GOVERNMENT OF WESTERN AUSTRALIA

Department of **Planning, Lands and Heritage**

Engagement Report

Online activities and community pop-ups

Emu Point Precinct Structure Plan

September 2025



Acknowledgement of Country

The Department of Planning, Lands and Heritage acknowledges the Aboriginal people as the traditional custodians of Western Australia. We pay our respects to the Ancestors and Elders, both past and present, and the ongoing connection between people, land, waters and community. We acknowledge those who continue to share knowledge, their traditions and culture to support our journey for reconciliation. In particular, we recognise land and cultural heritage as places that hold great significance for Aboriginal people

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The Department of Planning Lands and Heritage (the Department) and the City of Albany, on behalf of the Western Australian Planning Commission (WAPC) sought community and stakeholder input to inform the preparation of the Emu Point Precinct Structure Plan (EPPSP).

The EPPSP project boundary is located five kilometers northeast of the Albany Town Centre and covers an area of approximately 560 hectares. Please see the map below. The area is a mix of rural, residential, tourism, recreation, community, aquaculture and marine related land uses.



Emu Point PSP project boundary

The EPPSP will guide future growth and development of the area by making recommendations about zoning, density, land uses, built form and the public realm and may include recommendations on the scale of buildings or how to manage interfaces between varying uses.

This Engagement Report compiles the insights gathered from online engagement activities and in-person community pop-ups.

The discussion

Between May and July 2025, the Department undertook a collaborative engagement process to gather insights into local opportunities and community aspirations that will inform the draft EPPSP. A public Have Your Say, WA! page went live on 29 May until 9 July 2025. The page provided information about the project, sought input via three online surveys, and invited people to four in-person community pop-ups held in Albany. The discussion included:

Online surveys

Input from community and stakeholders was sought using three online surveys focusing on three separate areas, viz., Collingwood Heights, Collingwood Park and Emu Point. The surveys aimed at gaining insights on unique characteristics, key issues and challenges, future housing, preferred land use/community services, public open space, and transport network needs of the area. A total of 242 contributions were received.

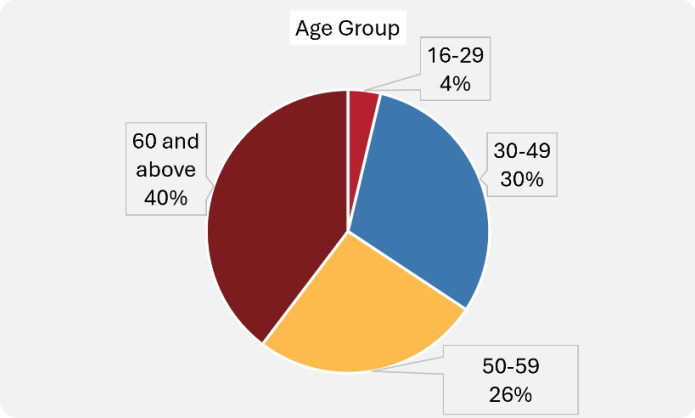
Community pop-ups

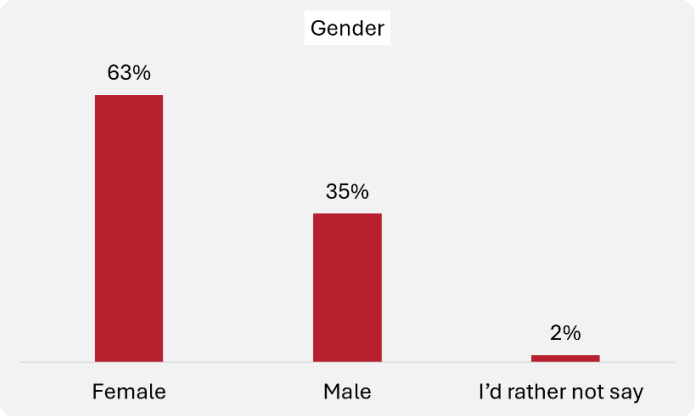
Community pop-ups were organised to interact with the local community and understand values, opportunities and aspirations for the area. A total of 140 people shared their views via four community pop-ups detailed below:

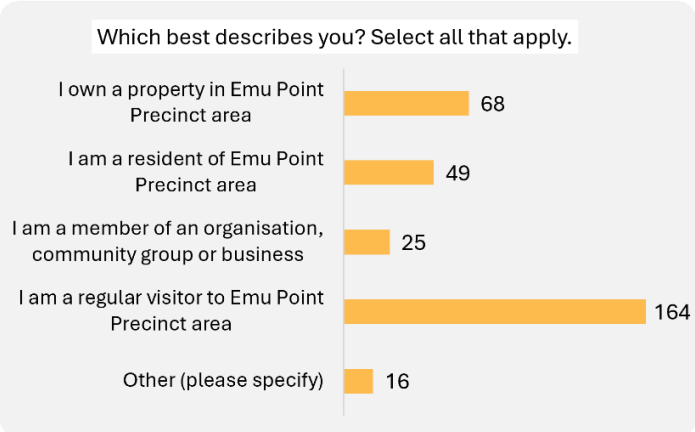
- First community pop-up – Thursday, 26 June (1pm – 5pm) - Bayonet Head Shopping Centre, 206 Lower King Rd, Bayonet Head
- Second community pop-up – Friday, 27 June (9am – 12pm) - Albany Public Library, 221 York St, Albany
- Third community pop-up – Friday, 27 June (2pm – 5pm) - Emu Point Playground, 4 Cunningham St, Emu Point
- Fourth community pop-up – Saturday, 28 June (11am - 2pm) - Spencer Park Shopping Centre, 1 Hardie Rd, Spencer Park

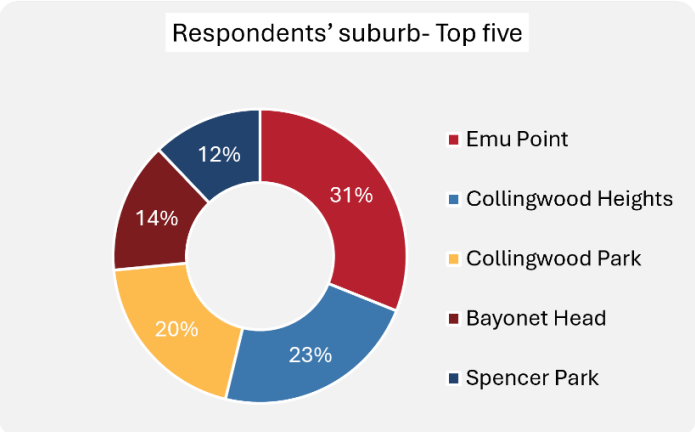
The Department engaged with the local community groups*, landowners, residents, businesses, government agencies, and utility service providers. The project was consistently promoted on social media and additionally, more than 700 letters were sent to Albany ratepayers in the area inviting them to have their say.

Here are some insights about the participants in the online surveys on Have Your Say, WA! website.









*Participation in the engagement activities was voluntary, and the reported insights are not a definitive representation of the entire population and may have limitations due to participation numbers or other factors.

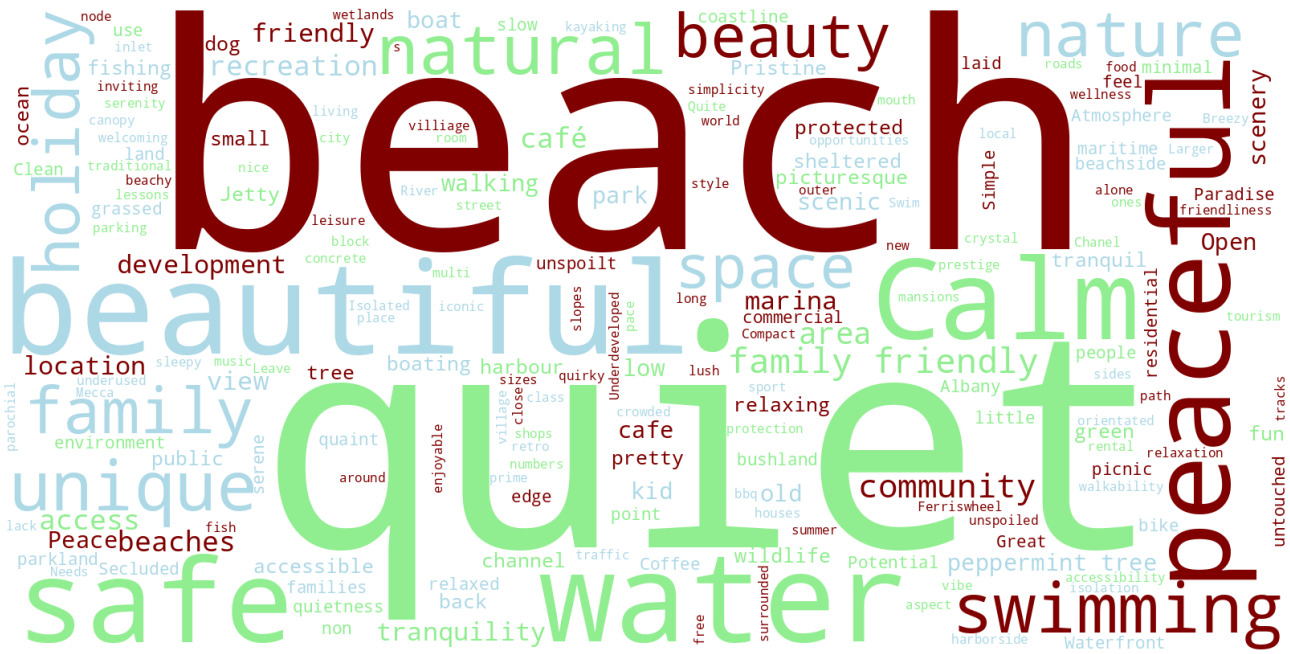
What was heard

The online surveys focused on collecting input on opportunities and challenges, housing, parks and reserves, public open spaces, trails, services and amenities, road networks, and land use in the Emu Point Precinct area. Insights gathered from the surveys are summarised below.

Insights from the Emu Point online survey

Top three words

The survey participants were invited to share the first three words that they think of when describing what makes Emu Point unique. The resulting word cloud below shows a snapshot of what people answered —highlighting recurring themes such as peace, nature, family, beach, and community.



Word cloud – Emu Point area

Issues/challenges facing the Emu Point area

The survey respondents shared their viewpoint on the issues and challenges facing the Emu Point area. The respondents had the option to select up to five options.

Most respondents are concerned about the native vegetation removal and loss of habitat followed by parking, flooding, park amenities and impacts on land uses. Many respondents through 'other' option voiced their concerns which are summarised below:

- Broader concerns about climate change and environmental planning with specific comments about coastal and beach erosion can be seen. Respondents prioritise long-term sustainability of the coastline and effective planning in the area.
- A few commented about overdevelopment and housing in the area and shared their concerns about large houses, loss of character, importance of preserving the area's charm and overpopulation.
- Limited access, poor signage, and parking issues affecting both residents and tourists.
- The area's accessibility for all ages is valued which shouldn't be lost due to development.
- Rabbit infestation is a recurring issue, with some residents reporting property damage.

- There is a lack of clarity around dog-free zones.
- There is a desire for more places to eat and socialise, such as pubs and cafes.
- Concerns about littering and unmanaged camping in the area.
- Infrastructure maintenance, especially drainage, is seen as essential.

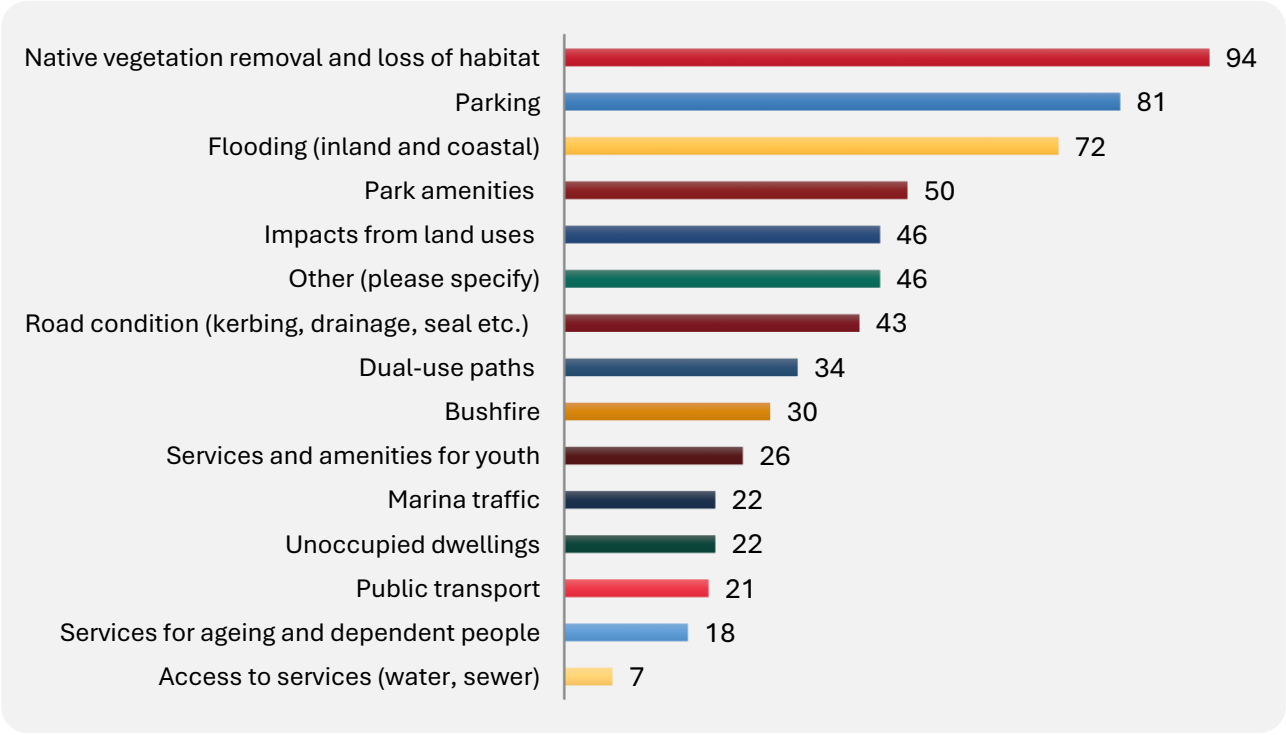


Chart 1: Issues or challenges facing the Emu Point area

Housing preferences for the Emu Point area

Most respondents are happy with the current housing type in the area, which is a mix of detached houses, townhouses, units and beachfront properties. People also prefer townhouses and more infill (subdivision) indicating a need for compact, affordable and low maintenance living catering to households of different sizes.

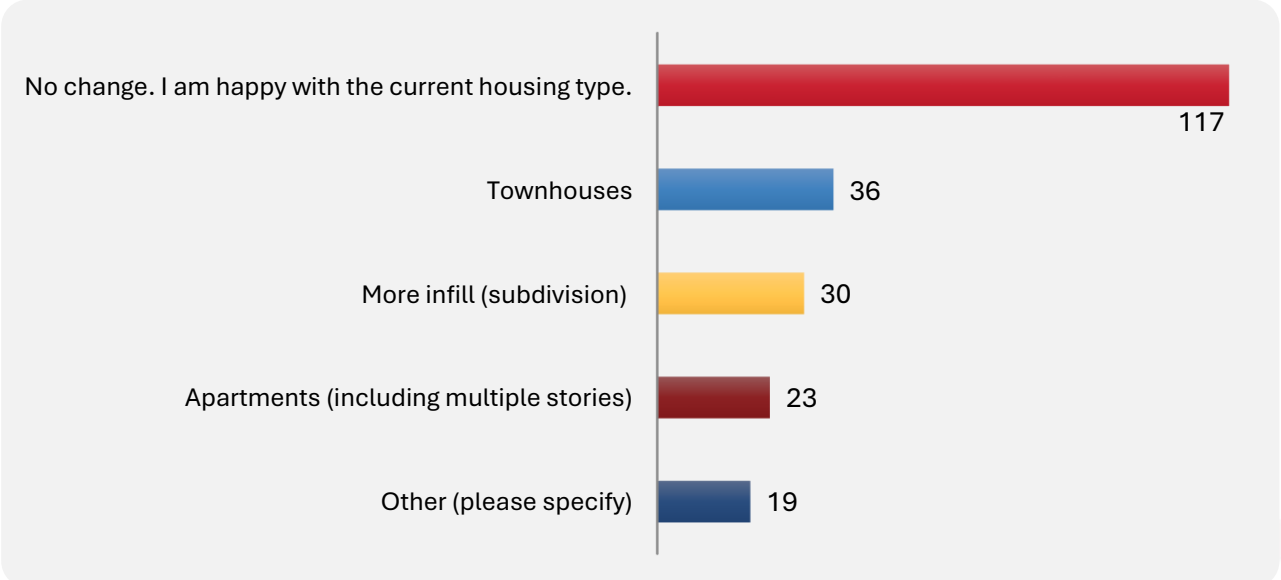


Chart 2: Housing preferences for the Emu Point area

Insights collated from 'other' comments are summarised below:

- There is preference for maintaining low-rise housing and avoiding high-density or high-rise developments. Many respondents value Emu Point's natural charm and believe development should be environmentally sensitive.
- Many respondents are focused on the environmental concerns, especially climate change, flooding, and erosion and prefer avoiding development in vulnerable areas and preserving natural ecosystems.
- There is a preference for more diverse housing types to accommodate different life stages, especially retirees and younger generations.
- Some respondents support upgrading existing homes and infrastructure rather than expanding development. Footpaths and safety improvements are also mentioned.
- A few comments talk about luxury or tourism-focused development, such as waterfront hotels or residential options.

Services and amenities needed within walking distance in the Emu Point area

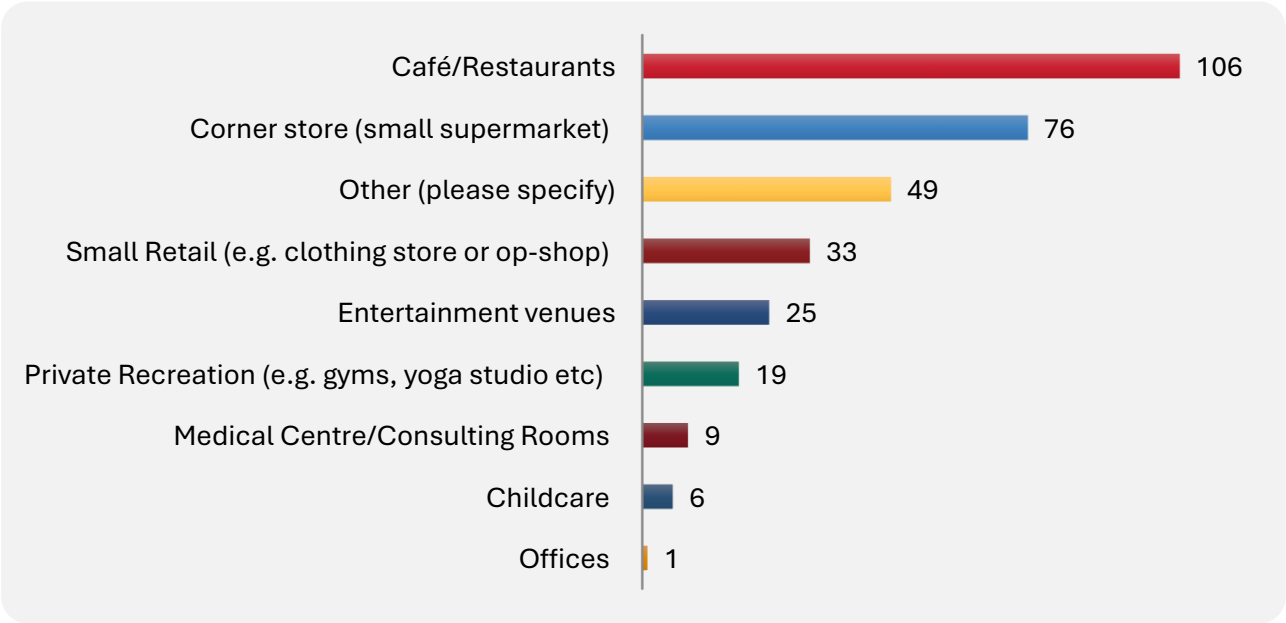


Chart 3: Services and amenities requirements in the Emu Point area

The survey results show a strong preference for hospitality and convenience-focused amenities in the Emu Point area. Cafés and restaurants topped the list, followed by a corner store or small supermarket. Other suggestions included small retail outlets like clothing stores or op-shops, entertainment venues, and private recreation facilities such as gyms or yoga studios. Less frequently mentioned were medical centres, childcare services, and offices, suggesting these are lower priorities for the area.

A significant number of respondents emphasise the area's natural beauty, peaceful atmosphere, and environmental sensitivity.

Many comments reflect resistance to new shops or commercial infrastructure, citing concerns about over commercialisation and loss of local charm. Some respondents support small scale, low impact additions that enhance the visitor experience without altering the area's character such as a heritage information trail, bike paths extension, fishing platforms, tree/hedge shelters, shade sails, food vans,

water sports equipment hire etc. Some respondents highlight the need for better public transport and amenities, especially during peak times.

Suitability for mixed-use development

When asked if the Emu Point area is suitable for mixed-use development (e.g. residential and commercial), the majority of the respondents answered no.

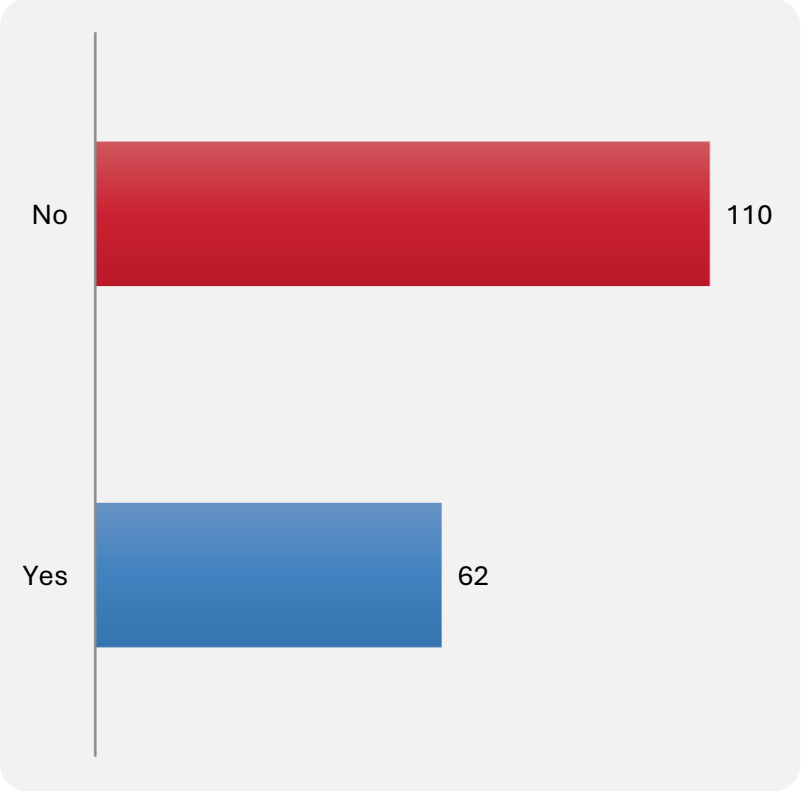


Chart 4: Suitability for mixed-use development

Most of the respondents who said yes, identified the marina and foreshore areas as suitable locations for any future development. Some other identified locations are:

- Harvest Road.
- Around Hope Street towards Emu Point.
- Emu Point Drive.
- Boronia Beach.
- Brewster Street area.
- Between Griffiths Street and Medcalf Parade.
- Mermaid Avenue and Roe Parade.
- Wesley Maley Reserve.
- Collingwood Heights foreshore.
- Collingwood Park end.
- Near the caravan parks.
- Convert caravan park land into public use, parks, cafes.
- Between Bayonet Head to Emu Point.
- Tennis club.
- Commercial short stay holiday accommodations

A recurring theme, however, is to limit expansion and preserve the area's natural beauty and relaxed atmosphere.

Park/Reserve visitation frequency

Respondents were invited to share the frequency of their visit to their favourite park/reserve in the area. Below are the insights gathered from the survey responses.

- Emu Beach is the most frequently visited reserve, with the highest number of daily and weekly visitors.
- Oyster Harbour Beach also sees a high visitation, especially monthly.
- Wesley Maley Reserve has the lowest visitation, with most of the respondents saying they never visit.
- Bovell Square and Boronia Reserve have moderate monthly visitation but relatively low daily/weekly use.

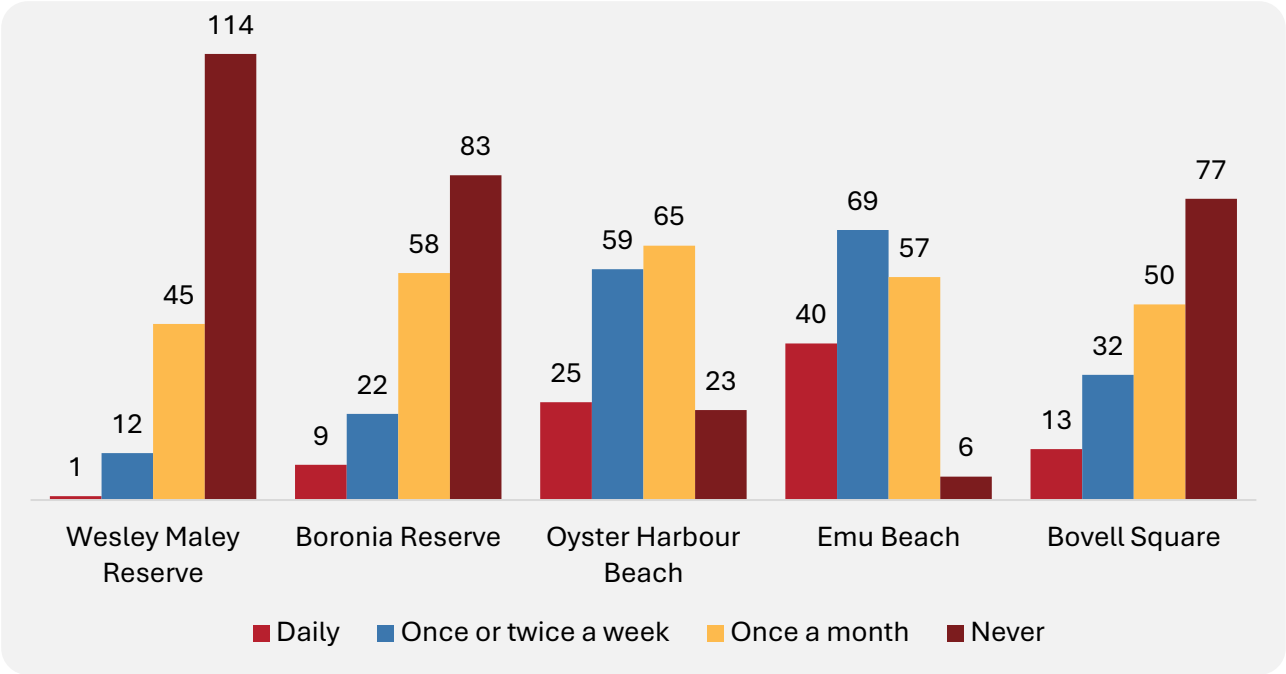


Chart 5: Park/Reserve visitation frequency

Trails usage frequency

Respondents shared the frequency of their usage of the two walking trails as shown in the picture (right).



Map showing trails

The survey responses show that Trail 2 is more popular than Trail 1. 41 respondents use Trail 2 daily, compared to 17 for Trail 1. Weekly usage also favours Trail 2 with 61 responses, while Trail 1 has 36. Monthly usage is relatively close, with 57 for Trail 2 and 47 for Trail 1. Notably, 72 respondents never use Trail 1, whereas only 13 never use Trail 2, indicating that Trail 2 is more consistently utilised overall.

In the follow-up question, respondents were invited to share additional thoughts on parks and trails, including use of informal paths. The feedback revealed a strong appreciation for trails as spaces for walking, cycling, and recreation.

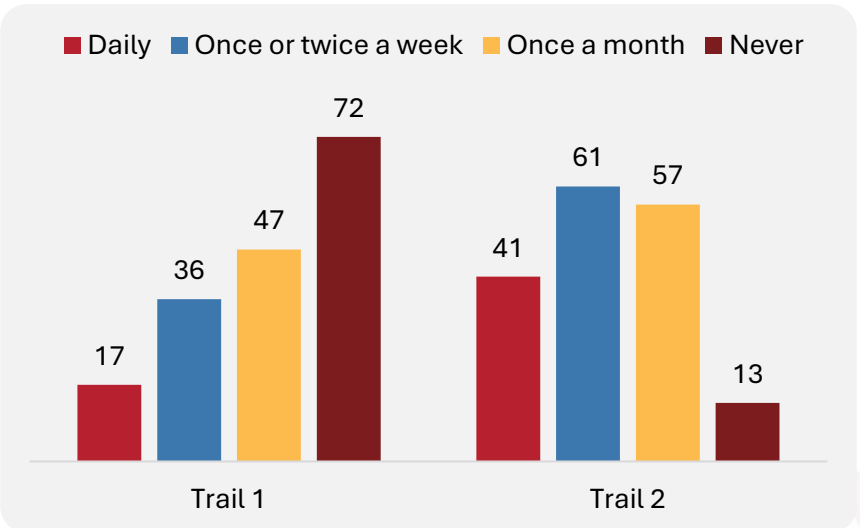


Chart 6: Trail usage frequency

There were valuable suggestions to improve connectivity between current trails,

reserves and surrounding areas. Many comments emphasised the importance of preserving native vegetation and addressing environmental issues such as erosion.

Concerns were also raised about the safety of pedestrians, particularly in relation to fast-moving bikes and scooters. Some comments highlighted the need for enhanced public amenities and facilities within parks. Specific comments are summarised below:

- Emu Point Beach to Middleton Beach access is important and should be maintained.
- A boardwalk access from Bayonet Head to Emu Point.
- A boardwalk towards North without any access issues due to aquaculture operations.
- All tidal and swamp areas should be added to reserve.
- Wildflower and orchid trail through reserve western end of Emu Point. Heritage and Indigenous information trail.
- Link the current trails with pedestrian and cycle connections and take steps to increase the active travel connections in the area.
- The bush area at the end of Hope Street has nice diversity.
- The Emu Point foreshore looks tired and shabby - needs work.
- Lake Seppings is also a very used trail.
- A trail on waterfront Wesley Marley Reserve.
- Wesley Maley reserve should be upgraded for the public. Bayonet Head and Lower King frontages are also beautiful, underdeveloped areas.
- There is no pathway or dual use path to connect Emu Point to Collingwood Heights along the water edge.
- An all-weather dual-use trail to Bayonet Head through Boronia Reserve.
- A jetty near Emu Point Cafe so tourist boats could drive around from Princess Royal harbour and bring tourists and passenger, this will tie the two Harbours together.
- More seating or rain shelter along trails. More views to the water from trails and beach access via trails.
- A fenced and undercover playground is crucial.
- The footpath behind Havana villas needs widening. And the road into Emu Point needs work.
- For safety, vehicles should be restricted from accessing beach between corner of Roe Parade and Hunter Street and marina.
- Land zoned urban development between Griffith Street and Emu Point should be reclassified so that the native coastline bush is maintained.

Mode of access to the Emu Point area

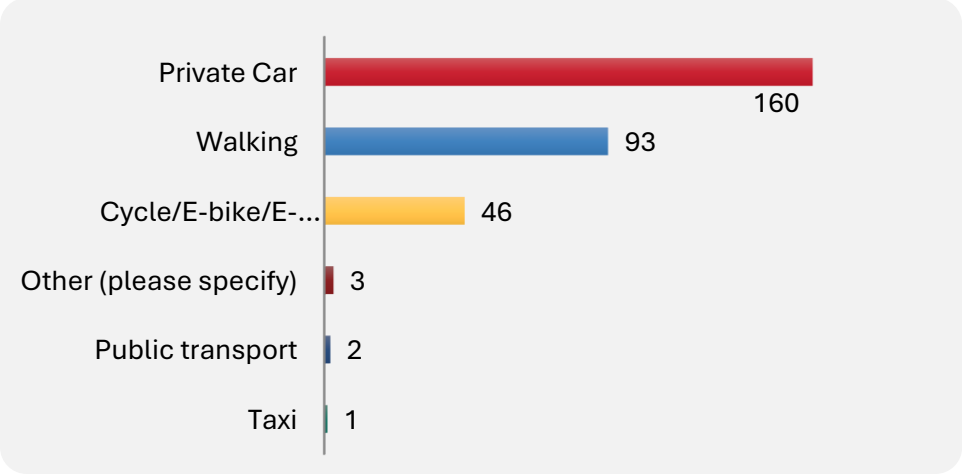


Chart 7: Mode of access to the Emu Point area

Private cars are the dominant mode of access to the Emu Point area followed by the active travel means i.e., walking, cycling, e-bikes and e-scooters. Public transport and taxis are rarely used, suggesting limited availability or convenience. One respondent uses a boat to access the area.

Road network priorities for the Emu Point area

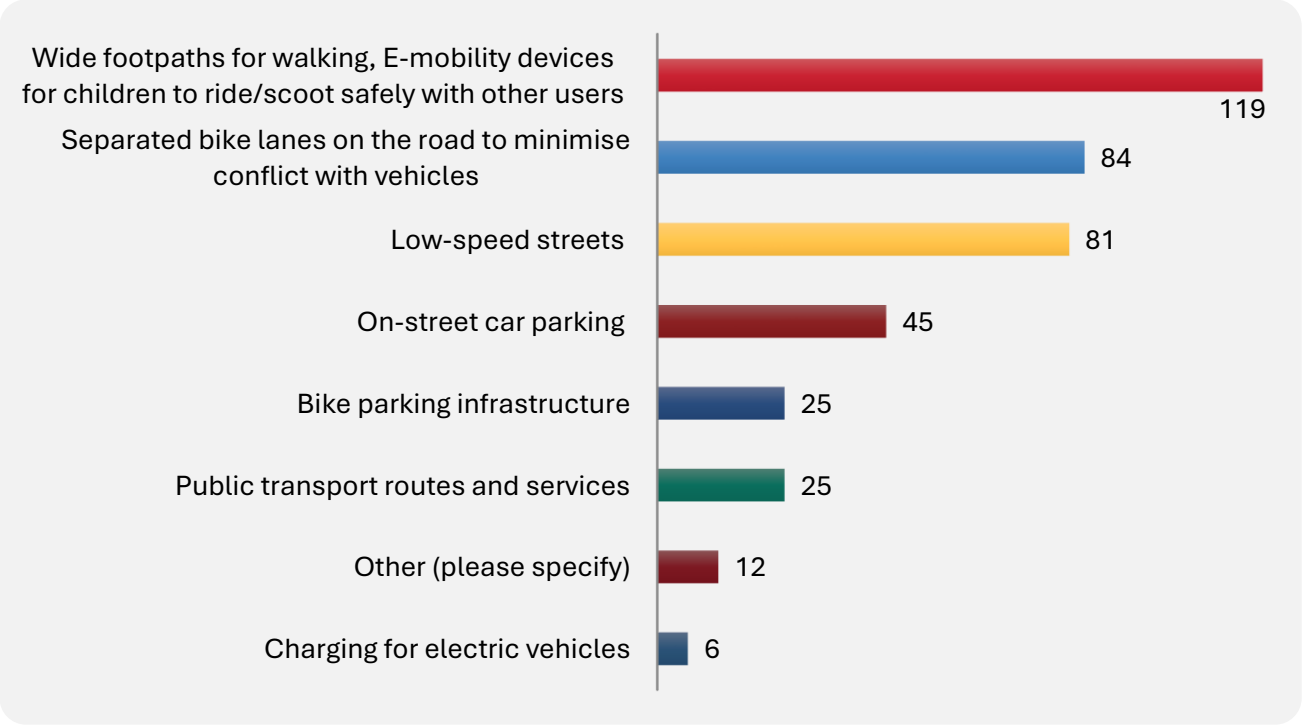


Chart 8: Road network priorities for the Emu Point area

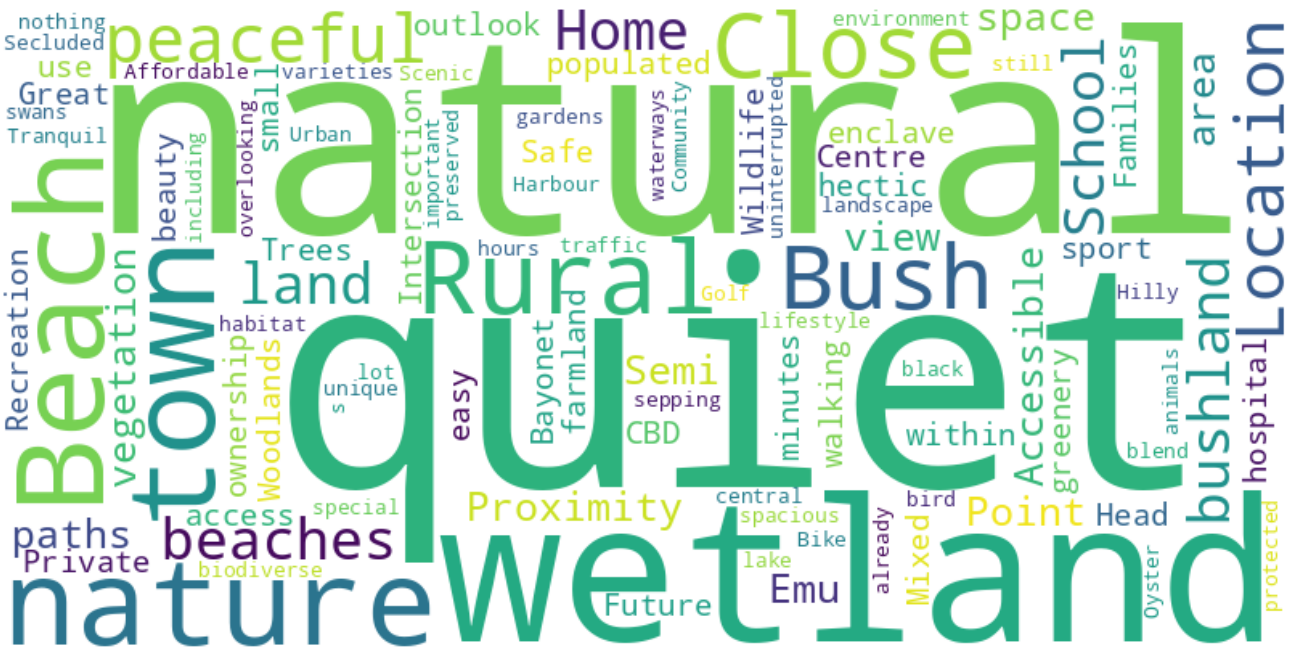
The survey responses indicate a clear preference for a road network that prioritise pedestrian safety and promote active transport. There is relatively less emphasis on vehicle-related amenities such as on-street parking, public transport routes and services, and EV charging stations. Specific comments are summarised below:

- Off road bike paths. Pedestrian access to the North to connect with Bayonet Head.
- The Middleton Road to Emu Point Road should be back to 80km/hr limit.
- Motor vehicle driver education to create safer roads for all road users especially cyclists.
- Too many cars in this region along with all the caravans will cause too much congestion.
- If bikes, scooters are used, need for separate access to protect the walker.
- Better, neater, more defined roads/paths with kerbing/bollards to contain all traffic to designated minimum areas and limit damage to natural environments and parklands.
- Already too many cars during summer season.

Insights from the Collingwood Heights online survey

Top three words

The survey participants were invited to share the first three words that they think of when describing what makes the Collingwood Heights area unique. The word cloud below highlights the most frequently mentioned words such as quiet, natural, wetland, bushland, beach, peaceful, and location (proximity), reflecting the community's strong appreciation for the area's natural beauty, tranquility, and accessibility.



Word cloud – Collingwood Heights area

Issues/challenges facing the Collingwood Heights area

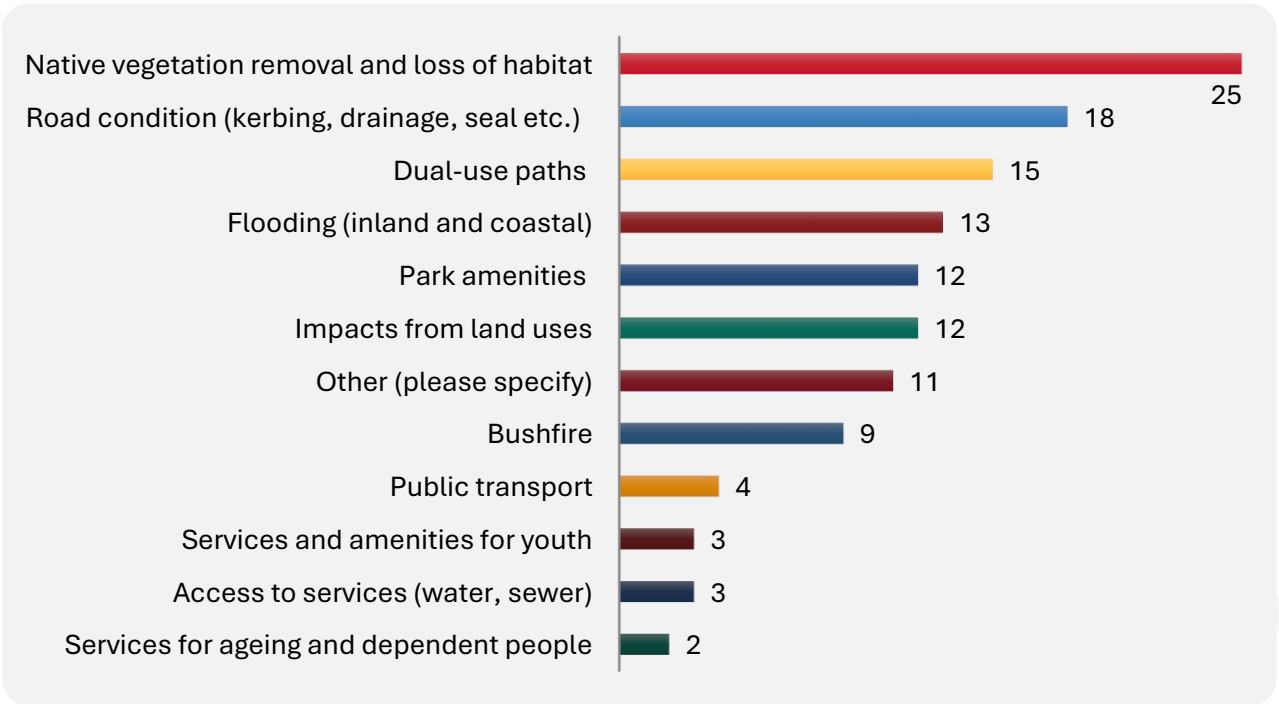


Chart 9: Issues or challenges facing the Collingwood Heights area

The survey respondents shared their viewpoint on the issues and challenges facing the Collingwood Heights area. The respondents had the option to select up to five options.

The top concern reported through the survey is native vegetation removal and habitat loss reflecting strong environmental values. Road condition and need for dual-use paths are also significant issues. Other notable concerns include flooding, park amenities and impacts from land uses. Bushfire risk, public transport, and youth and aged services are relatively low priority issues.

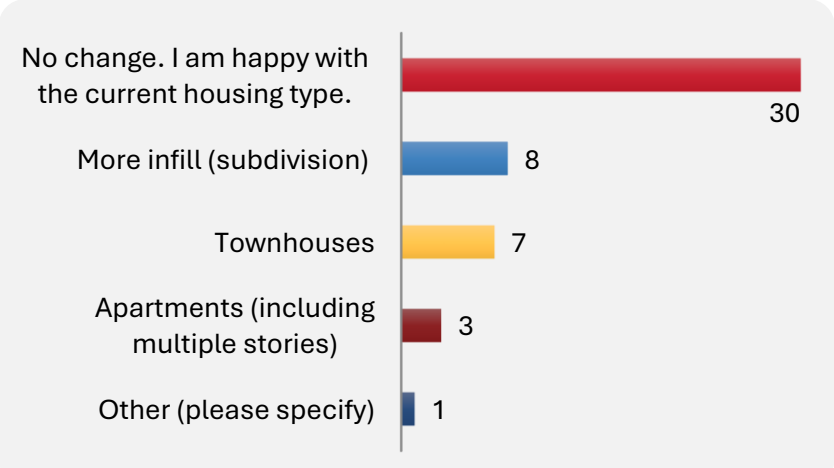
Many respondents provided their input through the 'other' option which are summarised below:

- Traffic use and access along Collingwood Road between the Sports oval and Australian Christian College. Motorbikes and cars driving recklessly in this area.
- Collingwood Road being used as a racetrack.
- Weed infestations. Sydney Golden Wattle and Arum Lillies.
- Traffic builds up on limited road access caused by both school traffic and new housing at Oyster Harbor etc.
- School time blockage at intersection of Collingwood Wood Road and Troode Street next to oval.
- Properties with tenants experiencing social and economic disadvantage.
- Future impact on wetlands areas.
- Flooding of low-lying areas is a regular occurrence in Collingwood Heights and was exacerbated by the flood event 20.03.2025 where 175.5mm was recorded in six hours. Future developments should be governed by this. Any infill would likely transfer flood effects to adjoining properties and upset established ecosystems.
- Maintenance of a vegetation buffer as a filtration system to improve water quality in the Yakamia Creek system is vital to arrest the runoff of nutrient and chemicals from properties. Removal of invasive weeds along the creek line and replacement with native species is desirable and necessary.
- My property was inundated in the flood event on 20.03.2025 due to runoff from: the road and opposing properties. A report was submitted to the City of Albany with a recommendation of additional stormwater drains. Inspectors made a site visit to assess.
- Degradation and weed invasion of Yakamia Creek edges, particularly pampas grass which should be removed.
- Deep sewerage access in Boronia Avenue (outside project area) would reduce nutrient runoff into the creek and wetlands below.

Housing preferences for the Collingwood Heights area

Most of the respondents are happy with the current type of housing in the area, which is a blend of predominantly rural single-family homes with spacious yards and gardens, and older, well-maintained homes and newer buildings. People also prefer more infill (subdivision) and townhouses indicating a need for affordable and low

Chart 10: Housing preferences for the Collingwood Heights area



maintenance living. One respondent suggests keeping the housing rural in the area as it works well with the reserve for native animals and plant life.

Services and amenities needed within walking distance in the Collingwood Heights area

Community preferences for services and amenities within walking distance in the Collingwood Heights area highlight a strong interest in social and convenience-oriented facilities. The most chosen option is Café/Restaurants. One comment talked about a cafe becoming a community building focal point. Many respondents through the 'other' option shared that no new service/amenity is needed in the area and focus should be on preserving the native flora and fauna, bush land, and tranquility and peace of the area. Collectively, some comments suggest playparks, woodlands, nature boardwalk,

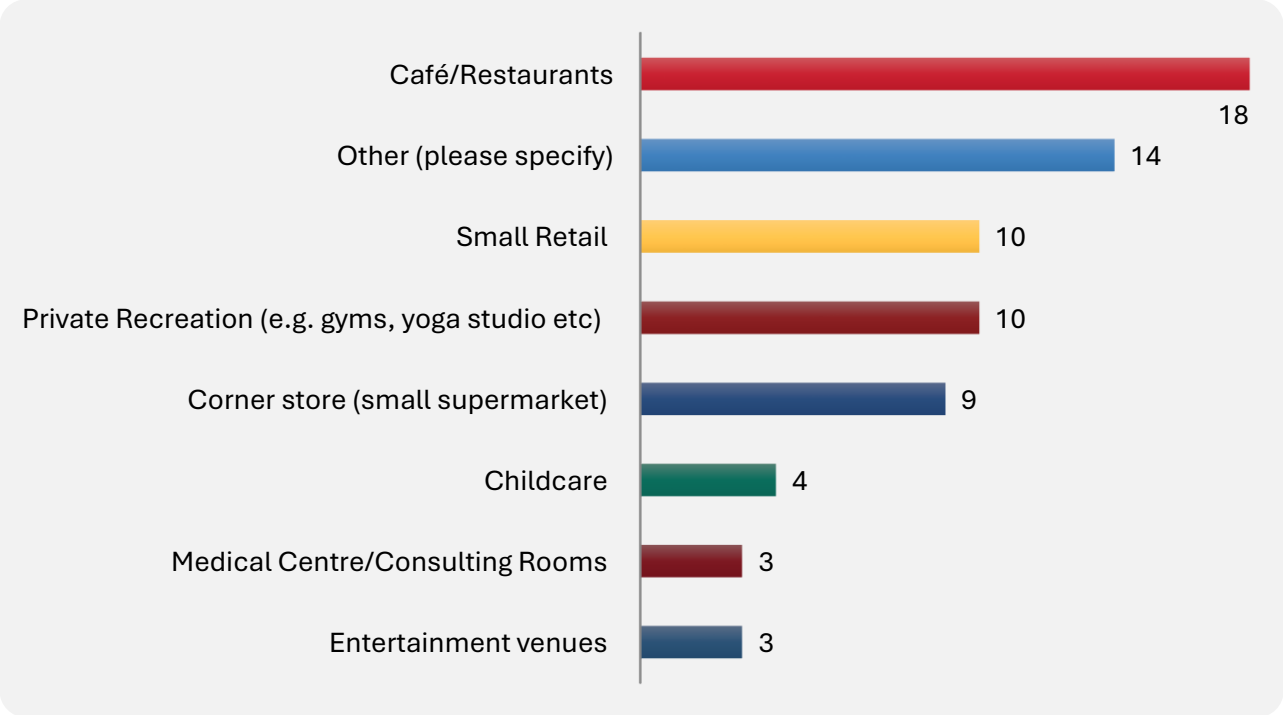


Chart 11: Services and amenities needed within walking distance in the Collingwood Heights area

bush walks- similar to Lake Seppings walkways, footpaths, and improved sporting facilities at North Albany Football Club. Small Retail was the other notable option along with private recreation and corner stores options that were chosen by the respondents.

Suitability for mixed-use development

When asked if the Collingwood Heights area is suitable for mixed-use development (e.g. residential and commercial), the majority of the respondents answered "no".

The locations identified by the respondents who answered yes are given below

- Near the sports oval.
- Near North Albany Footy Club.
- Collingwood Road.
- Between Brewster Road and Lower King.
- Between Living Water Church and the end of Maevida Court.

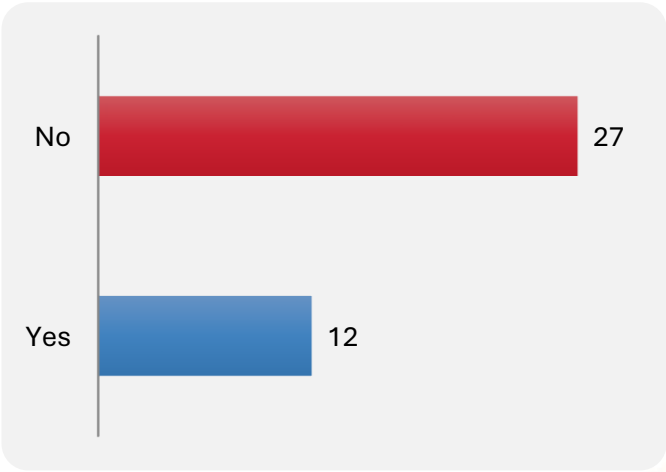


Chart 12: Suitability for mixed-use development

- Bayonet Head shopping centre and/or Oyster Harbour.
- Emu Point Drive.
- Land near Oceans Church - either side.
- Cafes near parks, retail along main roads.

Wesley Maley Reserve visitation frequency

The visitation frequency for the Wesley Maley Reserve indicates relatively low engagement. Out of the total responses, only two people visit daily, and three visit once or twice a week, while 11 visit once a month. The majority—23 respondents—reported that they never visit the reserve.

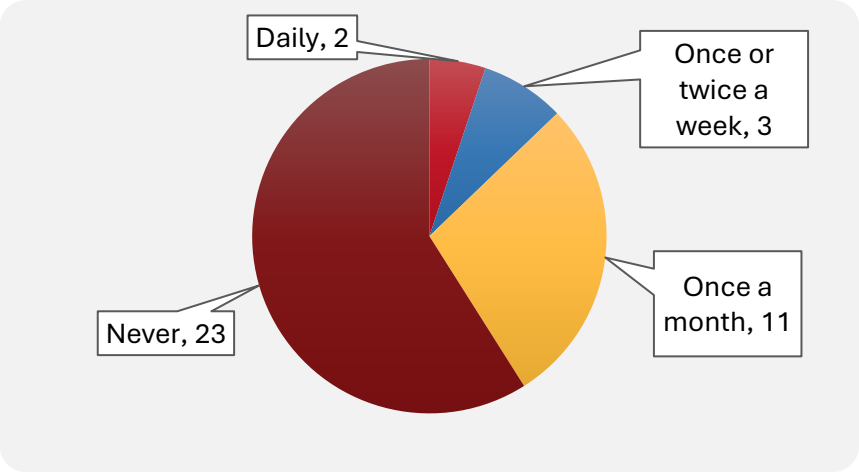


Chart 13: Wesley Maley Reserve visitation frequency

Trails usage frequency

The visitation data for Trail 1 and Trail 2 shows a clear preference for Trail 2. While only one person visits Trail 1 daily, nine people use Trail 2 daily. Weekly usage also favours Trail 2 with 19 responses, compared to six for Trail 1.



Map showing trails

Interestingly, monthly visits are higher for Trail 1than Trail 2, suggesting occasional use. However, Trail 1 has a significantly higher number of people who never use it compared to Trail 2, indicating that Trail 2 is more consistently used.

In the follow-up question, the respondents were invited to share additional thoughts on parks and trails, including their use of informal paths. The responses reflect a mix of concerns and suggestions related to trail connectivity, safety, and environmental preservation.

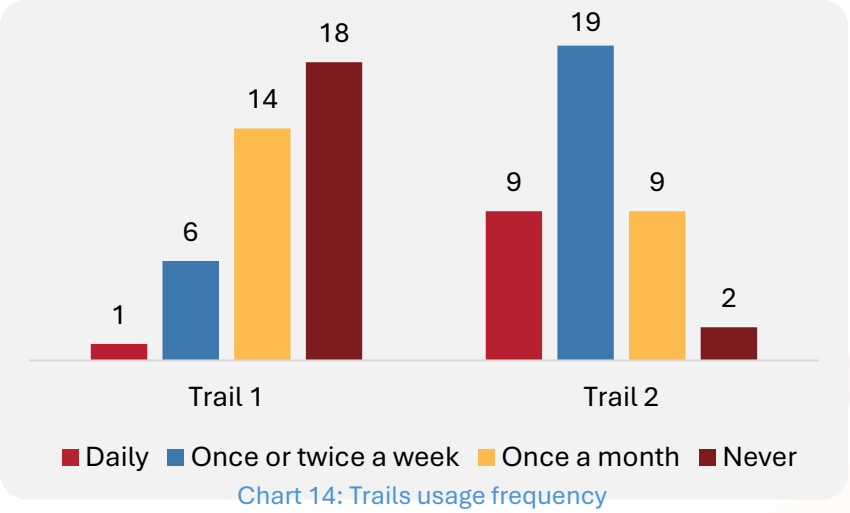


Chart 14: Trails usage frequency

Many respondents emphasised the need for more dual-use paths and better trail connections, particularly linking Bayonet Head, Emu Point, and Oyster Harbour. There were calls to improve existing paths, such as the one from Collingwood Road to the beach via Lake Seppings, which is often overgrown and poses safety risks. Trailbike activity in bushland was noted as destructive, and unsafe, crossings like Ulster Road were highlighted as hazards for families and school commuters.

Suggestions also included wider paths including footpath along Golf Links Road, street lighting, water points, and better signage for trails such as those in Wesley Maley Reserve. Additional comments were related to parks outside the project area. Respondents also noted the regular use of the bike path from Brewster to the Griffith Street beach entrance.

Overall, the feedback underscores community interest in enhancing trail infrastructure, safety, and environmental protection.

Mode of access to the Collingwood Heights area

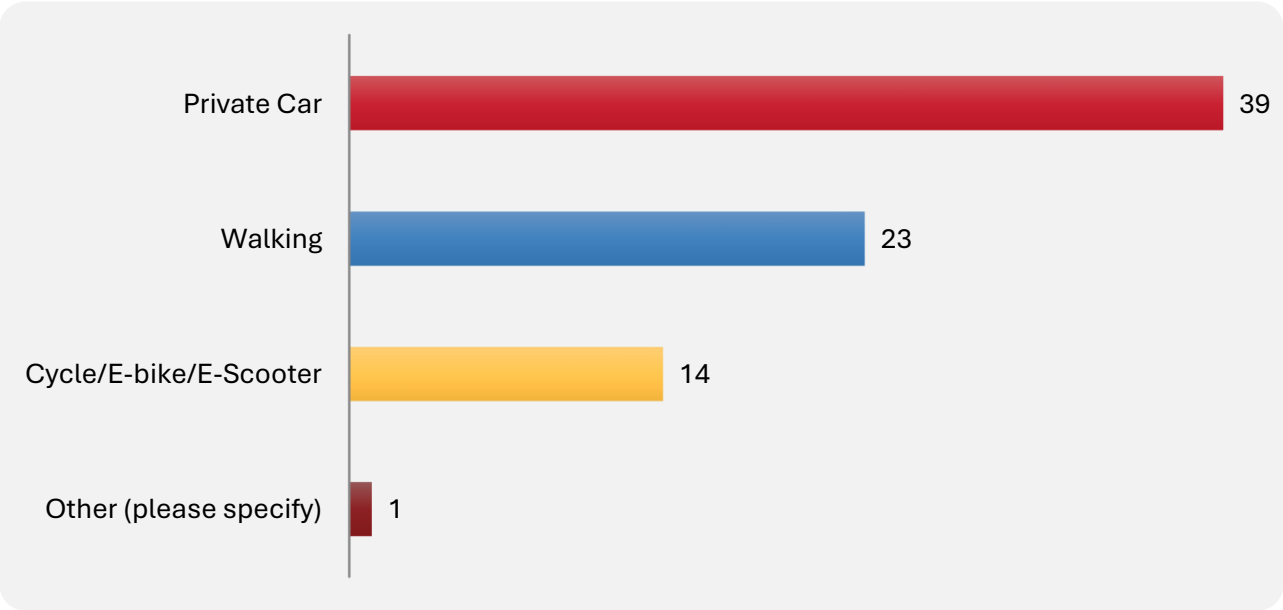


Chart 15: Mode of access to the Collingwood Heights area

The majority of respondents rely on private cars, followed by walking, indicating a moderate level of local pedestrian activity. Cycle, E-bike, E-scooter, and push bike use were also reported, suggesting some uptake of active transport modes. Overall, the area appears to be primarily car-dependent, with smaller group engaging in walking and cycling.

Road network priorities for the Collingwood Heights area

The survey responses reveal a strong preference for pedestrian-friendly infrastructure, with the top priority being wide footpaths that accommodate walking and e-mobility devices for children. This is followed by support for separated bike lanes and low-speed streets, indicating a desire for safer, more inclusive road environments. Amenities like public transport, car parking, and bike parking infrastructure received fewer responses.

Some specific comments provided by the respondents are:

- It would be good to see a road over the Yakamia Creek linking Bayonet Head with Collingwood Park and a road through the City reserve (opposite ACC) linking Brewster Road and Lower King Road.

This would also be enhancing links to reduce bushfire risks and enhance access for residents and visitors.

- Collingwood Road from Troode Street to beyond Brewster Road is very narrow with a lot of traffic buses and cars. It is dangerous at school times due to increased traffic cars, bikes and buses.
- Better parking around school. Low traffic numbers.
- Traffic volume on Ulster Road has increased substantially, making it difficult to turn right when leaving Collingwood Heights. The intersection of Troode Street/Ulster Road has become congested and dangerous.
- Wide footpaths reduce bushfire risks and enhance access for residents and visitors.

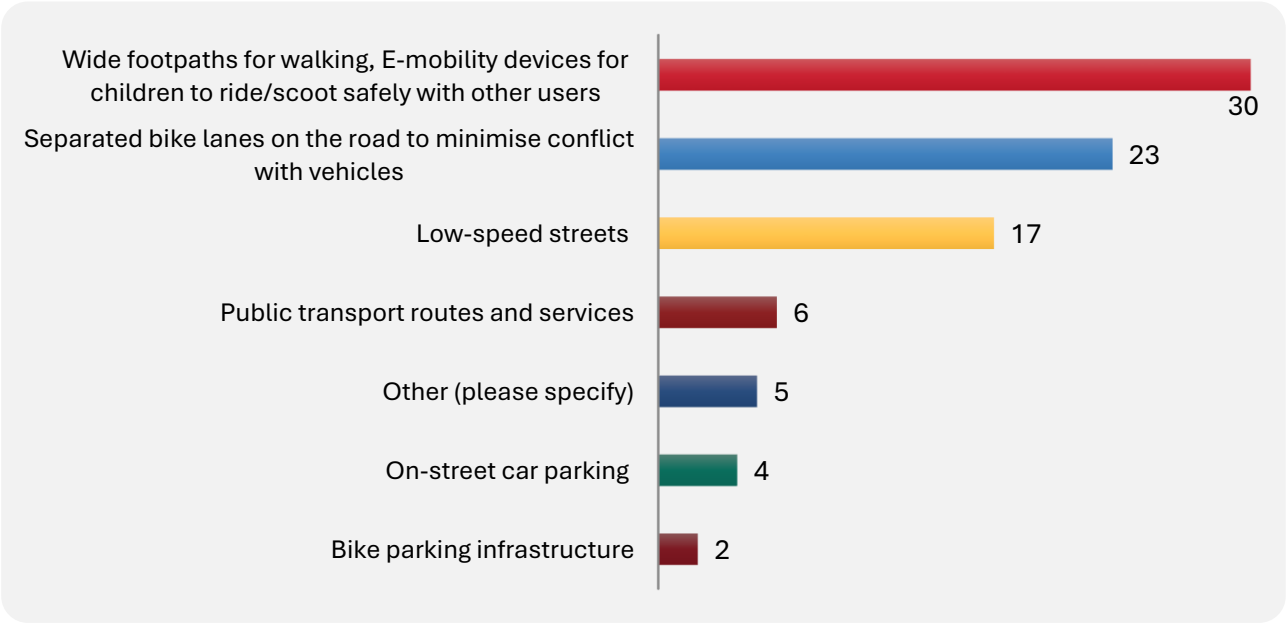


Chart 16: Road network priorities for the Collingwood Heights area

Insights from the Collingwood Park online survey

Top three words

The survey participants were invited to share the first three words that they think of when describing what makes the Collingwood Park area unique. The community values the area's natural environment, with frequent mentions of bushland, wetlands, wildlife, and greenery.



Word cloud – Collingwood Park area

Words like peaceful, quiet, and tranquil reflect an appreciation for the area's serenity and lifestyle appeal. Proximity to the beach, town, and hospital is also seen as a key advantage, along with access to walking paths and recreational spaces. Some comments highlight the area's rural character, space to explore, and natural beauty.

Issues/challenges facing the Collingwood Park area

The survey respondents shared their viewpoint on the issues and challenges facing the Collingwood Park area. The respondents had the option to select up to five options.

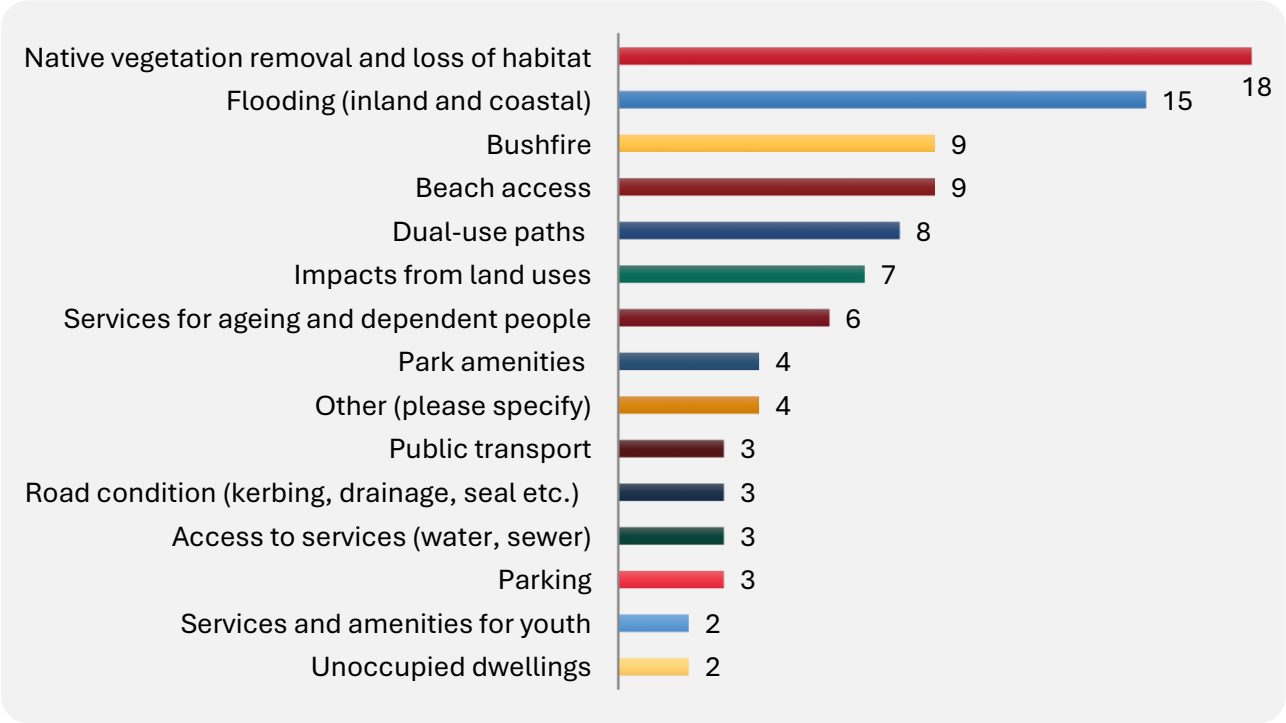


Chart 17: Issues or challenges facing the Collingwood Park area

The main concerns focus on environmental challenges, with native vegetation removal and habitat loss and flooding being the most frequently chosen options. Other notable issues include bushfire risk and beach access, followed by infrastructure needs such as dual-use paths and impacts from land uses. Moderate attention was given to services for ageing populations, park amenities, and public transport, while youth services, parking, and unoccupied dwellings were less commonly opted.

Comments received through the ‘other’ option are given below.

- Climate change.
- Allow existing use business to continue.
- Dumping of rubbish in bush reserves.
- Burnouts on quiet roads.
- Invasive plant species, especially Sydney Golden Wattle taking over bushland areas.
- The need for additional tourism services such as trails, restaurants and cafes.

Housing preferences for the Collingwood Park area

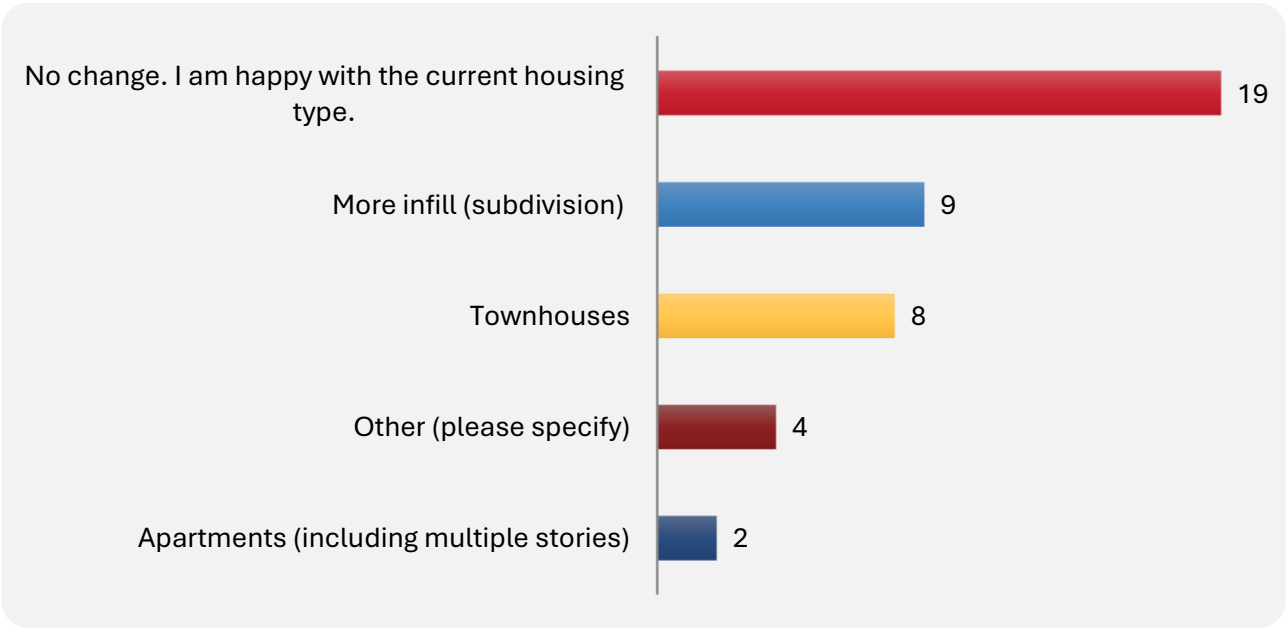


Chart 18: Housing preferences for the Collingwood Park area

In response to the question about preferred residential housing types for the Collingwood Park area, the majority of participants expressed satisfaction with the current housing and did not wish for any changes. A smaller number favoured more infill development through subdivision, followed closely by support for townhouses and even fewer preferred apartments, including multi-storey buildings. This indicates a general preference for maintaining the existing housing character, with some openness to moderate-density options such as infill, and townhouses.

A few respondents provided the following comments:

- Climate change is going to transform this area into a seasonal swamp. The infrastructure and building maintenance challenges will make this area uninsurable and unserviceable in the near future. A strategy of planned retreat will be required.
- For existing businesses in Collingwood Park, a continuation of their existing operations under rezoned areas if changes are made in the future.
- Higher density on existing lots while protecting current green spaces and reserves.
- Protection of bush within the area.

Services and amenities needed within walking distance in the Collingwood Park area

The survey data reveals a strong community desire for more social and lifestyle-oriented amenities within walking distance in the Collingwood Park area. Cafés and restaurants topped the list highlighting a preference for vibrant, communal spaces. A corner store or small supermarket is also popular, pointing to a need for convenient everyday shopping.

Less frequently chosen were entertainment venues, small retail, private recreation facilities, and childcare, while medical services were the least selected.

Comments received under ‘other’ option reflect a mix of environmental concern and a desire to preserve the natural character of the area. Many respondents expressed a preference for no change or development, emphasising the importance of maintaining the existing mix and protecting the area's natural features. There is also support for enhancing natural assets, such as preserving remnant

bushland, creating more reserves, and potentially adding boardwalks to celebrate the wetland character, similar to Lake Seppings.

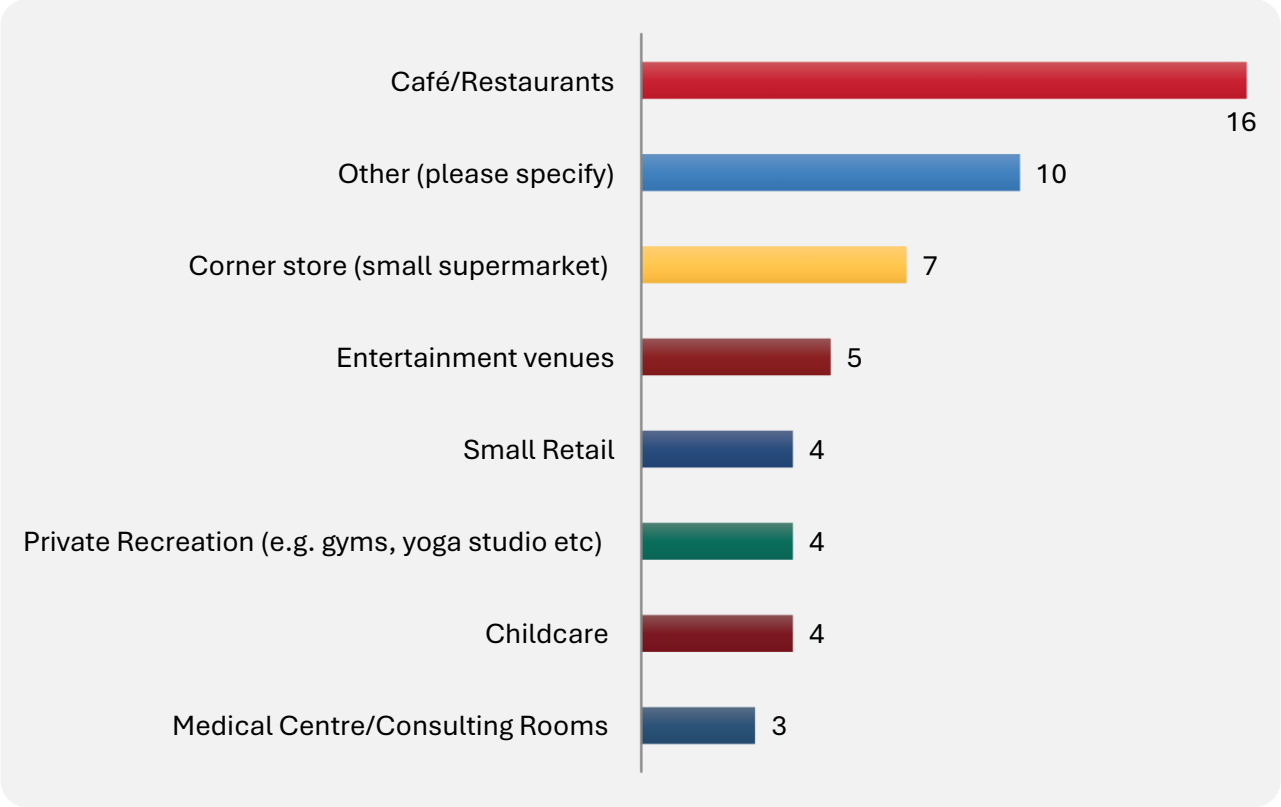


Chart 19: Housing preferences for the Collingwood Park area

Suitability for mixed-use development

When asked if the Collingwood area is suitable for mixed-use development (e.g. residential and commercial), the majority of the respondents answered no.

The locations identified by the respondents who answered yes are given below.

- Same as now Wright Street and Collingwood Road.
- In the zoned rural blocks.
- Towards Brewster Road area.
- Light commercial, small business, cafes, restaurants between Ardross Crescent and Troode Street. Another area being between Barry Court and Griffiths Street.
- Emu Point.
- Around the new Dune micro-brewery.
- Golf Links Road.

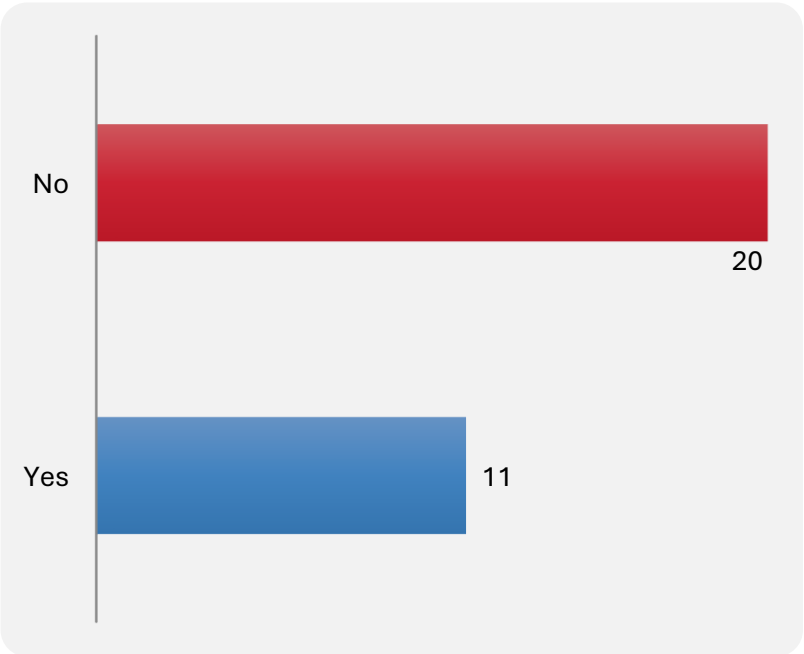


Chart 20: Suitability for mixed-use development

- Around parks and open space areas.
- Northern most end of Emu Point, current harbour area.
- At the marina and in already disturbed areas. Coastal areas between Griffiths Street and Emu Point need to be protected as coastal reserves.

Park/Reserve visitation frequency

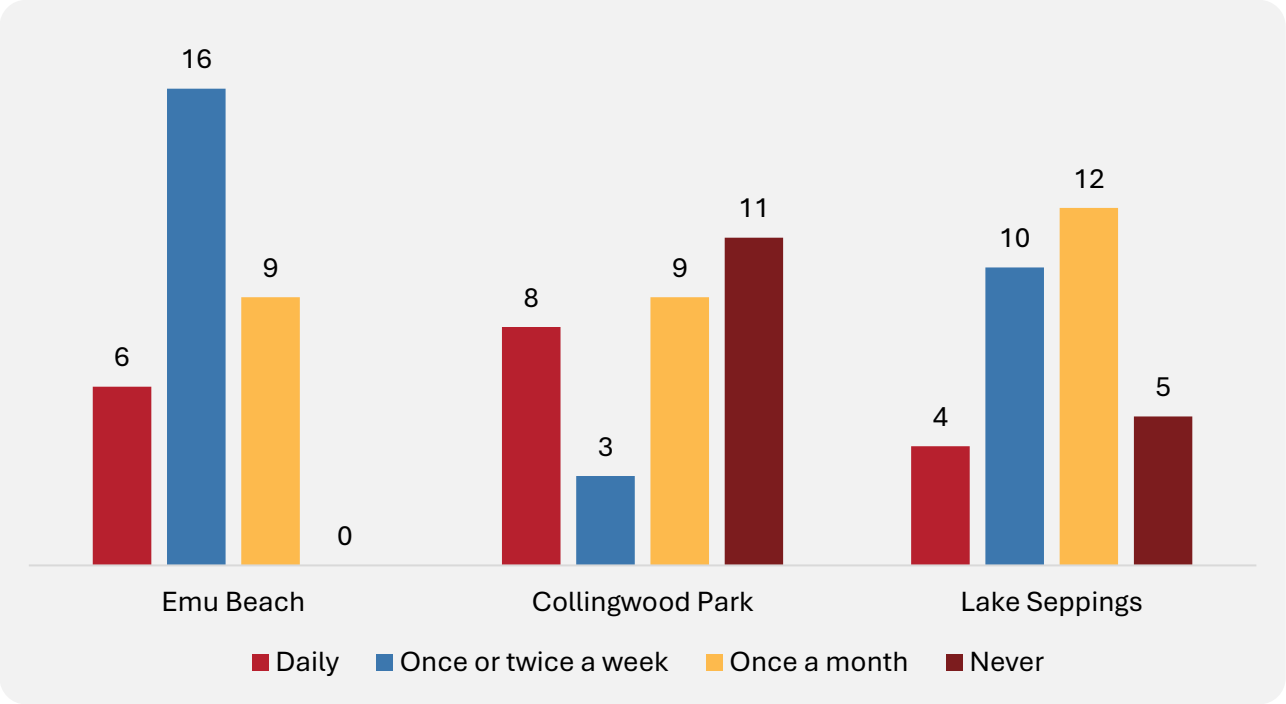


Chart 21: Park/Reserve visitation frequency

The chart above shows the distinct patterns in how frequently people visit Emu Beach, Collingwood Park, and Lake Seppings. Emu Beach is the most consistently visited, with a strong weekly presence. Collingwood Park has the highest number of daily visitors, suggesting it may be a key local destination for some as interestingly it also has the highest number of people who never visit. Lake Seppings sees more occasional use, with people mostly visiting monthly and weekly, but fewer daily visitors. Overall, Emu Beach appears to be the most regularly frequented, while Collingwood Park and Lake Seppings witness more periodic visits.

Trails usage frequency

The data reveals a preference for Trail 2, which is used more frequently across all categories except monthly visits. Daily usage of Trail 2 significantly surpasses Trail 1, and weekly usage is also higher, indicating that Trail 2 is a more popular and regularly

Map below showing trails



used route. Interestingly, Trail 1 sees more monthly users compared to Trail 2, suggesting it may appeal to more occasional visitors. Additionally, Trail 1 has a higher number of people who never use it, while only one person reported never using Trail 2. Overall, Trail 2 appears to be the preferred and more actively used trail.

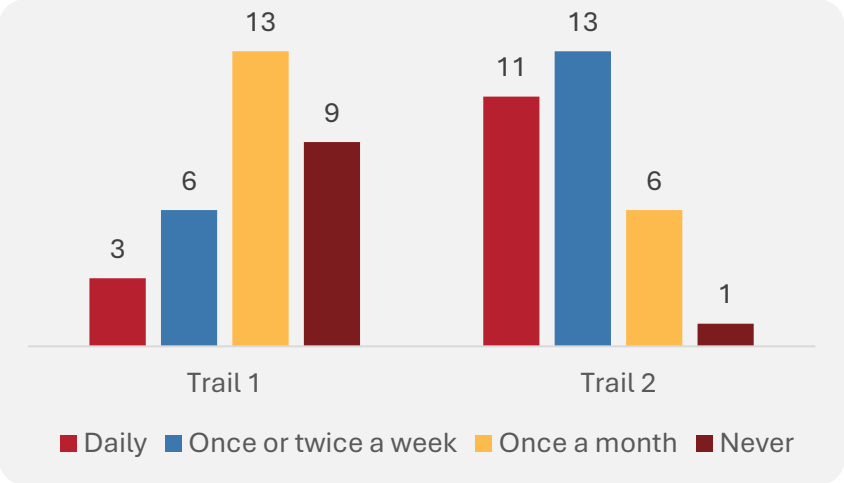


Chart 22: Trails usage frequency

In the follow-up question, respondents were invited to share additional thoughts on parks and trails, including their use of informal paths. The responses suggest community appreciation for the natural environment and recreational value of the Collingwood Park and surrounding areas, alongside concerns about environmental degradation and inappropriate development.

Many respondents emphasise the importance of preserving natural bushland, wetlands, and wildlife habitats, particularly around Lake Seppings, with specific concerns about development impacts on sensitive ecosystems and species like the Southwestern Long Neck Turtle. There is also a desire to enhance and maintain walking and cycling trails, including informal linkages between key areas such as linking informal trails between Lake Seppings and Collingwood Road/Ardross Crescent, and to improve accessibility and scenic value, such as restoring sea views along Trail 2. Issues such as dirt bike damage, rubbish dumping, and invasive species have also been raised, with calls for restoration efforts and no further housing or commercial development.

Respondents value the ability to choose between bush and beach trails, highlighting the area's versatility. The Dune trail is seen as a positive addition, and there is support for features like animal water spots. The area between Griffith Street and Emu Point is viewed as having high potential to become a coastal reserve.

Mode of access to the Collingwood Park area

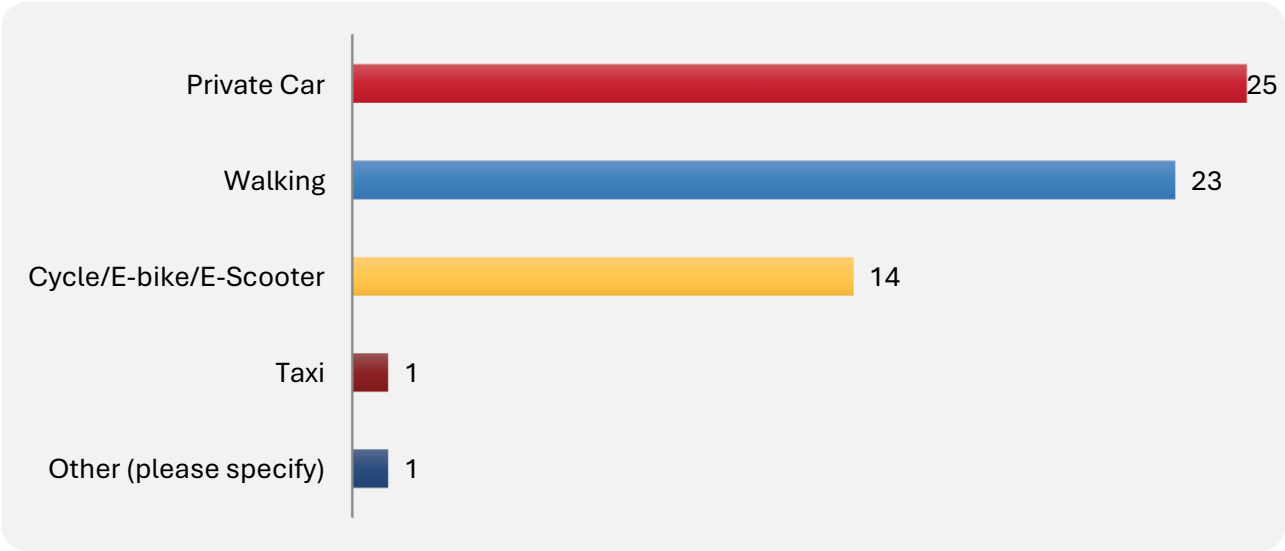


Chart 23: Mode of access to the Collingwood Park area

The data shows that private cars and walking are the most common ways people access the Collingwood Park area, indicating a balanced reliance on both motorised and active transport. Cycling, e-bikes, and e-scooters are also often used. In contrast, taxis and other modes are rarely used, highlighting their minimal role in local access.

Road network priorities for the Collingwood Park area

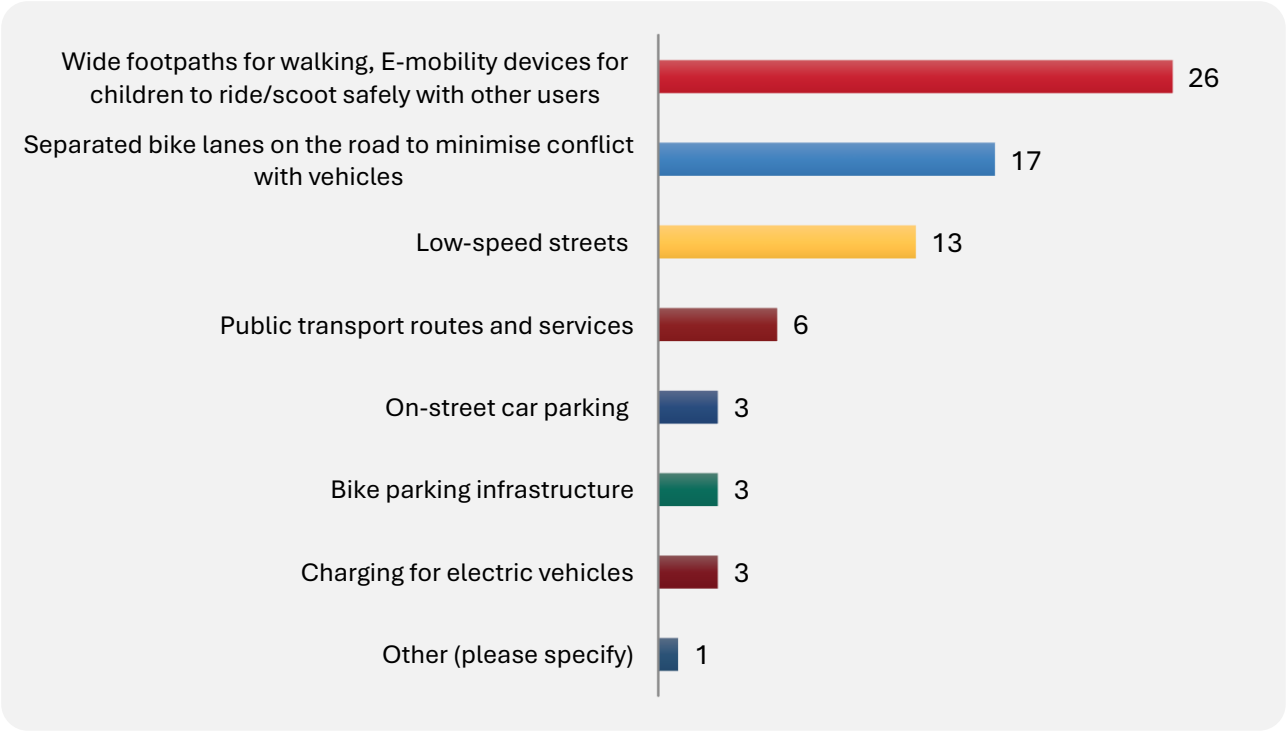


Chart 24: Road network priorities for the Collingwood Park area

The survey responses highlight a strong community preference for safe, accessible, and inclusive road infrastructure in the Collingwood Park area. The most important features identified are wide footpaths, supporting walking, e-mobility devices, and safe use by children—indicating a desire for shared, family-friendly spaces.

Separated bike lanes are also a priority, reflecting concerns about safety and reducing conflicts with vehicles. A comment specifically underlines the need for a government-led education campaign to address the anti-cyclist attitude.

Low-speed streets further reinforce the community's focus on safety and livability. In contrast, public transport, on-street parking, bike parking, and EV charging are opted less frequently.

Summary of the online submissions received from a resident and stakeholder in the area

- Some level of government authority needs to take responsibility for the maintenance and ownership of the Yakamia Creek.
- The option for urban development should remain open into the future. A careful development with modern technology would reduce the risk of contaminants flowing into the Yakamia Creek.
- Majority of the land in the area is zoned as rural, a relatively flexible zoning, that offers wider future possibilities. The rural zoning should continue until there's a broader initiative to develop the area.
- Those currently farming land holdings in the area should be incentivised to develop enterprises that are more suited to an urban landscape.
- Thers's a potential for a road connecting Bayonet Head through to Collingwood Road the rural property.

- There's a need for a flexible planning approach that allows adaptable use of land, enabling the wider community to meet both current and future demands.
- Vacant land blocks present significant potential for a variety of future community uses. Possible future uses may include:
    - A new church building or expanded worship spaces to serve a growing congregation and community activities.
    - Training or education centres supporting community learning, youth development, and skills programs.
    - Multi-purpose facilities adaptable for meetings, workshops, social gatherings, and support services accessible to various community groups.
    - Residential development options that may help address increasing housing demand in the region.

Insights from community pop-ups

Four community pop-ups were organised to engage with the local community and understand their ideas and concerns. Respondents had the opportunity to place a pin on the area important to them on a printed map of the Emu Point Precinct area and share their feedback. People could choose from the following pins:

Needs to be fixed | A place I love | An opportunity | General comment

The purpose of this activity was to understand some key existing challenges, design opportunities and points of interest in the area. In addition, people had the option to write on a sticky note what they think could be the opportunity or challenge for future development of the area.

Below are the insights gathered from the community pop-ups.

Summary of 'Needs to be fixed' comments

Emu Point area

- Suggestions for more carparks, especially near the café and foreshore, and disabled parking near popular spots.
- Lack of school bus network and public transport access for cruise ship visitors.
- Cunningham Street needs fixing, one-way access issues, and speeding near café.
- Need for footpaths (e.g., Roe Parade), bike paths on the foreshore, and formal tracks for cyclists due to noise concerns.
- All-ability swings at Emu Point, disabled access to Granny's Beach, and general disability-friendly infrastructure.
- Enforce 40km/h speed limits in car parks and keep pedestrians off roads.
- Suggestions to close beach access gates in the evening, install cameras, and signage to deter defiant.
- Concerns about bushfire management.

Collingwood Heights area

- Peak-hour build-up at Bayonet Head Road makes it difficult to exit the area.
- Intersection upgrades needed: Specific intersections flagged include Oval intersection, Troode Road & Ulster Road, and Bayonet Head Road & Lower King Road.
- General concerns about poor access and traffic management.
- Footpath/Bike path on Lower King Road and suggestion to improve safety and connectivity to town.
- People riding motorbikes through vegetation is harming natural areas.
- Water Corporation's treatment plant allegedly releasing sewage into Yakamia Creek, leading to E. coli contamination and discarded oysters.

- Mixed feedback on off-leash areas, especially around Oyster Harbour and foreshore.
- Worries about runoff from streams affecting swimming safety.
- Rock placement and sand nourishment to combat erosion.
- Desire for more trees, open spaces, and characterful design.
- Exercise area at Emu Beach is falling apart, and seating needs renewal.
- Concerns about rabbit infestation in the area.
- Feedback that playgrounds lack character and calls for more seating along pathways and beaches.
- Concerns about density, lack of design control, and house-to-land ratio. Emphasis on family-friendly development and avoiding large commercial buildings.
- Corner of Hunter Street and Mermaid Avenue seen as a missed opportunity.
- Lack of gas supply in the area.
- Poor condition and limited availability of toilets.
- Need for additional footpaths and better signage.
- A new comfort room is requested next to the café.
- Mention of a beach outlet that could be used if needed, possibly as an alternative access or overflow area.
- A choke point in drainage flow is noted, with DBCA restrictions complicating solutions.

Collingwood Park area

- Frequent flooding and insufficient drainage are recurring issues.
- The area is described as very wet, making it hard to develop.
- No deep sewer system is available.
- Only one way in and out of the area raises concerns for bushfire evacuation and emergency response.
- A fire response plan is requested to address this vulnerability.
- Golf Links Road and Troode Road: Difficult to navigate at night.
- Troode Street: Impacted by CBD-bound peak-hour traffic, with no roundabout to ease flow.
- People have also shared their concern about bike speed on shared walk paths, posing a danger to pedestrians.

Summary of ‘A place I love’ comments

Emu Point area

- The area is valued for its recreational opportunities, especially for families.
- Playground and beach are appreciated for young children.
- Swimming and walking paths/jetties are popular activities.
- Granny’s pod is a well-liked feature.
- Suggestions to maintain jetty access,

Collingwood Heights

- Respondents value the area's biodiversity and want to ensure it remains protected. Special mentions of birdlife, wetlands, coastal vegetation and bushland.
- One comment talked about balancing the development with preservation of landscape and ecological values.

Collingwood Park

- Respondents enjoy walking around the area and appreciate the surrounding nature and natural areas.

especially for Fishability.
- Beach access and parking at the waterfront are cherished by locals, visitors, and fishermen.
- The marina and foreshore are central to community life and is used for exercise, dog walking, and heavily visited during Christmas.
- The marina is appreciated, though there's uncertainty about environmental impacts of potential expansion.



Community pop-up events at Bayonet Head Shopping Centre

Summary of 'An opportunity' comments

Emu Point area

- Artificial reef to reduce current and protect Emu Beach, similar to Middleton Beach and Coogee Beach.
- An all-weather beach ramp and fishing platforms to improve safety and accessibility.
- Maintain and formalise beach access and parking, especially around Hunter Street and Mermaid Avenue.
- A floating restaurant, new jetty, boardwalk to Bayonet Head, and low-key restaurants or kiosks.
- Recreational marina foreshore is popular and could be enhanced with dog beach, exercise options, and fishability features.
- Bovell Park can be used for recreation
- Opportunity for a new restaurant/café at marina for e.g., a wine bar
- Sports Club is underutilised and could serve broader demographics.
- Maximise street setbacks and restrict building height.
- Limits on business/café operating hours.
- Opening parts of the Reserve for marina/port development

Collingwood Heights area

- Cycle paths to Bayonet Head, along the coast, and Ulster Road to improve safety and reduce bike traffic on busy roads like Lower King Road.
- Boardwalks and raised walkways through Boronia Reserve to enhance pedestrian access while preserving the natural environment.
- A continuous boardwalk linking Bayonet Head and surrounding areas for both pedestrians and cyclists.
- Preserve wetlands and farmlands, with development focused on already cleared areas.
- Raised walkways to minimise environmental impact while improving access.
- Reduce speed limits to 50 km/h on Ulster Road, Troode Street, Golf Links Road, and Lower King Road to protect cyclists and pedestrians.
- Most intersections in the area need better traffic management.

Collingwood Park area

- Letting the sea reclaim land further down the beach.
- Rubbish bins and parking overflow solutions are needed.
- Collingwood Road connection to the marina.
- Bushfire resilience needed, especially in areas with limited access.
- An opportunity to preserve the “Aussie coastal village” feel, balancing development with local character and environmental sensitivity.
- An opportunity for a small grocer in the area and also for multiple restaurants on the waterfront.
- The informal connections in the area need to be formalised including connection to school.
- Building new homes could be difficult due to swamp land.

Below images of community pop-up events at Emu Point and Albany Public Library





Summary of ‘General’ comments

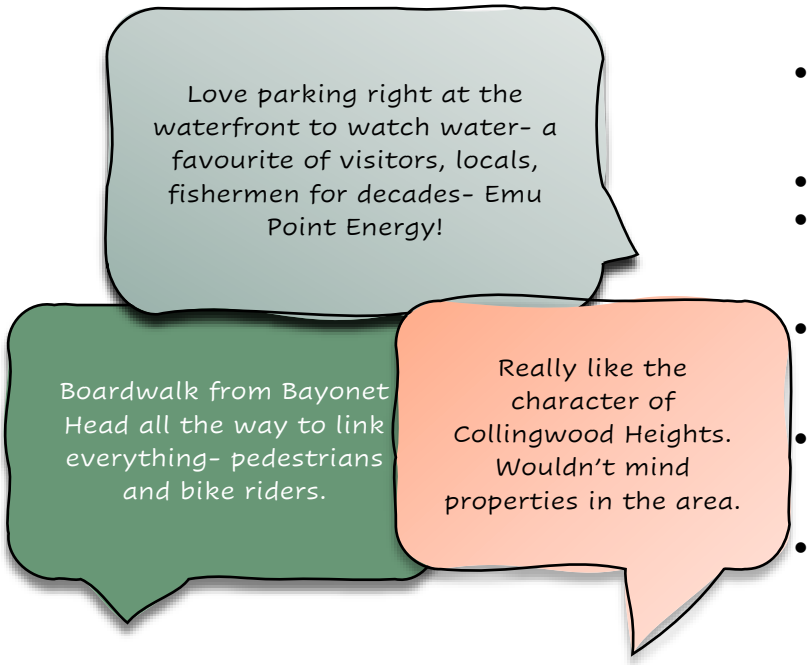
Emu Point area

- A beautiful, clean, and safe place, ideal for grandkids, relaxation, and mental health.
- Maintain the status quo, keep it quaint, and preserve the Aussie coastal village feel.
- No multi-storey buildings, apartments, shopping centres, and commercial overdevelopment.
- Preference for community clubs over private enterprises, and no tiny housing blocks or battle axe lots.
- Opportunity for low-key restaurants, a deli, or something upmarket food-wise, but not at the cost of Emu Point’s character.
- Retain the café, screen bins, and avoid corrugated housing.
- Suggestions for design guidelines, street setbacks, building height restrictions, and limits on business hours.

Collingwood Heights area

- Preserve wetlands and coastal areas as they are, avoiding housing or industrial development.
- Emphasis on wildlife protection, with concerns about habitat loss affecting cockatoos and kangaroos.
- Allow vegetation to regenerate and keep bush and trails intact.
- Interest in nature walks and heritage recognition, including renaming Emu Point to the Noongar word “Waitj”.
- Community-led land use, such as heritage use of South West Native Title Settlement (SWNT) land and no development around waterways.
- Flooding during heavy rain, with water flowing from the cemetery and roundabout into nearby areas.
- A spill drain along Yakamia Creek.
- No drainage feeder past the shopping centre boundary.

- Mixed views on two-storey homes, but opposition to dense or inappropriate development.
- Keep trees, preserve grass areas for community and arts, and maintain street trees (with better species selection and long-term care).
- Concern about climate change and its impact on the area.
- Foreshore improvements and coastal access, including a boardwalk.
- Duplicate Lower King Road and improve path/road behind the marina, though it's acknowledged as challenging.
- Current port access is adequate for now.
- Cyclist speed and potential conflicts between disability/fishability needs and commercial operations.
- The sports and community centre is well used for weddings, tennis, bowls, yoga, pilates, and is volunteer run to save costs.
- Regulations are seen as restrictive, but the balance between regulation and freedom is appreciated.
- Amenities are loved, but there's a concern they're already under pressure and could fail with increased demand.



- Need for integrated water and drainage planning to protect both natural areas and infrastructure.
- Residential development only on cleared or damaged land, not in ecologically sensitive areas.
- No new housing in wetland zones and no corrugated or poorly maintained housing.
- Increase housing density overall, but with trees integrated into design and accessible housing options.
- Alternative sites for social housing proposed, such as opposite Spencer Park shops.
- Only one exit from Bayonet Head is a risk, especially in emergencies.
- New access routes should be met with caution due to potential bottlenecks.
- Sky gondola between Mt. Clarence and Mt Melville.
- A good balance between nature and community; leave areas as is where possible.
- Parking issues around the cemetery, Mercer Road, and Bayonet Head shops.

Collingwood Park area

- Black cockatoos and turtles are present in the area. Road closures or traffic control during turtle crossing seasons.
- Protect wetlands, avoid housing development in sensitive areas, and manage nutrient runoff.
- No deep sewer in the area is a limitation.
- Possibility of some limited commercial development, such as a chemist or small shopping centre.
- No housing in wetland areas, especially due to the need for significant land fill (up to 8m).
- Too much development could overwhelm infrastructure and reduce livability.
- More boardwalks and bike tracks to improve access and enjoyment of natural areas. Better water management during winter to support both infrastructure and environmental health.

Summary of comments received on opportunities and challenges in the Precinct area

Opportunities	Challenges

- A small bar and shelter near beach.
- Smarten up the waterfront and explore tourism attractions like a sky gondola from Mt. Clarence to Mt Melville and bungee jumping.
- Yarning stories to enhance heritage and cultural interpretation.
- The rich Aboriginal heritage around the swamps offers a valuable opportunity for respectful recognition and cultural preservation.
- Protecting Oyster Harbour with raised trails and more dog-friendly walking paths.
- Boardwalks and trails that balance recreation with environmental sensitivity.
- Formalise and expand infrastructure to meet seasonal demand.
- Concerns about tenure uncertainty at the Sports Club, with a preference for it to remain for community use rather than be sold for housing.
- Increased residential density (R30+), but with good design, especially for social housing for e.g., prefab homes that look good.
- Preference for spaced-out housing on 500sqm lots.
- Parking and toilet facilities at Emu Point are under strain during peak times.
- Parking issues at Emu Point and marina.
- Congestion on Collingwood Road and Lower King Road.
- Traffic controls and safe travel connections are needed.
- Bike crossings are tricky for e.g. at Bayonet Head Shops roundabout.
- Pedestrian connections are lacking.
- Public transport is limited.
- Difficult access to school – a new track is needed.
- Marina's car park design is poor; boat trailer parking at the beach is inefficient.
- More medical facilities are needed.
- New hospital urgently required.
- Infrastructure not keeping up with population growth.
- Rabbit problem affecting the area.
- Erosion at Emu Point Beach.
- Beach access concerns – dogs pose safety risks for children.
- Desire to preserve Emu Point as it is.
- No to concrete construction.
- Difficult to fight environmental challenges.
- The Zigzag path is difficult for elderly accessing Bayonet Head.
- No bike or walkways in some areas.
- Bovell Park underutilised.
- Community gatherings happening on lawn areas.
- Need for more grassed beach and family areas.
- Concerns about over-tourism – fear it might ruin the area.
- Tourism is not reliable as a sole economic driver.

Thank you for your contribution



We reached out to more than **49,000** people on social media, and registered **290+** engagements



1,900 people visited the main Emu point PSP project page



700+ letters were sent out to Albany ratepayers inviting them to participate in the engagement process



242 people completed the online survey



140 people attended the four community pop-ups