

Port Geographe Landowners Association Inc

PGLOA Office Bearers 2019-20



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News Bulletin of the Port Geographe Landowners Association – August 2020 Beach wrack, Pride of Place, block heights, canal speeds, storm surges, and the AGM

Technical Working Group Ideas

On 24 July the Technical Working Group presented to stakeholders, including PGLOA, a package of potential actions to address wrack and sand issues in the Port Geographe Coastal Management Area. These are:

1. Trial wrack flattening and pushing on Western Beach earlier in the winter to catch suitable winter storms, aiming to assist natural bypassing and reduce accumulation.
2. Draft a separate management plan to address amenity targets.
3. Investigate low-profile groynes on Western Beach to reduce sand erosion.
4. Trial sand bypassing to Wonnerup from the western extent of the PGCMA.
5. Re-use clean dredged sand accumulated at offshore disposal area to supplement beach nourishment at Wonnerup.

PGLOA had made a technical submission which has been well aired through our mailing list and website (*Coastal Management* section). The proposed actions will be subject to further stakeholder review, after which the TWG will

make recommendations for implementation. The report can be viewed here <https://www.transport.wa.gov.au/portgeographe>.

DoT invites comments by 23 August 2020. PGLOA will likely make yet another submission, but we see no reason to change any of the aspects of our earlier submission. Specifically we think Idea 4 lacks merit.

Block Levels - Rezoning

This is an issue that is holding up development at Port Geographe. To recap, present finished-ground levels are around 2.5 meters above AHD. State Planning seeks to prescribe 3.8m AHD for new blocks in the recent rezoning, which has stalled development. There has been a small advance. The five-block subdivision of Lot 38 (between Port Lane and Stinger-Free Pool) which was part of the original zoning, will proceed with the current block level. Qube intends to sell these blocks in the near future. The remaining three areas of Qube in this vicinity remain unresolved. We are not aware of any developments with regard to Aigle Newport.

Pride in our Place - 2020

You will have received this PGLOA report by a previous email. We periodically do this audit on the state of parks gardens and amenities in order to give BCC more focus in determining annual work programs and budgets. The report was well received by BCC and we are pleased to note the BBQ on the western port entry and replacement of canal wall caps in POS are included in the 2020-21 Budget. And the fractured pavements will be rectified.

Our report could be regarded as a wish list, albeit a reasonable one, and we continually invite initiatives from PG residents. The foreword of our report outlined the framework for capital works at Port Geographe, which is reiterated in part here as it is important.

Expenditures on parks, gardens and streets are those that would normally be expected from our rate contributions, and augmented by the Port Geographe Development Reserve Fund (PGDRF), whose objective is to provide extra capital for the development works within the Port Geographe rate area.

We remind everyone that our Special Area Rate (SAR) is not applied to parks and gardens, as it is in other SAR areas in the City. It goes into the Port Geographe Waterway Management Reserve Fund (PGWMRF). It is constrained by law to waterways and coastal management, of what is a major community asset that anybody can use.

Maintenance costs in the 2019-20 Budget were \$310,000 spread among 13 specific Public Open Space sites. This expenditure has risen from around \$180,000 ten years ago, reflecting the growth in the number of specific sites. Maintenance costs on these sites come from rate revenues.

Capital expenditure for redeveloping parks, gardens and infrastructure has come from the PGDRF, which to date has been primarily funded from developer contributions. In 2015-16 the fund received a major boost with the return of developer bonds bringing the balance up to \$1.65M. In response to PGLOA representations,

the City agreed in 2018 to reinstate a contribution equivalent to 25% of SAR receipts, which it placed into the PGDRF at an approximate level of \$60,000 per year.

In the last three years there have been major draw-downs on the PGDRF, amounting to some \$1.25M. This has been mainly applied to new gardens in un-developed POS, and reticulation connections between the three deep water bores in the Port Geographe precinct.

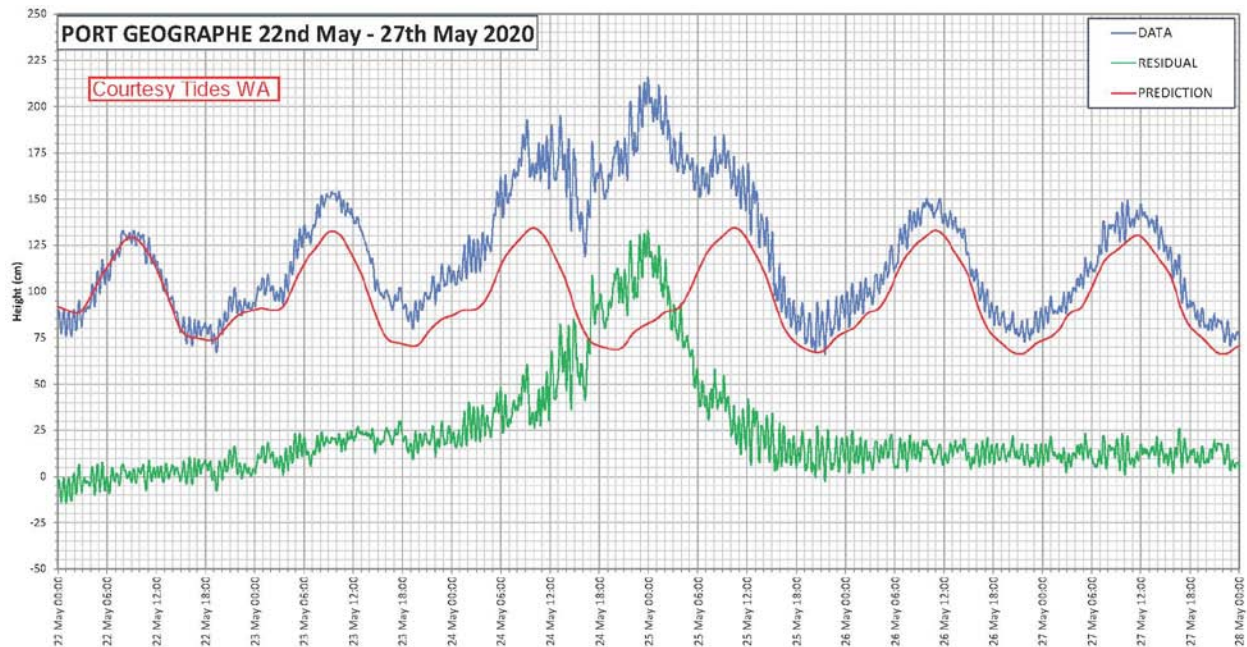
The balance in the PGDRF at end 2019-20 is budgeted to be \$150,331. This indicates it is approaching its basic sustaining level, and will be unable to support many further major projects. The City has informally indicated that capital works in Port Geographe may be limited to cash aliquots of about \$50k p/a.

PGLOA acknowledges it has been well served in regard to landscaping in the last three years. But we argue that it will be entirely appropriate to augment future works from recurring income from rates, or more logically – a redefined SAR – as is done in most other SAR areas.

Tides and Storm Surges

As ex-tropical cyclone Mangga passed down the west coast on 24 May 2020, Port Geographe experienced a particularly high tide. Data provided courtesy of the Tides section of Department of Transport, indicates a peak level at Port Geographe gauge (near *The Deck*) of 2.18m CD (Chart Datum) just before midnight on 24 May 2020. This compares to 2.44m CD recorded in the gauge at Busselton jetty in April 1977 when Cyclone Alby passed over Busselton.

Land development and minimum floor levels at Port Geographe are referenced to Australian Height Datum (AHD) which is based on mean sea level in Bunbury for 1966 to 1968. The peak tide level of 2.18 CD on 24 May corresponds to 1.50 AHD. The minimum floor level on canal lots at Port Geographe was 2.50m AHD for early stages such as Keel Retreat and higher in later stages. Thus there was a freeboard of about one metre or more to floor levels.



Predicted tides (as on tide tables) are based on the relative positions of the Sun and Moon, and are also called astronomical tides. The difference between recorded tide and predicted tide is called the *residual*. A large positive residual is associated with a tidal surge when a combination of low barometric pressure and strong onshore winds drive water towards the coast. On 24 May maximum residual was 1.35m just before midnight. This was close to the time of the astronomical low tide. Had the peak residual coincided with the peak astronomical high tide (about 11 AM) then the combined effect would have been a high tide of 2.68 m CD (or 2.0 m AHD), which is higher than Cyclone Alby.

Houses in Port Geographe would have been above high tide even in the unlikely event of a perfect coincidence of peak residual and predicted tides. But some low lying parts of Busselton would not have been so fortunate.

Boat Speeds in Canals

PGLOA continues to seek boat-speed compliance by skippers in Port Geographe waterways. Wake from boats has the potential to cause damage to foreshore, jetties and moored vessels. We are currently in the next round of discussion with marine safety officers of DoT

to address the matter. We want to see more speed-limit signs throughout the waterways, publicity campaigns on speed observance, and the use of radar speed cameras.

PGLOA Annual General Meeting

The AGM is set for 6.30 pm Monday 7 Sept 2020 at *The Deck*, Port Geographe Marina. All SAR-paying landowners are invited to attend. We will have a high-profile Guest Speaker. With the help of host John Triplett, our modest bank balance will underwrite some pizza and drinks.

There will be a call for nominations for office bearers closer to the time. Contact myself or Peter Brinsden if you are interested in joining the Committee. It can be rewarding! After the AGM the Committee will invite membership application renewals.

With compliments of the Chair of PGLOA

Dennis Gee
 Chair PGLOA
 1 August 2020
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