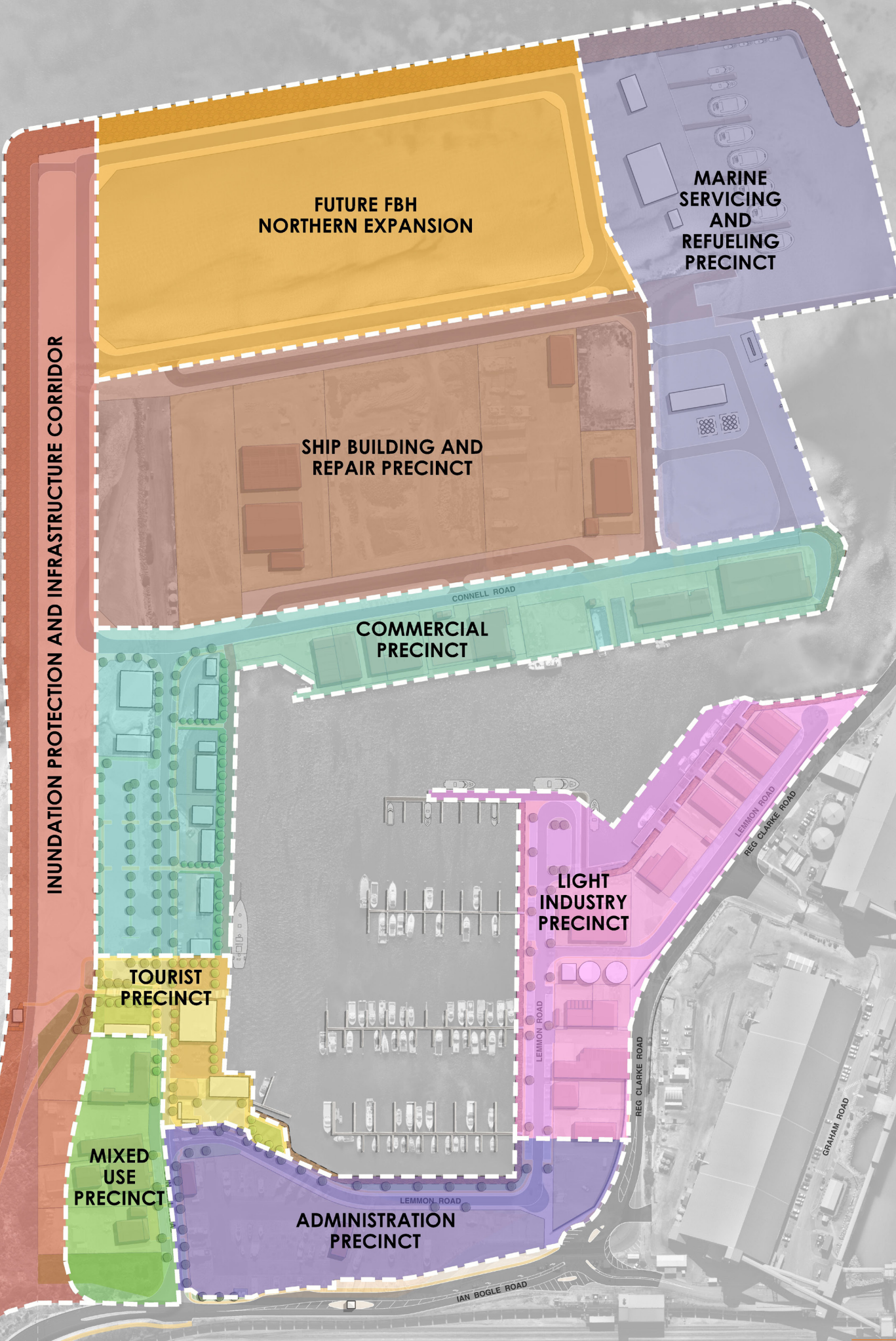
PRECINCTS

OVERVIEW

The purpose of the precinct zoning plan is to make sure from this point forward, the arrangement of land use is planned to ensure compatibility and to create lease sites for new tenants that are appropriate for the activity they intend to take.

FISHING BOAT HARBOUR PRECINCTS

- **Future Northern Expansion Precinct:** for longer-term marine-focused industry and commercial uses.
- **Marine Servicing and Refueling Precinct:** for tug-boat and pilot-boat facilities, boat servicing infrastructure, fuel infrastructure, and marine-focused commercial and industry uses.
- **Ship Building and Repair Precinct:** for additional development sites and the creation of improved and additional facilities to support existing businesses.
- **Inundation Protection and Infrastructure Corridor Precinct:** for a new breakwater and land reclamation to facilitate the protection and expansion of the FBH area, and for future MWPA infrastructure requirements.
- **Commercial Precinct:** retention of existing lease sites; reclaimed land to enable the provision of new commercial lease sites, and a new public parking area to support new land uses, recreational visitors, and events.
- **Tourist Precinct:** to create an appealing place for visitors and the FBH workers, including improvements to Connell Road, a variety of opportunities for food & beverage and retail operators, public spaces and harbourside promenade.
- **Mixed Use Precinct:** Improvements to the safety and amenity of Connell Road, whilst retaining the accessibility and operational requirements for existing businesses.
- **Administration Precinct:** for future MWPA facilities and infrastructure, including the upgrade of Ian Bogle Road and the realignment of Lemmon Road to connect with Connell Road.
- **Light Industry Precinct:** Provision of new boat pens, service jetty and associated parking; the reposition and upgrade of Reg Clarke Road; the extension of Lemmon Road to retain access to existing lease sites; the provision of new fencing to mitigate dust impacts.



JOHN WILLCOCK LINK

MOVEMENT AND PARKING ELEMENTS

THEME DESCRIPTION

The Movement and Parking plan involves a logical, incrementally-stepped improvement regime that will cater for the long term needs of the Geraldton Fishing Boat Harbour.

OBJECTIVES

- Unlock full potential of the Fishing Boat Harbour by accommodating long term needs for access.
- Provide the framework for alternative transport modes, including connectivity by walking and cycling within the Harbour, with a particular focus on where businesses trade and people gather.
- Better connections to surrounding uses and amenities, including Pages Beach.
- Optimise use and availability of car parking for daily use and events.
- Improve efficiency and safety of the FBH movement network, while improving secure access to the Port proper

KEY CHANGES

- Upgrade of Ian Bogle Road and Reg Clarke Road to facilitate heavy vehicle access to Port.
- Establish a service corridor to the west of the Harbour.
- Connell Road to become an attractive, local access street.
- New road network for northern expansion area, tug boat harbour and fuel facility.
- Relocated parking area between Connell Road and new Heavy Vehicle Road.
- New extension of Lemmon Road to south of Harbour connecting to Connell Road.

NOTES

- 1 Establish a service corridor to the west of the Harbour to facilitate long-term access to northern expansion areas, including room for a Heavy Vehicle Road, and a breakwater and service road. Improved geometry and alignment will separate heavy and light traffic and unlock full potential of the FBH.
- 2 Connell Road upgraded to become an attractive, local access street with appealing pedestrian qualities (once an alternative north-south route for heavy vehicles is created and safety along the route is improved).
- 3 MWPA Operations Precinct parking areas could be utilised for weekend event-parking.
- 4 Public parking area provided for existing and new land uses, and for event parking.
- 5 Existing parking relocated to facilitate the creation of new spaces and development sites / lease areas, and located in proximity to area planned to attract public interfacing businesses to support their viability and attractiveness.
- 6 Public parking area designed to accommodate bus/coach turnaround and layover.
- 7 Accessway (7m wide) along the wharf edge to provide vehicle access for the servicing of boats.
- 8 Comfortable walking areas with tree densities increased around public gathering spaces and places for potential events
- 9 Proposed Lemmon Road alignment, to optimise the limitation of vehicle access points from Reg Clarke Road.
- 10 New dedicated link for Lemmon Road to service Lease No's 47-51, to limit vehicle access conflicts with heavier vehicles travelling along the upgraded Reg Clarke Road.
- 11 Land reclamation to accommodate a parking area, and a vehicle turnaround, for the loading/servicing of boats in the existing and new pens.
- 12 Proposed realignment and upgrade of Reg Clarke Road.
- 13 Pedestrian promenade along the western harbour edge
- 14 A pedestrian connection through to Pages Beach is proposed in the interim until the haulage road is constructed. This connection runs directly west to a proposed lookout and steps providing direct access to the beach. A secondary path is also proposed to the existing carpark at Pages Beach.
- 15 Closer to the timing of implementing the infrastructure corridor (including the haulage road and noise wall construction), there is potential to consider access arrangements to Pages Beach, including a possible footbridge connection to the lookout.
- 16 Heavy Vehicle Road (~ 20m reserve) extending between John Willcock Link and the northern extent of the precinct. The intersection with John Willcock Link would be approximately 6m above the Connell Road level.
- 17 Connell Road (North) intersection with proposed heavy-vehicle road, to facilitate removal of large vehicles from Connell Road (West)
- 18 Carriageway designed to facilitate effective movement of fuel and servicing vehicles.
- 19 Possible boat-lifter accessway dedicated for managed use by adjacent tenants.
- 20 Roads provided for vehicle access to future northern lease areas.



Geraldton Fishing Boat Harbour Development Plan

LAND USE AND BUILT FORM ELEMENTS

THEME DESCRIPTION

Land Use and Built Form will respond to the context and proximity to the Port and primary function of supporting an expansion to marine-based activities of the Geraldton Fishing Boat Harbour.

OBJECTIVES

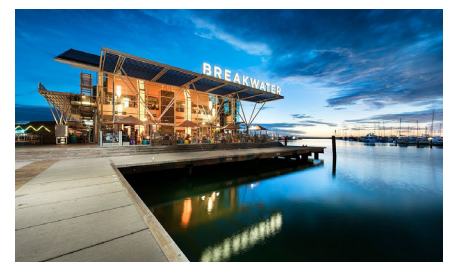
- Provide functional and adaptable lease spaces for marine associated commercial and industrial uses.
- Enhance the appearance and order of the Harbour.
- Establish 'precincts' of land use activity as to avoid conflicts and incompatible uses.
- Avoid the introduction of sensitive land uses that would hinder the Port's ability to operate.

KEY CHANGES

- Northern expansion area, creating new marine-focused industry and commercial lease sites.
- Relocating existing fuel storage and wharf facilities opens up Connell Road and the western wharf for trade.
- New Administration hub (MWPA Operations Precinct) to provide a strong employment presence at the entrance of the Harbour and frame the southern edge of the inner Harbour.
- Where possible, existing lease areas and access arrangements to be retained.

NOTES

- 1 Proposed buildings in the MWPA Operations Precinct.
- 2 Building (1-2 storeys) for food & beverage uses, extending over the water (footprint: ~ 420m²).
- 3 Simple, adaptable built form (such as enhanced sea-containers) for affordable floorspace that could be utilised as a business incubator for local makers/creators (footprint: ~ 80m²).
- 4 Building for retail and food & beverage uses (footprint: ~ 850m²), with a second storey possibly extending to the wharf edge.
- 5 Building for retail and food & beverage uses (footprint: ~ 500-1,500m²).
- 6 Areas for possible commercial buildings, with associated parking and service areas.
- 7 Area west of Connell Road retained for commercial uses and MWPA infrastructure.
- 8 Area west of Reg Clarke Road retained for light industry and commercial uses, and MWPA infrastructure.
- 9 Area south of Connell Road retained for commercial and light industry uses.
- 10 Area north of Connell Road retained for marine-focused industry uses.
- 11 Future area for marine-focused industry and commercial uses, and location of relocated fuel facilities (including UPL tanks and bowsers) (developable area: ~ 1.0ha).
- 12 Future area for marine-focused industry and commercial uses, including new boat lifters (developable area: ~ 0.8ha).
- 13 Future area for tug-boat and pilot-boat facilities and infrastructure, and other marine-focused uses (developable area: ~ 1.2ha).
- 14 Future area for marine-focused industry and commercial uses (developable area: ~ 4.1ha).
- 15 Proposed wind-tamer fence to mitigate dust movement from the open stockpile and Port operations to the east along Reg Clarke Road. Consideration of merits for an enclosed/partially-enclosed structure to accommodate the open stockpile to be evaluated.





Geraldton Fishing Boat Harbour Development Plan

MARINE FACILITIES AND INFRASTRUCTURE ELEMENTS

THEME DESCRIPTION

The Development Plan has taken a bold but strategically well-considered approach to the strategy and design for marine-based facilities and infrastructure. The creation of new land facilitates the design and delivery of key elements that generate the ability for MWPA to dramatically elevate the physical, logistical and operational qualities of marine infrastructure and facilities for the next generational period of the FBH evolution. A multitude of commercial, environmental, functional and place-focussed considerations have been woven into the Development Plan with the aim of creating a holistic and complementary arrangement of marine-based uses and activities.

OBJECTIVES

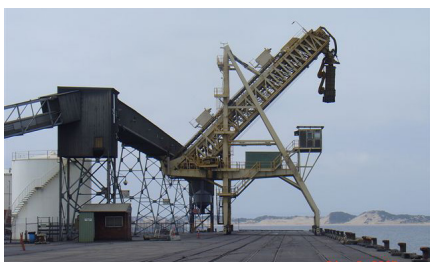
- Provide for long-term coastal defence and protection requirements from inundation and storm surge events.
- Cater for expanding tug boat and pilot boat fleet.
- Expand the marine servicing precinct and availability/accessibility of future fuel facilities.
- Cater for larger vessels including ability for boat lifters to build and repair vessels in the Harbour.

KEY CHANGES

- New tug boat harbour in north-east means tugs and pilot boats no longer need to enter the inner harbour, and frees up land near Connell Road and Lemmon Road to be re-purposed for tourism and commercial.
- Re-located fuel facility to reclaimed land south of the new tug boat harbour.
- New western Wharf edge promenade with landscaping and space for service and emergency vehicles.
- New Jetty, turn-around / loading area off Lemmon Road, with space for boat pens lost in reclaiming land elsewhere.
- New breakwater to northern and western edge to provide long-term protection against coastal inundation and storm surge.

NOTES

- 1 Land reclamation area extended to be in line with the breakwater north of Berth 7.
- 2 A new breakwater, located fully within the MWPA Lease Area Land, to facilitate a land reclamation area for new MWPA infrastructure.
- 3 The provision of a new breakwater outside of the MWPA Lease Area may need to be considered if required for infrastructure and/or coastal-protection purposes.
- 4 Harbour for tug-boats and pilot boats.
- 5 New boat lifting area, including a service jetty and a facility for large vessels, that can be accessed directly by adjacent operators.
- 6 New location for fuel tanks and bowsers, including future fuel infrastructure. Consideration to be given to relationship with any adjacent sensitive uses.
- 7 Depth of the harbour to accommodate desired-vessel draughts.
- 8 Provision of a 65m-wide navigation channel.
- 9 Land reclamation area extended northward in line with the wharf edge.
- 10 New location for crane-lifting facility, with effective accessibility for service vehicles.
- 11 The new wharf-edge provides for boat-service activity.
- 12 Opportunity for temporary pilot boat mooring area is retained.
- 13 Land reclamation area, and removal of pens, to facilitate the extension of Lemmon Road.
- 14 Area for new boat pens (approx. 14), if required.
- 15 The possible and preferred location(s) for super-yacht moorings within the harbour requires further consideration.





Geraldton Fishing Boat Harbour Development Plan

LANDSCAPING AND PLACEMAKING

THEME DESCRIPTION

The response to landscaping and placemaking is a targeted strategy to ensure interventions maximise benefits and impact where it matters most and to avoid creating land use conflicts and ongoing maintenance concerns.

OBJECTIVES

- Provide an appropriately located and small-scale tourism offering that is complementary to the primary offer in Geraldton City Centre, while not hindering the Port's primary commercial and industrial functions.
- Limit long term public exposure by avoiding introduction of sensitive land uses such as playgrounds.
- Provide flexible and functional spaces that can evolve over time as the FBH and businesses mature, and allow appropriate locations for temporary events, such as the Shore Leave Festival.

KEY CHANGES

- New small-scale tourism precinct near entrance of Harbour, easily accessible to the public, and provides a focused area to lift the amenity and offering of the Harbour without interrupting the primary function of the Port.
- New planting and landscape regime to make the Harbour a more enjoyable and comfortable place to work and visit, while not creating a maintenance problem.

NOTES

- 1 Open areas positioned on the west side of the harbour away from dust sources and sheltered from strong southerlies and dust exposure by using buildings to frame public gathering spaces.
- 2 Ensure proposed landscape and plant species avoid conflict with port and boat harbour operations and do not create a maintenance burden for MWPA.
- 3 Trees along Lemmon Road not intended to provide a continuous canopy cover, but to provide some relief in the landscape and views, noting the primary industrial function east of the Harbour. Trees will also supplement wind tamer by further mitigating dust.
- 4 Improved landscaping and tree planting along Connell Road, with a 2.5m-wide shared path in the 6m-wide eastern verge.
- 5 Landscaping and tree planting to be provided along Lemmon Road (South).
- 6 Use of local native species to suit the harsh coastal environment.
- 7 Water-side public space, connected by the pathway network and incorporating public art and heritage interpretation elements.
- 8 Water-side public space (~ 25m x 40m), protected from the southerly winds, for outdoor dining, activities and events.
- 9 Boardwalk around the edge of the future building, connecting the water-side public spaces.
- 10 Water-side public space (~ 20m x 40m), protected from the southerly winds, for outdoor dining, activities and events.
- 11 Water-side pedestrian promenade (~7-10m x 300m), accommodating public fishing, activities and events.
- 12 Public space (simple design, grassed), protected from the southerly winds, for outdoor dining, activities and events. Accommodates a pedestrian link between Pages Beach and the harbour (until future transport infrastructure is constructed).
- 13 Landscape corridor (~ 6m x 170m) for underground drainage infrastructure, landscaping and tree planting, rubbish traps.
- 14 Parking areas designed with drainage swales for trees and landscape planting.
- 15 Interactive and interpretive heritage and story-telling features and installations throughout the precinct and Pages Beach node, connected along themed trails.
- 16 Recommend cohesive lighting strategy throughout fishing boat harbour be developed. Balance of lighting for security vs impact on wildlife should be considered. Use of low level LED amber lighting to avoid significant light spill.
- 17 Colour, materials and furniture palette shall be durable against vandalism, able to withstand the harsh coastal environment and reflect local and maritime context.
- 18 New arbour structure identifies as a central hub to the precinct. It strengthens the east-west connection across Connell Road between the public turf gathering space and the harbour. It provides shaded opportunities for seating but also opportunities to house lighting and audio infrastructure for markets and events. Future structure to be designed to allow tall vehicles to pass under.



Geraldton Fishing Boat Harbour Development Plan

DELIVERING THE VISION



View from the south (2021)



Indicative illustration of long-term development outcome

The Development Plan establishes the form and spatial qualities of the future land-side and marine-side harbour areas. The plan is based upon key design qualities that include creating essential movement and service connections, ensuring future land supply, creating safe and accessible places for workers and community to utilise and enjoy the waterfront, and opportunities to celebrate the unique history and culture of the FBH and Geraldton.

With careful coordination and staging, the plan can be delivered to achieve the highest quality. Each precinct addresses the design qualities in a different but compatible way, ensuring that whilst servicing specific industry or public requirements, the precincts are designed and can be delivered so that the boat harbour holistically represents quality and can be navigated in a legible way.



View from the north-west (2021)



Indicative illustration of long-term development outcome

Section 3

Implementation

INTRODUCTION

EXISTING LEASES

The revitalisation of the FBH will involve close collaboration between MWPA and existing and future stakeholders. Due to the long-term nature of the ultimate development Plan, these relationships will occur over an extended period of time. Discussions with stakeholders will likely take into consideration projects that can occur more immediate and others that are longer term vision projects. The current lease holdings will play a role in informing how the staging and implementation of the project can occur.



STAGING OVERVIEW

PHASE ONE

This initial package of works will focus on improving efficient and safe vehicle access as a precursor to further expansion, providing new pens for those removed, in addition to improving the connection with the amenity offered at Pages Beach. Major road upgrades of Ian Bogle Road and Reg Clarke Road are first necessary to provide the Port with optimized access to oversize loads and RAV-10 rated vehicles. Early relocation of the Geraldton Fisherman's Cooperative is a critical enabler for the Lemmon Road upgrades. Improved amenity and services for the fishing fleet, recreational and commercial vessels is also included to ensure safety and high standards.

PHASE TWO

Phase two considers a substantial but necessary investment in protecting the long-term function and flexibility for future expansion and land use diversification opportunities, through the construction of the breakwater and reclamation of new land in the north and west. By moving the fuel facilities and tug boat and pilot boats to a new Outer Harbour in the north-east, it will enable Connell Road to become a much more attractive public interfacing entry and trade area, while moving critical infrastructure closer to the future boat repair and servicing precinct. Provision is also made for new operations and administration buildings as well as continued upgrade for community access and public spaces. Additional parking areas will cater for increased workforce and visitation.

PHASE THREE

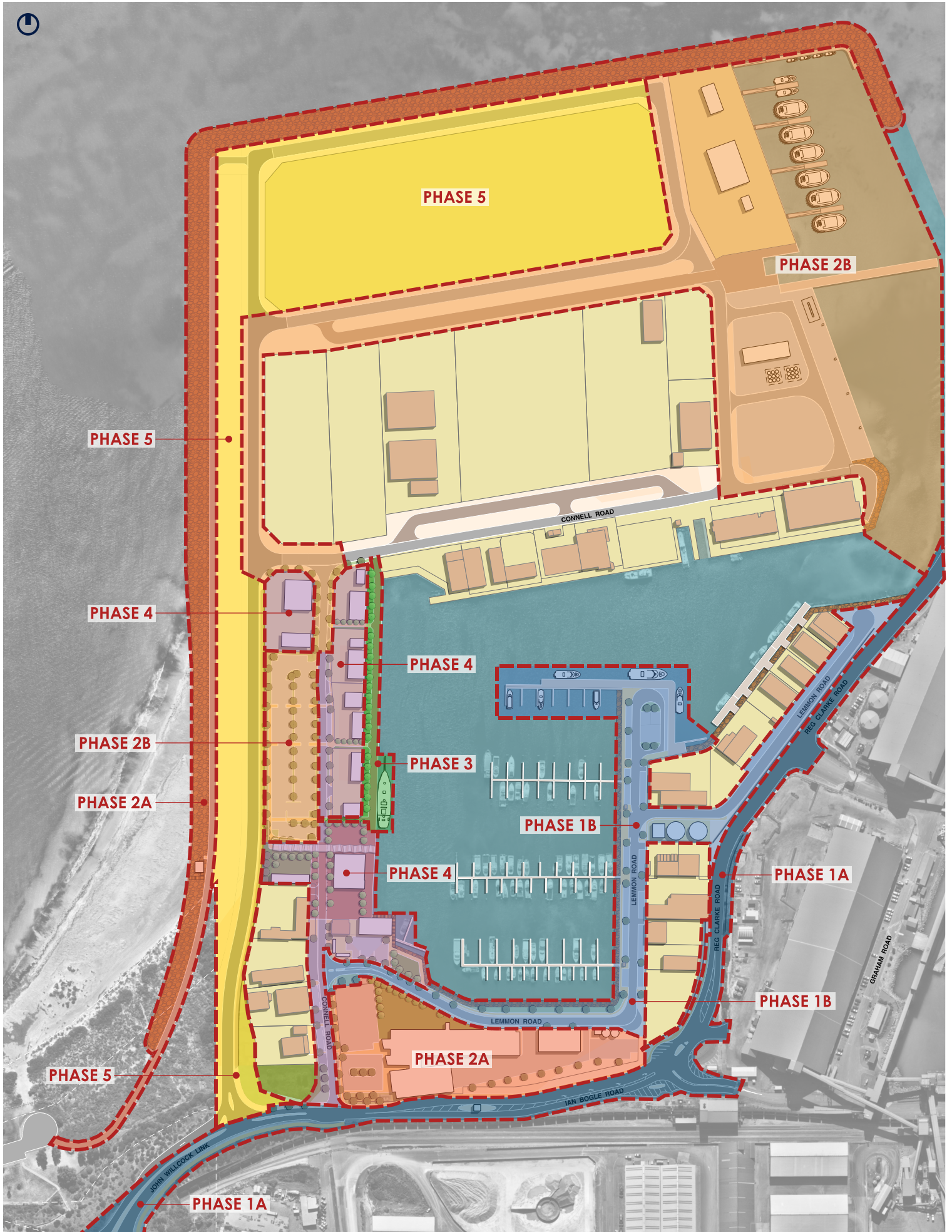
A new promenade at the Harbour West area will make for a much more efficient use of land and enable vessels to directly load/unload, while providing space for people and light vehicles, with the ability to accommodate emergency vehicles. The landscaping strip will improve the presentation of the harbour as viewed from vessels visiting the Harbour, while providing a pleasant space and interface to the water's edge for day-to-day commercial activities and recreational temporary events.

PHASE FOUR

New lease areas are created, and Connell Road converts to a more welcoming space, anticipated to accommodate low-key tourism and commercial businesses. The presentation and day-to-day experience will be significantly improved, while still providing for larger vehicles to access northern sites. An emphasis on the Pages Beach connection is created, with a focus on flexible spaces that are protected from southerly winds where possible.

PHASE FIVE

A dedicated Heavy Haulage route is now necessary to service the northern sites, as to remove conflicts from light commercial and general public traffic accessing Connell Road. Access for new lease sites in the north is created.



Overall Staging Plan: Ultimate Development

FURTHER STUDIES

The key studies to be undertaken as part of future implementation tasks are listed below:

- Land Use Permissibility Legal Review
- Contaminated Sites Review/Risk Assessment
- Road Safety Audit
- Parking Management and Events Plan
- Geotechnical Investigation
- Vacuum Sewer Investigations
- Harbour Water Quality Study
- Wave Penetration and Long Wave Assessment
- Metocean Design Conditions Study
- Irrigation Strategy
- Placemaking Strategy and Place Management Plan
- Landscape strategy & detailed public realm plan
- Sustainability Strategy



Geraldton Fishing Boat Harbour looking over West End from the Indian Ocean



MID WEST PORTS AUTHORITY

298 Marine Terrace
Geraldton WA 6530

Phone

+61 (08) 9964 0520

Email

mail@midwestports.com.au

Website

<https://www.midwestports.com.au/>