

Option-Drainage to Divert Stormwater

Bush Walking Trails

Formalised Parking

Option- Potential Water Catchment Basin

Mangrove Rehabilitation

Community Open Space

Pedestrian Lighting

Drainage and Stormwater Treatment

Waterfront Shared Path

Access Steps to Water

Waterfront Seating

Street Parking

Foreshore Restoration
and Stabilisation

Improve Access to Waterfront

Heritage Interpretation

Retain Existing Phone Booth

Dinghy/ Kayak Launching Area

Dinghy Storage Rack

New Enclosure for Sewage
Pumping Station

Accessible Parking

Widened Public Wharf
Fishing Platform

Mangrove Rehabilitation

Additional Turning Area
For Buses/ Garbage Trucks

New Garbage Bin Enclosure

Retain Existing Bus Stop



DRAFT PHEGANS BAY WATERFONT MASTERPLAN

April 2024

LEGEND

- Study Area Boundary
- Existing Foreshore Line (Approximate)
- Drainage and Stormwater Treatment on Streets
- Pedestrian Light
- ▭ Waterfront Seating
- ▭ Picnic Table
- Existing Trees



DRAFT PHEGANS BAY WATERFRONT MASTERPLAN

April 2024

Phegans Bay waterfront masterplan is a long-term vision for the bay, prepared based on community feedback. It will be a staged development depending on availability of funds for works and priorities identified in Council's work program. Restoration and stabilisation of the foreshore edge is considered a high priority. There is no funding committed to the project. Delivery of works will be dependent on securing funding, for example through grants, as well as detailed design and planning and environmental approvals.

Design Components

1. Option - Drainage to Divert Stormwater

An additional measure to mitigate flooding of the open space area is the provision of drainage to intercept stormwater from Raymond Road and divert it away from the community open space area. This could not work in isolation and would form part of a more holistic drainage management plan which would likely include a water catchment basin. This is likely to be a high-cost option that could only be provided in the long term.

2. Bush Walking Trails

The community has been using the northern part of Phegans Bay Road to access Elaroo Road Reserve for bush walking. There are also access points to the reserve from Woy Woy Bay Road from higher ground. The aim of formalising the trail for its initial segment is to balance the protection of bushland with the community's continued access to nature.

3. Formalised Parking at the Community Open Space

The community has been using the western part of the community open space for vehicular parking in an informal manner. The masterplan formalises the parking with protected lower-level barriers to prevent vehicle access to the open space area. Drainage and stormwater treatment will be provided along the western boundary of the open space area to help manage the stormwater impacts on the open space.

4. Option - Potential Water Catchment Basin

To help alleviate regular flooding of the community open space, the option to locate a water catchment basin adjacent to Phegans Bay Road has been identified. This requires further investigation in terms of catchment, capacity and construction methodology. Options could include a smaller but deeper basin with safety barriers, a larger but shallower basin without safety barriers or underground storage basins/treatment. Any basin provided will require a commitment to regular maintenance of the basin.

5. Mangrove Rehabilitation

Clusters of mangrove vegetation exist along the foreshore. They are important contributors to the prevention of foreshore erosion and contribute significantly to estuary health and ecosystem services. The masterplan proposes to rehabilitate the mangrove vegetation in their current locations, particularly after the new foreshore protection works are constructed. They are primarily located in the northern and southern end of the bay area.

6. Community Open Space

The existing green open space in the northern part of the bay area is the only public space for the community. The area is susceptible to occasional flooding. To promote the useability of the space appropriate mechanisms will be introduced to manage flooding. Landscape improvements adjacent to the parking as well the inclusion of a limited number of picnic tables in appropriate locations will contribute to the enjoyment of this area. Low-level native shrubs and native grasses are anticipated to feature in the landscaped area. This open space will require a detailed landscape masterplan designed in response to the site conditions.

7. Pedestrian Lighting

New lighting will be provided along the length of the waterfront shared path with additional lighting in key civic spaces such as near the public wharf and heritage boatshed area. This controlled lighting will be focussed to provide adequate safety in the pedestrian realm without contributing unnecessary light spill. Options include bollard lighting or overhead lighting with shrouds to mitigate adverse impacts of light spill on the environment and residents. The proposed light is envisioned to be sourced from renewable energy (subject to viability).

8. Drainage and Stormwater Treatment for identified streets

Drainage and stormwater treatment on identified streets is necessary to assist in stormwater management. Therefore, parts of Phegans Bay Road and the access road will incorporate drainage and stormwater treatment as identified in the masterplan. However, any treatment will require further investigation in terms of drainage as well as costing.

9. Waterfront Shared Path

This will be a key component of the Phegans Bay waterfront masterplan. Approximately 350m of waterfront pathway will be shared by both pedestrians and cyclists. It will feature public seating, new lighting, bollards and special zones with accentuated paving/ surface treatment, heritage interpretation information and integrated public art, access steps to water etc.



10. Access steps to water

Access steps have been provided in locations along the foreshore edge to enable access to the water for recreational purposes, as well as to enable people to get into/out of the water in case of emergency. The access steps will be built into the foreshore restoration and stabilisation works.

11. Waterfront Seating

Bespoke designed waterfront seating is to be provided in key strategic locations on hardstand surfaces adjacent the shared path as well as in key civic areas. This will enable members of the wider community of Phegans Bay to visit and to enjoy the beauty of the bay. In addition to seating, a limited number of picnic tables will be provided on the grass verge.

12. Street Parking

A limited number of street parking spaces have been provided in key strategic locations along Phegans Bay Road. Parking near the public wharf is reserved only for people requiring accessibility parking. The formalised parking on the access street, near the community open space, accommodates 11 designated spaces. (Note: Road widths are a guideline only and will be subject to detailed design. Therefore, providing street parking requires further traffic and civil design investigation).

13. Foreshore Restoration and Stabilisation

The primary purpose of the masterplan is to restore the foreshore of the bay that has been subject to erosion over the years. The proposed works will include reclamation of land that will be subject to detailed design and consultation with relevant State Government agencies. An average width of 2m has been provided for foreshore protection works appropriate for the setting. Foreshore protection works will be subject to a detailed design process which will canvas all available options suitable for the area. A wider area has been provided at the southern end of the bay near the bus/service vehicle turning area to accommodate necessary infrastructure improvements. The location of the northern commencement of the foreshore restoration and stabilisation works is subject to detailed design.

14. Improve Access to Waterway (New Access Stairway)

A new access stairway has been introduced between Central Avenue and Phegans Bay Road/ the Waterfront. This will provide the broader community pedestrian access to the waterfront, near the heritage boatshed. The height difference between the two points is approximately 4m. It is also understood that there have been some sandstone steps in the location which is currently overgrown with vegetation over the rocks. Any potential reuse of the sandstone steps will be subject to detailed design. The new stairway will be subject to detailed survey and engineering design that complies with current Australian Standards and Building Codes.



The entry to the access stairway from Central Avenue may require minor amendments to the existing crash protection bar.

15. Heritage Interpretation/Conservation of existing Midden

The masterplan incorporates protective measures to ensure the conservation of the existing midden near the heritage boatshed. This will require detailed heritage investigation and consultation with local aboriginal groups and State Government Agencies to inform the protection of the midden, design of works in that area, and the heritage interpretation strategy to recognise the midden.

A heritage interpretation strategy is to be prepared to inform how the heritage of the area can be incorporated into design outcomes. This may be achieved through consultation with local residents and aboriginal stakeholders to inform, for example, any signage, material selection and street furniture design. The heritage interpretation strategy must also address the midden. It is envisioned that this could include special feature surfaces with possible inlay lights to demarcate the uniqueness of the space.

16. Retail Existing Phone Booth

The community has provided comments of attachment to the existing Telstra public phone booth at the Phegans Bay Road. The masterplan has opted to retain it in its current location.

17. Dinghy/ Kayak Launching Ramp

A designated area has been identified to locate a launching ramp for small watercrafts such as dinghies, kayaks and canoes. It will be located adjacent to a time-restricted street parking area on Phegans Bay Road to facilitate drop-off/pick up of watercraft only. The proposed location is co-located with the dinghy storage area near the existing sewage pumping station.

18. Dinghy Storage Rack

A location for a Dinghy storage rack has been provided near the existing sewage pumping station. A vertical storage rack with a capacity of 8 will be located on the northern side of the pumping station, to minimise its visual prominence along the foreshore. The approximate dimension of the frame is 2.0 X 1.8m X 0.6m per craft. The maximum height of the craft when stored in the structure, is 3m.

19. New enclosure for the existing Sewage Pumping Station

The existing elevated sewage pumping station is proposed to have a new enclosure similar to that of the new garbage bin enclosure. The materials and assembly would follow the same design approach as the new garbage bin enclosure. The enclosure will have an access doorway on the southern side, near the access steps.



20. Accessible Parking

Accessible parking has been provided on Phegans Bay Road adjacent to the public wharf. A wider area of parallel parking with the dimensions of 3.2m x 7.8m has been allocated in the masterplan. The parking bays must comply with all relevant Australian Standards.

21. Public Wharf

Widening of the public wharf (to 2.2m) is proposed in the masterplan together with an accessible ramp at the entry. It will also have a lower-level tidal platform for recreational fishing. The renewed wharf will feature new lighting and safety barriers. The design of the wharf will require detailed engineering drawings and specifications and be subject to relevant Australian Standards.

22. Additional Turning Area for Busses and Service Trucks

During the consultation with the community and the site inspections it was revealed that the current turning area near the existing bus stop is a safety concern due to the proximity of the foreshore edge, the lack of adequate turning area, and absence of safety barriers to the water (other than a log on the ground). The masterplan provides the minimum required turning area at the location through land reclamation, and safety features including bollards, line marking and delineation between the Council road (Phegans Bay Road) and the paper road (Monastir Road). Detailed engineering design will be required prior to undertaking any construction works.

23. New Garbage Bin Enclosure

Council has developed a new enclosure structure for the existing garbage bin area in consultation with the local community. It will replace the existing Colorbond cladding, with 90mm recycled slats and 125mm powder coated gate posts. The footprint of the new bin enclosure will be smaller than the existing and will provide a wider gap between the existing bus stop and the bin enclosure.

24. Retain Existing Bus Stop

The existing bus stop near Monastir Road at the southern end of Phegans Bay is quite unique and loved by the local community. It provides historical information about the bay with colourful pictures and also acts as a street library. Phegans Bay Waterfront Masterplan retains the existing bus stop in its current form and location.

Note: Existing trees will be retained in the masterplan where possible. However, the ability to retain them will be subject to detailed design. Where trees can't be retained, replacement trees are to be provided.



New Foreshore Protection Works Example



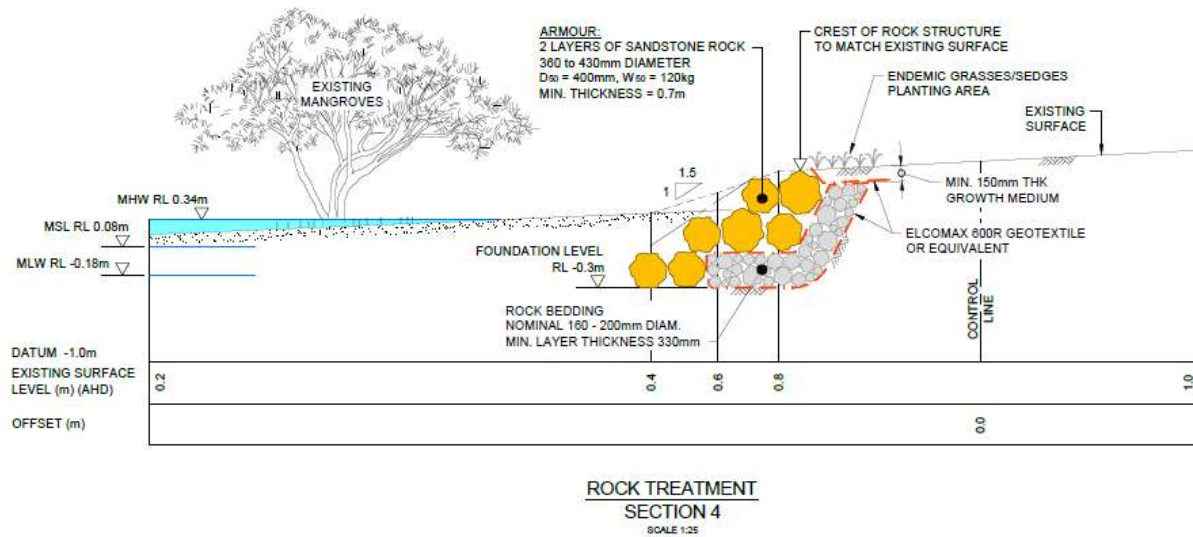
Dinghy Storage Rack Example



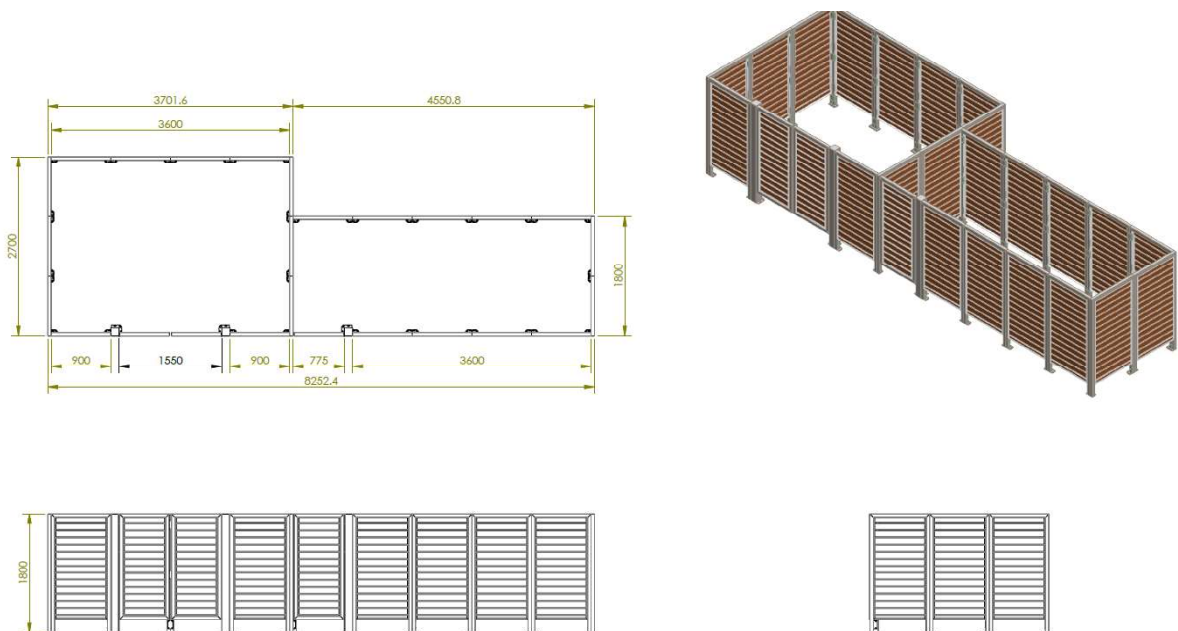
Heritage Interpretation Example



Specialised Floor Treatment Example in Key Identified Area



An example of foreshore restoration



New Garbage Bin Enclosure Design