

# Hyams Beach Masterplan - Stage 1 Works

## Frequently Asked Questions

### Q: 1. What are the aims and objectives of the project?

- A:**
- Provide safe pedestrian access along Cyrus Street with the installation of footpath on the eastern side of Cyrus St from Chinamans Beach to connect with existing footpath at the intersection of Hyam Rd
  - Improve road safety by formalising parallel parking on the eastern side of Cyrus Street adjacent to the Hyams Beach Foreshore Reserve and formalising drop-off zones on Cyrus St
  - Protect the existing vegetation, in particular the mature Eucalypts
  - Provide DDA (Disability Discrimination Act 1992) compliant access to the proposed amenities and the park facilities, including the construction of an accessible parking bay

### Q: 2. What does DDA compliant mean?

- A:** The Disability Discrimination Act 1992 provides protection for everyone in Australia against discrimination based on disability. A person with a disability has a right to have access to places used by the public. The DDA makes it against the law for public places to be inaccessible to people with a disability.

Places used by the public include but not limited to:

- Public footpaths and walkways
- Parks, public swimming pools, public toilets, and pedestrian malls
- Government-run services

### Q: 3. What are the plans to protect the existing vegetation in particular the mature Bangalay trees?

- A:**
- Stage 1 works will **NOT** harm the existing mature Bangalay trees. Council is endeavouring to do everything to limit the impact on the reserve and the trees. This is evident with the significant amount of proposed boardwalk to avoid excavation near the tree roots. Although a more expensive option than concrete, it will further protect the roots of the magnificent Bangalays. Council's Tree Management Officer (Level 5 Arborist qualified) has reviewed the plans and is supportive of the approach that will be undertaken to protect the trees and improve the drainage in the reserve
  - The removal of the tree, as shown in the adopted Masterplan is also supported, as it is growing from a coppiced rotting stump and is leaning towards the road and electrical wire. Council's Tree Management Officer will also provide advice during construction and will program the monitoring of the trees on a yearly basis
  - The creation of vegetated blisters will further protect the existing trees in the road reserve by limiting foot and vehicular damage to the roots
  - The perimeter path will act as a buffer to the cliff vegetation
  - Native tree planting and garden beds will further enhance the reserve and streetscape
  - Providing regular drainage inlets in the proposed kerb and gutter adjacent to boardwalks and vegetated blisters to enable stormwater runoff from the road to disperse into existing vegetated areas in a way that replicates the existing stormwater runoff regime

**Q: 4. What is proposed for the amenities building?**

- A:**
- The proposed amenities building is unobtrusive and sympathetic in its design and location within the reserve (See Amenities Building Plan in the related information). The footprint of the building is strategically located and is clear from the dripline of the existing trees. Council's Tree Management Officer has assessed the location, level and impact and is satisfied with the approach that will be undertaken
  - The vegetation to be removed for the amenities is minor with only one lower limb of a Bangalay tree and some removal of existing Lomandras, which will be replaced once the amenities is constructed. The amenities plans will be available for viewing on Council's Major Projects page
  - The concrete slab will be suspended and on piers. The excavation for these piers will be performed by non-destructive vacuum truck excavation (this type of excavation is used widely to protect tree roots). Council's Tree Management Officer will also be present while this is being undertaken

**Q: 5. Why does the design include kerb and gutter and footpaths?**

- A:** Kerb and gutter will provide the following benefits on Cyrus Street:
- Provide for the separation of traffic and pedestrians to improve safety for pedestrians
  - Assist in achieving accessible path gradients for people of all abilities – DDA Compliant along much of the overall length
  - Define the road width – this has been designed as 11m width not 12m as shown on Masterplan. Same width as Booderee Ave. This width allows for two 3m wide traffic lanes (i.e. two-way) and two 2.5m wide parking
  - Provide a barrier to mitigate illegal vehicle entry into the foreshore reserve
  - Regular drainage inlets will be provided throughout the length of kerb and gutter adjacent to sections of boardwalk and tree 'blisters' to enable stormwater runoff from the road to disperse into existing vegetated areas in a way that replicates the existing stormwater runoff regime

Paths will provide the following benefits:

- The installation of the path and boardwalk along Cyrus Street addresses a missing link in Council's PAMP (Pedestrian and Mobility Plan) and will provide an accessible safe path of travel for pedestrians
- The path along Cyrus Street is 2m in width adjacent to parallel parking spaces to allow for disembarking from cars and avoid the need for bollards and 1.5m elsewhere. The path consists of bluestone concrete and FRP (Fibre-reinforced plastic). Mesh boardwalks are designed and built to protect environmentally fragile or sensitive areas from damage. Commonly found over marshlands, wetlands, sand dunes, riverbanks and nature reserves, boardwalks provide access to users, minimising their impact on the natural environment
- A DDA compliant 1.5m wide pedestrian path from Cyrus Street to the proposed BBQ shelter adjacent to the proposed playground enabling equitable access into the foreshore reserve
- A non-DDA compliant 1.5m wide path throughout the remainder of the foreshore reserve allowing access to shelters, playground, Toilets and BBQ's. Vegetation on the eastern side will reduce maintenance and closeness to cliff edge
- A DDA Compliant ramp provides access from Cyrus Street to the Amenities building

**Q: 6. What is the impact on stormwater drainage?**

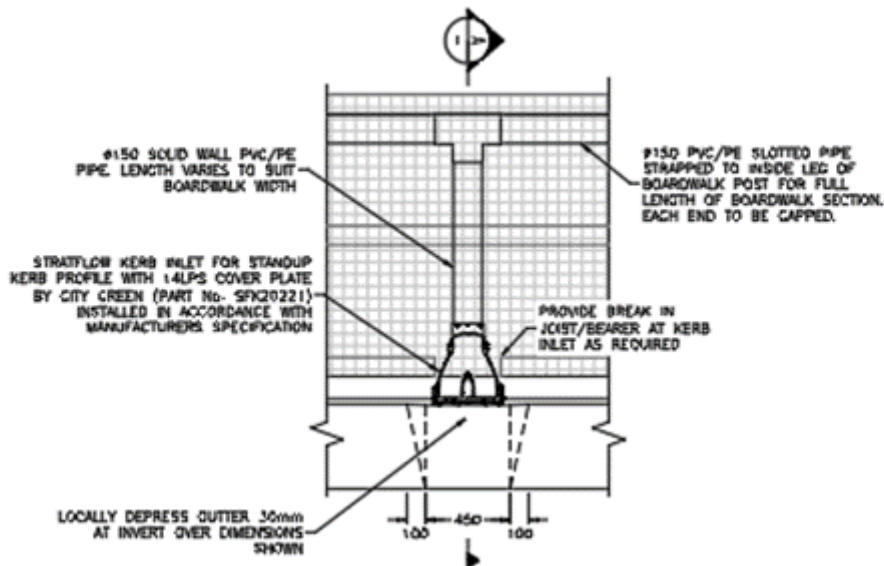
**A:** Cyrus Street incorporates a crown in approximately the centre of the road (existing and proposed) which effectively ensures that stormwater runoff from the vast majority of the Hyams Beach residential area west of Cyrus Street is retained on the western side of the street where it is typically serviced by an existing stormwater drainage system consisting of pits and pipes. These either discharge under the road, or in the case of the southern end, are piped to the watercourse south of Hyam Road on the western side of Cyrus Street. The proposed design retains, and in most cases, extends the existing crown eastward to align with the proposed centre of road and therefore only that portion of the road on the eastern side of the crown will drain to the proposed kerb and gutter.

Regular drainage inlets are to be incorporated in the proposed kerb and gutter adjacent to boardwalks and vegetated blisters to enable stormwater runoff from the road to disperse into existing vegetated areas in a way that replicates the existing stormwater runoff regime. Overflows from this system will be collected in kerb inlet pits constructed over existing cross-road culverts.

This approach will ensure that flows are not concentrated to each end of the works and will therefore mitigate any adverse impact.

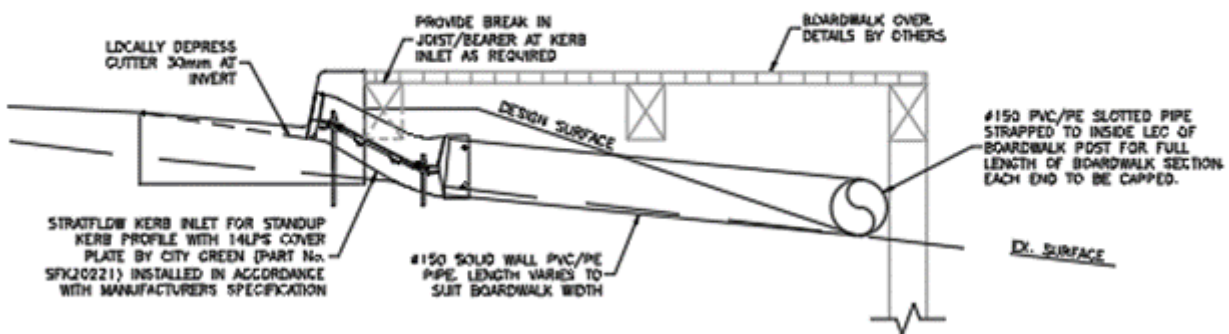
The current stormwater outlets into the foreshore reserve will be combined into a single outlet and piped to the eastern side of the perimeter pathway where a proposed 'level spreader' will disperse (i.e. spread) the flow over the downslope vegetated area in order to reduce velocities and minimise erosion. The open channel from the existing outlets will be filled and the foreshore area regraded.

The proposed footpath adjacent to the kerb and gutter grades towards the foreshore reserve and therefore all stormwater runoff from the path will be dispersed into the park.



**KERB INLET DETAIL**  
SCALE 1:10 @ A1, 1:20 @ A3

NOTE: FOR LOCATION OF KERB INLETS REFER TO MKOS LIP LONGITUDINAL SECTION SHEETS C21-C24



**SECTION - KERB INLET**  
SCALE 1:10 @ A1, 1:20 @ A3

**Q: 7. What is the expected project timeline?**

**A:** Construction of Stage 1 will commence on 2 May 2022 and is scheduled to be completed by 30 November 2022, pending weather conditions.

**Q: 8. How much community consultation has been undertaken in the development of the Hyams Beach Masterplan?**

**A:** Council has been working very closely with the Hyams Beach community over the last four years to address safety and accessibility issues due to high visitation numbers.

**October 2018 – September 2020**

- a survey on short and long term options for Hyams Beach –
  - Micromex Research prepared a report for Council on 10 December 2018 (published on the Council's website at <https://getinvolved.shoalhaven.nsw.gov.au/39719/documents/94901>)
- The key findings of that report canvassed the need to:
  - Manage the number of vehicles that enter the village and congestion in the village
  - Limit the number of large buses and vehicles in the village due to narrow streets;
  - Divert focus of tourism advertising away from Hyams Beach;
  - Minimise environmental impact of tourism and associated infrastructure development;
  - Improve amenities at Seaman's Beach carpark;
  - Improve road safety and access/egress;
- Continued community liaison and correspondence on all matters of Hyams Beach

**September 2020 – July 2021 – Masterplan development**

- Consultation/feedback was open to all members of the public via the Get Involved Page. Community Consultation opened on 30 September 2020 and closed on 2 November 2020
- Community feedback to the plan was originally sought by 25 October but following a request from a group of residents seeking more clarification as to the location of parking and footpaths along Cyrus Street (specifically in the region of the Hyams Beach Foreshore reserve) the deadline was extended to 2 November 2020. To facilitate this, updated plans were placed on the SCC Get Involved page on 19 October 2020, which identified the location of existing fences and bollards in relation to the Foreshore Reserve
- The key outcomes of the community feedback were:
  - 101 submissions were received
  - the survey asked questions relating to the preferred parking option, proposed pathway linking Chinamans Beach to Hyam Road, the number and the location of amenities, the proposed number of BBQs in the Foreshore Reserve
  - with the exception of the question relating to amenities, approximately two thirds of the respondents supported the directions proposed in the draft plan
- Parking options - Two options were presented for parking on Cyrus Street (90 degree or parallel), each assuming a two-way flow of traffic. While 90 degree parking was overwhelming rejected (less than 10 per cent support), there was majority support for parallel parking (69 out of a total of 101) supported Option 1, there was however a group of respondents who did not favour either option, and 16 respondents wanted to reinstate one way traffic north of Hyam Road (previously rejected by the community in response to the 2018 survey)

- Proposed Pathway linking Chinamans Beach to Hyam Road - The Masterplan proposed a concrete footpath along Cyrus Street from Hyam Road to Aster Street to enhance pedestrian safety. Approximately two thirds of respondents supported this proposal. The final plan was modified in response to community concerns to acknowledge that pathways will be constructed with materials sensitive to tree roots
- An onsite meeting was also held on Monday 19/10/20 from 10am to 12pm in the Foreshore Reserve in response to a request by the Hyams Beach Bushcare Group (Eight Bushcare representatives were present), a HBVA representative and three Council staff members (including the District Engineer). The meeting was to discuss the impact of both parking options, being 90 degrees and parallel parking on the Foreshore Reserve. Prior to the meeting these two options were marked out on the grass so that both options could be easily visualised by those who attended the meeting as well as other community members. The meeting also discussed the impact of the works on the mature bangalays and existing Lomandras. It was expressed by the Bushcare group that they would be interested in assisting with the future plantings and agreed by Council
- Community feedback for the Hyams Beach Draft Masterplan could be made by the following means:  
On the Council's website at
  - Get Involved page – (note that the survey is now closed)
  - Written submissions - must quote Council's reference 57530E and should be addressed to the General Manager, Shoalhaven City Council, PO Box 42, Nowra 2541
  - Email - to [council@shoalhaven.nsw.gov.au](mailto:council@shoalhaven.nsw.gov.au)A number of community members completed both the online survey and provided a written submission.
- Feedback from the consultation was well considered and the Draft Masterplan was modified to reflect the views of the community. Specifically, the plan was modified in response to community concerns to:
  - acknowledge that pathways will be constructed with materials sensitive to tree roots
  - increase the number of drop off zones
  - amend the proposed treatment on various streets, e.g. Rose St, Hyam Rd, Bayview Ave and Moonah Rd
  - reduce signage in the village (some work has commenced on this)
  - ensure drop off zone for regular local/school bus service
- 20/07/2021 Report to Council – Masterplan adopted

#### **20/07/2021 – Current**

- Detail design is being prepared. The detailed plans at 80% complete were provided to members of the community and discussed at two community meetings in February 2022. The plans included cross sections
- An onsite meeting was held on 23 February 2022 at the request of a Hyams Beach resident. This meeting was attended by five residents, one Ward 2 Councillor, four Council staff (including the Director - City Services, Basin District Engineer, Project Manager, Landscape Architect/Project Manager) and the Council Civil Engineer consultant. At the conclusion of this meeting, it appeared all who attended were satisfied with the design with minor amendments. The current design reflects these changes and was presented at the community meeting on the 26 February 2022
- At the community meeting on the 26 February 2022, the design was explained in detail and the majority of approximately 40 people agreed with moving forward with the current plans (with the exception of three community members)

Consultation has also included numerous correspondence and responses to community members.