

Hardys Bay Foreshore Masterplan Engagement Summary

Central Coast Council

Between 16 September and 1 December 2024, Council sought community feedback on the Hardys Bay Foreshore. Using this feedback, and in collaboration with the Wagstaffe to Killcare Community Association (WKCA), Council prepared a draft masterplan for the Foreshore, from Rocky Point to Wagstaffe.

The draft masterplan sets out a long-term vision to improve access, safety and the environmental health of the foreshore, informed by local knowledge and community priorities.

Between **16 March and 13 April 2026** Council sought feedback on the draft masterplan for the Hardys Bay Foreshore.

The community could share their feedback by:

- Completing an online submission form,
- Writing to Council by email or post

Engagement Results

Overall, the **draft masterplan received 86% support** from online submissions. Feedback received during public exhibition largely reinforced the key priorities already addressed within the draft plan, particularly around the identified themes

Theme	Count
Pedestrian safety & pathways	42
Watercraft storage & parking management	34
Foreshore erosion & remediation	28
Environmental & climate concerns	19
Drainage & creek issues	18
Plan language & commitment	15
Toilet & amenity upgrades	14
Water access for recreation	10
Heritage recognition	6

How you connected



A total of **131** submissions received, **116** online and **15** email



Email to **74** people who contributed to previous rounds of consultation



Your Voice Our Coast **1,544** views



The plan was downloaded **110** times



Facebook – **4,006** people were reached, generating **26** interactions



Instagram - **864** people were reached, generating **43** reactions

What we heard

Majority of those who made an online submission indicated that they were residents of the area (n=111), and that they were supportive of the plan (n=100, 86%).

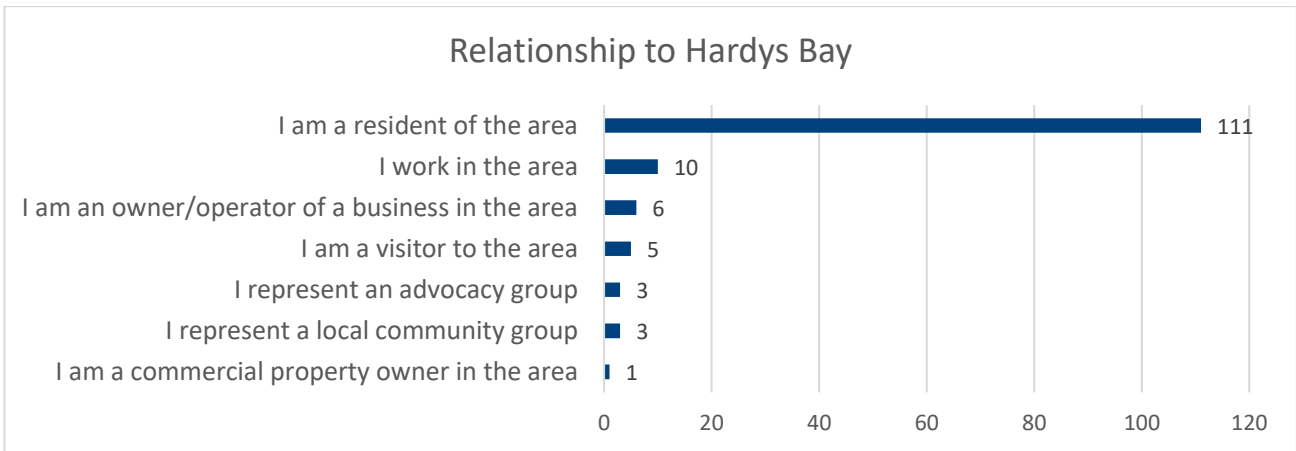


Figure 1: Online survey result for the questions 'What is your relationship to Hardys Bay? (Select all that apply)', 16 March to 13 April 2026. *Note: Selection of multiple options allowed

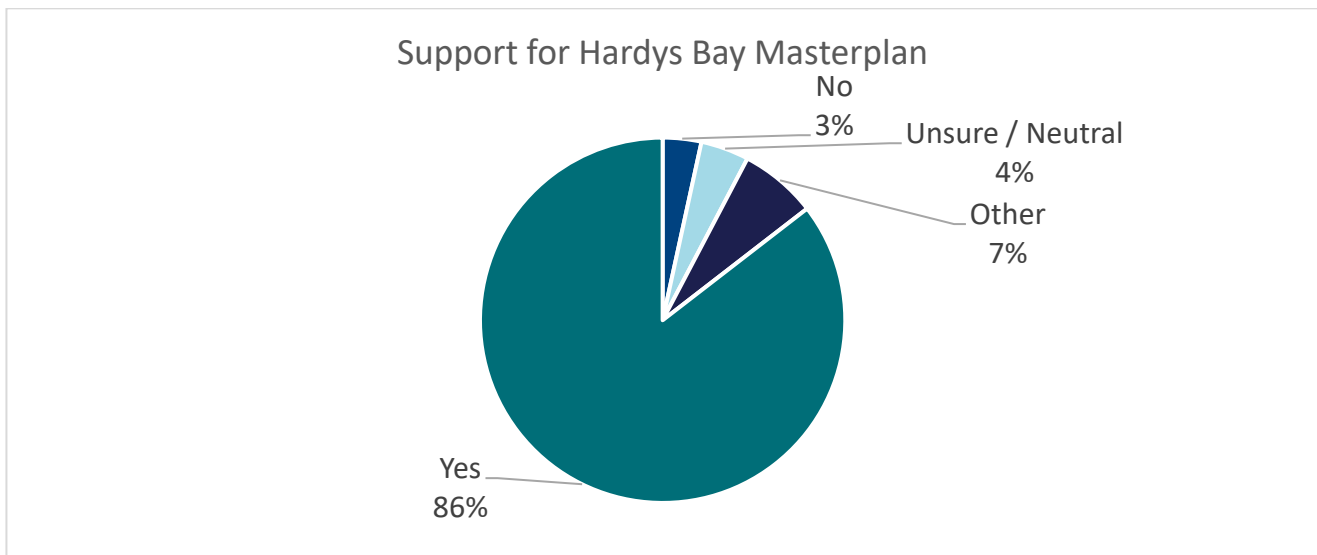


Figure 2: Online survey result for the question 'Do you support the Hardys Bay Foreshore Masterplan?', 16 March to 13 April 2026.

Of those who indicated 'unsure / neutral' (n=5, 4%) and 'other' (n=8, 7%), the sentiment is largely supportive of the plan's intent, but respondents have specific technical, environmental, or safety concerns they want addressed before giving full endorsement.

Many submissions acknowledged that the draft masterplan appropriately identifies the key issues affecting the foreshore and provides a balanced long-term framework for future improvements and investment.

The consultation process also received positive feedback from community members, with many submissions expressing appreciation for the opportunity to participate in the development of the masterplan and recognising Council's engagement with the local community. Feedback commonly referenced:

- Appreciation for the community consultation process
- Recognition of the extensive planning and investigation undertaken
- Excitement regarding the proposed improvements to the foreshore area
- Requests for implementation and delivery of the masterplan initiatives to commence
- Acknowledgement of the contributions made by Council and the community working group volunteers

Key themes

Pedestrian safety and pathways



Community feedback demonstrated strong support for the draft masterplan's focus on pedestrian safety, accessibility and foreshore connectivity. Submissions reinforced the importance of safe, continuous and accessible pathways throughout the foreshore area, helping to make walking and cycling safer for people of all ages and abilities, including children and families. Feedback generally confirmed strong alignment between community priorities and the initiatives identified within the draft masterplan.

- Urgent need for safe, continuous walkways/footpaths throughout the foreshore
- Boardwalks proposed in narrow/dangerous sections (Precinct 2)
- Separation of pedestrians from traffic
- Accessibility for people with a disability, elderly, prams, and children
- Speed limit reductions requested (40km/h or 30km/h)
 - Pedestrian crossings needed at key locations

"Walking or riding our bikes along this section has become dangerous over busy weekends and holidays due to the narrow section further down near the Public wharf. I would love to see safer separate walkway along this area be prioritised due to safety."

"A safe pathway for children walking or riding bikes to Pretty Beach school is an important safety measure. A safe pathway is also important for people in wheelchairs, people with strollers and older pedestrians."

Watercraft storage & parking management

Community feedback highlighted ongoing concerns regarding boat trailer parking, dinghy storage, and foreshore parking management. While the draft masterplan includes measures intended to improve amenity, safety and accessibility within the foreshore area, submissions indicated that many community members consider additional management responses and operational controls necessary.

Boat trailers & parking



- Concern regarding long-term trailer and boat parking occupying public parking areas. Feedback indicated the draft masterplan does not yet

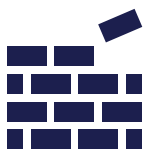
fully resolve trailer parking pressures in key foreshore locations.

- Community concern regarding Visual clutter and obstruction of views
- Trailers rarely moved, some abandoned
- Request for signage prohibiting trailer parking
- Suggestion for dedicated trailer storage facility or alternative parking areas
- Concerns regarding impacts on parking availability for residents, visitors and local businesses

"Boat trailers should be banned from parking along area 3... they should park them on or near their own properties rather than creating a public nuisance."

"Boat trailers should not be allowed to park anywhere near the shops. There have been at least 4 opposite the corner cafe for years. No parking spots for cars means less business for cafes etc. Please place appropriate signage along Araluen Ave."

Foreshore erosion & remediation



Community feedback demonstrated strong support for the draft masterplan's proposed foreshore stabilisation, erosion management and environmental rehabilitation initiatives. Submissions reinforced the importance of prioritising shoreline protection, parkland preservation and climate resilience measures across multiple precincts, with many respondents emphasising the urgency of implementation.

- Support for proposed foreshore stabilisation and erosion mitigation measures across affected precincts (1, 2, 4, 6)
- Broad support for initiatives addressing seawall deterioration and undermining of roads
- Strong endorsement of measures aimed at protecting parkland, public open space and foreshore access.
 - Sandy beach restoration requested

Dinghy storage & management



- Community concern regarding the number of abandoned or unused dinghies stored within the foreshore area

• Need for registration or management system

- "Dead dinghies" as eyesores, audit and removal of unused craft

- Requests for audit, removal and ongoing monitoring of unused watercraft

Requests for space-efficient storage for active users

- Impact on foreshore aesthetics

"There are over 200 dinghies around the Bay and at least half of them are considered 'dead dinghies'. I strongly request that Council introduce a simple yearly registration system similar to that in other LGAs. The 'dead dinghies' are an eyesore and restrict use of foreshore storage areas for boats."

"Precinct 4: dinghy storage is required to be sufficient for residents, being a small bay community many utilise the facility at all points around Hardys Bay and Pretty Beach."

- Importance of incorporating climate change adaptation and sea level rise considerations into future foreshore planning and design

"During my daily dog walks along Araluen Drive west (precinct 4) it is distressing to observe big lumps of foreshore regularly falling into the bay. This has led to significantly reduced parkland and has contributed to the silting up of the bay. I am aware that precincts 1, 2 and 6 also have significant erosion problems."

"...watched our foreshore (zone 6) deteriorate with very little work done by council to address foreshore erosion and sand depletion (almost 1metre lost at [redacted]) that continues despite conveying my concerns on numerous occasions to Council."

Environmental and climate concerns

Community feedback highlighted strong community interest in environmental protection, ecological protection, preservation and long-term climate resilience within the foreshore area. While submissions generally supported the environmental direction of the draft masterplan, many respondents indicated that environmental protection measures, climate adaptation initiatives and resilience planning could be strengthened further within the final masterplan.

Environmental & wildlife protection



- Protection of migratory shorebirds (Eastern Curlew, Godwits)
- Requests for increased emphasis on mangrove

preservation and management

- Native vegetation retention and planting
- Desire for measures to minimise light pollution impacts on wildlife and surrounding areas
- Mudflat ecosystem protection
- Dog impacts on bird habitats
- Importance of integrating National Park interface considerations into future planning and design

"The Hardys Bay and Pretty Beach mudflats are an important feeding and roosting ground for endangered migratory shorebirds. Off-leash dogs are very stressful for shorebirds. Each time a migratory shorebird or other bird is put to flight by dogs, it loses valuable energy and feeding time."

Climate change & sea level rise



- Concern that long-term climate resilience planning could be strengthened within the draft masterplan

• Requests for greater consideration of projected sea level rise impacts on foreshore infrastructure and public access

- Support for longer-term adaptive solutions rather than short-term or reactive responses
- Suggestion for boardwalks to allow tidal flow
- Need for resilient foreshore design
- Mangrove planting for coastal protection

"My concern is that it fails to adequately take into account the impact of expected sea level rises due to climate change... much of Araluen Drive is predicted to be subject to inundation ...I would like more planning for this sea level risk to be incorporated into the plan."

"...not taken into account sufficiently is sea level rise, that will dramatically affect every part of this area."

"The protection of our natural environment is very important to me and my family."

Drainage & creek issues



Community feedback highlighted ongoing concerns regarding drainage performance, creek health and water management within parts of the foreshore area. While the draft masterplan includes initiatives intended to improve foreshore function and resilience, submissions indicated a desire for stronger consideration of local drainage, flooding and water quality issues.

- Concerns regarding drainage performance within the RSL Creek/ Node B area
- Reports of stagnant water, odour and water quality issues.
- Concerns regarding silting and reduced waterflow associated with mangrove growth and sediment accumulation
- Flooding and water pooling impacts on pathways, roads and public areas
 - Concerns regarding mosquito breeding associated with standing water following rainfall events
 - Requests for improved creek maintenance, dredging and water flow restoration measures

"The stench from RSL Creek is overpowering. This creek needs to be dredged to enable the free flow of water into the Bay. It is currently blocked by tree roots and other organic matter."

"The deep swales from 110-120 Araluen take many weeks to drain after heavy rain. They become mosquito breeding areas, and become smelly."

Plan language & commitment



Community feedback indicated strong support for the overall direction of the masterplan, while also expressing a desire for clearer commitment, prioritisation and implementation direction within the document. Submissions suggested that some aspects of the wording could be strengthened to provide greater certainty regarding the delivery of key initiatives. Key feedback themes included:

- Request for stronger commitments and clear actions
- Fear that vague wording allows deletion of key items
- Need for prioritisation and timeline
- Desire for definitive masterplan statements

"The tone is somewhat noncommittal, as evidenced by the frequent use of the word "investigate", for example. While I recognise that this is just one part of the larger picture and the total cost of just this part is considerable, I would have been encouraged by the use of a more proactive vocabulary accompanied by a more determined tone."

"It's ok to investigate how to finance, design and facilitate the plan's features but not reinvestigate their appropriateness."

Toilet & amenity upgrades



Community feedback demonstrated support for the upgrade and improvement of public toilet and amenity facilities throughout the foreshore area. Submissions highlighted the importance of accessible, well-maintained and appropriately located amenities to support residents, visitors and recreational users of the foreshore.

- Strong support for the upgrade/ replacement public toilet facilities across multiple foreshore locations
- Improved disability access and inclusive design within public amenities
- Importance of retaining and sensitively managing heritage toilet facilities at Hardys Bay
- Suggestions for incorporating sustainable design measures, including solar power and increased natural lighting
- Support for relocation or redesign of the Node A toilet facilities to improve views, functionality and public amenity
- Recognition of public toilets as essential service for boat users, walkers, visitors, and the broader community,

"Upgrading all the toilet facilities (Node A, Hardys Bay and Pretty Beach) will create an inclusive public space for residents and visitors alike and would be widely supported by the community."

"The toilets at Hardys Bay Wharf are used by boaties, walkers, picnickers .. it is an essential service however cannot be accessed by the less able. A proper path is required to this facility."

Water access for recreation



Community feedback demonstrated strong support for improving and maintaining safe, practical and inclusive access to the water for recreational users. Submissions highlighted the importance of providing facilities and infrastructure that support a broad range of water-based activities while improving accessibility and foreshore usability. Key feedback included:

- Support for informal water access points and stone steps for kayaks, paddleboards and swimmers
- Mixed community views regarding the refurbishment and future treatment of the Pretty Beach baths
- Requests for improved soft water access and landing areas for small watercraft
- Support for beach sand nourishment and shoreline improvement initiatives
- Requests for water access solutions that better accommodate elderly users, children and people with limited mobility

"We ask that you consider ease of access to the water for small craft users, many of whom are over 60 or children, so unable to easily carry kayaks etc. Dragging them down over rock steps is not a viable option. Many people also need to be able to park relatively close."

"Consider reinstating sandy beach with sand nourishment in front of 28,29, & 30 Hardys Bay Parade. Include informal stone steps for soft access for water craft."

Heritage recognition



Community feedback highlighted strong support for recognising, preserving and celebrating the cultural and historical significance of the foreshore area.

Submissions indicated as desire for stronger integration of First Nations heritage, local history and interpretive storytelling within the masterplan.

- Strong support for inclusion of First Nations heritage interpretation and cultural recognition initiatives

- Recognition of the historical significance of the foreshore area and its community identity
- Support for incorporating Connection with Country principles into future planning and design
- Support for the preservation and adaptive management of heritage buildings and structures, including change sheds and Rickard's Wharf
- Suggestions for interpretational signage
- Requests for greater visibility of Aboriginal cultural history and storytelling within public spaces

"I would like to see if information stands can be provided along the foreshore, highlighting history and in particular Aboriginal history in the area."

"Please consider a First Nation heritage interpretation strategy alongside this MasterPlan. We have such a valuable rich heritage and its important to share this with community and support community's connection with country."

"Important to recognise the historic significance of the place as coming and going to the Peninsula by interpretive signage as well as historic buildings."

What's next?

The masterplan is now under review following exhibition of the draft document. The next steps will involve making any appropriate amendments to the masterplan based on feedback received and then reporting to Council to seek adoption of the final document. It is anticipated the final masterplan will be reported to Council in Q2 FY2026-27.

Find out more and stay up to date at

www.yourvoiceourcoast.com/hardys-bay-foreshore-masterplan

June 2026

Appendix – Redacted Submissions

This appendix contains verbatim comments provided during consultation through the online survey and email submissions. It is included to ensure full transparency of community feedback. All comments have been de-identified to protect respondent privacy.

Submission type	Verbatim comments
Online form	<p>With specific reference to Precincts 3 & 4, I thank the council and related state government departments for the resurfacing of Araluen Drive. To complete this work, boat and trailer owners were required to remove parked trailers and boats. Now that the work is completed, the trailers and boats are returning to take up permanent positions along the foreshore without requirement to move. I note that this parking issue has been raised and acknowledged as an ongoing problem for attention. Apart from reducing the available tourist day and resident parking and creating visual 'clutter', there is also an increasing and ongoing health risk and visitor/resident annoyance. Boats parked long term with poorly fitted or deteriorated covers fill with fresh water providing an excellent breeding ground for mosquitoes. These boats are rarely emptied and often remain unattended for many months at a time. No water treatment is carried out on these boats, and there is nothing in the water to eat the mosquito larvae. By limiting the length of time that parking is permitted, boats will be moved, reducing this problem. Thanks again for an excellent master plan and for accepting this submission for your consideration.</p>
Online form	<p>I'm most interested in section 2 of the plan -we live within this area and walking or riding our bikes along this section has become dangerous over busy weekends and holidays due to the narrow section further down near the Public wharf. I would love to see safer separate walkway along this area be prioritised due to safety .</p>

<p>Online form</p>	<p>Node A/Precinct 3_ Improving pedestrian movement is particularly necessary.</p> <p>Araluen Drive - Planting of additional trees along the foreshore will impact those home owners in blocking/obscuring views.</p> <p>Tree roots are an issue along the foreshore where they are trip hazards and eliminate the ability to move a pram or for children to ride bikes.</p> <p>Ground adjacent to the sandstone wall edge of the bay has many deep holes which are extremely dangerous - trip hazard, feet get caught in the holes causing injury.</p> <p>Node B: Bridge at Heath Rd & Araluen Dr is particularly dangerous - pedestrian access is especially hazardous after rain when the walk way is inundated with water and pedestrians are forced on to the roadway.</p> <p>Walkway on bridge is narrow with access limited to one way traffic.</p> <p>Vehicles are constantly cutting across to the wrong side of the road causing many near misses and occasional accident. Ducks & turkeys on the roadway here add to the hazards.</p> <p>When investigating the new pedestrian bridge please also review:</p> <p>Mangroves - The mangroves which were planted in the late 80's, early 90's have caused the creek to silt up, where once was a sandy beach is now a mud flat which does not benefit as it once did with tidal flow to clean it. The creek doesn't run and often emits a terrible stench. There is great need to remediate the creek at the bridge to stop it from dying - the turtles and fish which were once there are no more. Dead eels have been found in the creek near the bridge.</p> <p>Sheoaks - the sheoaks growing on either side of the bridge (bay side and Housing side) obstruct the sightline of drivers seeing oncoming traffic. Require removal at bridge.</p> <p>Pedestrians accessing Hardys Bay Club and the bus stops would benefit with the addition of a pedestrian crossing.</p> <p>Precinct 4: dinghy storage is required to be sufficient for residents, being a small bay community many utilise the facility at all points around Hardys Bay and Pretty Beach.</p> <p>Precinct 5: dog track requires resolution of drainage - greatly used by all age groups every day, pedestrians and bike users. Would prefer to keep as a natural track - no concrete.</p> <p>Precinct 6: Baths - refurbishment would be very beneficial especially being a spot for children and others to swim - Killcare is an often unfriendly beach to swim at and the added issues with sharks would mean a safe area to swim is needed if possible.</p>

Online form	<p>I am so pleased to see this Masterplan and would like to thank [COMMUNITY GROUP REDACTED], the Architects, Landscape Architects and the [COMMUNITY GROUP REDACTED] members who have worked tirelessly to bring this about! Myself and my husband started on the journey to get some work done on our waterfront over 20 years ago. I hope I am still here to see it actually happen!</p> <p>A safe walkway for everyone to be able to use, (I have nearly fallen into washout out holes a number of times)and to have access to the water and shade for everyone is well overdue for the area.</p> <p>I fully support the Masterplan.</p>
Online form	<p>After so much community consultation, design work by the WTKCA project team and review and input from Council officers, all the proposed masterplan work on the foreshore should involve clear and confident commitments. No wishy washy statements. Delete all callout text that say "Investigate" this or that. After more than 2 years work the masterplan should express clear and strong commitments. Saying "Investigate" provides Council with an easy excuse to delete or water down a major item during future design and implementation stages.</p> <p>Provide disabled access to the public wharf at Killcare Extension (p.21) and all other open space and foreshore areas. At Node C (pp 42-43) the new public pathway through the boat ramp area should be located at the foreshore edge, not in front of the private residences. What is shown in the draft plan is not as safe a solution. Definitely reclaim as much public land as possible back from the residences who have encroached to allow expansion and improvement in manoeuvring for the trailer parking area. This area could move towards the private property to allow expansion of the foreshore open space and restoration of the water's edge.</p>
Online form	<p>Traffic on all foreshore roads is restricted by narrowness of these roads and further by presence of parked vehicles. I believe speed limits should be reduced to 40kph and in some areas with restricted visibility to 30kph.</p>
Online form	<p>On the precinct and node maps delete all references in the callout texts to "evaluate" or "consider".</p> <p>At Killcare Extension public wharf add a callout to "Provide access for disabled to the wharf". Page 21.</p> <p>All locations where the "arrow" icon and associated text "Improved pedestrian movement" should be a pedestrian crossing, nothing less.</p> <p>The design for Node C: Pretty Beach Boat Ramp Boat and Public School (pp 42-43) should have the pathway relaocated from in front of the private properties to the foreshore (between the trailer parking area and the water's edge).</p>

<p>Online form</p>	<p>I think the entire concept is beneficial to the beauty of the area, [COMMUNITY GROUP REDACTED] and the residents and visitors of the area. My particular concerns which may eventually be attended to through the plan are: Precinct 1 at Rocky Point needs improved provision for visitors to residents. Greater access to the lands adjoining the National Park should only be in accord with National Park priority and knowledge about the fragility of the natural environment needing protection from unnecessary and illegal intrusion from cyclists. Precinct 6 along the Pretty Beach foreshore has to be restored to deserve its name at all times. At low tide it is anything but pretty with its collapsing seawall, silted and muddy sands and poor road surface. Node D - Wagstaffe Wharf and beach are impacted by drainage, loss of sandy banks and poor access for those less mobile. Precinct 7 - Wagstaffe Avenue and its poor drainage impacts on traffic and walkers from pot holes and lack of pathway or even a sufficiently level or safe roadway to traverse along.</p>
<p>Online form</p>	<p>The Masterplan covers a large scope of works but it is well thought through and maintains a constant theme along the full length of the foreshore. Undertaking the works will improve the amenity and safety of this well patronised foreshore area.</p>
<p>Online form</p>	<p>Re Precinct 3 between Node A and B. The proposed path is too close to the road. It should be closer to the bay.</p>
<p>Online form</p>	<p>My property is impacted by the drainage of the creek in Node B (planted mangroves in early 2000's the cause). A channel needs to be made for the creek to be flow freely as before this time, with the tide. Presently there is a major concern of holes along the stone ledge down the bay. Dogs have fallen into holes and there will be a snapped leg before long.</p>

<p>Online form</p>	<p>Precinct 1 â€¢ Extend proposed footpath to Killcare Extension Wharf or Rocky Point. Consider boardwalk as alternative to extended footpath as existing road very narrow and unsafe for pedestrians and vehicles. â€¢ Foreshore remediation around Killcare Extension Wharf: - Consider extending remediation further toward village i.e. in front of [ADDRESS REDACTED] as foreshore is eroding there too. - Consider reinstating sandy beach with sand nourishment in front of [ADDRESS REDACTED]. - Include informal stone steps for soft access for water craft.</p> <p>Node A â€¢ Remove 3 Erythrina x sykesii Coral Trees from proposed community plaza space and replace with more suitable species: - Erythrina x sykesii is an environmental weed and especially bad near waterways as propagates vegetally. - Erythrina x sykesii is dangerous in public areas as it readily drops branches, especially in windy weather. - Consider elevated road surface at intersection as traffic calming measure</p> <p>Precinct 6 â€¢ Are new paths on both sides of road necessary?</p> <p>Precincts 2, 3,4,5 & 7 - agree with Masterplan</p> <p>Nodes B, C & D - agree with Masterplan</p>
<p>Online form</p>	<p>Pretty Beach - return of sea pool is an excellent idea. Agree path through the mangroves should be keep as a bush track. Refurbishment of existing change sheds to link it history has appeal</p>
<p>Online form</p>	<p>The plan is excellent.</p>
<p>Online form</p>	<p>There doesn't seem to be mention of boats parked long term along Araluen or generally in the area. This also has to be managed as a matter of priority as it adds to the congestion, parking woes and pedestrian access to waterfront</p>

<p>Online form</p>	<p>While the proposed stone steps at Pretty Beach and Hardys Bay will be helpful to those launching kayaks and paddleboards, consideration should be given to signage deterring dog owners from running their dogs on the mudflats and disturbing shorebirds and water birds.</p> <p>The Hardys Bay and Pretty Beach mudflats are an important feeding and roosting ground for endangered migratory shorebirds. Off-leash dogs are very stressful for shorebirds. Each time a migratory shorebird or other bird is put to flight by dogs, it loses valuable energy and feeding time.</p> <p>The Eastern Curlew (Critically Endangered), Bar-Tailed Godwit (Endangered), and Whimbrel all regularly rest, feed and some roost on these mudflats before their long migration on the East Asian-Australasian Flyway.</p> <p>Data and observations on the birds of Pretty Beach and Hardys Bay foreshores are available on:</p> <ul style="list-style-type: none"> - ebird - Birdata - iNaturalist
<p>Online form</p>	<p>I like the way the overall plan integrates improved access & safety while preserving the natural character of the area. The plan does not overdevelop the foreshore. Community consultation has been excellent.</p>
<p>Online form</p>	<p>Concerned that costs for footpaths etc would become the home owners expense.</p>
<p>Online form</p>	<p>Wheelchair access to the whole area is dismal. This plan would improve access. Residents should not have to pay for any of the infrastructure it will be used for the whole community not just those on the waterfront.</p>
<p>Online form</p>	<p>Precinct 2. the boardwalk in this area would provide much needed safety for pedestrians and motorists. It is my opinion that this part of the project needs to be prioritised.</p>

<p>Online form</p>	<p>Submission to Hardy's Bay Foreshore Masterplan 11 April 2026</p> <p>There are many aspects of this plan that are commendable. It will undoubtedly upgrade the area and give a sense of a well-maintained and revitalised interface of land and sea.</p> <p>For instance, I like the idea of the pathway with sculptures – this is an area of amazing natural beauty and sculptures of the standard of Sculpture by the Sea would definitely upgrade the area. And hopefully the plan will allow free travel of vehicles on the road and more ample parking, without the current bottlenecks.</p> <p>The downside is the lack of imagination. The plan is all about providing good access and generally fixing up the area. It has the feel of a road-building, parking and access plan, not something fully worthy of this remarkable area. There is too much talk of improved pathways etc, which could result in a paving of paradise effect.</p> <p>Also lamentably not taken into account sufficiently is sea level rise, that will dramatically affect every part of this area.</p> <p>I would like to see a plan that:</p> <ul style="list-style-type: none"> • Introduces a huge new planting of mangroves, to restore the original feel of the area and to protect against the rising seas. • With careful attention to the aesthetics of landscape, introduces retaining walls where necessary, including in them the new eco-shapes that allow for the breeding and shelter of numerous organisms. • Involves large-scale tree planting, to give the area the lush feel it must have had before humans started messing with it. While this might somewhat reduce the views of some properties, they would still enjoy marine vistas, now augmented with greenery; the foreshore areas would be more shaded, allowing for increased numbers of cool areas where people can relax. • Provides more boardwalks, bringing sensitive access to natural beauty, rather than gravel or tarred paths that destroy the natural flows of nature. • Gives the whole area the feel of nature at its best, rather than feeling like an overdeveloped park. <p>With a greater vision for this marvellous sweep of landscape, we could restore a truly paradisaal corner of planet Earth.</p> <p>[NAME REDACTED], [ADDRESS REDACTED].</p>
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Online form

This is my amended submission - please delete previous feedback

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While supporting many of the improvements in the draft Hardy's Bay ForeshoreÂ Masterplan, my concern is that it fails to adequately take into account the impact of expected sea level rises due to climate change. According to the map of Hardys Bay to Wagstaffe foreshore area produced by Climate Risk Australia (<https://coastalrisk.com.au/viewer>), much of Araluen Drive is predicted to be subject to inundation with a predicted 0.85 metre rise in high tide levels by 2100. This is a medium confidence level prediction. I would like more planning for this sea level risk to be incorporated into the plan.

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I would also like to see more of the existing vegetation and green areas preserved and enhanced with native plantings. I am pleased at the proposed remediation efforts in the draft plan. But there seem to be too many 2.5 metre wide concrete paths planned for precincts 2, 4 and 6 where there are currently few pedestrians.Â In some instances, the proposed 2.5 metre concrete pathways will replace much of the existing greenery along the shoreline. Many of these pathways will probably be eroded away as the sea levels rise. Some concrete paths might betterÂ be replaced with narrower boardwalks that will allow water to flow under them at high tides. The protection of the natural environment and remaining bayside vegetation is critical to me and many residents. We want to retain the natural environment, including the mangroves, and lovely views over the water.Â

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One example of where a boardwalk might be better is in precinct 6 between Pretty Beach School and Como Parade.Â It would tie in with remediation and allow the high tides to flow under the boardwalk rather than eroding the shoreline further. This section could link into the new boardwalk proposed for the area opposite Truro Park. Pedestrians can use the concrete walkway along the other side of the street if they wish to cycle or push prams.

At Wagstaffe Square in precinct 7, I would like to see the part of the parking lot on the jetty side demolished and the park extended to line up with the existing park area outside Wagstaffe Hall. Many young kids and families use the tiny Wagstaffe beach area, but there is very little space where people can picnic or lay out beach towels. Taking a few metres off the tarred square would mean losing a few parking spots. But it but would greatly enhance the beach and jetty area and help take into account future sea level rises.Â

The protection of our natural environment is very important to me and my family. The new improvements and remediation should be undertaken so as to provide long-termÂ solutions, rather than being a temporary fix that requires council to constantly try to hold back the rising tides that are already happening with climate change.

Online form	<p>Precinct 4 Our biggest concern for remediation is the foreshore erosion. This is critical. A pathway that is environmentally appropriate along the foreshore is needed. The bridge near RSL creek needs to be updated.</p>
Online form	<p>The new path in Precinct 3 between Node A and B is next to the road. It would be nicer if it was closer to the water ie where people tend to walk now.</p>
Online form	<p>(Applies to whole project and other areas) Submission email sent requesting any newly installed or replacement lighting has responsible low light pollution, and is low key/ minimal impact. similar to newly declared Dark Sky Place at Palm Beach foreshore park and headlands (Northern Beaches Council)</p>
Online form	<p>This is a great opportunity to have an overall plan to ensure a holistic approach to design of works carried out on the waterfront. It's also great to have so much community input and utilisation of the expertise that exists within our community. I am concerned however that in the present draft terms such as investigate or consider etc are qualifying important features of the plan that are already agreed to by the community. It's ok to investigate how to finance, design and facilitate the plan's features and elements but not reinvestigate their appropriateness.</p>

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<p>Online form</p>	<p>I think the plan is thoughtful and multi-faceted.</p> <p>Safe walkways as proposed will be excellent if done well. Unique and attractive for locals & visitors.</p> <p>Drainage improvements at Stanley st precinct 2 and rsl corner precinct 4 (which does not flow and often smells bad) should be a priority. I agree with plans for protection from coastal erosion are important and good to introduce access points to water ways at hardys bay & pretty beach.</p> <p>Pedestrian access at Killcare rd & Araluen urgently needed. This is a dangerous stretch for pedestrian crossing to the bay. I think it needs a pedestrian crossing.</p> <p>Roadworks on heath road are not mentioned but this road quality is very poor and is heavily used by anyone going beyond the RSL. This work should be included asap although i appreciate it would be expensive.</p> <p>Agree any development of Killcare must maintain its unique properties and aesthetic - and should align with its relaxed & low key vibe (and any development should be low rise).</p> <p>More shaded picnic facilities could be added throughout the plan.</p>
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<p>Online form</p>	<p>Most of what is proposed is sensible and appropriate. Node B. Referring to the proposal to “formalise parking” along Araluen Drive along near the Community church, can I suggest that this should keep to the improved surfaces that Council has now carried out. I have a concern that “Formalise” might be taken to mean the sort of formalisation carried out at the Dark Corner parking area at Patonga where a heavy handed approach was used. Those “formalisations” took away the pleasant informality and the rustic and impromptu character of the place by laying much bitumen, painted lineage, signage and construction. I have counted 100 poles, many with signage, installed in this area alone. Such formality opens the way for parking restrictions and the issuance of fines for minor infringements. We don’t need to bring the heavy hand of the police into play in any of these works nor do we need to add a multiplicity of signage to spoil the current natural beauty and rare informality of the area. NODE C to Node D Can I suggest that the proposal to install a footpath from where the proposed boardwalk ends (Areas 6 and 7) is very much a necessity. As my wife and family often walk from our home in Heath Road to the Wagstaffe store, we find increasing difficulty in walking in safety along Pretty Beach Road from Turo Park around to the corner of Wagstaffe Avenue where there is some footpath but none along the length of Wagstaffe Avenue where walkers have to negotiate traffic and vehicles parked on the grass nature strip. Area 5,6 and 7. Can I also make a plea for conservation work on the very large mangrove tree near the change shed (NODE C) as it is showing signs of stress. And lastly, whilst not included in these works, can I also plea for renovation to be carried out on the Heath Road footpath (near No 153) where because of subsidence, many panels have moved and now present trip hazards to walkers, especially to the elderly and to mothers with children and strollers. Thank you for the opportunity to comment on this master plan.</p>
<p>Online form</p>	<p>Needs to address boat trailer storage issue to clear them off our waterside roads. The Toilets at Hardys Bay Wharf should be deemed in scope and in need of restoration and maintenance.</p>
<p>Online form</p>	<p>Safety of pedestrians and bike riders is a major concern along the waterfront.</p>
<p>Online form</p>	<p>Precinct 2: Mudflat Creek to Killcare Road This area desperately needs a safe pathway for pedestrians</p>
<p>Online form</p>	<p>Concerned that costs for footpaths etc would become the home owners expense.</p>

<p>Online form</p>	<p>There are some statements that I would like to disagree with and feel should be amended in this proposed Masterplan.</p> <ul style="list-style-type: none"> - Describing the grass strip around Araluen Drive waterfront as parklands is misleading as is describing areas as dilapidated an excuse for total redevelopment. -The proposals being put forward appear to replicate the Ettalong foreshore development which now requires extensive and costly maintenance. - It would be appropriate to include costing estimates for specific proposals as well as some indication of the potential ongoing financial liabilities so those providing funding can make informed decisions. - Some of the proposals will introduce boating hazards into Hardys Bay. - The draft does not have any suitable options for a flood free/emergency road access to Pretty Beach and Wagstaff. -There is not enough emphasis on restoration and preservation of the natural foreshore ecosystems and so I do not support the Masterplans proposals in their present form.
<p>Online form</p>	<p>I would like to highlight the urgent need for a 200 metre approx, pedestrian boardwalk along Araluen Dve from the Killcare Marina to Blythe St. This was hugely supported by a petition started 5 years ago by me, 1057 signatures to date. Killcare/ Hardys Bay Walkway It was then encompassed into the foreshore plan.</p> <p>Also the toilets in Hardys Bay need to have a disability toilet added to the existing heritage toilet and disability access from them down to the public wharf. The on steet parking of unused and abandoned boat trailers is a pox on the area. At the moment 4 trailers have been parked opposite the corner cafe for over a year. Business must have parking to survive. Can council please address this matter urgently with appropriate signage at the least.</p> <p>I am excited at how our bay can be rejuvenated. It's really pathways and foreshore erosion control. Look forward to works progressing asap.</p>

<p>Online form</p>	<p>The masterplan is clear, prudent and well researched. I have lived in Pretty Beach for 16 years and am very active walking, cycling and kayaking in the area. My family visit frequently during school holidays. The general tenor of the plan is sound and takes into account the physical environment and the needs of residents and visitors of all ages and stages in life. The tone is somewhat noncommittal, as evidenced by the frequent use of the word "investigate", for example. While I recognise that this is just one part of the larger picture and the total cost of just this part is considerable, I would have been encouraged by the use of a more proactive vocabulary accompanied by a more determined tone. I encourage the Council to place a high priority of the implementation of the plan using all of its considerable political influence to gain timely funding and resourcing.</p>
<p>Online form</p>	<p>Precinct 2: I support widening of the "pinch point" near Marina. Improve parking area on waterside of road from Marina to Blythe St would be helpful. No trailer parking in this area. Node A: Install a NO U-TURN sign at bottom of Killcare Rd. Precinct 3: Widen Araluen Dr at Node A end to match Node B end giving no pinch point. No trailer parking signs along Araluen Dr Is there a council area currently unused that would be suitable for trailers to be stored rather than on the foreshore eg on Maitland Bay Dr? Node C: Have footpath on water side to join up with the path opposite the school before the existing pedestrian crossing</p>

<p>Online form</p>	<p>Precinct 2: Strongly support widening of "pinch point" near Marina. Improve parking area on waterside of road from Marina to Blythe St would be helpful. No trailer parking in this area. Node A: No U-TURN sign at bottom of Killcare Rd. Precinct 3: Widen Araluen Dr at Node A end to match Node B end giving no pinch point. No trailer parking along Araluen Dr Node C: Have footpath on water side to join up with the path opposite the school before the existing pedestrian crossing</p>
<p>Online form</p>	<p>Referring to Node C My particular reference is to the Pretty Beach Baths. Some 20 years ago council tried to deepen the baths resulting in a disaster. The excavator started sinking into the mud which caused a frantic call to Walters cranes to rescue the machine before high tide enveloped it. Since then nothing has happened & it has depreciated into a muddy reedy mess. The protective mesh has collapsed & dangerous oyster shells have clustered around the posts. These baths are dangerous, never used, a throw back to older times, unsightly & should be removed. The dressing sheds are often used for other purposes notwithstanding a sign for toilets 50 meters away. A suitable bus shelter should be built in its place seeing it is a designated bus stop.</p>
<p>Online form</p>	<p>Precinct 6 - boardwalk going around trees opposite existing bridge seems excessive as the tree roots there are constantly ripping the road up and should be removed to stabilise the road, hence, the path could continue on a straight trajectory. Pathway on bridge side must allow parking spaces for residents with care taken so that water doesn't pool back towards the houses. Precinct 5, Node C - pathway leading from dog track to Pretty Beach Primary School would be better if it was built on the water side so as to link with the crossing. If a crossing was built on the other side of the boat ramp it would see traffic unable to flow as many parents drive into the boat ramp area to drop off children and turn around there to exit.</p>

Online form	<p>In precinct 6 - "Investigate new 2.5m boardwalk " opposite existing bridge across creek to Turo Park - my feedback is that the road is undermined by roots both deep and surface from the Casuarina Pines such that there are permanent pot holes across the whole section .They deteriorate within days of filling because of this.The road can only be fixed if these trees are removed . As there are plenty of these species in the Turo Park opposite this should not be a problem removing only a few. Therefore it would be more economical and flow better by just continuing the path on the water side and deleting the 2.5 m boardwalk from the plan. The 1.5 m footpath on the residential side in this section must be positioned so that parking will be possible for the residents in this section. It should be noted during king tides and storm surges the water will rise over the path to the bridge (I know this as I live at [ADDRESS REDACTED]Pretty Beach Rd Pretty Beach adjacent to the existing bridge) this has worsened since moving to the area 13 years ago as it silts up and gets debris caught in the Mangroves which are growing unchecked . This should get attention as you just have to look under the bridge to see the sand build up. In Precinct 5 Node C where it suggests "investigate improved pedestrian movement" across the entrance to the car park ,this would be a point of extreme congestion at school pick up and other key times as people try and enter and exit with pedestrians and bike riders leading to cars backed up in the car park and on the road in both directions. It would be better to have a shared pedestrian path on the water side from the Dog Track joining the 2.5 m path to Wagstaffe and also having the 1.5 m footpath from the school to Turo Park on the residential side of the road.</p>
Online form	<p>Precinct 4 is where we live and pur biggest concern is foreshore erodin. Also we are in favour of a narrow path way along the water front so that we can better use the green space there. At present I push a pram along the road. also we live the corner near RSL creek and we advocate for a safer crossing to the club so we can walk safely to the Farmers Market.</p>
Online form	<p>Overall, I think the proposal is great, and it will be really beneficial to both residents and visitors. The only concern I have is in precinct 6. While the proposed boardwalk would solve the footpath access, this is also one of the few spots where sand gathers naturally at the shore and allows children and dogs to have a nice place the play in the water. This area is utilised multiple times a day in warmer months. Having a boardwalk would likely take away this area to play. This area also needs access stairs. The proposed access stairs by the pier are not practical for swimmers, especially kids as the seabed is too muddy. Happy to chat further about this. Thanks.</p>
Online form	<p>"Boat trailers should be banned from parking along area 3." "There have been at least 4 [trailers] opposite the corner cafe for years. No parking spots for cars means less business for cafes." "The on-street parking of unused and abandoned boat trailers is a pox on the area."</p>
Online form	<p>I strongly support the basic concept design, recognising that some teaks are desirable at the next stage of the process</p>

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Online form	<p>Priority given to:</p> <p>A1 For safety of pedestrians alternate walking path needed to be constructed from Blythe Street to Killcare Marina.</p> <p>B4 Retention and improvement of the toilet block adjacent to Hardys Bay Wharf B4 Provision of upright storage facilities for dinghies.</p> <p>C5 Pedestrian safety: Walking path be constructed along the water's edge from the Dog Track to Pretty Beach Wharf. Pedestrians will continue to walk along the road rather than use a path adjacent to the houses.</p> <p>C6 Restoration of the rocks along the water's edge at Pretty Beach.</p> <p>D7 Pedestrian safety: a footpath to be constructed along Wagstaffe Avenue from Pretty Beach Road to Wagstaffe Hall.</p>
Online form	<p>Pretty beach has become so dangerous to walk along on pretty beach road. The footpath is a must just for the safety issue alone. Also drop the speed limit to 40km in the whole area.</p>

<p>Online form</p>	<p>The only change I would make to the plan is at Node C. The Pretty Beach boat ramp and carpark gets congested at school drop off and pick up times and on weekends and public holidays. It is also used as a turning circle as it is the first opportunity for traffic on the narrow and winding Heath Rd to turn around. For these reasons I don't think a pedestrian crossing to a pathway on the residential side of the carpark is the best idea. Better to provide improved pedestrian access along the waterfront from the existing path through to 'the dog-track'. This perhaps could be incorporated in foreshore stabilisation work at this location where it is much needed due to erosion of the earth banks. Currently pedestrian access is frequently blocked by boat trailers that are parked right out beyond the stone 'retaining' walls. This could easily be resolved by extending the carpark to include the area set aside for a footpath on this plan. This parking area is also a popular launching site for kayaks and so any foreshore works should provide them with access to the beach.</p> <p>I would like to see the following areas prioritised:-</p> <p>Foreshore stabilisation and remediation is overdue along Pretty Beach Rd (Precinct 6) where wave action penetrates the loose rock retaining walls and causes erosion of the earth banks. Pedestrian access along this popular foreshore walk should be incorporated in stabilisation. Existing trees should be retained as they provide much needed shade along this recreation area and it amazes me that even the smaller casuarinas and mangroves have put on very little growth in the 40 years I've observed them. Boardwalks out over the water are a great idea and should be used wherever possible when the amount of foot traffic makes them affordable.</p> <p>Wagstaffe Ave. (In precinct 7), is a narrow but busy road and with no footpath and no alternative route for pedestrians it is very dangerous. A footpath here should be a high priority.</p> <p>Foreshore rehabilitation and pedestrian access in Precinct 2 should also be prioritised for the same reason. The use of boardwalks here would increase appreciation of the sensitive riparian habitats.</p> <p>I encourage the implementation of this plan.</p>
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Online form	<p>Some immediate priorities for action:</p> <p>Stabilise the embankment adjacent to Killcare Extension Wharf (safety issue).</p> <p>Re-align the Araluen kerb section between the bus stop opposite the commercial area and west to the drainage out-stand to enable 2 lanes of traffic and one lane of parking (park-side).</p> <p>Remove sandstone blocks along the remainder of Araluen to continue a kerb alignment in line with their current road-side face.</p> <p>Integrate pathway to the kerb for the full length from the bus stop to RSL Creek.</p> <p>Implement a management strategy to prevent storage of trailers in high profile public roadway areas, especially Araluen.</p> <p>Implement a management strategy to control the storage of dinghies and light watercraft - dispose disused and un-seaworthy craft.</p> <p>Repair ramp to Wagstaffe Wharf and steps from revetment to beach.</p> <p>Prepare designs to remediate and reclaim Pretty Beach foreshore, including treatment of drainage for Pretty Beach Road.</p>
Online form	<p>in precinct 2 I support the idea of a boardwalk as a great way to separate the traffic and pedestrians. I also believe a lower speed limit in this area is necessary and a parking restriction of 24 hours to prevent the dumping of trailer along the foreshore. There are dozens basically stored on these prime parking spots for business. It's not only very ugly but very inconsiderate for local business owners and some boats and trailers create a pinch point in traffic.</p> <p>I also believe that the dinghy management at the moment is hopeless with several derelict craft left polluting the mangroves and shore. They have never been used but council seems reticent to take them away. They are also mosquito breeding areas as they fill with freshwater. I support a hardline approach and for council to charge \$250 a year for use of the racks to prevent people just parking their derelict dinghies there and never using them.</p>
Online form	<p>Think priority should be on sections 1 to 5</p>
Online form	<p>"I am so pleased to see this Masterplan and would like to thank [COMMUNITY GROUP REDACTED], the Architects, Landscape Architects and the [COMMUNITY GROUP REDACTED] members who have worked tirelessly to bring this about!"</p> <p>"Stunning draft master plan and I welcome its implementation. Acknowledging the generosity of expertise from residents and [COMMUNITY GROUP REDACTED] employees this master plan is an award winning effort."</p> <p>"I think the plan is thoughtful and multi-faceted. Safe walkways as proposed will be excellent if done well."</p>
Online form	<p>I would like to see if information stands can be provided along the foreshore, highlighting history and in particular Aboriginal history in the area.</p>
Online form	<p>I would like to see controls to slow traffic down eg, speed bumps in Section 3 between nodes A and B.</p> <p>I would also like to see lighting along the new foreshore footpath for safety at night.</p>

Online form	I think this is an excellent presentation of what should be the future of the Hardys Bay Foreshore. I congratulate all the folk who have contributed to the process in creating this Masterplan. I look forward to [COMMUNITY GROUP REDACTED] supporting its creation.
Online form	<p>As a cyclist and pedestrian i know very well how much the proposal will improve the area and the lives and experiences of locals and visitors alike. The current situation of no sidewalks/ bike paths with small and constantly deteriorating roads is unpleasant and unsafe.</p> <p>Congratulations and thanks to everyone involved in this project with best wishes on the work ahead .</p>
Online form	It is my opinion the construction of the boardwalk as shown in precinct 2 needs to be given priority in view of safety concerns for pedestrians and motorists.
Online form	<p>Overall it is a wonderful plan. Good luck with bringing it to fruition.</p> <p>You probably have this covered in your environmental section, but in Precinct 2 migratory birds come from the Northern hemisphere and dog owners should be informed so their dogs are kept on a leash. I have seen dogs chasing Bar-tailed Godwits in this area.</p>
Online form	<p>Node C - please consider this is a boat ramp ([NAME REDACTED] Boat Ramp) where cars with large trailers need to be parked and manovered past each other. The proposed footpath extension to the entrance of the boat ramp carpark will greatly affect any boat and trailer being able to enter or exist. These are large trailers that need room to pass one and other, as well as room to reverse safely.</p> <p>Any footpath from Hardy’s Bay to Wagstaffe must not be the same material as the current wharfs it the area. This material becomes extremely hot and will burn children and dogs feet.</p>
Online form	The overall masterplan is impressive but I would encourage Node B get early remedial works from a flooding/safety point of view.
Online form	<p>I think it’s a well thought out foreshore plan. It is obvious a lot of time thought and effort has been put into it.</p> <p>I now feel there needs to be a priority list.</p>
Online form	I refer to precinct three. The public amenity of the grass verge adjacent to the road is a wonderful asset but I’m concerned about the limited parking available to persons wanting to use that green space. The plan shows that parking is not continued along to the node but ends well short of the sewer pumping station. Currently of course a lot of that parking area is occupied by trailers some with boats, some without. this needs to be curtailed to give the public greater access and parking to utilise the green space adjacent to the harbour.

<p>Online form</p>	<p>I, like many people in the area, regularly access the bay for boating, including sailing and kayaking. Many of us live in this area for that very reason. There are currently several access points used to enter the water with small craft, without having to drive to the Pretty Beach boat ramp to launch, including -</p> <ul style="list-style-type: none"> - The park at the bottom of Stanley Street in Precinct 2, which allows small craft users to wheel small boats & kayaks up to the waters edge and easily launch them. - Beside the private marina, also in Precinct 2, where we can currently wade out to boats anchored close to shore. - Many of us also wheel our kayaks down to the water and launch from the foreshore on the Wagstaff side of the Oroo St wharf in Pretty Beach, in Precinct 6. - And the numerous areas where dinghies are stored. <p>We ask that you consider ease of access to the water for small craft users, many of whom are over 60 or children, so unable to easily carry kayaks etc. Dragging them down over rock steps is not a viable option. Many people also need to be able to park relatively close. While I recognise there is a need to manage the storage of dinghies on the foreshore, the solution needs to be usable. For example the upright storage currently available in Stanley St park, in Precinct 2, is only suitable for boats with a flat stern and would require 2 able bodied people to lift most boats into the stand.</p> <p>The boats currently in that stand have not been moved since the council workers put them in there when it was built, around 10 years ago. The high number of dinghies in the area, although many are not frequently used, does give an indication of the number of residents accessing the water from the foreshores.</p> <p>Thank you to all who have put work into this plan.</p>
<p>Online form</p>	<p>Precinct 1:</p> <ol style="list-style-type: none"> 1. Accessible ramp to Extension Public wharf - all good re other aspects of restoring eroded foreshore 2. Two way mirror on blind corner outside 41/42 HBP <p>Precinct 2:</p> <p>Clean out creek opposite Stanley Reserve to it flows</p> <p>Precinct 3:</p> <p>Remove all trailers and boats using simple signs - "No trailer and boat parking"</p> <p>All precincts restrict speed to 40km/hr (possibly not your bag)</p>

<p>Online form</p>	<p>Precinct 3. Please install signs to allow car parking only along our beautiful foreshore. The boat trailers with and without boats , which are rarely if ever moved, are spoiling one of the most beautiful aspects of Hards Bay and blocking parking for residents and visitors to enjoy the foreshore and support local businesses. These trailers should be parked inside or outside the owners property, or stored in a trailer facility. The opportunity to do something about this was when the trailers were moved to enable resurfacing of Araluen Drive but amazingly if not moved by the owners were moved by Council workers to the other end of Araluen Drive spoiling the facility of those residents. Why weren't the unclaimed trailers impounded by Council.</p> <p>Node B: The stench from RSL Creek is overpowering. This creek needs to be dredged to enable the free flow of water into the Bay. It is currently blocked by tree roots and other organic matter.</p> <p>Precinct 4: The restoration of the foreshore here on Araluen Drive needs to be a priority before we lose more of it to storm damage and high tides.</p>
<p>Online form</p>	<p>I think that the boardwalk in Zone 2 should be a priority for safety of pedestrians.</p> <p>Next would be the Wagstaffe wharf area in Zone 6. .The issue of street parking and storage of boats and trailers remains a problem which should be addressed. A possible solution could be the use of council land near the intersection of Ward's Hill Rd and Maitland Bay Drive.</p>
<p>Online form</p>	<p>Precinct 3, nodes A and B</p> <p>the water front needs upgarding, more shelters to make area more attractive. Precinct 3 is very busy of a weekend and during holiday periods, Carol trees to be removed and new toilets constructed</p>
<p>Online form</p>	<p>I agree in principle. With a few provisos.</p> <p>Priority should be given to foreshore remediation. The erosion of the foreshore is alarming and dangerous. The preamble states that large marsupials have essentially disappeared, this is incorrect I observe wallabies often at our place and in the bush.</p> <p>There should be no improvement in access to the national park from Hardy's Bay Pde. This is national park land and Riley's Bay is an important ecosystem with three EEC's and should not be open to further incursion. The local bushcare group have been regenerating the site for 20 years. A 2.5 walkway from Mud Flat creek to Stanley St would encroach on mangroves and casuarinas.</p>
<p>Online form</p>	<p>i love the idea of a new walkways.great that you are making safer for kids and adults in our area.it will be nice to have a nicer toilet at killcare shops.it would be good if you could stop people leaving their boats and boat trailers on the road.i would love to see a better park opposite the fire station.i love the improvents to the foreshore at killcare shops.improving the sea pool opposite the school would be great.great ideas.</p>

Online form	<p>Drainage and its impact on the amenity and water quality of the entire bay is a major factor in the plan. Further explanation of proposed works to remediate failure of current systems in severe weather events and the effects of storm surge along with climate change need to be well understood by the community so that poor outcomes are seen to be and are improved. The replacement and provision of sea walls are needed along with the entrapment and removal of debris washed from street surface, drains and creeks to provide effective and ongoing management.</p>
Online form	<p>I have been a resident of [ADDRESS REDACTED] in Hardys Bay for 37 years and overlook the waterfront at Node 2 the RSL creek. The draft as presented does not identify the bird habitats such as the mangroves that fill Node 2 and Node 1, and indicates plans to remove these protected areas even though according to the council they (the mangroves) are not under council jurisdiction.</p> <p>There is no consideration of, or attempt to preserve the natural character of the waterfront - there are only threats of remediation, there is no attempt at restoration or preservation into the future and seems overly concerned with providing views.</p> <p>The concrete path and pedestrian bridge in Node 2 is similar to a previous proposal that was rejected by council. This plan would destroy the character of the waterfront and would have a detrimental and destructive impact on the ecosystem that is supposedly being protected.</p> <p>The plan as presented is convoluted, contradictory and confusing with excessive amounts of irrelevances to hide the poorly conceived intended outcomes of the plan.</p> <p>There are serious safety issues with locating recreational equipment (bubblers etc) on the waterfront and in close proximity to the Hardys Bay Club where alcohol is available and consumed resulting in drunken and anti-social behaviour.</p> <p>The plan as presented replicates the Ettalong foreshore development - it provides recreation/tourist facilities for the Airbnb community at the expense of the natural waterfront ecosystems and may result in significant maintenance costs.</p> <p>The proximity of Hardys Bay to the edge of Buddi National Park has always been a primary consideration in the development of foreshore Masterplans but is not evident in the recent draft proposal by the WTKCA and councils officer P Clegg.</p> <p>I do not support this draft plan put forward as it is similar to a previous proposal that after extensive community consultation was rejected by Council because of the overwhelming response of local residents to leave Hardys Bay waterfront alone.</p> <p>This plan is not suitable for implementation as it does not address the real issues needing attention and will destroy the existing wonderful character currently found in Hardys Bay.</p>

<p>Online form</p>	<p>Submission Regarding Section 1 “ Hardys Bay Parade (Hardys Bay Foreshore Plan)</p> <p>I am writing to provide feedback on Section 1 of the Hardys Bay Foreshore Plan, specifically concerning the condition and safety of Hardys Bay Parade. The current state of this section of roadway is of significant concern. Ongoing erosion along the foreshore has resulted in the road edge deteriorating and, in places, collapsing toward the bay. This has substantially narrowed the usable road width, creating unsafe conditions for both vehicles and pedestrians. The situation is exacerbated by the presence of potholes and invasive tree roots breaking through the road surface, which present clear trip hazards and have the potential to cause damage to vehicles.</p> <p>In its current condition, this stretch of Hardys Bay Parade is arguably one of the most compromised and neglected road sections in the area. Given its location and usage, it is important that it be brought up to an appropriate standard of safety and durability.</p> <p>To address these issues, I would like to propose the following:</p> <p>The extension of the existing stonewalled parking bay located outside numbers 14 and [ADDRESS REDACTED], continuing through to connect with the parking bay outside numbers 18 and 19.</p> <p>As part of this extension, the construction of a continuous stone retaining wall along the foreshore edge to stabilise the roadway and prevent further erosion.</p> <p>Widening and reconstruction of the affected section of road to restore safe passage for vehicles and pedestrians.</p> <p>This approach would not only improve safety but also provide a long-term solution to the ongoing erosion problem, rather than short-term patch repairs. It would also create a more consistent and functional parking arrangement along this section of the foreshore.</p> <p>I strongly encourage Council to prioritise this section of Hardys Bay Parade for upgrade as part of the foreshore plan, given the current risks and the likelihood of further deterioration if left unaddressed.</p> <p>Thank you for considering this submission.</p>
<p>Online form</p>	<p>I have lived in Pretty Beach for 26 years and noted that our swimming pool it is rarely used and although it was dredged once in that time it’s condition is now in a very poor state and now a filthy disgusting eyesore.</p> <p>It should be completed removed as was the two that existed years ago in Hardy’s Bay including the two abutments and change shed which is also in a neglected state.</p>

<p>Online form</p>	<p>While I support the entire Masterplan and have been a member of the Working Group I would like to emphasise the importance of the following components:</p> <ol style="list-style-type: none"> 1. Foreshore erosion During my daily dog walks along Araluen Drive west (precinct 4) it is distressing to observe big lumps of foreshore regularly falling into the bay. This has led to significantly reduced parkland and has contributed to the silting up of the bay. I am aware that precincts 1, 2 and 6 also have significant erosion problems. 2. Drainage problems The deep swales from 110-120 Araluen take many weeks to drain after heavy rain. They become mosquito breeding areas, and become smelly. I am also concerned that small children playing could accidentally drown in a flooded swale as their parents enjoy a picnic across the road. 3. Accessible pathway A safe pathway for children walking or riding bikes to Pretty Beach school is an important safety measure. A safe pathway is also important for people in wheelchairs, people with strollers and older pedestrians. 4. Public toilets All current public toilets must be replaced or upgraded. Over the years Council has suggested that the Hardys Bay public wharf toilets will eventually be demolished. These toilets are in regular daily use by people having picnics in the nearby shelter, boaties, tradies and pedestrians. The latter include visitors who arrive by ferry at Wagstaffe Wharf and then walk around to a Hardys Bay cafe. It is almost 2kms between Pretty Beach toilets and Killcare Wharf toilets. This far exceeds Council guidelines for the spacing of public toilets. 5. Boats and trailers along Araluen Drive - front of Hardys Bay This is a constant bugbear of local residents as the storage of boats which are rarely used restricts parking for residents and visitors. Some of the boats are severely neglected and accumulating rubbish and dirt. There was even a small tree growing in one boat! We cannot understand why Council has not dealt with this problem in a sensible way as many other Councils have done. If people have boats or trailers, they should park them on or near their own properties rather than creating a public nuisance on our foreshore. 6. Dinghies There are over 200 dinghies around the Bay and at least half of them are considered 'dead dinghies'. I strongly request that Council introduce a simple yearly registration system similar to that in other LGAs. The 'dead dinghies' are an eyesore and restrict use of foreshore storage areas for boaties. 7. Low key ambience I support the Masterplan's emphasis on low key ambience. We do not need or want lots of signs or decorative features. "The beauty is the bay". Thank you for the opportunity to contribute these comments and I very much look forward to Councils approval of the Hardys Bay Masterplan.
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<p>Online form</p>	<p>Overall the proposal looks super. We have one point to raise regarding Precinct 3: Consider relocating the 'informal stone steps' closer to the sandy beach. Reason being that the majority of Precinct 3 is used for activities distinct from the water, whereas the sandy beach is where people gravitate to engage with the water or beach. If the steps are closer to the picnic benches & main part of Precinct 3 it will be too easy for children to enter the water unattended. Currently it's lovely that groups can enjoy the raised area without worrying about where their children are wandering. An alternative or additional location for steps could be at the East end of Precinct 3, near the public toilets. That way the central part of Precinct 3 is elevated from the water in a useful way.</p>
<p>Online form</p>	<p>I live in the area described as Section 2 in the Masterplan. Whilst acknowledging that pedestrian accessibility is desirable, I would be strongly opposed to a shared footpath/bikepath on either side of this section of road. There simply is not room. A raised walkway along the water edge would seem the only practical and safe option. I would also NOT like to see white lines designating the parking area alongside the little waterfront reserve, such lines would detract from the rural feel of our community. Signs banning long term boat/trailer parking are very much needed all along Araluen Drive.</p>
<p>Online form</p>	<p>Incredible detailed plan by locals who have worked tirelessly to improve our area. Many areas such as foreshores and roads a priority.</p>

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<p>Online form</p>	<p>Overall MasterPlan: Please consider a First Nation heritage interpretation strategy alongside this MasterPlan. We have such a valuable rich heritage and its important to share this with community and support community's connection with country. Your MasterPlan states Connection with Country Principle as an impact assessment only. Impact assessment is not creating and sharing cultural values with the community. Please showcase our First Nation heritage as part of this MasterPlan.</p> <p>Precinct 3: Please consider safety of pedestrians/ cyclists/ small kids on scooters etc when using the shared path where car doors for vehicles parked alongside could open and obstruct or hurt someone without warning. Is there a separation distance between the shared path vehicle parking along the street edge?</p> <p>Node C: Please undertake a parking study for this area or other multi-user study to best optimise the available space to provide a safe environment for all users? Morning and afternoon peak periods is chaos around school hours. There are often conflicts between vehicles, boat trailers, boats, children riding to school, children walking to school, and dog walkers.</p> <p>Precinct 6: Refurbishing the Pretty Beach baths is not likely to result in value for money outcomes. The area is not utilised by many and not a popular area for swimming. You can't compare it to the 'old days' where this area was a sandy bay. Our area is now built up, a lot of fine sediment washes into the bay and settles in the shallow areas. It will be a losing battle trying to refurb it. Money is best spent elsewhere. Instead have a heritage interpretation board at the change sheds.</p> <p>Precinct 7: Wagstaffe Avenue desperately needs a footpath. The number of tourists, kids, cyclists, walkers etc that walk along the road travelling from the Wharf all the way to Killcare shops should justify the need.</p> <p>General: Thank you so much Council for creating this MasterPlan and getting the ball rolling. We live in a magical area, with great beauty, heritage, history and a strong sense of community.</p>
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Online form	<p>There has been considerable erosion of the foreshore areas to the extent that the common along Araluen Drive from the Hardys Bay Church to the Dog Track - Node B has narrowed considerably. Erosion is a major problem in all Nodes except Node A where there is a sea wall.</p> <p>The Road from Pretty Beach Wharf to Wagstaffe Wharf goes under water at high tide/v high tides and water is eroding the soil underneath.</p> <p>The toilets at Hardys Bay Wharf are used by boaties, walkers, picnics .. it is an essential service however cannot be accessed by the less able. A proper path is required to this facility.</p>
Online form	<p>Precinct 6 I do not want a path on both sides of the road I think it is a waste of rate payers money if anyone walks along Pretty Beach Road they like looking at the water and view not at houses I agree the foreshore is in need of repair and a pathway would suit one of the problems at the type of trees so close to the road their roots distort the road and the rock sea wall they need to be addressed my neighbours say it has been reported to council many times I believe a crossing at the creek bridge would give good access to the park with out causing any issues like unsafe areas in front of houses with parking where they can only reverse in or out on driveways I also have one of these properties which I purchased last year I have a Daughter with a disability which I need to park in my property to meet her needs another reason my house is single level it is why I have it .</p> <p>Thank you Debra and Steven Zekonis</p>
Online form	<p>My wife Carolyn and I have lived at [ADDRESS REDACTED] Pretty Beach road since 1999 and have watched our foreshore (zone 6) deteriorate with very little work done by council to address foreshore erosion and sand depletion (almost 1metre lost opposite 46 Petty Beach road) that continues despite conveying my concerns on numerous occasions to Council.</p> <p>Rectification of this lack of action by our council should rate very high on the plans final management objectives.</p>
Online form	<p>I am in support of the master plan excluding the option of a 1.5m pathway on the (precinct 6) plan on the residential side of the street as it would be extremely dangerous for pedestrians as vehicles can only reverse out of their driveways . With children cycling home from school and elderly without great responses it is an accident in the making . The boardwalk along the waterway is a much safer option for pedestrians .</p>

<p>Online form</p>	<p>Since moving the area in 2001, we have noticed severe erosion along all the foreshores detailed on the Master Plan. Along our section of Araluen Drive (we live at [ADDRESS REDACTED]), we notice how the wave action/higher tides erodes the land which gradually falls into the water, reducing the green verge area. Erosion has resulted in metres of reduced foreshore land.</p> <p>The RSL Creek Area is polluted and as a consequence emits a terrible odour most of the time. It is particularly noticeable at peak holiday periods when a lot of houses are occupied, increasing sewerage fall out</p> <p>The Pretty Beach Foreshore road is collapsing under the effects of sea erosion. It is unthinkable that this road, almost in the water, is the main thoroughfare to Wagstaffe.</p> <p>The Killcare Hub Road is positively dangerous. There isnt a proper two land road with a line down the middle. Cars parked in the village result in one car only being able to travel on the road</p> <p>The Wagstaffe Wharf would not be acceptable anywhere else. It is submerged in parts during high tides and has a v uneven surface.</p>
<p>Online form</p>	<p>Please consider carefully traffic management and parking and pedestrian safety at node A, particularly addressing-</p> <ul style="list-style-type: none"> - parking in the no stopping area on Araluen drive immediately on turning left from Killcare Rd - parking on Araluen Drive at the bottom of Killcare Rd, restricting traffic flow - the prevalence of cars making u-turns on Araluen Drive out of and back into Killcare Rd - pedestrian crossing from shops to wharf/waterfront. <p>The use of the speed hump outside Pretty Beach Public School as a de facto pedestrian crossing needs to be resolved.</p>

Online form

Thanks - comments following:

Part 6: Design Principles; views: why subjugate private views to public good? The need for adequate shade trees ought to take precedence over private views. This ought not be a design principle at all. Favouring a small privileged few over everyone else is poor policy. 'Adversely impact' private residences please, where resultant public betterment can be achieved.

Pathways: yes: continuous. Get pedestrians off Araluen drive before someone gets run over.

Side note: please enforce silt runoff compliance on all building sites in the area which demonstrate 100% failure in compliance & are filling the bay with mud.

Precinct 2: love the board walk concept. No mention of fixing non existing street stormwater drainage. Installing better street drainage with a system for management of fines [as council doesn't enforce building site silt protection adequately, and also pursues a policy of dumping blue metal on problem areas, which, guess where it ends up?] - big dollar issue, I acknowledge.

Node A: 100% support the notion of a community plaza & better pedestrian improvement. Like the idea of better water access - note that quite a few kayak users and SUP users & jet skis [oh well, can't win them all] arrive here & rely on being able to secure their equipment in this area. Loading zone - I am one of the owners of the shops on corner of Araluen Drive & Killcare Rd. We frequently receive delivers / loading - but also this area [2 cars only] is vital for those just quickly stopping in for milk etc. Although we provide parking, many find it inconvenient & prefer this spot for a quick stop. I think better as only 5 minute parking area. Bus stop here is fine. Part of the life of the "community plaza" is having kids waiting at the bus stop, in an active space. Our goal is to continue to contribute to the street life & activity of the precinct.

Precinct 3: more shade trees please. Better structures over picnic tables that actually provide 1] shelter 2] shade. Love a pathway along this edge - pedestrians opt for the road. Someones gonna die - people walk in groups, with their backs to the traffic, with cars parked on the northern edge, in the evening when they can't be seen. Its nuts! Pathway here is a massive priority. Love remediation of the sandy beach [pointless if siltation not addressed]. Love access to water. Revised kerb alignment seems a good idea to improve road, but I'm ok with a 40kmh speed limit throughout this area - as in from Node A to Wagstaff has no need of being 50kmh, road often being too congested with parked cars both sides of the street & kids on scooters & ebikes exercising their freedom [not their bodies though!] slowing it all down would be good. More trees - if the edge of the bay is treated with a stepped design, rather than sheer wall, perhaps low tree groupings can be worked into the design? Why put the trees shading cars? Why place trees shading sewer pump access road? Trees need to be for the people not the vehicles. And for pitys sake: no palm trees, no norfolk pines.

Precinct 5: cross drainage issues? Presumably stopping water flows across the path putting yet more blue metal & clay fines into the bay. Yes please. I use this walk every other day - both recreationally with dogs, and as a bikeway to access work. I see Kingfishers, Mopokes, Owls. This is great community asset.

Node C: yay for marking the property boundary. Individuals taking over public land ought not be tolerated. Neither should destruction of mangroves [continues]. Yay for remediation of foreshore. Cant wait to see detail of how! Like the improved corner in front of better WC. Better surfaces around fish cleaning station would be a bonus.

Precinct 6: baths: why bother? It just mud now. I like them, but no-one wants to swim in the mud. Same for the shelter - its lovely, but sadly redundant, because the bay is so silted up. Dredge the bay. !00% support new waters edge pathway [might help stop blue metal making its way on to the bay & formal path on southern side of Pretty Beach Rd. However with new path way - design it so there are multiple or continuous access points to the water, not just 2 as illustrated. People do sit on this edge [even in its current diminished state. They fish along here [at high tide]. People utilise the little shade and better [cleaner] sand just west of the "existing bridge" across Turo Creek. Dogs get run on the mud flat at low tide. It is a heavily used area.

Why has Turo Park been excluded from this plan? That makes no sense. It is the busiest of the local parks, often hosting multiple parties across any given weekend. It is used for informal soccer training, formal soccer training, picnic groups, car rally destination. I love the activity in this park - I love people come from all over especially for it. The formal play structure is utilised every day by small children & parents. The exercise equipment always has users of all ages. The tennis court is frequently busy & even the cricket nets [badly neglected] are used through summer. Why is this not part of the planning strategy? Any urban designer would link its usage to the waterfront precinct. Note - 2 she-oaks recently died in the park, being the 2 that are isolated. Also to note: a high tide washes over Pretty Beach Rd at low points. Any change of height to the bay edge has to take water movement from the bay & flooding from Turo creek into account - tricky. Love the expanded pocket park idea western end of Pretty Beach Rd.

Precinct 7 - better pedestrian access here too - what foot access there might be is often blocked anyway by cars completely on the verge. Forcing pedestrians onto the narrow road.

Node D: literally no point nourishing beach sand while gravel keeps coming down the stormwater pipes from Albert St.

Reading the Community Consultation section - seems quite a lot of the desires on the consultation are not very adequately implemented in the plan.

I look forward to seeing detail design solutions & hopefully some implementation over time. Many thanks for the opportunity to engage; it is appreciated.

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Online form	Showers at Wagstaffe Wharf on the outside of the toilet block. Covered BBQ & table. New wharf easily accessible from the car park to the ferry terminal for all abilities with weather cover and benches.
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Online form	I think this is a very positive renewal of the waterfront. As an owner/resident of [ADDRESS REDACTED] (opposite Killcare marina) I know how difficult (and dangerous) pedestrian access is from our block through to Blyth Street is due to the lack of any footpath. Pedestrians, many of whom are children, are forced to walk on the road, which comes with the obvious risks. I am fully supportive of the proposed boardwalk access along this stretch of road, as I am with the entire Foreshore Masterplan. Well done, let's hope it's implemented!
Online form	Boat trailers should not be allowed to park any where near the shops. There have been at least 4 opposite the corner cafe for years. No parking spots for cars means less business for cafes etc. Please place appropriate signage along Araluen Dve.
Online form	<p>Some good suggestions and improvements. I like the provision of a boardwalk from Killcare Marina.</p> <p>My issue is the speed limits on certain roads and general pedestrian safety. We live in Zone 1 and Hardys Bay Parade is a single track road in front of us. Pedestrians and vehicles share this road. It is exceptionally dangerous particularly during times of day (morning) and in certain seasons. Pedestrians (mountain bike cyclists are also very present and their at times inconsiderate behaviour is well documented) are walking in a single track road that has a 50KM speed limit. There are drivers who drive at this speed on a narrow road. The proposals for a foreshore path for pedestrians fizzles out after the bridge across the small creek in Zone 1. With increased visitors from the improvements speed limits and not just speed humps need to be considered. I would suggest 40kms for shared roads where no path exists. I would also state a slower km zone around the T junction Node A where visitors wander around after getting coffees without considering traffic.</p>

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<p>Online form</p>	<p>Firstly let me congratulate Council for developing the master plan and putting it out to community consultation, and in general I am very supportive of the direction it is heading, though of course there is a long way to go, a lot of detail to be developed and the inevitable reality of budget restrictions. The work Council have completed along the Ettalong foreshore has been such a raging success - that you have set up some very high expectations. The Hardy's Bay foreshore is unlikely to attract the numbers of people enjoying the Ettalong foreshore, so it is understandable that the master plan is not as ambitious. That said, my comments are as follows:</p> <p>Precinct 3</p> <ul style="list-style-type: none"> - The new street trees should be located within the grassed reserve so that they can provide genuine shade for people. - It would be nice to see more trees proposed, as shade to this area really is lacking, and the grass regularly dries out and dies. I understand that residents along here are sensitive to the views - however the master plan could still accomodate additional trees without compromising the views. - The pitch of the roofs to the picnic shelters should be reversed so that they actually provide some shade. <p>Node A - Barbeque area should be retained and perhaps provided with more paving around it as it is very popular with locals.</p> <p>Node B - support idea of separate pedestrian creek crossing</p> <p>Precinct 4 - proposed new 1.5m path supported</p> <p>Precinct 5</p> <ul style="list-style-type: none"> - Support resolving cross path drainage - currently the path is suffering erosion after heavy rain and remains very wet with puddles for days after. Otherwise this is a well used and much loved path for locals and their dogs. - Local community groups have done a fantastic job in removing large amounts of lantana along the foreshore side of the path - and it is a much improved natural setting. However there is still a lot of lantana and asparagus fern along the land side of the path - whist this is probably private land - it would be good if Council could encourage the cleaning up of this area. <p>Node C - the car park area currently works quite well as a shared zone for pedestrian and cars - I don't think there is a need for a new path in front of the houses and suspect that it would probably not be used. Otherwise support the other ideas</p> <p>Precinct 6</p> <ul style="list-style-type: none"> - Very strongly support the need for a 2.5m wide foreshore path - this is very important - The existing rock wall is collapsing into the bay, and the road is being undermined by high tides, which sometimes lap over the road. The road is built on reclaimed land and appears to be slowly sinking. There are a number of large recessions which have been going in recent years - I think Council needs to investigate the substrate of the road as I suspect it is waterlogged and not properly formed. The road levels should probably be slightly raised and and a new stone wall constructed which reclaims some of the bay - whilst preserving the beautiful sweeping curve of Pretty Beach. It would be good to include some shade/street trees along the new 2.5m path. - Where informal stone steps to the water are proposed - could this also include some beach sand nourishment? <p>General comment on interpretation - the community has been very successful in generating public art and interpretation in the past - notably around Wagstaffe wharf. I think it would be far better to let this organic growth continue, and for Council to be receptive to future proposals - rather than overlaying an interpretative framework as part of this scope of works.</p>
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Online form	I have a great friend that is confined to a wheelchair for life. He is unable to visit the area due to the poor access to the foreshore. I also have elderly parents (late 80s) and they have tripped a few times on the uneven footpaths, where available. It's a disgrace how poor the footpaths are in this area, it's only a matter of time that someone is going to have a major injury hopefully you have good public liability insurance.
Online form	<ol style="list-style-type: none"> 1. General comments in support of the plan " a good effort in addressing community concerns and suggestions. In part. making new path ways which separate traffic from pedestrians and making them accessible to disable persons. 2. There is a need to seek funding from state and federal governments asap so that priority initiatives can commence during current residents' life time. 3. The Doggie Track drainage needs treatment along its full length or a more hardy surface as there is always a lot of water draining after heavy falls which washes away the track surface. 4. Time Line needs to change from long term to medium term with the urgent/higher ranking initiatives being brought forward as quickly as possible. This bay area has been neglected for years and can no longer cope with the congestion of pedestrian and car movements. In particular, funding for the remedial work on reinstating the original walls and replacing the subsiding sandstone wall are priorities which cannot wait to be addressed in the long term. 5. Replanting of mud flats where vegetation has been illegally removed needs to occur. 6. Consider the location of oyster beds as these areas may not be suitable close to proposed wading areas. Need to check where colonies are if soft boat landing are suggested. 7. I note that while there is reference to boat and trailer use of car parks in Community Consultation, but the report itself does not make any reference to this issue. Given the lack of compliance in the past and the eyesore they create, Araluen Drive area should solely for parking of cars, buses and delivery trucks.
Online form	The precinct 2 Boardwalk could cut the corner and take pedestrians right across through the mangroves to the other side of the creek. This would make cycling more direct to the cafes and activate that mudflats space out the front of noble road.
Online form	This will make a very positive impact upon the area and benefit residents and holiday makers alike. I would like to see the plan implemented along with appropriate roadworks and better drainage on Araluen Drive along the foreshore to make it wider and safer at at the Pretty Beach Public School precinct which has very road road drainage.
Online form	The locals do not want this council interference to their peace and tranquility
Online form	<p>I am very pleased to see most of the aspects of the masterplan, especially the walkways as they are very necessary especially for most of us that walk around the area. What I can't see very well is how narrow section of the road in Precinct [ADDRESS REDACTED] to RSL creek will be with widened to incorporate 2 way traffic and parking.</p> <p>I look forward to the upgrade when it starts</p> <p>Thanks and regards</p>

Online form	<p>The Draft Masterplan is a significant step toward a positive strategy for a sustainable future for the Study Area. The fundamental objective to support is to provide a safe, continuous and universally accessible pathway system from Rocky Point to Wagstaffe Wharf.</p> <p>As a general comment I would like to see more positive support or commitment to actions identified in the draft Masterplan rather than the "investigate" action.</p> <p>The following provides some detail for Council's consideration.</p> <p>Precinct One: Council has recently removed asbestos from Rocky Point and in part installed rock armour. This needs to be extended to the area shown on the map. Provide signage at the end of Hardys Bay Pde to identify BNP, tracks and Murray Ruins. Killcare Extension Wharf is a public facility that should have universal access. Current access is poor. The foreshore at the wharf continues to fall into the Bay and remediation is become more urgent. At Seagull Boasted road narrows significantly. Provide signage for safety to pedestrians and restrict speed-say 30KPH.</p> <p>Precinct Two: Ricard's Wharf/Ward's Wall is a listed heritage item and is neglected and disappearing. A positive action would be to prepare a Conservation Management Plan to provide historic research and appropriate conservation actions. There is foreshore erosion also from Stanley St Reserve to the road "pinch point" not addressed in the map. Support the boardwalk which avoid impacts on street car parking. Alignment subject to detailed design.</p> <p>Node A: Needs a traffic study to detail issues and options to prioritise pedestrian safety and amenity. YUM YUM "plaza" subject to detailed design. Support no parking on street width to enhance water views. Need to remove existing 4 trailers and boat wreck opposite Old Killcare Store for shop parking. Possible kerb extensions for improved public areas and landscaping. Support new amenities block as a priority work</p> <p>Precinct Three: Support in principle- need for detailed Landscape Plan to deal with water edge wall, shelters, lighting etc.</p> <p>Node B: Support safety measures of new bridge and crossing.plus Creek upgrade.</p> <p>Precinct Four: Importance of a "natural" edge for reclamation and remediation of foreshore. Interpretation of historic foreshore elements- early public baths, boat sheds etc.</p> <p>Node C: Consider alternative pathway along the water edge on reclaimed land and link "dog track" to existing pedestrian crossing at school. Avoids a crossing at the entry to the boat parking area which could create traffic problems esp. at drop-off and pickup.</p> <p>Node D: Important to recognise the historic significance of the place as coming and going to the Peninsula by interpretive signage as well as historic buildings.</p>
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Online form	Concerned about how increasing hard surfaces close to the foreshore (ie extra cemented area for community area, introduction of shared path) with influenced run off into the water. Also not sure why there needs to be increased access to water- this soft mud flats here are an important habitat for bioturbating organisms (crabs, worms,shrimps) that have fragile habitats. Increased disturbance of this environment could hinder the ecosystem services these organisms provide.
Online form	5. Can you restrict the dog track to dogs and pedestrians. People riding bikes at speed along this section have caused accidents/collisions/injuries. Particularly electric bikes.
Online form	I would like to see priority maintenance works scheduled asap. Priority for capital works would be the foreshore pathway and rebuilding or reclaiming lost parkland at the foreshore edge.

DRAFT

Email submission

Hi [NAME REDACTED],

I wanted to ensure that NPWS CCA has made a submission, so I'm sending this email as a way of covering some relevant information and seeking further consultation on the masterplan.

The masterplan has the potential to create new and increased visitor interactions with Bouddi National Park (the park). It's important at this stage to ensure the following legislation and documents are considered prior to further consultation.

1. The National Parks and Wildlife Act 1974 (NPW Act) and Regulation.
2. The Bouddi Plan of Management <https://www.environment.nsw.gov.au/publications/bouddi-national-park-plan-management>
3. Developments adjacent to National Parks and Wildlife Service Lands <https://www.environment.nsw.gov.au/publications/developments-adjacent-national-parks-and-wildlife-service-lands>

Any development adjacent to or on NPWS lands is also administered by other regulations, laws and standards including Australian Standards, the WHS Act, Environment Planning and Assessment Act 1979 (EP&A Act), Pollution of the Environment Operations Act 1997 (POEO Act) to name a few.

NPWS has processes already underway to manage the areas of Bouddi NP adjacent to some areas described in this masterplan proposal. We are concerned that further development has the potential to:

- * Be contrary to NPWS legislative and statutory responsibilities;
- * Dilute and affect the impact of environmental and heritage programs in the area;
- * Cause a conflicts of use for different visitor groups including safety issues and
- * Create management and resourcing issues in an area where these challenges already exist.

In consideration of these important matters, please keep NPWS, Central Coast Area involved and consulted with regard to any maserplan proposals that may affect the park.

Thanks and Regards,

[NAME REDACTED] (he/him)

Team Leader Ranger, Central Coast Area
 Hunter Central Coast Branch
 NSW National Parks & Wildlife Service
 Darkinjung Country [ADDRESS REDACTED], Somersby NSW 2250
 T [PHONE REDACTED]
 M [PHONE REDACTED]
 [EMAIL REDACTED]

From: [NAME REDACTED] <[EMAIL REDACTED]>
 Sent: Wednesday, 8 April 2026 2:15 PM
 To: [NAME REDACTED] <[EMAIL REDACTED]>
 Cc: [COMMUNITY GROUP REDACTED] Engagement <[EMAIL REDACTED]>
 Subject: RE: Hardys Bay Foreshore Masterplan

Hi Andrew,
 Thanks for your email. I'm happy to extend this another week until the 20th April if that gives you adequate time to comment.
 Thanks,

[NAME REDACTED]
 Principal Strategic Planner
 Strategic Planning Projects
 [COMMUNITY GROUP REDACTED] [EMAIL REDACTED]
 [ADDRESS REDACTED]

<<https://url.au.m.mimecastprotect.com/s/xC4MC3QAxjCpYMggc2ikTQj7ak?domain=au.linkedin.com>> Council on LinkedIn “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.”

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From: [COMMUNITY GROUP REDACTED] Engagement <[EMAIL REDACTED]>
Sent: Wednesday, 8 April 2026 11:43 AM
To: [NAME REDACTED] <[EMAIL REDACTED]>
Subject: FW: Hardys Bay Foreshore Masterplan

Hi Phillip,
Did you also receive this? Are you ok to get in contact with Andrew?
Thanks!
Meg 😊

[COMMUNITY GROUP REDACTED]
[EMAIL REDACTED]

From: [NAME REDACTED] <[EMAIL REDACTED]>
Sent: Wednesday, 1 April 2026 1:02 PM
To: [COMMUNITY GROUP REDACTED] Engagement <[EMAIL REDACTED]>
Cc: [NAME REDACTED] <[EMAIL REDACTED]>; [NAME REDACTED] <[EMAIL REDACTED]>; [NAME REDACTED] <[EMAIL REDACTED]>
Subject: [EXTERNAL] Hardys Bay Foreshore Masterplan

Hi there,

NPWS requires more time to make a submission to this masterplan. I am seeking an extension to the submission deadline to allow for necessary internal consultation.

Thanks,

[NAME REDACTED] (he/him)
Team Leader Ranger, Central Coast Area
Hunter Central Coast Branch
NSW National Parks & Wildlife Service [ADDRESS REDACTED], Somersby NSW 2250
T [PHONE REDACTED]
M [PHONE REDACTED]
[EMAIL REDACTED]

DRAFT

Email submission

Thanks [NAME REDACTED] for your prompt response.

Having reviewed the master plan I should congratulate the compliers.

My comments:

As the roads become more congested we should be preparing for other forms of transport - in this case we have a great opportunity to encourage water transport.

Thus the 3 wharfs -

- Wagstaff Wharf
- Hardys Bay Wharf
- Killcare wharf

Should all be equipped with options to encourage interchange of transport options.

This should include

- Bus parking
- Cycle storage
- EV charging (both land and sea)
- Electrical infrastructure to be able to cope with electric ferries at wharf heads, such as <https://www.waterbus.au/>

Encouraging water bases transport will also make it easier for populations to expand, and allow for emergency evacuations.

I appreciate that wharf infrastructure is complex with the crossover of maritime and shore based ownership - however I feel any shore based development should not exclude such water based enhancements.

Thank you

[NAME REDACTED].

[NAME REDACTED]

[PHONE REDACTED]

[EMAIL REDACTED]

DRAFT

On 17 Apr 2026, at [ADDRESS REDACTED]:44 am, [NAME REDACTED] <[EMAIL REDACTED]> wrote:

Hi Julian, please feel free to provide your comments to myself and [COMMUNITY GROUP REDACTED] Engagement email address as included in this message.

Regards,

[NAME REDACTED]

Principal Strategic Planner

Strategic Planning Projects

[COMMUNITY GROUP REDACTED]

[EMAIL REDACTED]

[ADDRESS REDACTED]

DRAFT

<<https://url.au.m.mimecastprotect.com/s/vXidCgZ39xUA5WkXuohrT4DBWj?domain=au.linkedin.com>> Council on LinkedIn

“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.”

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From: [NAME REDACTED] <[EMAIL REDACTED]>

Sent: Friday, 17 April 2026 10:13 AM

To: [NAME REDACTED] <[EMAIL REDACTED]>

Subject: [EXTERNAL] Hardys Bay master plan

Hi [NAME REDACTED],

I see this is now closed for submission <https://www.yourvoiceourcoast.com/hardys-bay-foreshore-masterplan>

- would you still accept some adhoc input and what is the best way to submit this ?

Thanks

Julian

[NAME REDACTED]

[PHONE REDACTED]

[EMAIL REDACTED]

DRAFT

Email submission

Draft Hardys Bay Foreshore Masterplan
Community Response
[NAME REDACTED]
Resident: [ADDRESS REDACTED], Killcare 13.4.26

I support the overall foreshore masterplan as presented in the Draft document. However, I would like to make the following key recommendations for improvement:

MASTERPLAN COMMITMENTS

Following the identification of overall objectives, extensive discussion with the community, and the assessment of design options over recent years, the approved masterplan should articulate clear solutions and commitments regarding what should be implemented. Throughout the current draft precinct and node maps there are extensive references in the callouts for the need to “evaluate” or “consider” key items. This is unacceptable as this allows the future deletion or dilution of important masterplan elements. In fact, with current strong community support and expectations, significant compromises could result in an unacceptable overall outcome which would be a major disappointment for the community.

All the “evaluate” and “consider” wording in the map callouts should be deleted from the masterplan document. All items should incorporate a commitment to pursue and implement. It is recognised that, in the later detailed design and documentation phases evaluation of the optimum design and technical solutions is required to ensure successful design outcomes and effective implementation. However, this should not allow the potential deletion of key items during the ongoing implementation of the masterplan.

ACCESSIBILITY

A key masterplan objective identified by the community was an improvement in accessibility to the foreshore. In particular, this involved access for those with mobility challenges or disabilities which, at times, made it difficult to access public assets to enjoy or share in activities. To be consistent with current State and Federal aspirations and requirements, the masterplan must incorporate a commitment to provide “uniform and equitable access” to all key elements along the foreshore. This is expressed in Section 6 Masterplan Design Strategies in the draft masterplan. Consequently, public access must be available to all open space areas, public wharves, amenities, etc. Where it is clear that this commitment requires specific attention, the precinct and node maps must highlight the need. For example, there must be a specific callout (on Pag 21) to provide disabled access to the Killcare Extension public wharf as it’s a problem there which can be easily solved. There could be other key elements around the foreshore where problems need to be identified and resolved. That’s the type of issue a masterplan needs to address.

NODE C: Pretty Beach Boat Ramp and Pretty Beach Public School (pp 42-43)

A key objective of the masterplan is to provide continuous, safe access along the foreshore. The design for Node C boat ramp area that is currently shown in the draft masterplan is not the optimum solution in regard to pedestrian and bicycle safety – particularly for children in the school zone. The strategy to reclaim public land in front of the private residences adjacent to the trailer parking area is commendable. The location of the new pathway is shown on the foreshore side of the existing power poles and this forces children to traverse the busy entry area at Heath Road. This is not a desirable solution. The kerb alignment of the whole area should be abutting the existing power poles, the trailer parking and manoeuvring area should be moved to this new alignment and the public pathway should be located along the remediated foreshore edge which could connect to the pathway in front of the new public toilets.

IMPROVED PEDESTRIAN MOVEMENT

Where an “arrow” icon and the callout “improved pedestrian movement” is shown on the precinct and node maps the issue is primarily pedestrian safety rather than ease of movement. At all these locations a pedestrian crossing should be provided. It is acknowledged that regulations require specific standards for graphics, signage and potentially lighting. However, these key locations shown on the masterplan maps would greatly benefit from the provision of a full crossing, rather than the issue being addressed by the installation of just safety islands or other less significant solutions.

DRAFT

Email submission

Attn: [NAME REDACTED] - Principal Strategic Planner
[COMMUNITY GROUP REDACTED]
Ref Draft Hardys Bay Foreshore Masterplan
Dear [NAME REDACTED],

I write as President of the [COMMUNITY GROUP REDACTED] in support of the Draft Hardys Bay Foreshore Masterplan. While this has been an initiative led by myself as President with 3 other Working Group members from our committee, this response reflects the support shared by the entire 12 person WTKCA committee and is informed by the views of our wider membership. This is also reflected in the letters of support received by other groups in this community.

In short, the Association is very pleased with the progress made to date, and especially the professional contribution from the volunteer members of the Working Group. It also represents a substantial cost saving to Council in the assessment and documentation of issues and options for improvement along the entire 4km or so of foreshore and adjacent roadways. We are also very pleased that Council have provided us with the level of support seen to date in carrying the emerging plans and documentation through production and internal approvals.

At the end of the day, this document needs to serve a variety of purposes. At one end it needs to set a baseline for future projects funded from various sources but all requiring proof of thoroughness and consistency in planning. It also needs to prove consistent with the Brisbane Water component of the Hawkesbury Nepean Coastal Management Program. At the other end it needs to meet a community communication purpose which is both comprehensive and appropriate to their needs. We believe this draft, subject to minor editorial changes meets these requirements well. Separately and for future local cross-reference, WTKCA holds a more detailed document with photographic and diagrammatic analysis of the issues and opportunities for improvement along the areas in scope.

The community is pleased to see the geographic scope of the masterplan encompassing the full foreshore from Rocky Point to the western end of Pretty Beach, and also including the provision of a footpath extending along Wagstaffe Ave to Wagstaffe Wharf. These are prime pedestrian areas with narrow roads and the safety afforded by the full-length footpath proposal is welcomed.

This initiative began with an increasing level of community concern over several inter-related issues. These are all addressed well in the masterplan – road condition, parking, foreshore deterioration, pedestrian safety, accessibility and general impediment of dilapidated dinghies and trailers. That said, we note that some of the improvements initially proposed by the Working Group have been unnecessarily toned down in language.

Specifically:

- The word “Investigate” is used on the diagrams in several places where a simple description would suffice (eg a footpath or a crossing). We understand that formal design begins with consideration of methods etc, but the community wishes to see the item itself noted clearly as an aspiration due to the clear requirement for these features.
- The highly contentious matter of trailer storage in prime locations along Araluen Drive has been removed from the diagrams. The community wishes to see this being actively dealt with, including perhaps a dedicated Council owned facility for this purpose in a nearby location.
- The provision of toilet facilities in their various locations is consistent with the [COMMUNITY GROUP REDACTED] Toilet Strategy, but the notation on the

diagrams suggests unnecessary complication in planning. For example the amenities adjacent to the Hardys Bay Wharf on the western shore are not subject to “flood affectation” whatever that means. They just need to be confirmed as in scope for retention and improvement. Finally, the community understands the longer-term nature of the fullness of this masterplan. Despite this, we would expect to see progressive improvements year on year. Several initiatives are maintenance related and need to be addressed in the near term. We understand the need for funding for larger capital related works and the potential these might have for grant allocations. We would be happy to provide letters of support whenever such funding is sought, as appropriate.

We trust that as progressive implementation projects materialise WTKCA is kept abreast of the specific proposals and is afforded the opportunity to comment and advise accordingly. We know that the Working Group will be keen to see individual elements brought to fruition in an appropriate fashion. Thank you very much again for preparing this material and making it available for community consultation. We will make our views known to the Working Group as well.

Yours sincerely
(signed)

[NAME REDACTED] President

DRAFT

<p>Email submission</p>	<p>25th March 2026 [COMMUNITY GROUP REDACTED] Hardys Bay Foreshore Masterplan submission Killy Cares was established in 2014 after identifying the need to assist vulnerable people across the Bouddi Peninsula. We are a self-funded, registered charity built on foundations of care, compassion and companionship. The Committee and Members of Killy Cares are delighted to provide our support and encouragement towards the draft Hardys Bay Foreshore Master Plan. It is vital that Council consult residents with a view to creating a co-ordinated plan of improvements, identify critical repairs to the foreshore and associated infra structure, plus develop a safe traffic plan for pedestrians, bicycle users and vehicles. We would encourage Council to underpin this planning process with secure funding, an action plan and realistic project outcomes and timelines. We look forward to this vital work continuing and would be happy to join with other local groups and Council in future discussions to protect and enhance the Hardys Bay Foreshore. Kind regards [NAME REDACTED] President Killy Cares Mobile [PHONE REDACTED] Killy Cares PO Box 4086 Email: [EMAIL REDACTED] Wagstaffe NSW 2257 Website: www.killycares.com</p>
-------------------------	--

DRAFT

Email submission

23 March 2026

The Committee

[COMMUNITY GROUP REDACTED]

PO Box 4069

WAGSTAFFE NSW 2257

Dear Committee Members,

Re: Hardys Bay Foreshore Masterplan – November 2025

We refer to the above Foreshore Masterplan issued by [COMMUNITY GROUP REDACTED] inviting feedback from interested parties.

The Hardys Bay Club Limited is located about mid-point along the proposed foreshore Masterplan upgrade and most of our Club's Members are local residents, and/or regular visitors to the area. As such we are very familiar with the foreshore and the integrity and effort invested by the various working groups to research and draft the key elements of the Foreshore Masterplan.

As highlighted in the Masterplan there are essential works required to improve access, safety and amenities along the foreshore and the Club is fully supportive of the Masterplan and its long-term vision for the foreshore's environmental integrity.

We recognise that this is a big undertaking and, for the Masterplan to become a reality, it is necessary for all interested parties to work together in a co-ordinated effort to realise the key elements to improve overall accessibility for and safety of all users of the foreshore and the repair and upgrade of the relevant facilities and amenities.

In our view the improvements outlined in the Masterplan will not only improve the environment of the local area but will encourage visitation from surrounding areas and beyond and will generally increase the attractiveness and appeal of the Central Coast as a destination.

Should you require more specific information of the Club's views on the Masterplan please do not hesitate to contact us at [EMAIL REDACTED]

Yours Faithfully,

Ian Wall, Director

Email submission

From: [NAME REDACTED] <[EMAIL REDACTED]>
 Sent: Saturday, 11 April 2026 1:16 PM
 To: [NAME REDACTED] <[EMAIL REDACTED]>
 Subject: [EXTERNAL] Re Amended submission on draft Hardy's Bay Foreshore Masterplan - please withdraw previous submission

Dear Mr Clegg,

As a local resident and ratepayer, I made a submission on the Hardy's Bay Foreshore Masterplan through a [COMMUNITY GROUP REDACTED] Form on 9 April 2026. I would like to withdraw that submission and submit this new one, as I accidentally hit send before completing and editing it. I have copied my amended feedback below into the submission form today, but fear that it might be disregarded because of my previous, short, unedited submission.

This is my amended submission

While supporting many of the improvements in the draft Hardy's Bay Foreshore Masterplan, my concern is that it fails to adequately take into account the impact of expected sea level rises due to climate change. According to the map of Hardys Bay to Wagstaffe foreshore area produced by Climate Risk Australia (<https://coastalrisk.com.au/viewer>), much of Araluen Drive is predicted to be subject to inundation with a predicted 0.85 metre rise in high tide levels by 2100. This is a medium confidence level prediction. I would like more planning for this sea level risk to be incorporated into the plan.

I would also like to see more of the existing vegetation and green areas preserved and enhanced with native plantings. I am pleased at the proposed remediation efforts in the draft plan. But there seem to be too many 2.5 metre wide concrete paths planned for precincts where there are currently few pedestrians. In some instances, such as precincts 4 and 6, the proposed 2.5 metre concrete pathways will replace much of the existing greenery along the shoreline. Many of these pathways will probably be eroded away as the sea levels rise. Some concrete paths might better be replaced with narrower boardwalks that will allow water to flow under them at high tides. The protection of the natural environment and remaining bayside vegetation is critical to me and many residents. We want to retain the natural environment, including the mangroves, and lovely views over the water.

One example of where a boardwalk might be better is in precinct 6 between Pretty Beach School and Como Parade. It would tie in with remediation and allow the high tides to flow under the boardwalk rather than eroding the shoreline further. This section could link into the new boardwalk proposed for the area opposite Truro Park. Pedestrians can use the concrete walkway along the other side of the street if they wish to cycle or push prams. The section of bank and seaside road edges up to Truro Park are already flooded and eroded by the highest tides.

At Wagstaffe Square, part of the parking lot on the jetty side could be demolished and the park extended to line up with the existing park area outside

Wagstaffe Hall. Many young kids and families use the tiny Wagstaffe beach area, but there is very little space where people can picnic or lay out beach towels. Taking a few metres off the tarred square would mean losing a few parking spots. But it but would greatly enhance the beach and jetty area and help take into account future sea level rises.

The protection of our natural environment is very important to me and many other residents. The new improvements and remediation should be undertaken so as to provide long-term solutions,, rather than being a temporary fix that requires council to constantly try to hold back the rising tides that are already happening with climate change.

Yours sincerely

-

[NAME REDACTED]

22 Wards Hill Road,

Killcare Heights,

NSW 2257

[EMAIL REDACTED]

Telephone [PHONE REDACTED] (Please do not print my phone number)

DRAFT

Email submission

Dear Engagement Team

I fully support the Masterplan while suggesting a change to the location of the pathway in Node C. I have emphasised my priorities and key maintenance issues. Please find attached my comments.

Kind regards

[NAME REDACTED]

[ADDRESS REDACTED]

Hardys Bay NSW 2257

DRAFT

Email submission

Submission For:-

Hardys Bay Foreshore master plan regarding intended provision of new lighting

Due to the very limited urban, almost ribbon, development in the Bouddi peninsula area, which is dominated by the adjacent bushland of the Bouddi National park and waterways, the area is blessed with reasonably low light pollution.

My submission is for the intended new foreshore lighting to conform with the principles to limit the light pollution.

This would involve :-

- * Installing lighting so that it faces downwards, is fully shielded to reduce light spill upwards and horizontally, only illuminating the immediate targeted area where it's needed.
- * Limiting the brightness to the lowest level that is necessary.

* Is a suitable colour temperature (3,000K or below) ie warm softer colour than harsher bright white/ blue light.

* Potentially lighting on timers and/or motion or infrared sensors where possible, so that they are only on when needed.

Attached below are graphics from the Dark Sky organisation illustrating these above points and very simplified appropriate light design.

Reducing the brightness and any horizontal glare of foreshore lights also allows for easier marine night navigation in the adjacent bays and waterways of Wagstaffe and Hardys Bay area (which abound with many existing navigational hazards)

Recently, Sydney's Northern Beach Council & National Parks & Wildlife Service instigated measures to limit light pollution and sky glow in the Palm Beach headland and adjacent Governor Phillip Park & Barrenjoey Headland area.

They have declared a Palm Beach Headland Urban Night Sky Place, and have been also encouraging nearby local residents in low light pollution outdoor lighting and also promoting the area for tourism reasons.

The original pdf submission to Northern Beaches Council for this can be found here:-

<<https://url.au.m.mimecastprotect.com/s/Nr2YCMwrVECqjXvWiwfXT8N3cV?domain=files.northernbeaches.nsw.gov.au>>

northernbeaches.nsw.gov.au <<https://url.au.m.mimecastprotect.com/s/Nr2YCMwrVECqjXvWiwfXT8N3cV?domain=files.northernbeaches.nsw.gov.au>>

Regards,

[NAME REDACTED]

DRAFT

Email submission

I have attached some initial thoughts following my review of the Draft Hardys Bay Foreshore Management Plan.

Could you please acknowledge satisfactory receipt of this document.

Please don't hesitate to contact me at any time in relation to any aspect of this matter.

Thank you and kind regards

[NAME REDACTED]

[ADDRESS REDACTED]

[PHONE REDACTED]

Get Outlook for Mac

DRAFT

Email submission

Articulated or very large vehicles including buses have very few places to turn in order to exit the Bouddi Peninsula (bay side). Almost all side streets are culs de sac. There are few connected and wide enough streets in which a driver can “go around the block” in order to effectively turn around and do it safely (for itself, for parked vehicles and for pedestrians – given the lack of footpaths).

As a result, drivers rely on widened intersections in order to turn. Often it will mean a 3 point turn for articulated vehicles – ok in low traffic volume areas with low speeds, not ok otherwise. The draft Hardys Bay Foreshore Management Plan proposes to almost close off/constrict one of the few turning areas for such vehicles, and for vehicles of all sizes with trailers (eg large utes with oyster barges or large cruisers): at the intersection of Heath Road, Araluen Drive and Pretty Beach Road.

Also, vehicles using the boat ramp have to sometimes queue to load or unload watercraft and then to park nearby, so that is a very well-used triangle of road (beside the toilet block, near the fish cleaning table). Leave it as is, or slightly enlarge it.

As the Pretty Beach School’s streetside carpark is heavily used by boat ramp users for parking (weekends, school holidays), formalise and seal that carpark as well.

Email submission

Thank you for the opportunity to comment on the above. As a member of the Design Team I obviously support the Draft Plan and commend [COMMUNITY GROUP REDACTED] on proceeding with the Plan.

There are two areas of comment I offer to reinforce the considerable public domain improvements identified in the Draft Plan.

1. Stanley Street Reserve.

This important local open space is well used and appreciated by the community. Over time the physical size of the Reserve has diminished by tidal/wave erosion on the water edge and by street widening and the location of log traffic barriers into the open space.

Long term residents are familiar with this and bemoan the loss of green space especially to bitumen.

The Draft Plan show a realigned straighten road edge with single width parallel parking as opposed to the existing excessively wide road with nose-in parking, and this is supported. The document should be more explicit in description of this intent by adding text such as “relocate parking barriers to maximise public open space”.

The adjacent LEP listed historic site of Rickards Wharf/ Wards Wall is currently neglected and requires a Conservation Management Plan to guide its conservation and protection- ie. not just to “research the history” as shown on the plan for Precinct 2.

2. Pretty Beach Boat Ramp Area

The draft plan shows a pathway for children on bikes and others extending from the Dog Track to the school which crosses land currently utilised by residents as driveways and implies a pedestrian crossing at the vehicular entry to the trailer parking area. At drop off and pick-up for the school in particular this is likely to cause considerable traffic congestion with children crossing and vehicles turning.

The alternative is to create the path on reclaimed land to the water edge and avoid the road crossing. This was the early option prepared by the design team which is attached for reference.

DRAFT

Thanks

[NAME REDACTED]. Architect and Resident of [ADDRESS REDACTED]

DRAFT

Email submission

Dear [NAME REDACTED] and staff at [COMMUNITY GROUP REDACTED] Engagement Dept,

I acknowledge the enormous work done by [COMMUNITY GROUP REDACTED] and the [COMMUNITY GROUP REDACTED]. Congratulations.

I support this master plan and commend the generosity of talented residents who have put their time pro bono in to deliver this work. It must be fabulous for our Council staff to work with locals who have shared knowledge, expertise and enthusiasm.

Further consultation will be something to look forward, however, I am hopeful that action to deliver will be a priority for [COMMUNITY GROUP REDACTED]. A timeline of priorities would be welcome as a next step.

I submit my thoughts below for consideration and thank you for the opportunity to contribute.

* 7 PRECINCTS and 4 NODES, it is vital that this identification approach be maintained all the way through to delivery.

* EROSION, prioritise and remediate erosion issues across all precincts in the first instance, followed by rebuilding of existing footpaths to meet today's safety standards.

* PATHWAYS, across all 7 precincts recommend a natural, safe, porous, firm material with a consistent texture and colour defining their roles and reduce maintenance costs. Where possible and to avoid interface conflict, reduce the volume of 1.5 metre pathways by increasing as many as possible to 2.5 metres promoting comfort for users and again reduce maintenance costs.

* VEGETATION, maintain views to and from all precincts, planting low growing soft grasses. No tall trees, or shrubs and no introduction or increase in mangrove growth.

* RSL Creek (Node B), would welcome a defined framework to this storm water drain with sandstone boulders, minimal planting to allow for water flow into the the bay. (refer: Johnston Creek, Rozelle Bay, Annandale).

* BOARDWALKS, please consider removing these from the plan, The thought of fireworks being shot off them in our climate and being surrounded by national parks is way too dangerous. Simply total the volume of fires not dowsed properly this past summer to realise it would be a nightmare for emergency services and the community.

* ARTWORK, given the beauty of the natural environment recommend minimal permanent artworks in the masterplan. The existing volume of annual art exhibitions at protected indoor venues, eg Hardys Bay Community Church, Wagstaffe Hall, the Hardys Bay Community Club work well. These are all supported by creatives, residents, locals from the coast, plus national/ international visitors to the peninsular.

* HISTORY & FIRST AUSTRALIANS. TURO DOWNES, let's honour this wonderful man with a sculpture of him in Turo Reserve or nearby. Perhaps this picture could encourage the nations creatives and our Federal MP's to deliver funding.

DRAFT

The environmental values and principals shine through on every page. As my late Mother used to say “never look a gift horse in the mouth”!

With this HARDYS BAY FORESHORE MASTER PLAN you have an award winning project at hand. This plan would be a “shoe-in” for Local, State and Federal Funding Grants. Perhaps co-productions with institutions and businesses eg. Tertiary, TAFE, Heritage, earth movers, construction-firms and apprentices would assist with costs and timelines.

With very best wishes

Yours sincerely,

[NAME REDACTED]

m: [PHONE REDACTED]

[ADDRESS REDACTED]

e: [EMAIL REDACTED]

DRAFT

DRAFT

Email submission

-
1. On screen, the page numbering shows 2 different numbers per page: review?
 2. Dinghy storage. How many boats per annum have been reported as derelict? Is this really a problem – never heard a complaint in >50 years? Tracking owners must be a nightmare, as dinghies are not registered. Can it be dealt with as for derelict cars?
 3. Might an annual census of dinghies left along foreshores be taken (perhaps by WTKCA on behalf of Council) for a couple of years to gauge the problem? I think dinghies are fine if not too numerous, and without them blocking access to any adjacent water or beach. The limit on moored boats will translate pretty well to the number of likely dinghies. Few other watercraft are left permanently along any of the public foreshores.
 4. Climate change was mentioned in community consultations, but barely in the draft plan. This part of Bouddi Peninsula is a vulnerable area (see other comments below).
 5. Mangrove seedlings are regularly removed from foreshores. Such behaviour might be the subject of a note in the plan about the species' legal status and protection, as well as a topic for community education sessions (see also below).
 6. 4 unlisted historic houses immediately east of Turo Park (and others) receive Brisbane Water under the floorboards. Those 4 should be listed, but the owners do not want that. Their simple design, scale and location next to a freshwater creek are important visually along the PB foreshore. The plan is silent about their present status and their future.
 7. Section 3.3 Context. Traditional (indigenous) tracks criss-crossed the peninsula, including at least 2 trails from near the western intersection of Maitland Bay Drive west down to Killcare foreshore, and from several locations in Pretty Beach over the ridge to Tallow Beach and Lobster Beach. Some are still used (see forthcoming notes on the Flannel Flower Track by [NAME REDACTED] (lodged in the library by email 23/3/26), with reference to Bev Runcie's 2025 book: Signposts to the Past: Stories of Places and Streets of Bouddi Peninsula). Despite the dangers of the North Broken Bay/ Box sandbar crossing, ferries also ran routinely from Brooklyn to Brisbane Water in the 1930s and possibly during other decades.
 8. S3.4 Please add Turo Park – for its size and shape, its importance to the Pretty Beach waterfront and its high usage.
 9. S3.5 Add reference to the (Pittwater and) Wagstaffe Ironbark Spotted Gum Forest which is an EEC, covering public and private land along the ridge from

Wagstaffe Point to Killcare Road Hardys Bay. It is threatened by urban development and urban practices (see Scientific Committee listing). More importantly it provides the 2 connected, semi-circular bushland ridges which are the landscape setting for the 2 bays and their foreshores. (WTKCA tends to ignore the National Park and this EEC in their representations generally.)

10. S3.5 We have possums, Swamp Wallabies, Echidnas; Dolphins, Bull Sharks, Seals. In addition Pretty Beach (and possibly Hardys Bay) are visited by many migrating shore birds (and we have migratory Channel-billed Cuckoos too).

11. S3.6 We have a lot of C-zoned land too, often acting as a buffer between R2 and the National Park. Hardys Bay Club (sitting astride Club Creek) has an SP zone, always up for a change due to the uncertain future of the club's activities.

12. S4: it is not just safe parking that is required, it is better clarity of whether or not there are [ADDRESS REDACTED]s plus a parking lane, or whether there's [ADDRESS REDACTED] plus a parking lane. Araluen Drive, Heath Road, Pretty Beach Road and Wagstaffe Avenue all have different, inconsistent approaches to delineating these aspects of road use. Although I do not want more signs, permanent trailer or on-street boat parking needs to become regulated via signposting with shorter-stay bays vs permanent (unregulated) bays. Araluen Drive and High View Road have this issue. Short-term parking is at a premium for <1km from the Killcare Road/Araluen Drive intersection (in all 3 directions), around Pretty Beach School (and to a lesser extent the boat ramp), and Wagstaffe Store/ Wagstaffe Square (>0.5km in all directions).

13. S4: the environmental values in all their guises within the study area are high: not "low key". Agreed that the visual character might be considered "highly aesthetic", of small scale, rich in its combination of low density villages' visual appeal within a fairly pristine natural setting (bushland ridges + extensive mangrove sections).

14. Was reference made also to the Character and Scenic Quality part of CC DCP 2022? It should be integrated, and as a legal-based EPI it should guide, not follow, this plan's work.

15. S5: there is no longer an [COMMUNITY GROUP REDACTED] in Heath Road. It is currently the Hardys Bay Club (and financially wobbly). Can its creek be referred to as Club Creek? (I know that formally this requires adoption by Council, then registration with Geographical Names Board. It's time.)

16. S5: the preschool immediately behind the primary school needs to be noted. It also has parking and safety issues in the road and nearby, sometimes worse than the school due to its somewhat isolated frontage and younger children who attend it.

17. S5: add Turo Park (with Oroo St. wharf) as another Node. It regularly hosts parties, daily dog-friendly sessions (contrary to signage), occasional campers (in PB Rd. as well as in Venice St.) who use the toilet block, exercise sessions of various sorts using the park's equipment, and it has 3 road frontages + Turo Creek running through it. It is a community as well as topographical hub.

18. S5: Wagstaffe Square is also the designated emergency meeting point for Pretty Beach and Wagstaffe. It has 2 forms of public transport, the store, used to have a phone box and has mobile reception and wi-fi(?), has a post box, public jetty (+ adjacent private jetties), 2 little beaches, picnic area, lawns, popular community hall with outdoor tables and toilets. It was put to the test during a recent bushfire that closed Heath Rd.

19. S6 refers to “the bay”. There are 2 well-distinguished bays (Hardys Bay/Killcare; Pretty Beach) + extended foreshores (Killcare Extension; Wagstaffe foreshore).

20. S6: safe cycle access for children who can cycle on the flat foreshores from “home” to school is essential. Cycling is great exercise for them, it enhances their independence, puts them in contact with nature and with other people along their route, and reduces the multiple problems associated with car-based drop-offs and pick-ups. (Agreed that some families need to use a car because they also have a preschool child.) E-bikes are a different issue, being handled by the State, but definitely problematic in the area.

21. S6: Land and Environment Court Planning Principle essentially states that if you do not own the land, you cannot successfully object to your view being blocked or reduced. View sharing is the basis of Court decisions. (Yes, it is a bit more conditional than that, and poisoning or uprooting of new trees can become a community problem, but start with the legal principle.)

22. Given that most residential areas in the study area are across a road from the foreshore, do more pedestrian crossings of some sort need to be installed anywhere? Certainly Wagstaffe Square can be unsafe, as people wander up from the ferry to parked vehicles or the shop, ignoring moving traffic, traffic leaving parking spaces around the shop (with [ADDRESS REDACTED] signs often ignored), as well as a bus turning and reversing at its terminus adjacent to the store and square (i.e. reversing into Mulhall St. across the store’s parking spaces, then turning right into Wagstaffe Avenue). Araluen Drive near Killcare Road is always unsafe, due to illegally parked vehicles, U-turning vehicles, distracted visitors, footpath café patrons with wandering children and dogs etc.

23. S6.3 we do not need a lot more structures of any type: this is a low-key, natural area. Avoid more signage, picnic shelters (a few benches or seats will do eg on landscaping sandstone logs), interpretive signage etc. People come here to visit or choose to live here for its natural qualities. Reduce rather than increase signage and structures. Replace signs and other structures with clustered art works. As an additional option, encourage a sense of community in the long term by supporting talks, walks, pop-up information sessions and other “soft” activities run by the many community organisations here + Council. Local shops accept brochures and books which describe the local area, often by amateur authors. Use that willingness in order to avoid signage. “Take nothing but pictures, leave nothing but footprints.”

24. Pursue approaches that also encourage low vehicle speeds, sharing of roads by all size vehicles (from semi-trailers needed for building and delivery work; down to e-bikes, kayak and dinghy trolleys; and prams), with adequate pull-off places for slow vehicles (typically visitors eying the real estate! Or locals who are close to losing their licence).

25. P.20: spelling: Allen Strom.

26. P.28 a creek runs under and behind the shops on the corner of Killcare Road. It contributes to siltation along the waterfront east of the public wharf and growth of mangroves (which some nearby residents remove). It is not mentioned but needs to be incorporated.

27. P.28 remove the 2 Coral trees on the foreshore opposite Killcare Road: they are weeds, with brittle branches (which fall onto adjacent vehicles, and people?). Replace them over time with more appropriate local tree species which will contribute to maintenance of framing the foreshore, bay and distant view to Rip Bridge as you descend Killcare Road, plus shade and a strong sense of “arrival”.

28. P.28 trucks trying to unload into any of the shops around the Killcare Road intersection regularly park illegally, affecting other intersection traffic and sight lines. Given how few buses there are each day, can the loading zone and bus zone (west of intersection) overlap in order to become more functional. The current short-stay zone has length for about 1.5 cars, never enough for a truck or 2 cars, so cars are parked so they back up to the corner, blocking others’ access from Killcare Road and affecting sight lines around the corner (an area of high pedestrian activity).

29. The median strip in Killcare Road with adjacent “no-stopping” zones contributes to the shambles for all large vehicles which need to turn or to stop there. They are simply too big for the available space. Give them a place to stop close to where they need to (or they will simply park illegally, unsafely), and where they can turn around safely (from others’ perspective).

30. The intersection of Killcare Road and Araluen Drive needs to be entirely redesigned: for pedestrian safety, and so that buses and trucks can turn the corner (even when the No Stopping areas are not adhered to). Delivery truck drivers seem to not read and adhere to signs. One option is to install a formal pedestrian crossing about 5-10m uphill of Araluen Dr., with removal of the concrete median. That will reinforce the no stopping strip in Killcare Road (east side) and enable trucks and buses to turn without mounting the median strip. Visibility is good to/from all 3 directions and it is a low-speed intersection due to all the buildings and signage. People ignoring signs in order to pick up their takeaways from the bistro’s window make the intersection unsafe, constantly, also putting pavement diners at risk from vehicles unable to make it through the intersection safely.

31. Turning areas along Araluen Drive (for cars and trucks): install a big one either near the marina, &/or just south of Anchor café (where some street frontage land could be resumed), &/or south just before Club Creek (where there is plenty of space, it also being much safer than at the Killcare Road intersection, although truck drivers will not usually drive that far).

32. Regular U turns in the Araluen Drive/Killcare Road intersection are really dangerous for pedestrians, footpath café patrons and vehicles.

33. Are you going to formalise the fireplace installed informally next to the Coral trees? It is an open-air, tidy-enough, gathering place for some locals, year-round, until late at night (eg for people sleeping on boats in the bay).

34. P.29 what is the concept in Precinct 3 – open foreshore with densely-developed kerbside adjacent to the road? Or should landscaping be installed along the foreshore, to allow maximum parking with or without a sealed, shared path beside the road? Or should the path be beside the heritage-listed seawall (where most people prefer to walk or cycle)?
35. P.29 – can this part of Araluen Drive foreshore be fairly densely developed between the road itself and the seawall, contrasted with a much lower density along the NW section of Araluen Drive, where grass, no kerb, informal parking etc. would predominate? If so, only 1 or 2 small areas of grass would be needed (eg for ball games with children or dogs) between the seawall and road.
36. Council needs to more actively maintain any such grassed areas, anywhere along the foreshore, to prevent erosion and siltation.
37. P.29 where is heritage taken into account? (eg Hardys Bay, LEP item 167; Pretty Beach baths and change rooms; Aboriginal heritage including middens)
38. The Araluen Drive seawall needs to be restored. However, there will be a conflict between its listed heritage status (LEP item 196) and current “best practice”, which sees a different structural approach that is more oriented to encouraging marine life. Where is this discussion?
39. P. 31 Node B: is dredging of any part of Hardys Bay in its SW corner proposed, to improve Club Creek’s flow and to remove recent silt from nearby building activities and following bushfires, improve access from the foreshore to open water (eg for watercraft launching)? Migratory and local birds use the shallow water, just as they do at Pretty Beach.
40. P.[ADDRESS REDACTED]edging of any part of Pretty beach (eg opposite Turo Park) proposed? It is silting up.
41. P.36: there are middens along the cul de sac end of Araluen Drive, water side – protect them. Similarly Pretty Beach/Wagstaffe. They are referred to only in the Reference List.
42. When Heath Rd. is closed for any reason (trees down, power lines down, fire, etc.), Araluen Drive/Dog Track section to PB Road is opened, by unlocking of padlocks at each end. This is an important waterfront land function, even though the surface is dirt.
43. P. 42 – why reclaim the foreshore at Pretty Beach (east end, centre), when other sections of foreshore are not reclaimed even though they are being eroded? The treatments are inconsistent as well as not justified in the text.
44. East of Pretty Beach wharf and boat ramp carpark: pedestrian movements are not to the south: they are within the bitumen area or else along the foreshore. The proposed southern path might encourage families parking near the ramp but moving to the pre-school to stay on a path, but then there is no safe crossing of Heath Road in order to access the pre-school.

45. Inserting a pinch point between Heath Road/Pretty Beach Road/ Araluen Road (next to the toilet block) will hamper vehicle movements there, even if it hinders illegal parking. People often use that area of the intersection informally, eg to use the bins or toilets or even the fish-cleaning table's water. Be careful about partially closing it off, thereby reducing use of the boat ramp carpark.

46. More car+trailer parking is needed near the boat ramp. On weekends, people use the school's parking area or park informally near the toilet or even along Heath and Pretty Beach Road. Too much illegal and dangerous long-stay parking ...

47. The level (height) of Pretty Beach Road must be addressed. It is covered by Brisbane Water many times a year, and with sea level rise and climate change, this will worsen. The plan does not mention much less resolve this: it is the only access to 2 suburbs. The water is saline – not good for vehicles. Pedestrians cannot pass. Although addressed in a previous strategy, actions were never funded and now seem forgotten although the problem is worsening.

48. P.44 parking for the school must be improved for drop-off and pick-up. All day parkers can use the boat ramp parking area. Is widening the informal beachfront seawall northwards intended to increase kerb-side parking for drop-off and pick-up? If so, great. These are VERY distracted drivers.

49. P.44: the heritage status of the baths vs their modern potential for use needs an explicit discussion. They were built by the P&C for the newly-established school (about 1920?). Does the school still want it eg if it was dredged and new poles with netting were installed, + refurbishment of BIG enough change sheds? If the school does not, does anyone else want to swim there? It is rare to see anyone swimming at Pretty Beach, partly due to the bull sharks and partly due to the depth (and distance at low tide out to sufficient depth for swimming). Is water pollution an issue here, given stormwater discharges around Pretty Beach?

50. Other than Heath Road (which has kerb and gutter), and Araluen Drive (south section, subject to other comments), the other [ADDRESS REDACTED]s need to be reconstructed along their length (Hardys Bay Extension, Pretty Beach Road, Wagstaffe Avenue). They have failed, and constant pothole repair isn't even a short-term fix.

51. P.52 Wagstaffe Square works better since the central garden was moved east and new lines realigned Wagstaffe Avenue. However, illegal parking between the square and bus stop makes a frequent nonsense of sight lines – a hard kerb plus more landscaping should be installed on the corner to prevent such parking. If a path is put there, cars will simply be parked on it, out of habit.

52. P.[ADDRESS REDACTED] south of the square: provide formalised parking at least on the eastern side: parking is at a premium at that intersection when there are functions at the hall (>100 attendees), when people use the ferry (24/7) and/or when the shop is open. Any future footpath could be integrated with such parking, or else turf that side of Wagstaffe Avenue along its length – it is a pleasure to walk on grass compared to concrete, and is consistent with the natural qualities of this quieter end of the peninsula. (The same comment can be made for the NW section of Araluen Drive.)

53. P. [ADDRESS REDACTED].: can the ditch along the southern side be piped or made shallower, to provide half a dozen viable parking spaces there, uphill from the intersection with Wagstaffe Avenue?
54. P.52 beach beside Wagstaffe Wharf: this gets silted (not a huge problem) and polluted. What information is there about stormwater pollution at that little, popular beach?
55. P.52 beaches on each side of Wagstaffe Wharf. Is it cost-effective to consider beach sand nourishment in such a high-velocity tidal environment (exacerbated by the ferry's turbulence)? Where would the sand come from? Or will it be local mud?
56. Formalised access (eg via inaccessible seawalls) is not needed for much of the study area. Agreed: informal access (eg grass leading to mud or sand) may need a bit more maintenance, but it can be much cheaper than the capital cost involved in formalisation. It is also the traditional approach to foreshore management, and is a soft, rather than hard, fixed solution, more akin to newer design principles.
57. Avoid vertical seawalls, preferring sloped walls with potential for marine life to become established, particularly with Sea Level Rise. Use current "best practice".
58. WTKCA has an high average membership age (eg >60). Does the Plan sufficiently allow for cycling, e-biking, walking with strollers, jogging, manual handling of kayaks and dinghies on trolleys from "home" to foreshore, and other activities preferred by younger (non-WTKCA) people?
59. How consistent with the various flood and coastal management studies/plans/programs is the draft Plan? Be explicit where there are inconsistencies, so choices can be made and sustained through funding applications.
60. It is clear that such other studies have never received 100% funding, so their existing recommendations have to be considered still in play, even if now outdated.
61. How will a trade-off be achieved between the need for more shade (whether from picnic shelters, toilet blocks or trees) and nearby residents' assumption of entitlement to an unobstructed view to the waterway?
62. The Plan focusses on human needs in an urban environment. However, the natural environment cannot speak for itself. How are the tidal bays, foreshores and bushland ridges to be enhanced "naturally" through this process?
63. It appears that Club Creek is silting up that corner of the bay. The creek has also had evident pollution. This little area needs its own environmental protection measures.

64. Similarly (but without the evident pollution), Turo Creek is silting up Pretty Beach, east of Oroo St. wharf. This is a difficult management situation, as Turo Park currently is tidal, due to open stormwater drains (two-way) beneath the road. Scalds are visible near the soccer net/tennis court. Turo Creek does not seem to flow into the park near the road and pedestrian bridges, although flooding is probable in the southern, isolated section of the park, probably from the creek rather than from Brisbane Water. The relevant flood study notes the problems.

65. In the recent past, I recommended to WTKCA that public sculptures be commissioned for Turo Park (eg the upstream section), without any interest from WTKCA. I still think they would be a valuable, discreet part of that park, assisting with its status as a destination that is separate from the overcrowded Killcare Road precinct. Other locations might be near Stanley St. and at the NW end of Araluen Drive.

66. That section of Turo Park is also a possible men's shed site (despite neighbours' objections, flooding and subject to infrastructure availability), or a community garden site (due to its alluvial soil and high (if somewhat saline) water table). At the moment, it risks becoming a public safety problem for neighbours. Increased usage is preferable.

67. Permanent parking of trailers (with or without boats) and potentially caravans is becoming a visual and parking problem. Without signage, it appears that current practices (Araluen Drive near Club Creek; High View Road near Wagstaffe Avenue across a National Park frontage) are legal. Is there a public will to engage owners in a discussion about responsibility for their trailer or boat that might not be in a public place, where they are now supplanting other kerbside road users? If not, can the plan provide for such parking where it does not supplant other road users (i.e. away from the current problem area in Araluen Drive near Club Creek)?

68. The foreshore has 3 broadly different characters: the quieter culs de sac (Hardys Bay extension and Stanley St. area, north end of Wagstaffe Avenue beyond the square, NW end of Araluen Drive with Dog Track), middle-level activity areas (Heath Rd.), and 2 busy areas with high levels of visitors, traffic and parking problems (Araluen Drive/ Killcare Road; Pretty Beach School area where non-locals also enrol children and boat ramp use draws visitors). Lower traffic speeds and volumes, with more pedestrians are evident in the quieter areas, including people launching watercraft. The plan does not sufficiently address those variations in needs, or use of the different foreshore areas. The differences should be valued as part of the texture of this community and the foreshore, not made more bland.

69. Truth is: people with significant mobility issues, such as required use of a walker or wheelchair, cannot remain long in these suburbs. You need to be able to drive, and to own or share a car. Public transport is insufficient, and does not meet such people's mobility needs. There is therefore a balancing question as to providing a lot of access for people with differing levels of mobility difficulties vs the number or proportion of such people who can visit or live in this area. (Yes, I'm aware of the legislation.)

70. Has Crown Lands been consulted? Are any more moorings to be permitted in either bay? Is the size or nature of problems associated with moored boats and their on-shore dinghies changing? What are the consequences of CL's management of the 2 bays? Are there any concerns about vehicle

parking permanently along the foreshore by people permanently occupying boats (probably illegally)? If so, who will do what?

71. It was clear at a pop-up during the exhibition period that some nearby landowners/weekenders have completely different ideas about management of the foreshore and bays from more traditional people. How many of the claimed problems are unjustified (perhaps NIMBY rather than YIMBY) because they are not representative of the current community and of visitors with strong connections to the past?

72. Be explicit: to what extent does the plan include or exclude roads? They are critical to parts of the plan (eg Pretty Beach Road, Araluen Drive's south section).

73. Given funding difficulties, be more transparent about what the priority projects are and why.

74. What is the plan's proposed duration? It needs to be viable enough to last until all funding has been secured and solutions implemented. Or are future amendments being built in, due to lack of funding?

Regards

[NAME REDACTED]

[LOCATION REDACTED]

Email submission

Hi [Redacted]

I have attached a very basic AI render to show the general idea and will work with locals to come up with a better detailed design proposal.

Thank you for your willingness to look into this matter and liaise with the relevant parties.

I am writing to formally request guidance and support regarding potential upgrades to the Wagstaffe Wharf precinct. As you mentioned, we understand the site may fall under multiple authorities due to it operating as a ferry stop, and we appreciate your assistance in helping navigate the appropriate channels, including liaising with Adam Crouch MP if required.

1. Accessibility & Foreshore Stabilisation Improvements

The primary concern is improving accessibility and long-term stability of the site.

Currently, access to the wharf is challenging for wheelchair users, people with mobility impairments, parents with prams, and elderly residents. The existing configuration also appears vulnerable to ongoing tidal erosion.

We would like to propose consideration of the following:

- Remove or upgrade the existing pathway to the timber wharf which is very difficult to access due to tree roots damage.
- Upgrade sandstone edging near the sand, and improve accessibility and safety.
- Construct a new timber wharf structure starting from the beach and resurface the asphalt area from the carpark to the beginning of the wharf.
- Design the wharf so it is raised, allowing sand and tidal flow to move naturally underneath to the other side.
- Model the design on the accessible timber wharf at Palm Beach, Sydney, which provides improved usability while maintaining environmental flow and visual appeal.
- Add a sun and rain shelter with seating for commuters.
- Add a stepped retaining sandstone wall and access steps to the water on the picnic / BBQ area side to stop erosion and imminent loss of trees.
- Include a larger area for fisher people on the wharf.
- Possibly install a protected swimming area on the beach side – pending community feedback.

This approach would:

- Improve universal access.
- Reduce erosion impacts.
- Create a more natural coastal interface.
- Enhance safety and usability for ferry passengers and recreational users.

2. Installation of Public Showers

Additionally, many community members have raised interest in installing simple rinse-off showers near the beach area. Given the popularity of swimming at Wagstaffe, this would be a practical amenity that enhances the experience for locals and visitors alike. It has been suggested that we could instal one, or preferably two showers, on the eastern side of the exterior of the toilet block.

We would appreciate your advice on:

- Which authority has jurisdiction over the wharf and surrounding foreshore.
- Whether this would require a joint Council / Transport for NSW / Crown Lands approach.

- The appropriate process to formally submit a concept proposal.
- How the community can best support progression of these initiatives.

We believe these upgrades would significantly enhance accessibility, environmental resilience, and community amenity at Wagstaffe Wharf. Thank you again for your assistance — we look forward to your guidance on next steps.

Kind regards,
[Redacted]

DRAFT

DRAFT