



Central Coast Council

Draft Hardys Bay Foreshore Masterplan

November 2025

Central
Coast
Council

Acknowledgement of Country

We acknowledge the Traditional Custodians of the land on which we live, work and play.

We pay our respects to Darkinjung country, and Elders past and present.

We recognise the continued connection to these lands and waterways and extend this acknowledgement to the homelands and stories of those who also call this place home.

We recognise our future leaders and the shared responsibility to care for and protect our place and people.

A study of the foreshore around the bays between Rocky Point and Wagstaffe to identify strategies that sensitively retain and enhance the quality of its environment, amenity and accessibility.

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Central Coast Council acknowledges the contribution of the Wagstaffe to Killcare Community Association in initiating and managing the development of this masterplan and the expertise and effort of its local volunteer urban designers, architects and landscape architects.

1. Introduction

Brisbane Water and Bouddi Peninsula combine to provide a special environment. Their natural attributes generate the character of the place – the meandering inland bays and estuaries of Brisbane Water and the significant bushland areas of Bouddi National Park as a focus of the peninsula. These combine with wonderful beaches in natural settings along the ocean foreshore. The overall proportion of land that has been developed in the region is low and primarily comprises private, freestanding residences. Typically, the people who come to live and visit the area appreciate, value and engage with this natural environment.

The residential population of the area has increased significantly over recent decades and visitor numbers have grown substantially. This has led to pressures associated with the use and enjoyment of the bayside foreshore – in particular, impacts from construction activity, stormwater runoff, increased road traffic, parking and boating activity along with an increased level of passive recreation.

Community concern has been expressed over the progressive deterioration in the condition of the foreshore environment and its associated amenity and safety. There is a strong desire to protect, maintain and

enhance its unique character while enabling locals and visitors to enjoy its use.

Many of the actions requested by the community showed the wider interdependence of road and drainage infrastructure, foreshore parkland, foreshore access and uses, and general public amenity. A consistent long-term plan of action covering all these domains is required to guide future improvement and maintenance.

This masterplan has been developed in response to these concerns. It adopts the planning policies, principles and values enunciated by Central Coast Council in both the Hawkesbury-Nepean River System Coastal Management Plan (HNRS CMP), the Pedestrian Access and Mobility Plan (PAMP) and the Sustainability and Climate Change Action Plan. Consideration has also been given to Council's Public Toilet Strategy, whilst balancing the heritage significance of relevant items, urban design outcomes and community feedback received during consultation undertaken during the development of this Master Plan.

Note that while the title "Hardys Bay" is used for the masterplan, the foreshore scope extends along the open southern foreshore of Brisbane Water from Killcare through to Wagstaffe.

2. Masterplan Objectives

The overall aim of the masterplan is to set a basis for improvements to the environment, infrastructure and amenity of the Hardys Bay foreshore while maintaining its low key ambience, recognising the primacy of the bay areas.

The key objectives of the masterplan are to:

- a) Provide a clear recognition of the issues to be addressed, as expressed by the community
- b) Provide a design response addressing those issues which would be supported by the community
- c) Provide a clear basis for detailed design and costing of various features or works identified in the plan
- d) Enable the elements of the plan to be progressively implemented, recognizing that funding over time will be a key determinant.

The master plan is a long-term vision for the area, prepared following community input. The masterplan notes a number of features and actions at a high level. Implementation, including the combination and order of works eventually undertaken, will be dependent on securing funding (for example through grants), further investigations, detailed design and the relevant planning

and environmental approvals. Restoration and stabilisation of the foreshore edge is considered of high priority.



3. Context

3.1 Natural Character

The topography and natural environment of bays and waterways, rock formations and vegetation of Brisbane Water and the Bouddi Peninsula are a satisfying background to human habitation and enjoyment.

3.2 History

First Nations Inhabitants

When Aboriginal people first arrived in the Bouddi region some 20,000-30,000 years ago, the landscape differed significantly from what exists today. The coastline was some 10-15 kilometres east of where it now lies and about 50 metres lower. The peninsula has been visited by coastal Aboriginal tribes, primarily the Guringai and Darkinyung people. The abundance of food resources and shelter would have made for excellent living conditions. A long period of Aboriginal occupation of the peninsula is evident through the presence of open middens, camp sites, rock engravings, grinding grooves, rock shelters with art, scarred trees and other archaeological deposits in the area.

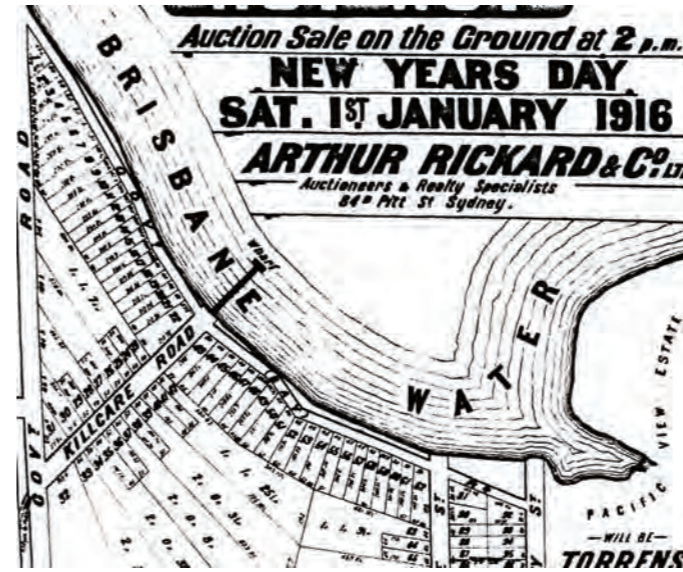
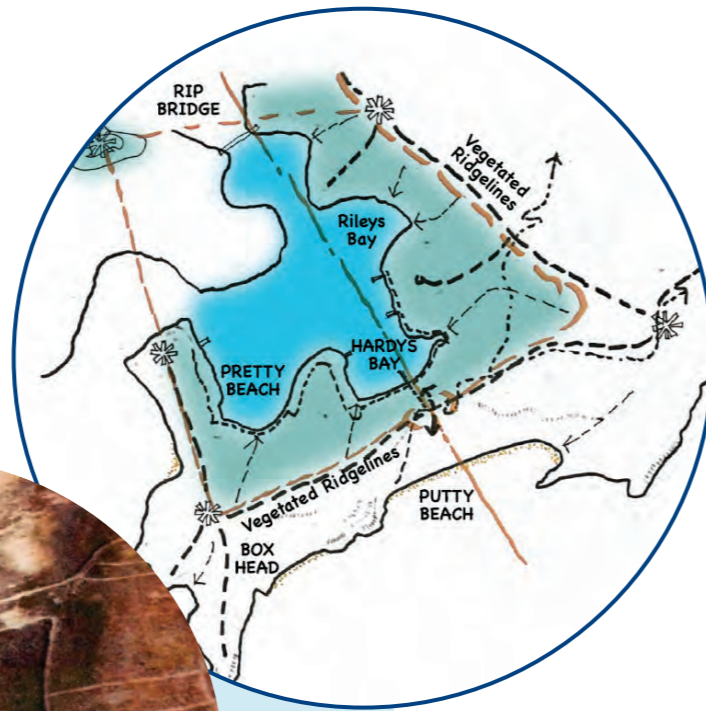
In 1788 Captain Arthur Philip explored Brisbane Water and Indigenous people were encountered in many of the bays including Hardys Bay and Rileys Bay. By the time Europeans settled in the Brisbane Water area in 1823, the Aboriginal population had been impacted by smallpox and other infectious diseases, exclusion of lands and the commercial hunting of traditional Aboriginal food sources such as kangaroos and wallabies. The first population census taken in 1827 gives an estimate of no more than 65 Aboriginal men, women and children in the whole of the Brisbane Water area. Today, the peninsula comes under the jurisdiction of the Darkinjung Local Aboriginal Land Council.

European Settlement

On his journey up the east coast in 1770 Captain James Cook named Broken Bay and noted the presence of the high cliffs along the Bouddi Peninsula. Governor Phillip explored Broken Bay in 1788 in search of agricultural land. One of his officers on that trip described the presence of what were later named Pretty Beach, Hardys Bay, Rileys Bay and The Rip. By 1825 the northern branch of Broken Bay had been named Brisbane Water.

Settlement of the Bouddi Peninsula has been largely determined by access to exploit natural resources – at first for “primary production” through subsistence farming and later for timber felling, shell collection (for mortar), boat building and in more recent years for recreation, residential development and tourism.

Occupation of the Bouddi Peninsula by Europeans began in the 1820s when the Brisbane Water district was opened up for settlement – primarily by settlers entitled to small land grants. Early access was to the foreshores close to Broken Bay. By 1829, fifteen households were recorded at Brisbane Water. By 1836 this had increased to 621. By 1900 the Bouddi Peninsula was still relatively unaffected by development.



Subdivision and Development

Following the completion of the Sydney to Newcastle railway in 1889, increased activity and interest in the Central Coast saw tourism with guesthouses and weekenders followed by speculative land subdivision and permanent habitation. The early 1900s saw a proliferation of residential subdivision activity based on the original land grants. By the 1920s, the early land grants had been sold to agents. Land based access was improved with a rough gravel road from Little Beach to Killcare (the Scenic Road).

3.3 Access and Movement

Early Road Access

By 1900 there was a network of tracks on the Bouddi Peninsula, including two public roads providing formal access from Kincumber to Little Beach. During later years of development, roads were rough and typically unsealed. People visiting the area by car from Sydney had to travel via Gosford to East Gosford, Kincumber and MacMasters Beach. The formation of the Scenic Road in the late 1920s gave some impetus to land sales. Road access did not become an important factor in the development of Bouddi Peninsula until the early 1960s when the Scenic Road was sealed. Further improvement in access to the Killcare to Wagstaffe area resulted from construction of the Rip Bridge in 1974 and the sealing of Wards Hill Road to Empire Bay Drive.

The Railway

The completion of the Sydney to Newcastle railway in 1889, including key stations at Woy Woy and Gosford, provided easier access to the Central Coast from Sydney. This led to a dramatic change in land use and visitation on the Bouddi Peninsula.

Ferry Network

Public wharves around Brisbane Water were the centre of activity. Visitors from Sydney would take the train to Woy Woy station from where ferry services extended out around the bays and estuaries of the southern half of Brisbane Water. Public wharves were located at Killcare, Killcare Extension, Hardys Bay, Pretty Beach, Wagstaffe, Ettalong Beach and Booker Bay.





3.4 Open Space and Public Amenity

Bouddi National Park

Bouddi National Park was originally notified as a Reserve for Public Recreation in 1935. This followed extensive campaigning led by Marie Byles and represented a landmark achievement for early conservationists. It comprised a 400m wide tract of land from Putty Beach to MacMasters Beach. Over the years additional areas of land were added. This later became the Bouddi National Park and has grown to an area of 1,532 hectares. The National Park has an extensive network of walking tracks – particularly along the coastal cliff edges and the ridge lines.

Public Open Space

Contiguous public open space extends from Rocky Point around the entire foreshore of Hardys Bay and beyond to Pretty Beach. This is typically a “ribbon” strip between public roads and the water’s edge. There is a limited number of other small public open spaces available to the local community.

3.5 Flora and Fauna

Flora

Vegetation on the peninsula is comprised of three main types:

- open dry eucalypt forest in protected south and east facing gullies with some pockets of rainforest.
- woodland found mostly on ridges and plateaus, with trees of 5-30m and sparse cover.
- heathland habitats on the low, scrubby heathland.

Around the foreshore of Hardys Bay and Pretty Beach there are mangroves on alluviums, casuarinas (she-oaks), some introduced Norfolk Pines, a range of other tree species and a diversity of understorey plants.

Extensive and sensitive sea-grass beds exist in Rileys Bay, around the eastern and western edges of Hardys Bay and around the edges of Pretty Beach.

Fauna

Associated with the well preserved vegetation regimes of the peninsula there are significant populations of reptiles, birds and mammals. Large marsupials have essentially disappeared. There is a succession from deep water through intertidal alluvial flats, mangroves, samphire and reeds to she-oaks. This produces food and roosting places for fishing birds, waders and smaller insectivorous birds. At times there

are black swans, pelicans, honey eaters, bowerbirds, cockatoos, corellas, kookaburras, egrets, white faced herons, ibis, magpies, common mynahs, ducks, finches and galahs and bands of lorikeets and the prolific but protected brush turkeys. Cormorants occupy the bay waters.

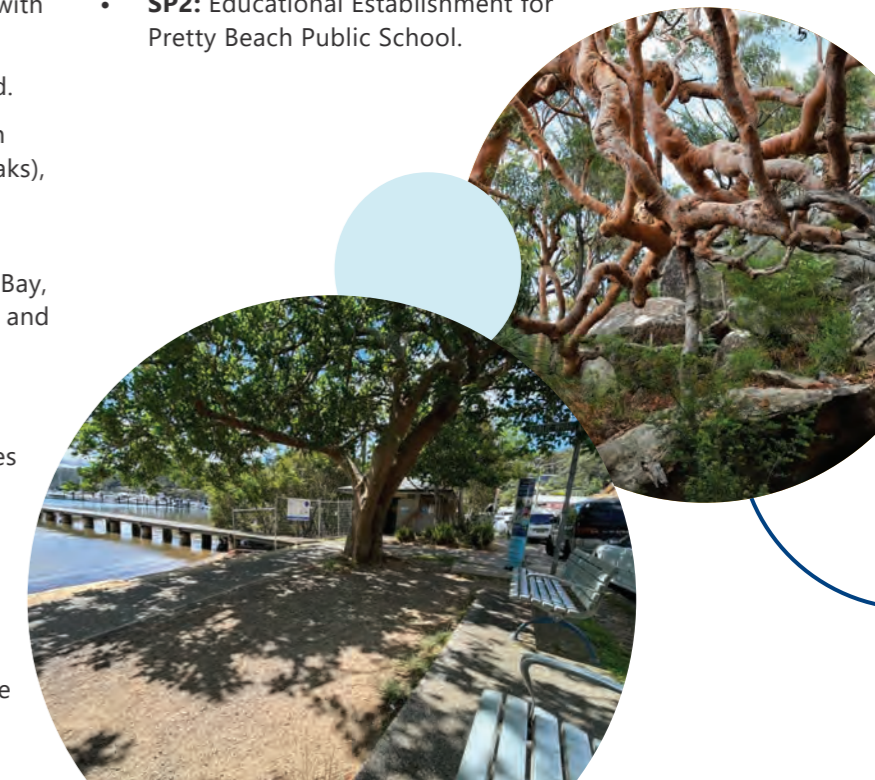
Marine Organisms

There is an enormous diversity of marine, estuarine and intertidal organisms, plants and animals in the bay areas which are also home to many species of crab, molluscs and countless microscopic organisms. In and on the exposed sand-mud flats of the foreshore live a wide variety of burrowing animals such as soldier crabs, bait worms, starfish, cockles, fingernail shells, sand snails and whelks. Extensive areas of oyster beds on the eastern side of Hardys Bay are now largely inactive. A wide range of fish species are present in the area.

3.6 Land Use

The vast majority of land in the Killcare to Wagstaffe area is zoned R2: Residential for low-density residential development. Foreshore land around Hardys Bay and Pretty Beach, the Stanley Street Playground Reserve, Turo Reserve at Pretty Beach and the Wagstaffe Hall are zoned RE1: Public Open Space. Some special land use zones include the following properties:

- **RE2:** Private Recreation for the Hardys Bay Club.
- **E1:** Local Centre for the Killcare Wharf commercial area and the Wagstaffe Store.
- **SP2:** Educational Establishment for Pretty Beach Public School.





4. Community Consultation

The Wagstaffe to Killcare Community Association has been active over many years in collating various issues associated with the foreshore areas surrounding Hardys Bay and Pretty Beach as well as roads, drainage and parking matters between Killcare and Wagstaffe. A community Working Group was established in 2023 to formalise these findings and propose potential works for consideration by Council. This Working Group included urban design, architecture and landscape professionals residing in the local area and keen to assist in analysis, design and documentation. Their summary of issues is noted in Appendix A.

A formal Community Consultation Program was undertaken by Council in late 2024 to obtain an independent view of issues noted by the community. This program used online mapping commentary, questionnaires and public information gathering sessions. The online mapping and comment collation facility attracted some 2000 visits and 420 comments. These comments attracted a large number of “Like” reactions online, indicating wide agreement to the comments made. A direct survey available online and in person attracted 259 responses. In addition 2 Drop-in sessions at Hardys Bay Church attracted some 230 attendees, whose comments were also collated.

Council’s findings showed strong consistency with the analysis undertaken by the Community Working Group. Details are included in Appendix B, with specific commentary sorted by Precinct.

This consultation confirmed the general desire to see improvements focused on safety, accessibility, community amenity, environmental protection, roads, traffic and drainage control. There was a strong desire to ensure that improvements were sympathetic to the local character of the area to keep its “low-key” ambience, while making it attractive for locals and visitors alike.

The key issues to be addressed in the masterplan can be summarized as:

- Road surface condition, alignment, edge definition and drainage along the busy roadways of Araluen Drive, Pretty Beach Road and Wagstaffe Avenue
- Parking safety along these roadways
- Pedestrian and cyclist safety and the need to keep them separated from traffic
- General safe accessibility along the foreshore for those with mobility constraints
- Loss of public open space at the foreshore edge, retreating due to wind-wave and tidal erosion. In several areas, exposed storm drains and stone footings serve to indicate the original location of the reserve some metres from the current edge.
- The need for improved landscape and amenity in the parkland areas, including direct access to the water’s edge where possible
- Improved toilet amenities in current locations
- Control of derelict dinghies and other watercraft occupying public open space
- Maintaining the low key environmental and visual character of the area.



5. Planning Precincts

Within the Hawkesbury-Nepean River System Coastal Management Plan the scope of the Hardys Bay Foreshore Masterplan falls within the area defined as “The Rip”.

The study area extends from Rocky Point at Killcare Extension in the east, around the bay to the Killcare Wharf area, then along Araluen Drive to RSL Creek, north to the cul-de-sac at Hardys Bay Point, west around the point to the boat ramp and Pretty Beach Public School, then along the Pretty Beach foreshore and the roadway to Wagstaffe Wharf.

A range of distinct foreshore environments has developed in response to differences in topography, geology, orientation, native flora and the man-made influences generated by the alignment and construction of roads, drainage systems, property subdivisions, public recreational facilities, wharves, etc. Consequently, they each have their own local character, usage and management issues.

Accordingly, the study area has been divided into the following seven precincts:

- **Precinct 1: Rocky Point to Mudflat Creek**
- **Precinct 2: Mudflat Creek to Killcare Road**
- **Precinct 3: Killcare Road to RSL Creek**
- **Precinct 4: RSL Creek to Hardys Bay Point**
- **Precinct 5: Hardys Bay Point to Pretty Beach boat ramp and Public School**
- **Precinct 6: Pretty Beach foreshore**
- **Precinct 7: Wagstaffe Ave from Pretty Beach Road to Wagstaffe Wharf**

In addition, four key nodes have been identified for more detailed study. These nodes are:

- **Node A: Killcare Hub**

This responds to the challenges of the interface between the high volume of vehicle and pedestrian activity generated by the retail premises, public amenities, the visual importance of the wharf and overall safety issues.

- **Node B: RSL Creek Area**

This addresses the safety challenges at the intersection of Araluen Drive and Heath Road, environmental sensitivities of the creek and vehicle and pedestrian activity generated by the Hardys Bay Club nearby.

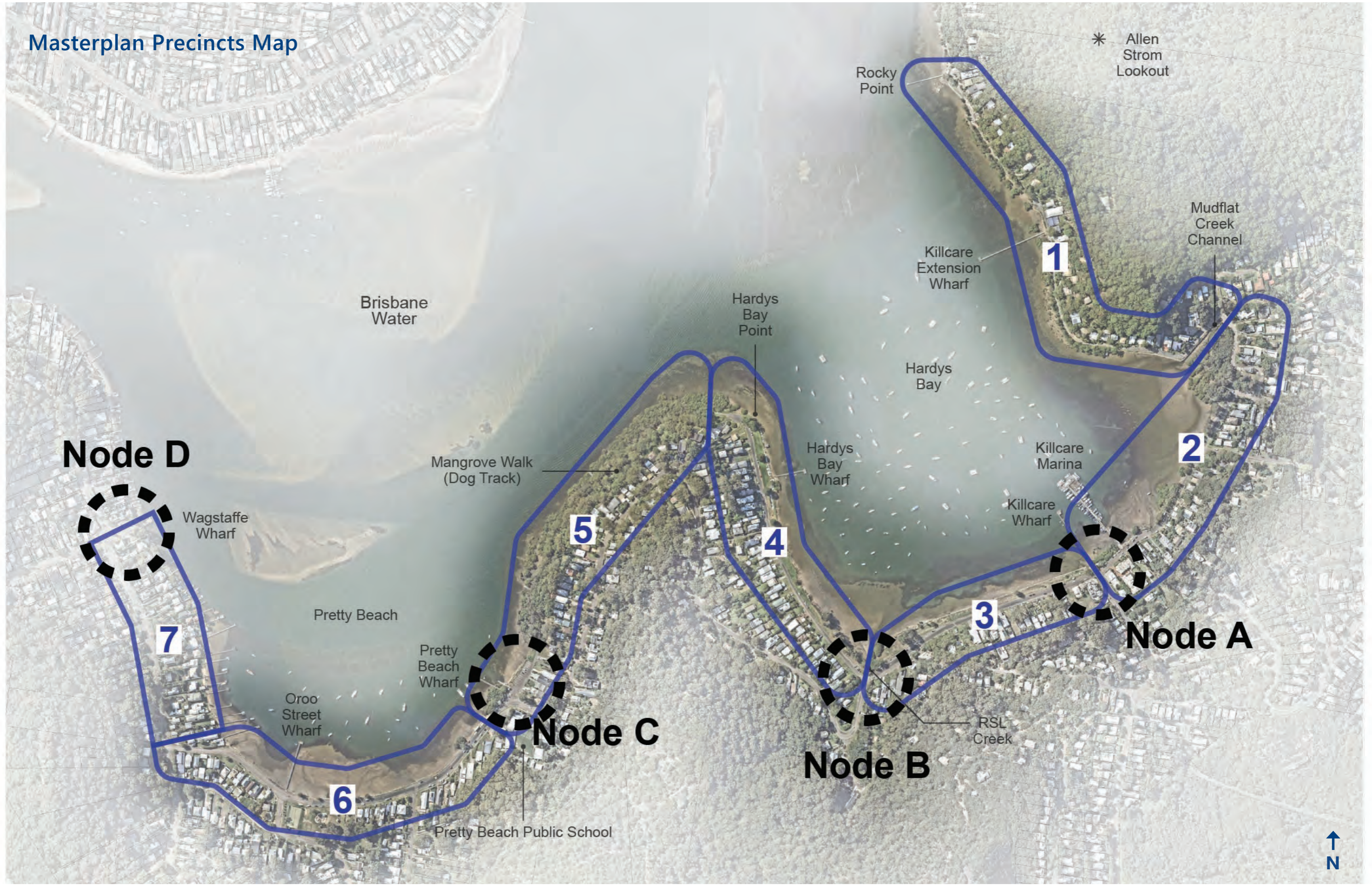
- **Node C: Pretty Beach Public School and Boat Ramp Area**

This reflects the need to resolve the current conflicts and safety issues generated by vehicle movement through the zone, trailer and car parking within the zone, pedestrian and cycle movements to and from the school as well as transition through the area by the general public.

- **Node D: Wagstaffe Square & Wagstaffe Wharf**

This recognises the historical hub area of Wagstaffe Wharf, Wagstaffe Hall and Wagstaffe Store (café, retail and post office). It is a significant destination for local residents and tourists alike, while acting both as a transport terminus (bus and ferry) and a primary focus for local recreation on the parklands and small beaches.

Masterplan Precincts Map



Map 1:1600@A3

6. Masterplan Design Strategies

6.1 Vision

The overall design vision for the masterplan is:

“To sensitively retain and enhance local character, to conserve and improve the quality of the foreshore environment and public domain, to improve amenity, safety and public facilities, to respect First Nations and European heritage and to provide for universal access along a continuous waterfront pathway around our Brisbane Water bays”.

6.2 Design Principles

The following design principles have been applied across all precincts in the study area.

Connecting with Country

“We are all, always, on Country”.

The Masterplan Working Group has consulted with, and received general support from Darkinjung Local Aboriginal Land Council and Wannangini Ltd. Central Coast Council has commissioned Wannangini Ltd to undertake a Due Diligence Study which includes the Hardys Bay Foreshore Masterplan (HBFM) area to gain a clear understanding of the need for a formal Aboriginal Cultural Heritage Assessment Report (ACHAR) and any Aboriginal Heritage Impact Permits (AHIPs).

Open Space Framework and Public Amenity

The public open space of the HBFM study area is approximately 4km long and typically very narrow – providing a linked “ribbon” of space along the foreshore. Its impact on the visual and physical environment is significant, and its importance and value to the community is high.

Key Masterplan design objectives are to maintain the unique local character of each precinct and to link them by providing continuous and safe access while retaining visual connections to the bay and surrounding landscape.

Views

Outlook over the bay is a primary feature of the locality, so a key principle is to maintain or enhance view opportunities from the public domain. This requires careful consideration when proposing new shade trees and other vegetation in public open spaces to ensure that views from adjacent roads, pathways and residences are not adversely impacted.

Pathways for Safe Pedestrian and Bicycle Access

The masterplan promotes the provision of a continuous shared pathway along as much of the foreshore as possible. This will increase the level of access and enjoyment for the entire community – families with strollers, walkers, cyclists, school children, people in wheelchairs and others with limited mobility.

It is proposed that the journey along the pathway should be an interesting experience. That could entail variation in its width or shape, the use of a variety of materials, textures and colours, and the potential embedding of artistic elements within its surface that reflect the character or history of its location.

Landscape Strategy – Planting, Furniture and Lighting

The design approach needs to creatively integrate all landscape elements – planting, pathways, seating, shelters, signage, bins, bubblers, etc. It is important that the design respects and enhances the natural character of the foreshore and the unique character of each precinct.

Low maintenance and sustainability are key design criteria with preference to be given to tree and plant species endemic to the area.

Foreshore Erosion and Restoration

The design approach aims to address a loss of public open space and exposure of drainage pipes due to foreshore collapse in certain areas. Areas of foreshore most subject to tidal and wind-wave erosion are to be protected using appropriate sympathetic techniques, allowing reclamation of lost public open space. Access to the water from the foreshore edge in key locations will be enabled using soft access or natural stepped access as appropriate.

Road Alignment, Drainage and Parking

The design of the foreshore public domain includes the adjacent roadway with its impact on accessibility, safety and amenity. This applies throughout the study area, including Hardys Bay Parade, Araluen Drive, Pretty Beach Drive and Wagstaffe Avenue. Pinch points should be corrected, roadside drainage resolved and road surface renewed.

Priority is to be given to casual parking for residential and visitation purposes along the length of the foreshore consistent with safety considerations. Subject to study, and, where required for higher volume traffic flow in areas of narrow carriageway, parking may be restricted to one

side of the road. Long term storage of trailers on Araluen Drive adjacent to parkland has been noted as a concern to residents, inhibiting clear parking and being a visual distraction. Where feasible, landscape elements should be considered to enhance the visual amenity of the parking strip, especially in the vicinity of the Killcare commercial area.

6.3 Other Design Considerations

Interpretive Trail

Continuous public access along the entire foreshore could be greatly enriched by an Interpretive Trail experience that could involve information and inspiration from three key attributes of the area:

- the local First Nations story and the history of early European settlement.
- the environment of the bay and its surrounds.
- the significant skills and enthusiasm of the well recognised local artistic community through the installation of public sculpture or artwork.

Dinghy Storage

There are over 200 dinghies and other marine craft stored along the foreshore between Rocky Point and Wagstaffe Wharf. Dinghy management arrangements need to ensure all usable watercraft are stored appropriately and not littering public open space. Derelict watercraft are a concern for residents. Additional racks or rails can be considered as a management measure where appropriate and in sympathy with the adjacent open space as part of detailed design.

Renewable Energy

Renewable energy should be used wherever possible for lighting. Solar panels can be installed on the roofs of shelter structures or integrated into the landscape.

Recycled Materials

Recycled materials should be used in the design and selection of landscape materials and structures.

Future-proofing / Sea Level Rise

Design elements will need to be mindful of additional effects associated with sea level rise, especially erosion activity being amplified by storm surge, high tides and wind-wave action. Drainage and run-off controls will also need to be carefully considered with appropriate catchment and capacity.

CPTED

CPTED (Crime Prevention Through Environmental Design) principles need to be followed in the future development of the detailed design, again linking to the Safety theme.



7. Masterplan by Precinct and Node



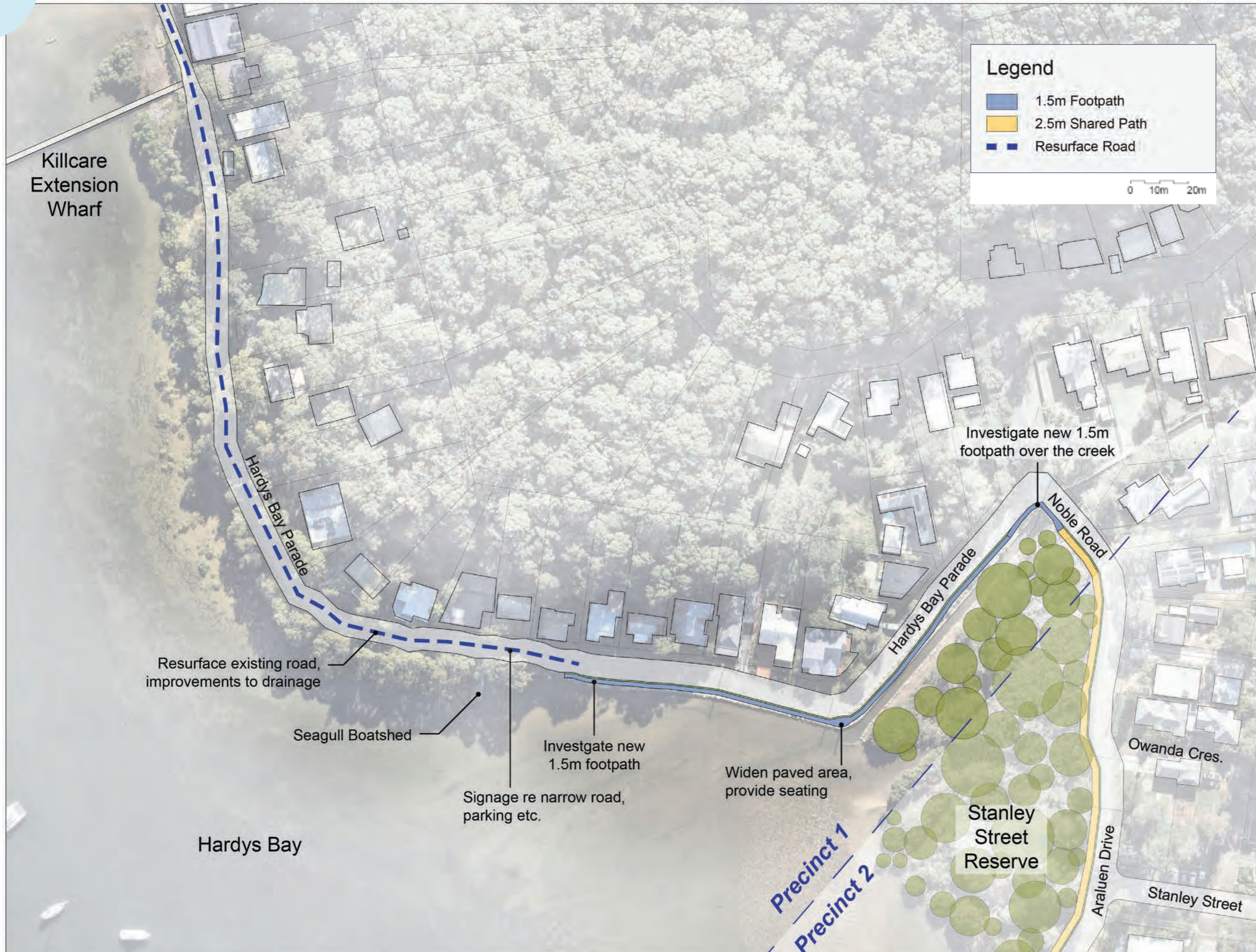


Precinct 1 Masterplan: Rocky Point to Mudflat Creek

The masterplan for Precinct 1 recognises that the undulating “shared access” road is founded at the base of steep topography and erosion challenged foreshore.

The design approach seeks to address accessibility and safety for pedestrians through improvements to the road surface, drainage and parking. In addition, it supports the objective to improve access to adjacent bushland tracks.

The pathway will form an interpretive trail with artworks reflecting local and natural history of the area at key locations



Precinct 1
Masterplan:
Rocky Point to
Mudflat Creek
continued

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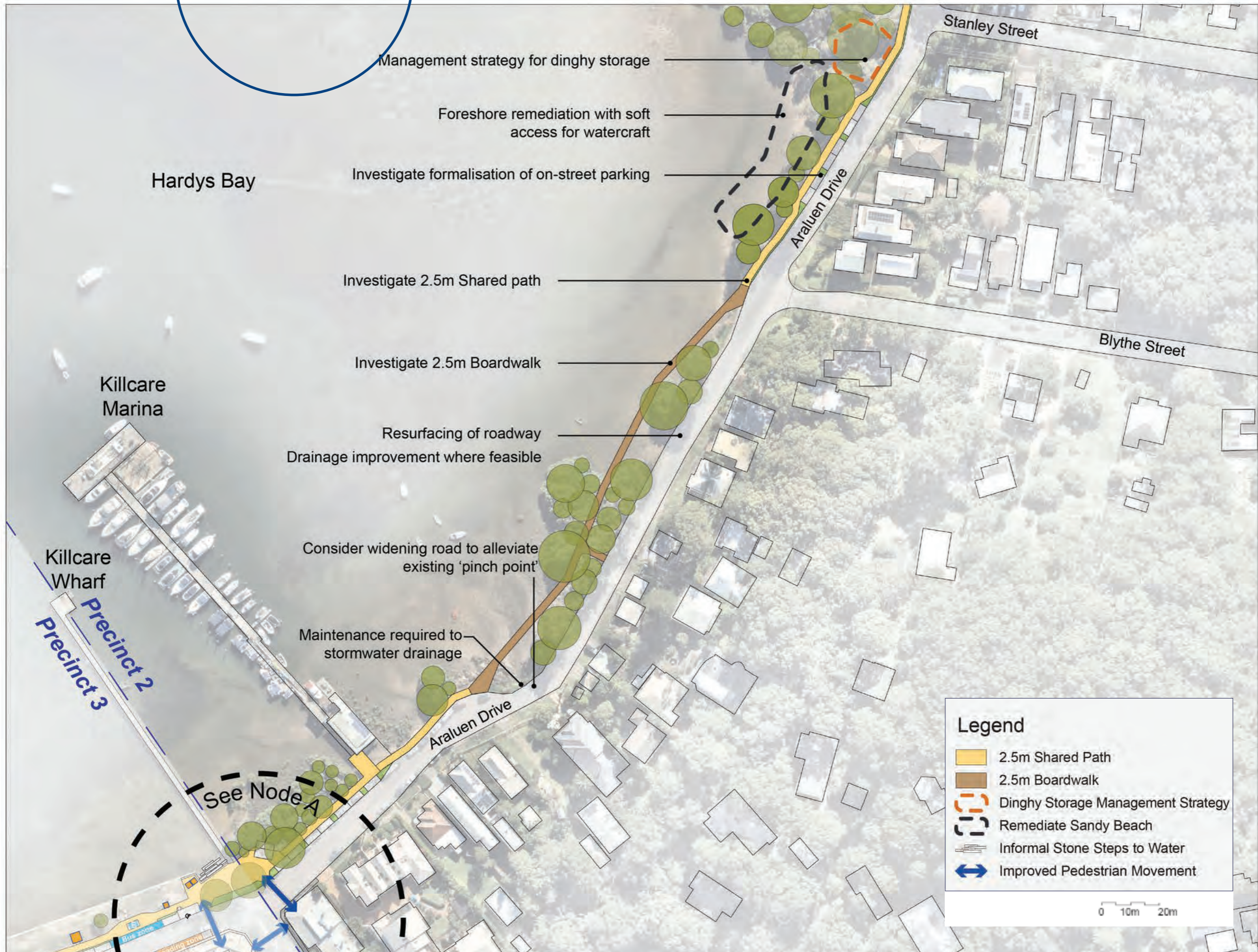


Precinct 2 Masterplan: Mudflat Creek to Killcare Road

The masterplan for Precinct 2 seeks to address the issues of accessibility and safety along Araluen Drive through road realignment, improved construction and the introduction of a safe pathway system.

The extension and protection of the foreshore is another priority that reinforces the aspiration to provide quality open space and amenity. Part of this exercise includes rationalisation of dinghy storage in Stanley St Reserve.

The pathway will form an interpretive trail with artworks reflecting local and natural history of the area at key locations



Legend

- 2.5m Shared Path
- 2.5m Boardwalk
- Dinghy Storage Management Strategy
- Remediate Sandy Beach
- Informal Stone Steps to Water
- Improved Pedestrian Movement

0 10m 20m

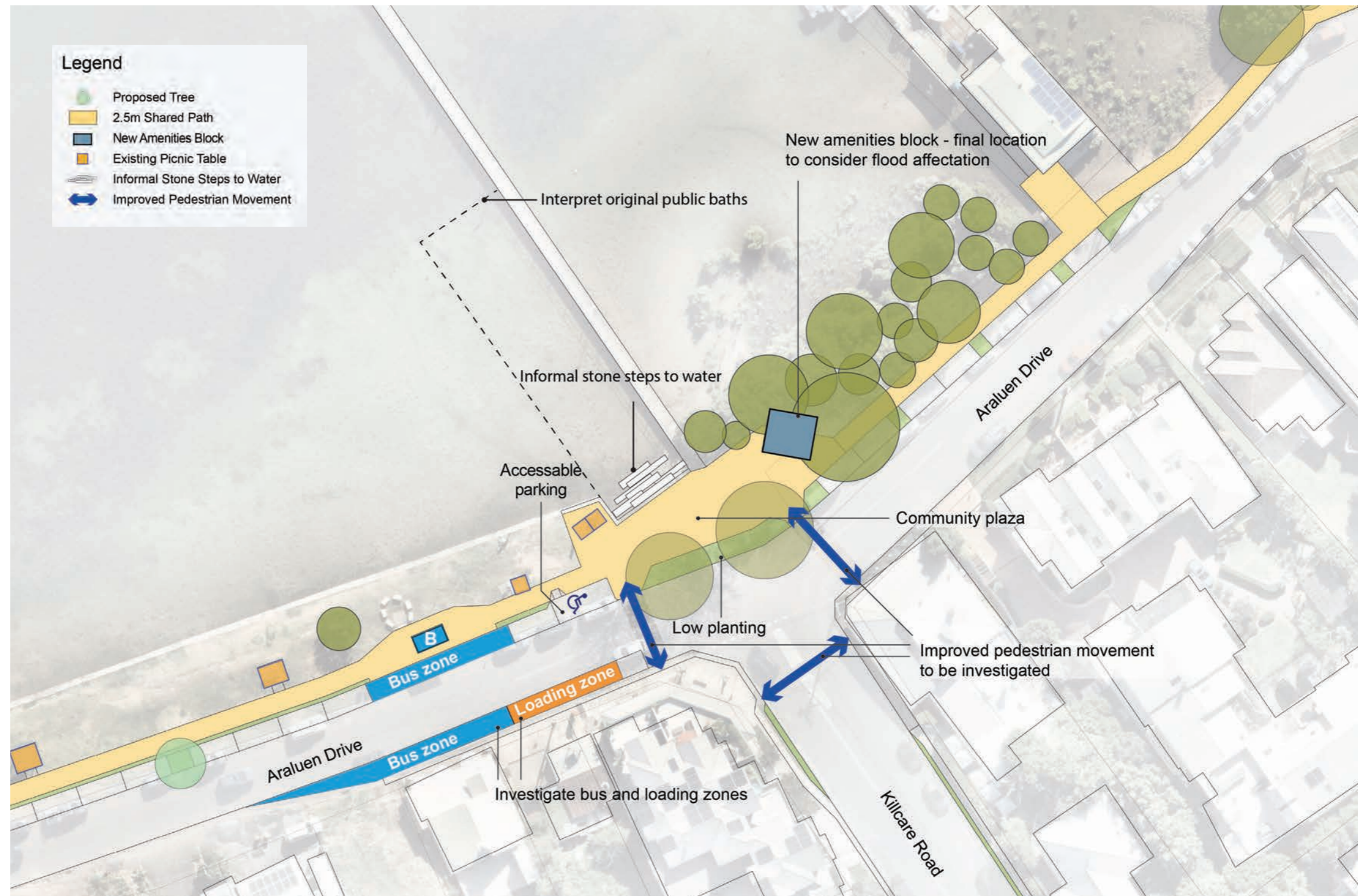


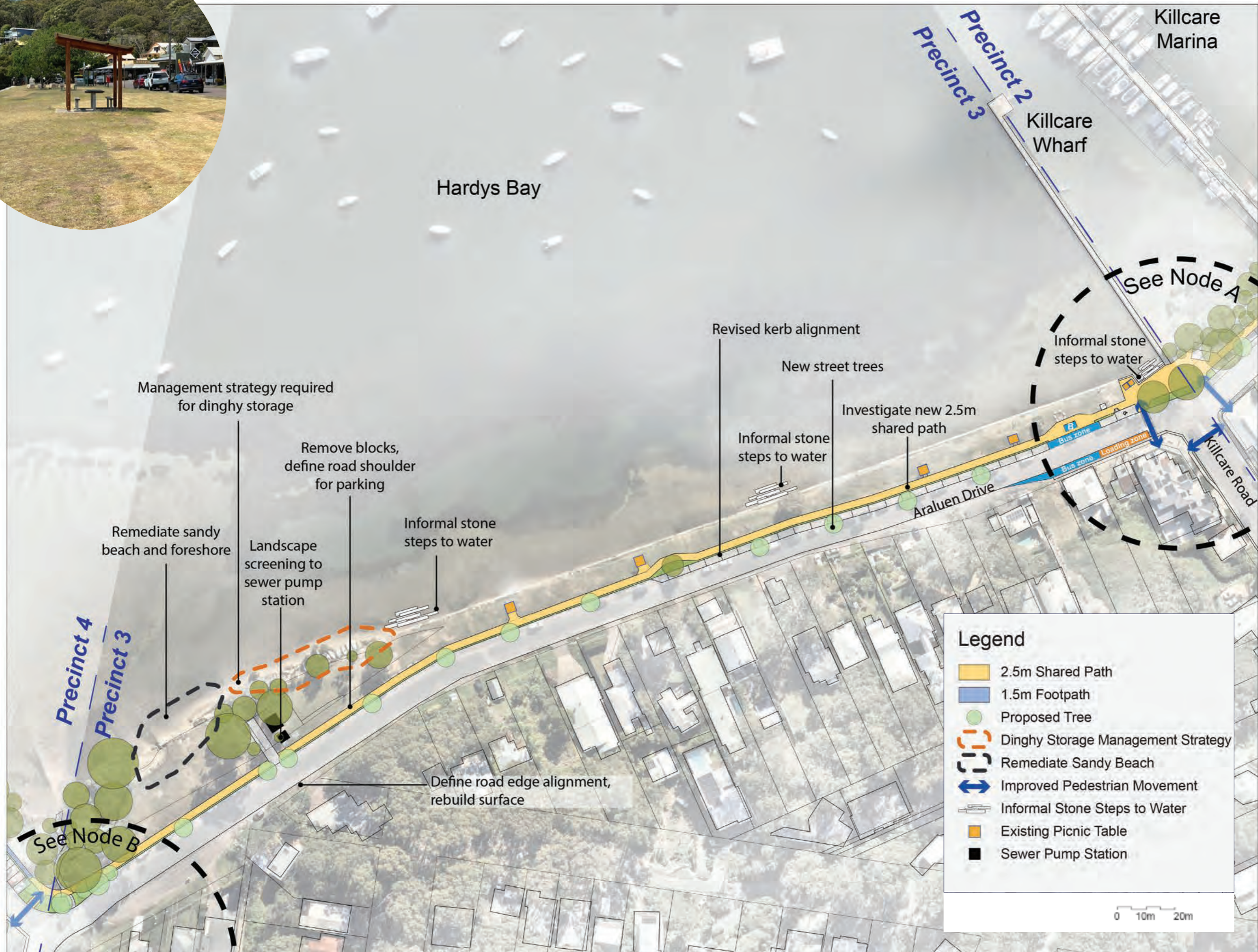
NODE A Masterplan: Killcare Hub

The heritage significance of the Killcare Hub has informed the masterplan, drawing on its focus of community activity and confluence of movement patterns on water and ground.

Providing a safer and higher quality amenity is foremost but importantly reinforcing the environmental quality by allowing the axial views out over Hardys Bay to be better appreciated through improved landscaping and placement of the new toilet facilities further east.

This important area will be subject to further detail design.





Precinct 3 Masterplan: Killcare Road to RSL Creek

Precinct 3 is the highly valued foreshore reserve that, while providing some amenity, now needs to meet contemporary expectations. The masterplan design approach is to give primacy to the need for a safe accessible pathway. Araluen Drive may need to be re-aligned in places to provide a safe means of passage for vehicles and adequate parking.

The reserve and its foreshore edge are proposed to be rejuvenated and enhanced.

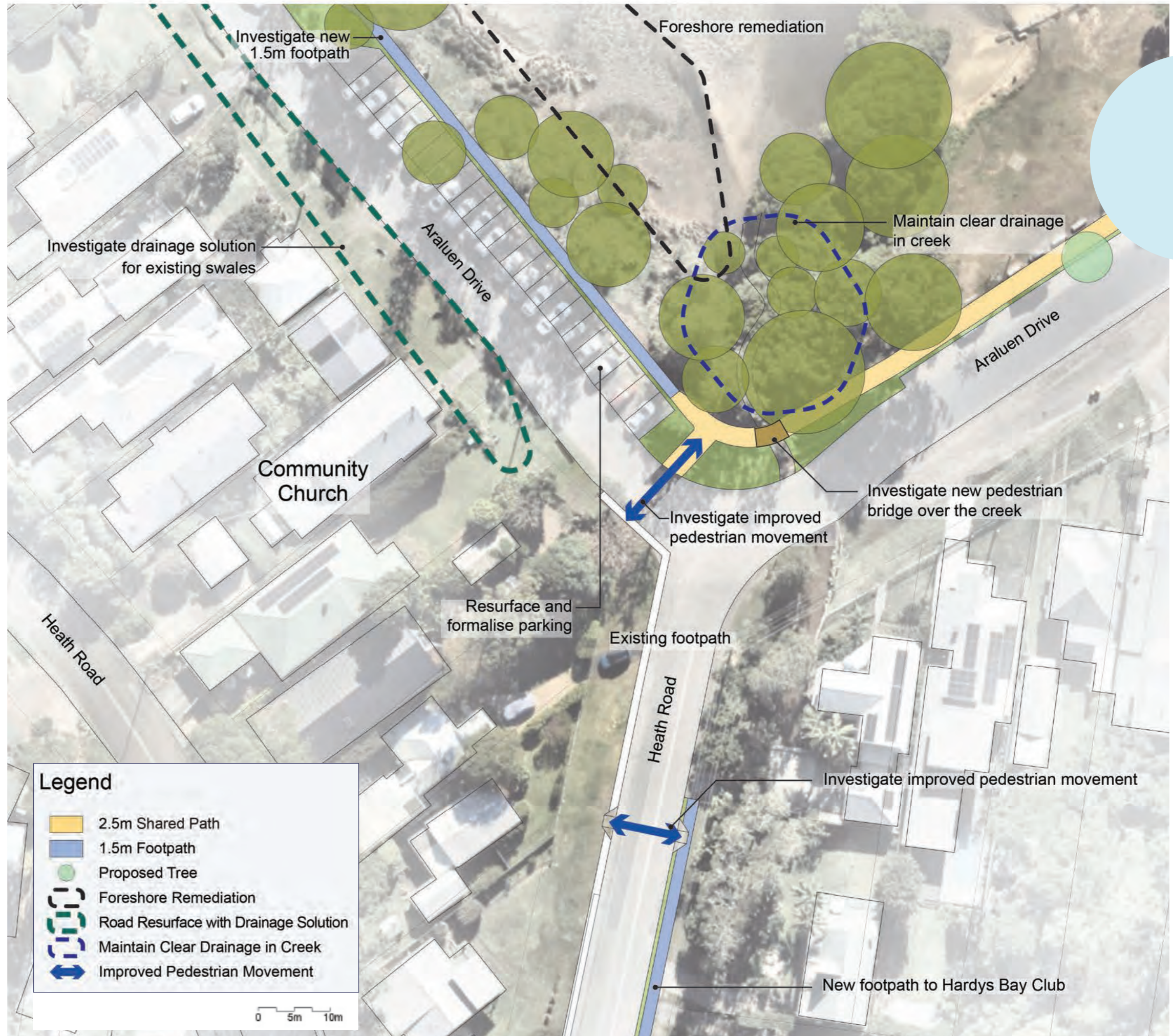
The pathway will form an interpretive trail with artworks reflecting local and natural history of the area at key locations.

The reserve area will need a detailed landscape design before any works are undertaken.

NODE B Masterplan: RSL Creek

The stormwater fed outlet in the southwest corner of the bay is not as well defined as that at Mudflat Creek in the east and is clogged with mud, twigs and mangrove saplings. The focus of the masterplan for Node B is to have this channel made clear and maintained. In addition, the design approach is to make for a safer experience for pedestrians and motorists, recognising that it is a busy corner with poor road geometry and a narrow pathway inaccessible for those in a wheelchair.

The masterplan also provides safe access the Hardys Bay Community Club by proposing a crossing and a pathway.



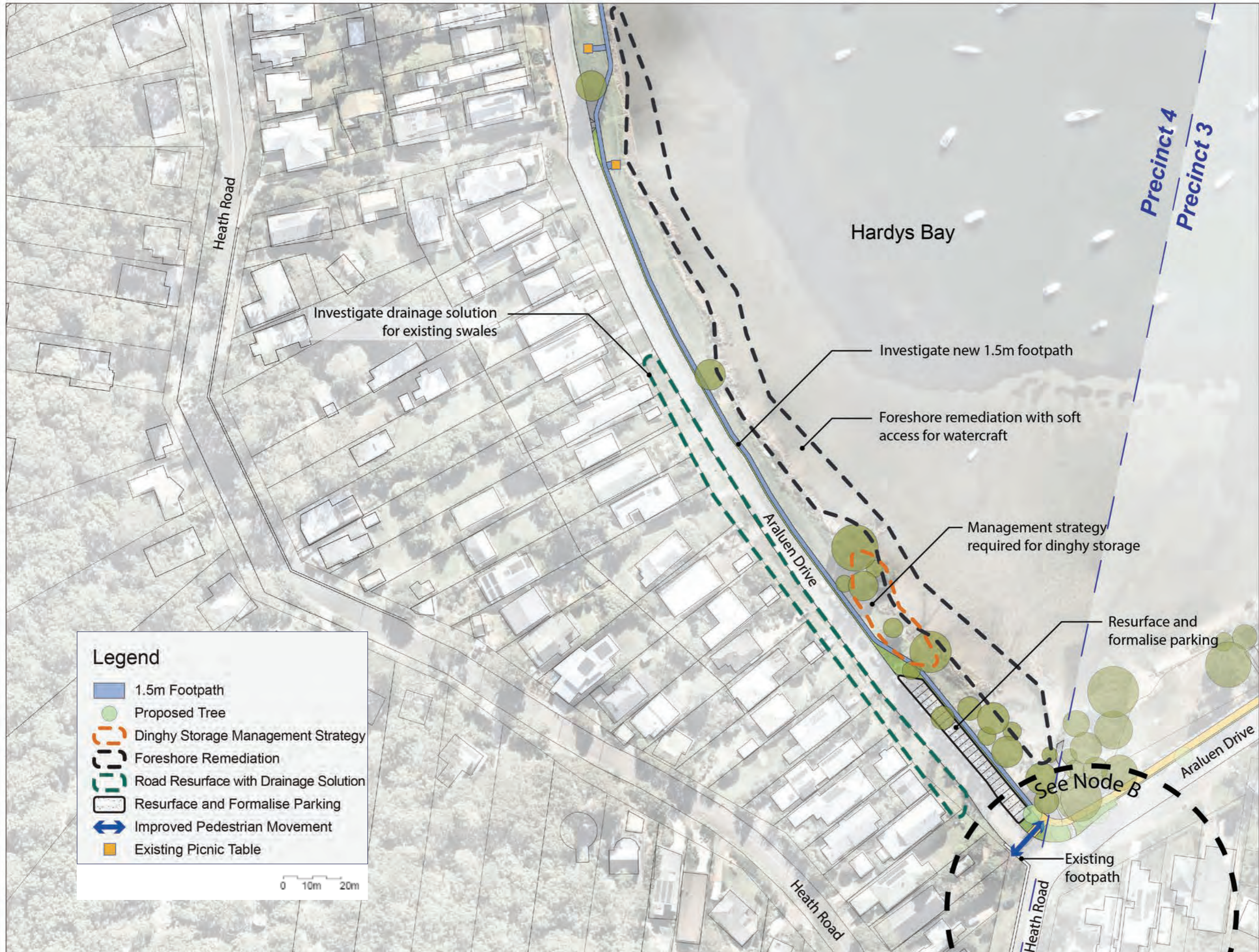
Precinct 4 Masterplan: RSL Creek to Hardys Bay Point

The masterplan for Precinct 4 seeks to maintain the open space character by improving accessibility and safety for pedestrians whilst in parallel improving the resilience of the current environment.




The design approach is to address the foreshore erosion, rebuilding the width of the reserve and providing greater community amenity.

The masterplan also recommends rationalisation and monitoring of dinghy storage and the upgrade of the existing toilets including a new accessible facility.

The pathway will form an interpretive trail with artworks reflecting local and natural history of the area at key locations.



Legend

-  1.5m Footpath
-  Dinghy Storage Management Strategy
-  Foreshore Remediation
-  Existing Picnic Table
-  Existing Picnic shelter
-  Amenities Block

0 10m 20m



Mangrove Walk

Heath Road

Precinct 5

Precinct 4

Foreshore remediation

Cul-de-sac to incorporate shared path and road edge traffic solution

Investigate new 1.5m footpath

Heritage Boatshed

Management strategy for dinghy storage

Hardys Bay Wharf

Investigate suitability of retention and upgrading of toilet block with disabled toilets, in context of flood affectation and heritage listing

Foreshore remediation

Araluen Drive



Map 1:1250@A3



Precinct 5 Masterplan: Hardys Bay Point to Pretty Beach Public School

The masterplan for Precinct 5 reinforces and builds on the quality of tree lined walkway that traverses the point.

In places the surface deteriorates especially in the wet.

The aspiration is to have a well compacted unsealed pathway that is accessible to those in wheelchairs, using walking frames and pushing prams.

The pathway will form an interpretive trail with artworks reflecting local and natural history of the area at key locations.



Map 1:1250@A3

Legend

- 2.5m Shared path
- Natural Pathway

0 10m 20m



Brisbane Water

Mangrove Walk

Resolve cross-drainage issues

Mangrove Walk (Dog Track) natural character is retained and enhanced

Heritage Boatshed

Heath Road

See Node C

Pretty Beach Wharf



Map 1:1250@A3



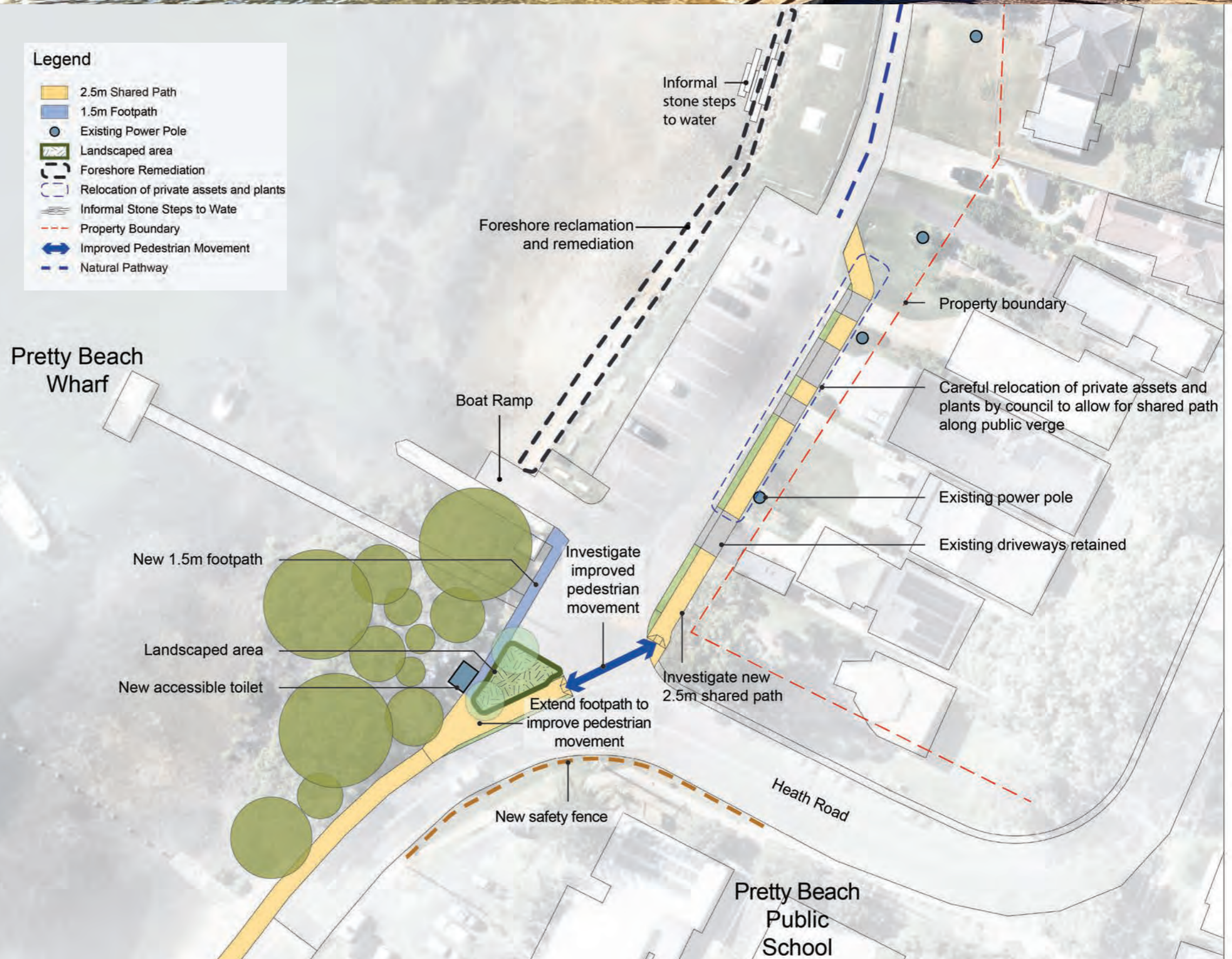
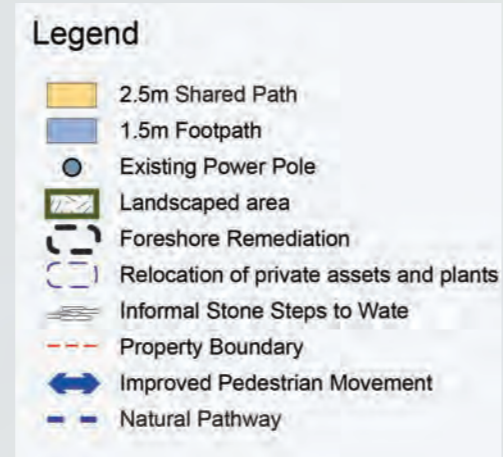
NODE C Masterplan: Pretty Beach Boat Ramp and Pretty Beach Public School

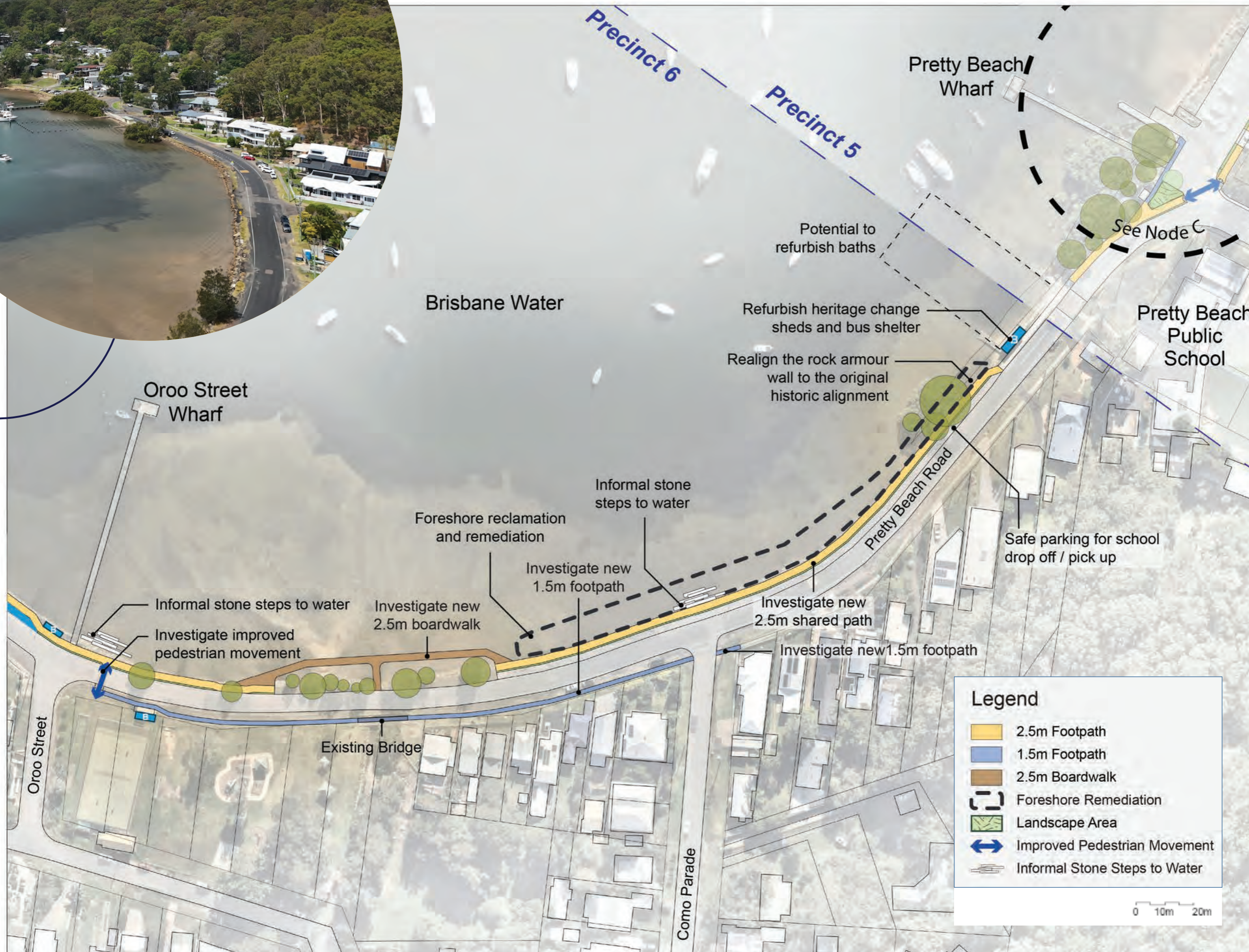
Node C is the interface between Mangrove Walk and Pretty Beach Public School. It is a busy confluence of uses that will benefit from refinement and separation of movement patterns to create a far safer environment.

The masterplan for Node C also addresses foreshore erosion at the eastern end and incorporates a pathway to allow for safe accessible pedestrian movements.

Core to this design approach is to improve the carpark so it better addresses vehicle and trailer manoeuvring.

It is recommended that the current toilet is replaced with a new accessible facility.





Precinct 6 Masterplan: Pretty Beach from the School to Wagstaffe Avenue

The masterplan for Precinct 6 addresses the need for a safe accessible walkway and the movement of those attending the School.

The design approach is to extend the current foreshore in places out to the original rock wall, replacing it with robust rock armour and creating space for the pathway and parking which is heavily used by the parents, carers and teachers.

The design also incorporates three stepping stone access points for those wanting to access the water especially with watercraft.

The pathway will form an interpretive trail with artworks reflecting local and natural history of the area at key locations.

↑
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Map 1:1250@A3



Precinct 6
Masterplan:
Pretty Beach
from the
School to
Wagstaffe
Avenue
continued

↑
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Map 1:1250@A3



Precinct 7 Masterplan: Wagstaffe from Pretty Beach Road to Wagstaffe Wharf

Precinct 7 masterplan seeks to provide a safe accessible pathway along the length of Wagstaffe Avenue from Pretty Beach Road to Wagstaffe Hall and wharf.

The design of the roadway needs to be addressed to improve the drainage and road surface.

The pathway will form an interpretive trail with artworks reflecting local and natural history of the area at key locations





Precinct 7
Masterplan:
Wagstaffe
from Pretty
Beach Road
to Wagstaffe
Wharf
continued



Brisbane Water

Legend

- 1.5m Footpath
- Potential Footpath

0 10m 20m

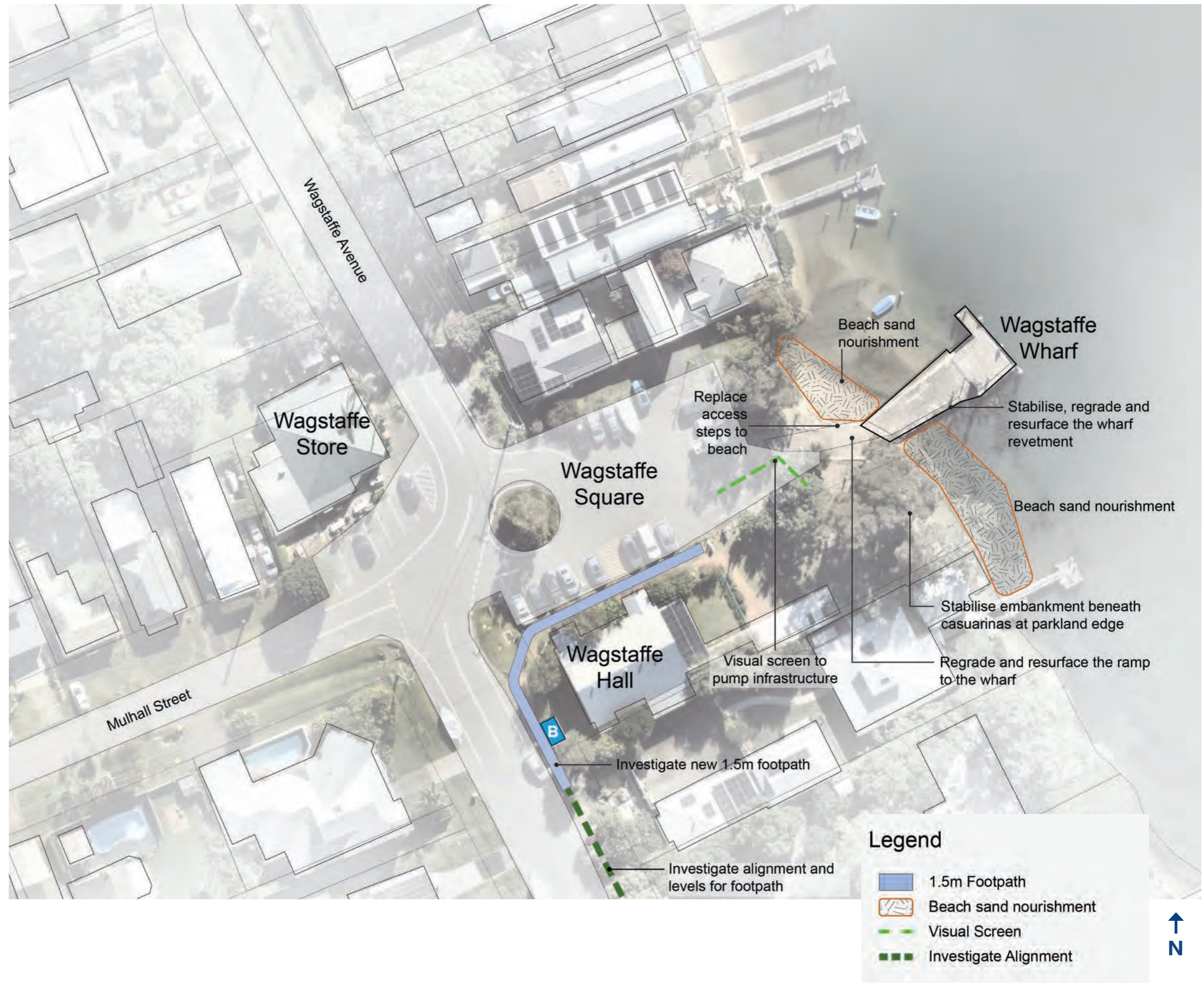
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NODE D Masterplan : Wagstaffe Square & Wagstaffe Wharf

Wagstaffe Square is an important community activity space and a place of local historical significance including the heritage listed buildings of Wagstaffe Store and Wagstaffe Hall-which itself replaced an early C20th guesthouse "Manly House". The Square connects the road and pedestrian system with a bus and ferry terminus. Public facilities include the waterfront park, toilets, local artworks, small beaches and Wagstaffe Wharf. The wharf and adjacent parkland provide superb views of Brisbane Water, the wharf itself is a popular fishing spot, and parkland and beaches are well used by locals and visitors alike.

The plan provides for pedestrian safety and universal access from Wagstaffe Ave to the Wharf. It includes essential repair works and re-grading to the wharf revetment, approach ramp, and steps to the beach. Stabilisation of the adjacent parkland interface and some beach sand nourishment are recommended.

Significant vegetation should be retained in the parkland and the landscape qualities of the square surrounding the hall and the central garden bed should continue to reflect their historical significance.



8. References

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21. "Bouddi History Project (Vol 2) Houses of the Twenties - In Killcare, Hardys Bay, Pretty Beach and Wagstaff" by Bruce Lay (20 pages)

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24. Carss Bush Park, Georges River Council

25. "Brisbane Water Estuary - Community Handbook", Central Coast Council, April 2020 (44 pages).

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Appendix A – Local Community Requirements

The Working Group met with representatives of various local community groups to outline key interests and concerns to be addressed in the masterplan. The following requirements were highlighted:

1. **ENVIRONMENT:** Protect, remediate, enhance and maintain the foreshore and its surrounds including water edge environments, mangrove wetlands and adjacent vegetation.
2. **PLANNING:** Identify the desirable attributes of the foreshore and develop concept designs and guidelines to respect these and control future development of public open space, adjacent roads and public facilities.
3. **IMPACTS:** Minimise potential urban impacts on the foreshore with a particular focus on water quality.
4. **HERITAGE:** Identify and ensure the protection of archaeological, natural and historic elements during Aboriginal habitation and since European settlement.
5. **ACCESSIBILITY:** Encourage and facilitate a continuous pathway along the entire foreshore, with particular focus on access for those with disabilities and, where appropriate, access to the water itself.

6. **SAFETY:** Ensure safe vehicle, bicycle and pedestrian movement in relation to all aspects of the foreshore.
7. **AWARENESS:** Promote public awareness and appreciation for the attributes of the foreshore and the potential recreation and access opportunities it can provide.
8. **INTERPRETATION:** Identify opportunities to enhance the educational value of the natural environment, First Nations history and more recent European settlement history through interpretive experiences.
9. **ART:** Identify opportunities for the integration of the arts, e.g. sculpture.
10. **SUSTAINABILITY:** Promote the use of low energy and renewable power and recycled/recyclable and low maintenance construction materials.
11. **STORAGE:** Identify appropriate locations and systems for the storage of dinghies and other small water craft.
12. **IMPLEMENTATION:** Develop recommendations for prioritising the implementation of works over the long term as potential funding is identified and secured.



Appendix B – Community Consultation Findings and Detail

What we heard

During the consultation period, a total of 420 comments, ideas and suggestions were received through the interactive map. A total of 259 surveys were completed either in person at the drop-in sessions or online on the YOUR VOICE OUR COAST website. Nine email submissions were received.

Themes based on comments

The survey results raised the following issues:

1. Environmental Protection and Sustainability

- Protect waterbirds and mangroves.
- Address erosion along Pretty Beach Road and Hardys Bay Foreshore.
- Ensure any beautification prioritises ecological sustainability.
- Control stormwater runoff and pollution, particularly in RSL Creek.
- Preserve the bay's natural beauty without overdevelopment or excessive modernity.
- Opposition to large adventure playgrounds or commercial installations.

2. Infrastructure and Maintenance

- Maintain and upgrade essential facilities (e.g. toilet block on Araluen Drive at Killcare).
- Build or repair seawalls to combat erosion.
- Improve drainage, particularly near Noble Road and Pretty Beach.
- Regular maintenance for roads, paths, and public spaces.
- Address unsafe roads with better markings and footpaths for pedestrians and prams.
- Provide accessible pathways for the elderly, children, and pram users.

3. Traffic and Parking Management

- Address boat trailer parking, especially along Araluen Drive adjacent to RSL Creek.
- Introduce shared zones or traffic-calming measures near the foreshore.
- Improve parking facilities around schools and bus stops to reduce chaos.
- Ensure pedestrian crossings or refuges are strategically placed for safety.

4. Community and Village Character

- Preserve Hardys Bay's village feel and unique charm.
- Avoid high-rise developments and large-scale commercialisation.
- Retain a balance between visitor amenities and the needs of local residents.
- Enhance facilities subtly to keep the area understated and natural.

5. Community Input and Communication

- Acknowledge scepticism about Council's willingness/ability to take action and make improvements.
- Ensure transparent, consistent communication about plans and timelines.
- Incorporate local group feedback (e.g. Hardys Bay Residents Group, WTKCA Master Plan).
- Extend the study area to include Pretty Beach and Wagstaffe for cohesive planning.

6. Recreational Improvements

- Enhance cycling tracks and walkways between Hardys Bay and Wagstaffe.
- Provide shaded seating and community BBQ areas along the foreshore.
- Avoid exercise equipment and wide concrete paths to preserve natural aesthetics.
- Ensure recreation facilities (e.g. a potential basketball court) align with community needs.

7. Health, Safety, and Accessibility

- Ensure safer pathways and crossings for children walking or cycling to school.
- Address risks from deteriorating infrastructure (e.g. crumbling seawalls, unmaintained drains).
- Provide clear signage for dog management and water safety.
- Consider the needs of an aging population through accessible facilities and reliable services.

8. Ratepayer Concerns

- Improve visibility of Council's investment in the area.
- Address community concerns about rate increases not translating into local improvements.
- Prioritise smaller, actionable projects to build trust and demonstrate progress.

9. Cultural and Heritage Preservation

- Protect Aboriginal artwork and historical features.
- Avoid projects that may disrupt the area's historical and cultural identity.

Community Response

Precinct 1

Safety Improvements

- Concerns about pedestrian safety due to narrow roads, collapsing road sections, and poor lighting.
- Suggestions for speed control measures like speed humps and improved signage to maintain safe vehicle speeds.
- Calls for long-term solutions to mitigate the risk of injury to pedestrians, especially in areas with heavy mixed-use by walkers, cyclists, and cars.

Infrastructure Needs

- Requests for repairs to erosion-damaged foreshores and collapsing roads.
- Improvements to road conditions while balancing pedestrian and vehicle needs.
- A desire for better pedestrian access to local amenities, such as walking tracks into the national park and Allen Strom Lookout.

Accessibility Enhancements

- Suggestions for boardwalks or pathways to segregate pedestrian and vehicle traffic, inspired by similar projects in Nambucca Heads.
- Improved seating and basic amenities for community use.

Balanced Investment and Development

- Differing opinions on the level of investment needed, with some advocating for significant upgrades to enhance community access and safety, while others view the area as low priority for funding.
- Preservation and Community Value
- Emphasis on maintaining the quiet, pedestrian-friendly character of the area.

Precinct 2

Mangrove Protection

- Strong emphasis on protecting mangroves for their role in preventing erosion, supporting natural habitats, and mitigating storm surges.
- Suggestions for sustainable interventions, such as using natural methods (e.g. logs as groins) to address foreshore erosion.

Pathway/Walkway Needs

- General agreement on the need for an accessible and continuous pathway or walkway to enhance safety and connectivity.
- Several suggestions for pathway designs, including a boardwalk through the mangroves or a route connecting key areas like shops, cafes and the marina.
- Inspiration drawn from other council projects (e.g. Nambucca Heads boardwalk), emphasising elegance and safety in design.

Safety Concerns

- Mixed views on current safety levels for pedestrians and cyclists. Some believe existing traffic conditions are manageable with minimal interventions like signage, while others advocate for a dedicated footpath or improved infrastructure for safety.
- For a dedicated footpath or improved infrastructure for safety.

Drainage and Flooding Issues

- Poor drainage and low road levels are recurring concerns, with water pooling after rain impacting usability and accessibility.
- Specific mentions of problematic areas, such as the junction of Killcare Road and Araluen Drive, which are critical for community access.

Community

- Requests for additional seating and picnic tables in specific locations (e.g. Stanley St Reserve).
- Highlighting the need for more community-friendly spaces along the foreshore.

Connectivity and Accessibility

- Desire for a continuous, accessible route connecting precincts and public spaces, including pathways suitable for pedestrians and cyclists, as well as children biking to school.



Precinct 3

Preservation of Unique Character

- Maintain Hardys Bay's 'old-world charm' and avoid overdevelopment.
- Concerns about turning the area into another Umina, Ettalong, or Terrigal.
- Emphasis on retaining a simple, friendly and unique local feel.

Infrastructure Improvements

- Araluen Drive is in poor condition with potholes and drainage issues, causing safety hazards for vehicles and pedestrians.
- A safe, continuous, and accessible pathway around the bay for pedestrians, wheelchairs, prams and strollers is highly desired.
- The stability of the foreshore is a high priority, with erosion and the seawall requiring immediate attention.
- Limit parking duration for boat trailers (24-48 hours) or eliminate boat trailer parking to free up space and reduce hazards.

Accessibility and Safety

- Current infrastructure is unsafe for pedestrians, particularly vulnerable groups such as older people, parents with prams, and those with disabilities.
- The narrow and poorly maintained road forces pedestrians onto dangerous paths shared with vehicles.

Recreation and Amenities

- Need for more shaded seating areas with proper shade structures, referencing successful designs from other parks.
- Desire for a designated children's play area and additional BBQ facilities with proper shading.
- Requests for upgraded or additional toilets to support community and visitor needs.

Environmental Considerations

- Increased planting of medium-sized shade trees to provide natural cooling, bird habitat, and erosion control.
- Concerns over inadequate drainage, with runoff and blue metal fill harming the beach and bay environment.
- Grassed areas are uneven and poorly maintained, creating an uninviting space.

Overuse and Visitor Management

- Adding facilities (e.g. playgrounds, picnic areas) may attract more visitors, potentially overloading the area.
- Calls for careful planning to balance improvements with maintaining the area's charm and functionality.

Precinct 4

Dingy Storage and Regulation

- Concerns about abandoned and rotting dinghies cluttering the foreshore, with some left unused for decades.
- Suggestion for an annual fee and registration system to prevent long-term "claims" on storage without use.

Foreshore Access and Pathways

- Support for pathways along the foreshore to improve pedestrian access but with sensitivity to preserving grassy areas and the natural aesthetic.
- Pedestrian needs should be prioritised, with improvements for accessibility, such as safer walkways and paths for wheelchairs and prams.

Parking and Traffic Management

- Desire to limit car dominance and rationalise/formalise parking, particularly for boat trailers, to protect the area's charm and accessibility.

Foreshore Erosion and Environmental Concerns

- Significant emphasis on addressing erosion issues, maintaining the grassed foreshore areas, and improving drainage to prevent environmental degradation.
- Urgent action requested to stop silt runoff from building sites, which is harming seagrass and water quality.

Preservation of Hardys Bay Character

- Strong resistance to overdevelopment, such as introducing extensive concrete pathways, lighting, or urbanisation, to maintain the area's charm as a village-like community.

Facilities and Amenities

- Requests for upgrading and rebuilding essential amenities like toilets and adding seating with shade structures for public comfort.

Roads and Pathways

- Concerns over deteriorating roads and lack of footpaths along Araluen Drive, making pedestrian movement unsafe.

Drainage and Creek Pollution

- Address the pollution from the RSL creek drain and improve stormwater management to protect the bay and its ecosystems. Community Response:

Precinct 5

Mangrove Protection and Environment Concerns

- Strong support for preserving mangroves due to their role in protecting against erosion, storm surges, and water pollution. They also offer significant benefits in carbon sequestration.
- Restoration and careful management are prioritised over removal. Raised platforms (e.g. fibreglass mesh or metal walkways) are suggested to maintain access without harming mangroves.
- Disapproval of harmful practices such as pulling out mangrove saplings and dumping blue metal to address erosion.
- Issues with runoff and sediment accumulation emphasise the need for improved drainage and erosion control.

Infrastructure Needs

- An urgent need for a safe and accessible pathway for pedestrians and schoolchildren, especially along Pretty Beach Road and the boat ramp car park area.
- Raised platforms in mangrove areas to avoid interference with the environment.
- Accessible paths for wheelchairs and safer routes for school children.

Recreation and Community Amenities

- Dog Track Maintenance: Retain and maintain this popular track with upgrades such as seating with shade and improved surfacing for weather resilience.
- Upgrades needed for the toilet block and improved maintenance for facilities like the fish cleaning bench.
- Incentivise the removal of invasive species like lantana and encourage waterfront homeowners to support environmental restoration efforts.

Climate Change and Long-Term Planning

- Acknowledge vulnerabilities to flooding, sea-level rise and storm surges. Incorporate these into medium- and long-term planning.
- Utilise sustainable, resilient designs for infrastructure, such as raised boardwalks and improved drainage systems to future-proof the area.



Precinct 6

Environmental Protection and Sustainability

- Address erosion along Pretty Beach foreshore.
- Ensure any beautification prioritises ecological sustainability.
- Control stormwater runoff and pollution.
- Preserve the bay's natural beauty without overdevelopment or excessive modernity.
- The foreshore is quite barren. Add some low level landscape areas to soften the look.

Infrastructure and Maintenance

- Address risks from deteriorating infrastructure (e.g. crumbling sea walls, poor road surfaces).
- Rebuild or repair seawalls to combat erosion. Widen foreshore width if required.
- Resurface Pretty Beach Road for safety and better drainage.

Traffic and Parking Management

- Prioritise pedestrian access and safety over traffic movement and parking along the foreshore.
- Improve parking facilities at the school and bus stops to reduce chaos.
- Ensure pedestrian crossings are strategically placed for safety.

Recreational Improvements

- Enhance cycling tracks and walkways between Hardys Bay and Wagstaffe.
- Provide shaded seating areas along the foreshore.
- Avoid exercise equipment and wide concrete paths to preserve natural aesthetics.
- Provide several points along the foreshore for access to the water by swimmers, kayaks, etc.

Accessibility and Safety

- Urgent need for a continuous, safe and accessible foreshore pathway for pedestrians and school children, along the full length of Pretty Beach Road.
- Explore opportunities for a boardwalk at the narrow road area at Turo Creek.
- Provide a pedestrian crossing at Oroo St for safe access to the wharf, bus stops and the park.
- Expand the "pocket park" area at the western end of the foreshore.
- Provide clear signage for dog management and water safety.

Culture and Heritage

- Provide opportunities for the display of Aboriginal history and environmental education.
- Explore opportunities for the placement of public artworks and sculptures.
- Ensure transparent, consistent communication about plans and timelines.
- Incorporate local group feedback (e.g. Hardys Bay Residents Group, WTKCA Master Plan).

Precinct 7

Infrastructure and Maintenance

- Improve stormwater drainage on the western side of Wagstaffe Avenue, removing open swales.
- Resurface Wagstaffe Avenue for safety and better drainage to the eastern side.
- Prevent stormwater runoff from the road into properties along the eastern side of Wagstaffe Avenue.
- Stabilise the Wagstaffe Wharf revetment structure and provide access steps to the beach to the north of the revetment.
- Stabilise the parkland edge to the south of the wharf to retain exposed casuarina roots.
- Provide minor beach nourishment to both sides of the wharf to repair scouring from ferry operations.

Accessibility and Safety

- Provide a continuous, safe and accessible pathway for the full length of Wagstaffe Avenue from Pretty Beach Road to the Wagstaffe Bus Shelter.
- Provide a pathway in front of Wagstaffe Hall between the Wagstaffe Bus Shelter and Wagstaffe Wharf.
- Regrade the access ramp and revetment to Wagstaffe Wharf to address trip hazards and subsidence ponding.

Culture and Heritage

- Provide opportunities for the display of Aboriginal history and environmental education.
- Explore opportunities for the placement of public artworks and sculptures.



Hardys Bay Foreshore Masterplan

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