



**Central Coast Recreational Use Study
Stage 1: Open Coast and Coastal Lagoons**

PART C



Study Recommendations

The recommendations in this section are based on the findings of the policy and literature reviews, the mapping data presented in earlier sections of this report, observations made during the field trips and discussions with officers from the Central Coast Council.

Increasing and enhancing recreational opportunities

Coastal shared/dual use paths potential

The Central Coast Council coast adequately facilitates a certain range of recreational activities: notably swimming, beach walking, surfing, fishing, sitting and relaxing, socialising, beach running, exercising the dog, sun bathing and visiting cafes/restaurants, as well as having facilities and locations for more specialised activities, including kite surfing, canoeing and hang gliding. Popular recreational activities not well catered for are cycling, and walking and running on coastal paths.

Observations from our studies of the Perth beaches is that more walkers and runners prefer the shared use paths over exercising on the beach.

As noted in Part A, there are only 5 shared coastal paths in the study area, with photos of these paths shown in the Figures below:

- A short path at Soldiers Point (Figure 275);
- A very well used path at The Entrance (Figure 276);
- South of Shelly Beach, including a track through the bush reserve (Figures 277 and 278);
- Another very well used path part of the Terrigal Beach and Node including a walkway around the rocky cliffs (Figures 279 and 280); and
- The longest path of the five, which is either side of Ettalong Beach (Figures 281, 282 and 283, following page).

It is highly likely that if more and longer shared use paths within the coastal foreshore are provided, this would attract more users to the beach and enhance the experience of some of the existing users. Council's Destination Management Plan (Central Coast Council 2021) identifies the following opportunity with respect to paths:

Delivery of improved walking trails, pathways, and cycling routes to maximise access and provide a diverse offering of experiences. (p46)



Figure 275: Very short coastal path at Soldiers Beach.



Figure 276: Coastal path along Marine Parade at The Entrance.



Figure 277: Shared path south of Shelly Beach.



Figure 278: Track through bush coastal reserve south of Shelly Beach.



Figure 279: Northern part of the Terrigal Beach and node path.



Figure 280: The Terrigal Haven Boardwalk forms part of southern section of the Terrigal Beach path.

A number of considerations are needed in designing these paths, including:

- Users typically do out and back routes, and it is useful to have facilities, including toilets and water at the starting point;
- The design of the paths should maximise interest by not being linear and providing a range of landscapes to pass through, including varied vegetation, different builtscapes, undulations where the view is varied including not always having ocean views – i.e. providing a spectrum of experiences;
- Seats at locations with sweeping views or separate viewing platforms; and
- For maximum usage, these paths are best located within or very near existing residential areas.

Recommendations

The following locations are ideal for new shared use paths and the feasibility of constructing these paths should be pursued including costings, grants, community engagement and detailed site design:

1. Connecting Budgewoi Beach and Hargrave Beach;
2. Toowoan Bay Surf Life Saving Club to Shelley Beach;
3. The beach adjacent to Wamberal Lagoon with a possible extension north to Forresters Beach around or along the rocky point; and
4. Connecting the Entrance North beach to Magenta Beach, using, upgrading and extending the existing track at Magenta Beach (Figure 284), and linking this to existing coastal track through the coastal reserve at The Entrance North Beach via Curtis Parade (Figure 285), which will need to be upgraded.



Figure 281: Path to the east of Ettalong Beach, which connects Ettalong Wharf to Ocean Beach.



Figure 282: Shared path and supporting infrastructure south of Ettalong Beach.



Figure 283: Path running adjacent to Ettalong Dog Beach.



Figure 285: The existing coastal track through the coastal reserve at North Entrance Dog Beach.



Figure 284: The existing coastal track at Magenta Beach.

Upgrading existing tracks

There are five existing tracks, either formally or informally made, that could be upgraded and extended as described below: one in Brisbane Waters and one in each coastal lagoon. Whilst the conservation value of the four lagoons included in this study is acknowledged, they are largely under utilized as a recreational resource. The most appropriate land based recreational use of these lagoons that is sympathetic to their conservation value is walking/running on well maintained tracks, and in one case a shared use path.

Pretty Beach through to Killcare

Recommendation

5. The existing track starting at Pretty Beach boat ramp (Figure 286) and through Araluen Drive road reserve, linking back to Araluen Drive in Hardys Bay, could be upgraded to shared path standard and extended around part of Hardys Bay through the developed although narrow foreshore reserve (Figure 287) to at least the small commercial centre at Killcare Road junction.

Terrigal Lagoon

Recommendations

6. There is a short walk (Figure 291) on the SW arm of Terrigal Lagoon (photos are shown in Figures 288 to 290). The track is mostly suitable for walking and appears to be well used, although rather short. It has the potential to be upgraded, not necessarily to dual use path standard, and extended further. The Council-approved option to develop a loop track around the SW arm of the lagoon starting at Marine Discovery Centre should be supported.
7. The eastern arm also has potential for including a walking track. The track could start from a new car park along Lake view road and head north and then west passed the Breakers Country club, then along the western shore passed Franklin Oval to then link up with the existing path near the northern end of the Terrigal Drive, which could then link to the path to the Terrigal major node. Such a path would also provide a pedestrian/cycle link to the Terrigal major node for residents in the Beaufort and Hastings Roads locality. It is likely that the path would have to run partly along Ogilvie Street where there is no public foreshore.



Figure 286: Start of the existing track through Araluen Drive road reserve at the Pretty Beach boat ramp.



Figure 287: Part of the narrow foreshore reserve around Hardys Bay.



Figure 288: End of the Terrigal Lagoon walk at Hastings Road.



Figure 289: Wetland setting of the Terrigal Lagoon walk.



Figure 290: Start of the Terrigal Lagoon path.

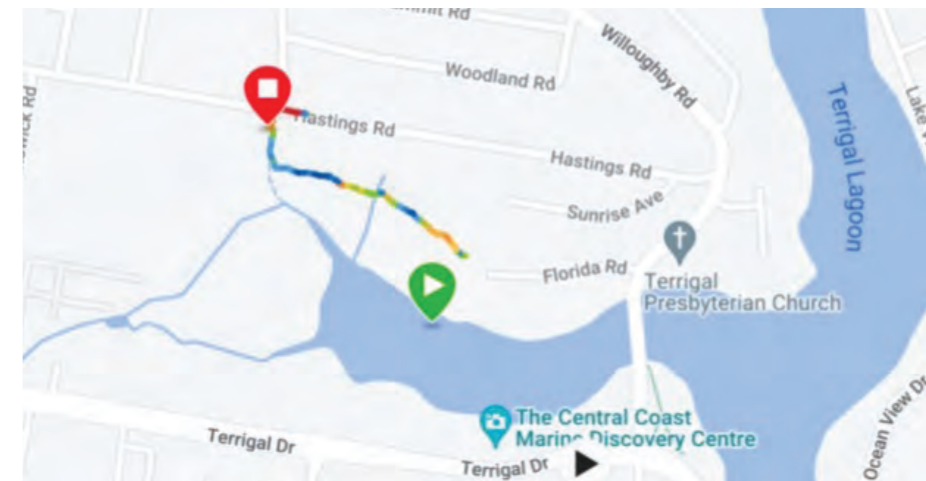


Figure 291: Map of the short walk route in Terrigal Lagoon Reserve.

Avoca Lagoon

There is an existing track network starting on the northern side of Avoca Lagoon near the ocean outlet, goes around the eastern arm of the lake, follows the northern arm and head north through the forested areas of the reserve and ends up at Scenic Highway near the intersection with Bradleys Road – see the photos and map of the walk sections in Figures 292 to 295. The total length is 3.49km.

Recommendation

8. Whilst the track in Avoca Lagoon reserve is rough, overgrown, muddy in parts and is not continuous, it has the potential to be upgraded and made into a single walking trail. At the moment, it would be an out and back track, but options to extend the track to the west so it becomes more of a circuit should be explored.

Wamberal Lagoon

Recommendations:

9. A poor quality path runs from Matawai Avenue to Wairakei Road Reserve (Figure 296 and 297), which could be upgraded.
10. A higher quality path on the eastern side of the lagoon at Spoon Bay connects to the beach adjacent to Wamberal Lagoon (Figure 298). This section could form part of a loop track which goes along the eastern side of Wamberal Lagoon, with a possible extension north to Forrester's Beach around or along Wamberal Point.

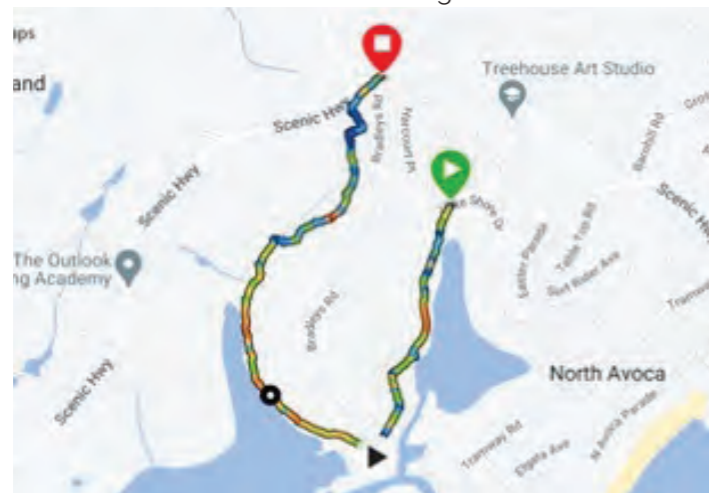


Figure 292: Map of Avoca Lagoon walk.



Figure 293: The start of the Avoca Lake path near the lagoon mouth.



Figure 294: The Avoca Lake path runs directly adjacent to private properties.



Figure 295: A particularly poor quality section of the Avoca Lake path posing a slip hazard.



Figure 296: The entrance to the Wamberal Lagoon path off Matawai Avenue.



Figure 297: The majority of the path was muddy and slippery after heavy rain.



Figure 298: Entrance to the Spoon Bay Beach walking path.

Cockrone Lagoon

The rough track starting on the northern side of Cockrone Lagoon near the ocean outlet, extending about 200m could be upgraded, but not to dual use path standard, and extended – see photos in Figures 299 to 302.

Recommendation:

11. This track in Cockrone Lagoon reserve is a bit rough and rather short. It has the potential to be upgraded and extended around the lagoon.

Improving and increasing disabled access

It was observed that all of the surf lifesaving clubs had facilities that allowed physically disabled people to access facilities by having disabled parking and toilets, but only a few were observed to have facilities to enable access to the beach including having beach wheel chairs (Figure 303) and beach mats (Figure 304).

Recommendation:

12. Council should work with the surf lifesaving clubs to ensure that they all have either beach access wheelchairs or beach mats.

It is also noted that shared use paths provide a recreational opportunity for physically disabled people and that by providing more of these, as recommended above, would enhance and expand physically disabled people's experiences at the coast.

The above recommendations and the comments about dual use paths are consistent with Council's Disability Inclusion Action Plan (Central Coast Council 2021) which has four focus areas, one of which is "2: Making the Central Coast more accessible, inclusive and liveable", and one of the objectives is "We will make it easier to access the places we love on the Central Coast – the beaches, waterways and bushland."



Figure 299: Opening to the Cockrone Lagoon trail from the beach.



Figure 300: The path runs directly past the open backyards of private residences.



Figure 301: Boats found along Cockrone Lagoon trail.



Figure 302: The view of the lagoon along the trail.



Figure 303: Beach wheelchair for hire at Avoca Beach.



Figure 304: Beach wheelchair mat at Toowoan Bay Beach.

Enhancing users' experiences – addressing aging infrastructure

As noted above, good quality infrastructure will enhance the user's experience and increase the likelihood that users will return. There are several areas where the quality of certain infrastructure should be improved.

Lookouts

Most of the lookouts offer excellent views, but some have their views restricted because the vegetation in front of the viewing platform has grown and is blocking some or all of the viewing. Hargraves Beach (Figures 305 and 306) and Ettalong Beach (Figure 307) are two such examples.

As well, some of the lookouts would benefit from have seating, for example at Wamberal Beach (Figure 308) and Umina Beach (Figure 309).

Recommendation:

13. An audit of the lookouts should be carried out to identify those that require the vegetation to be trimmed to ensure the views can still be experienced by visitors, and/or those where the seating should be added.

Examples of infrastructure that should be upgraded or improved

Council has done an excellent job in providing modern facilities, especially at the developed nodes, but the site visits identified examples of infrastructure that was old, and need of repair or replacement, as shown in Figures 316 to 344 on the following pages. Providing modern infrastructure and facilities would enhance users' experiences.

Recommendation:

14. Council should develop a coastal infrastructure replacement and upgrade programme to modernise the aging coastal infrastructure. The list here is a useful starting point, however, the first step should be a complete audit of coastal infrastructure.



Figure 305: Hargraves Beach Lookout.



Figure 306: Obstructed view from Hargraves Lookout.



Figure 307: The obstructed view of Broken Bay from Ettalong Beach Lookout.



Figure 308: Lookout at Wamberal Dog Beach.



Figure 309: Locals using the ledge for seating at Umina Beach Lookout.



Figure 316: Lookout at Budgewoi Beach.



Figure 313: Carparks at Budgewoi Dog Beach.



Figure 312: Seating along the path at Norah Head Rockpool.



Figure 317: Beach access at the northern end of Curtis Parade Beach.



Figure 315: Lookout seating along North Entrance Dog Beach.



Figure 314: Old seating at North Entrance Beach.



Figure 318: Toilet block at North Entrance Estuary.



Figure 311: Old infrastructure at Blue Lagoon Beach south of Shelly Beach.



Figure 310: Damaged stairs at Blue Lagoon Beach.



Figure 325: Old shower at Spoon Bay Beach.



Figure 322: Old shower at Wamberal Lagoon.



Figure 321: Old showers at Wamberal Beach.



Figure 326: Seating at Terrigal Lagoon.



Figure 324: Old shower at North Avoca Beach.



Figure 323: Old shower along North Avoca Dog Beach.



Figure 327: Another old shower at North Avoca Dog Beach at the end of View Street.



Figure 320: Another old shower at North Avoca Dog Beach at the end of Ocean Street.



Figure 319: Another old shower at North Avoca Dog Beach at the end of Lake Street.



Figure 334: Old showers at Avoca Dog Beach.



Figure 331: Old shower north of Copacabana Beach.



Figure 330: Another old shower north of Copacabana Beach.



Figure 335: Another old shower at Copacabana Beach.



Figure 333: Shower at MacMasters Beach.



Figure 332: Old shower at Killcare Beach.



Figure 336: Lack of shady seating at Killcare Beach.



Figure 329: Old seating at the north of Hardys Bay.



Figure 328: Old seating at Pretty Beach adjacent to boat ramp.



Figure 342: Example of old seating in reserve adjacent to Araluen Drive, Hardys Bay.



Figure 339: More old seating in reserve adjacent to Araluen Drive, Hardys Bay.



Figure 338: Old bike racks at Ettalong Wharf.



Figure 343: Old shower at Ettalong Creek, south of Umina Beach.



Figure 341: Old seating along Pearl Dog Beach.



Figure 344: Old showers at Patonga Beach.



Figure 340: Old showers at Pearl Beach.



Figure 337: Old showers at Cockrone Lagoon.

Specific recommendations for enhancing user experience

North Avoca Beach opposite the end of View Street

It was observed during site visits that this beach is popular, especially for surfing (Figure 345), but there is very limited parking, with overflowing into the street (Figure 346). It appeared that there was a special event on at this beach at the time so the shortage of available parking may not be a regular issue. Given the apparent popularity of this beach, there is only minimal infrastructure here – a bin and an old shower – see Figure 347.

Recommendations:

15. Improving parking North Avoca Beach opposite the end of View Street is likely to be difficult as there is little room at the end of View Street. However, the facilities here could be improved with an upgrade to the shower and provision of potable water.
16. Despite the vegetation at North Avoca Beach opposite the end of View Street being fenced off, people had jumped the fence to watch the event (Figure 348). If this continues to occur and is not isolated to this event, then damage to the vegetation could be managed and reduced by creating a modest grassed area with seating here.

Safety at rock platforms - North Avoca Beach

The rock platform at North Avoca Beach is easily accessible but is dangerous due to large waves crashing into the rocks. Whilst the signs warn fisherman of the dangers (Figure 349), there is no general warning for other visitors, and the rock platform is clearly popular (Figure 350). and visitors may or may not be aware of the hazard. Council officers advised that Council had previously considered this issue and that a consideration that time was that individual people would take responsibility for their own actions, and therefore, signs were not required.

Recommendations:

17. Council may want to re-consider this issue and whether the warning sign at North Avoca Beach should be upgraded to include a warning to the general public of the hazard at the rock platform.
18. The adequacy of the warning signs at other locations that have rock platforms exposed to large waves should also be considered.



Figure 345: The crowd at North Avoca Beach opposite the end of View Street.



Figure 346: Overflow street parking at North Avoca Beach opposite the end of View Street.



Figure 347: Old shower at the end of View Street.



Figure 348: Beach users watching the surfing event from the vegetated part of the foreshore reserve.



Figure 349: Hazard warning sign for fishing at North Avoca Beach.



Figure 350: Visitors putting themselves a risk of injury on the rocks at North Avoca Beach

Jenny Dixon Beach - access

The formal access to this beach was closed at the time of the site visit (Figure 351), but the beach can still be accessed via a track and steps that appear to be made by locals (Figure 352). This access has not been well constructed and is quite unsafe in parts (Figure 353).

Recommendation

19. The track and steps to Jenny Dixon Beach are accessible from the reserve and are available to the public, and Council should consider whether to close the steps or upgrade it to improve its safety.

Lakes Beach

This beach has significant potential for re-development and appears to be under-utilised. For example, the northern section of the large carpark has a number of people who are camping there (Figure 355), which reflects that this carpark is rarely full, at least during the time of the site visit.

As well, much of the infrastructure here is old and requires replacement with more appropriate designs, for example, none of the seating offers any shade (Figure 354).

Lakes Beach is the northern most beach with a surf lifesaving club, and is situated in between two residential areas – Budgewoi in the north and Toukley in the south – and also offers a different experience to the other beaches with surf lifesaving club as it is set within a wide and well vegetated reserve rather than a residential area.

Recommendations:

20. The infrastructure at Lakes Beach should be upgraded to make better use of the existing carparking and to provide the Budgewoi and Toukley residents with a more attractive and useable resource. This could be done at the same time the dual use path is constructed between Budgewoi Beach and Hargrave Beach.

Terrigal Beach Node

Recommendations:

21. A public toilet should be provided at eastern part of the Terrigal Beach Node, given the popularity of the area..



Figure 351: The closed public access stairs to Jenny Dixon Beach.



Figure 352: The top of the informal access to Jenny Dixon Beach.



Figure 353: A section of informal access to Jenny Dixon Beach which is unsafe.



Figure 355: People camping in the northern end of the Lakes Beach carpark.



Figure 354: Existing picnicking seating at Lakes Beach which lack any shade.

End of Mareela Ave access to beach east of Anderson Bay Boat Shed, Booker Bay/Ettalong Beach.

It was observed in the site visit that the beach to the west of this access point is quite well used (Figure 356), but the parking is limited and informal and there are no facilities here (Figure 357).

Recommendations:

22. Council should consider upgrading the parking end of Mareela Ave, Booker Bay and providing some basic facilities - shower, bin, drinking water and seating.

Coastal erosion, climate change and long-term planning

The site visit was held in July not long after some major rain events, and many of the beaches had yet to recover from those events. Notwithstanding this, several beaches are showing signs of long term erosion. This is likely driven by climate change where rising sea levels and increased storm intensity are causing increased coastal erosion. It is noted that Council is preparing Coastal Management Plans for the entire Central Coast coastline, consistent with the NSW Coastal Management Framework.

It is also noted that in 2011 the former Wyong Shire Council had prepared a management plan for its coastal zone (from Catherine Hill Bay to Crackneck Point) that included a hazard assessment of the coast for three timeframes – immediate, 2050 and 2100 (Umwelt Environmental Consultants 2011). The management plan had 78 recommendations, many of which had proposed actions to address the risk associated with coastal erosion. As well, in 2017, the former Gosford Council had prepared a management plan for its beaches (from Patonga to Forresters Beach), that also included a hazard assessment of the coast for three timeframes – immediate, 2050 and 2100 (WorleyParsons and EcoNomics 2014; 2017). The management plan had a comprehensive list of recommendations, many of which had proposed actions to address the risk associated with coastal erosion

These reports included identification of the recreation infrastructure at risk, for example surf life saving clubs, and made recommendations on how best to address these risks, for example, planned re-location.

Recommendations:

23. An audit should be carried out of the proposed recommendations and management actions contained in the two reports that address coastal hazards carried out by the Wyong and Gosford Councils that specifically relate to recreation infrastructure and whether they have been implemented. This should include an assessment of the relevance of any outstanding recommendations and management actions.
24. Once completed, any outstanding recommendations and management actions should be prioritised and an implementation plan developed.
25. The relevant Coastal Hazard Lines should be taken into account in planning the location of any new coastal recreation infrastructure.

It should be noted that certain adaptation actions to address the impact of coastal erosion on existing houses and coastal infrastructure will have an impact on the recreation and social values of the coast. For example, sea walls will protect house and infrastructure in the short to medium term but will lead to the loss of beach and the subsequent loss of recreational opportunities. These social costs should be included when considering which adaptation action to adopt in each location. Figure 358 shows the seawall that has been constructed in Lake Tuggerah Lake mouth, North Entrance and Figure 359 near Anderson's Boatshed in Brisbane Waters. As can be seen, the beaches will be inaccessible at higher tides.



Figure 358: Seawall on the north side of The Entrance Channel.



Figure 356: People using the end of Mareela Avenue, near Anderson's Boatshed in Booker Bay.



Figure 357: The Parking area the end of Mareela Ave, Booker Bay showing the lack of facilities.



Figure 359: Private residences backing directly onto the beach near Anderson's Boatshed.

Demarcation between private land and the foreshore reserve

There are several beaches where there is a narrow foreshore reserve and private property directly abuts the reserve. Most residents have constructed their own access to the beach either as a track or steps/stairs (Figure 360).

It is likely that in some cases the stairs and other infrastructure (for example, the viewing platform in Figure 360) could be within the foreshore reserve. Further, there are examples where residents appear to be modifying the vegetation to protect their views, and in one case (Figure 361) lower the sand dune.

There are two options to deal with this problem to ensure a clear demarcation between private and public land. The first is to require boundary fencing, for example Figure 362 at North Avoca Beach.

The second option would be to provide a hard edge by constructing a path at the western edge of the foreshore reserve: Figure 363 shows an example of this from Halls Head in Mandurah, WA.

The former solution has the benefits of not costing Council, would likely be more popular with the property owners and minimises the loss of vegetation, whereas the second option provides a more secure demarcation and provides additional public benefits.

Recommendations:

26. An audit should be carried out of the coastal areas in the Central Coast where houses directly abut the foreshore reserve to identify cases of significant intrusion into the reserve which has caused loss of vegetation or landform.
27. Council should work with residents to identify a more suitable location for this infrastructure, or in the case of beach access, identify a more appropriate form of access which minimises the impact of vegetation.
28. Once these measures have been implemented, rehabilitation of the vegetation and landform should then occur.
29. To ensure an ongoing and clear demarcation between private property and the public foreshore, either a

property boundary fencing policy be introduced and implemented, or a dual use path or formal track be constructed at the western edge of the foreshore reserve.

It is recognised that taking any action to better manage the foreshore through the removal of private infrastructure and revegetating degraded areas will meet with resistance by some land owners, therefore the process of implementation will need to be managed carefully including an education program on the broader benefits of these measures.

Whilst these management measures will not completely stop the intrusions into, and the degradation of, the foreshore, it will certainly improve the problem and make the on-going management much easier as the demarcation between private and public is clear.



Figure 363: Shared path running between foreshore reserve and private residences.



Figure 360: Private access to Hargraves Beach, including stairs and viewing platforms.



Figure 361: An example of where a sand dune appears to have been modified at Curtis Parade Beach.



Figure 362: A fence providing a clear demarcation between private and public land at North Avoca Beach.

Informal uses causing damage

There are a number of locations where informal uses are causing management problems through the creation of tracks or other informal uses, and subsequent loss of and damage to vegetation, as shown in Figures 364 to 370.

Addressing these problems will involve removal of these items, noting that the use of the foreshore for boat storage was the most common cause of damage.

Recommendations:

30. An audit should be carried out of all the foreshore reserves identifying locations where damage is being caused by the informal use of the reserves, including tracks.
31. Where the informal use is by adjacent residents, Council should work with residents to have these items removed.
32. Where the informal use is a public use (track or infrastructure), Council should first consider whether these uses should be formalised so as to better manage the impact, but if not, then the site should be rehabilitated.
33. Once these measures have been implemented, rehabilitation of the vegetation and landform should then occur.

As with the recommendations in the previous section, it is recognised that taking any action to better manage the foreshore through the removal of items and other informal uses, and revegetating degraded areas will meet with resistance from some land owners, therefore the process of implementation will need to be managed carefully including an education program on the broader benefits of these measures.



Figure 370: Dumping of rubbish in Terrigal Lagoon.



Figure 364: Small boats being stored in the reserve and damage to vegetation, Booker Bay.



Figure 366: Informal track leading of the main track in the north west of Terrigal Lagoon Reserve damaging important aquatic vegetation



Figure 368: Private boat shed in the Araluen Drive Road Reserve, Killcare.



Figure 365: Example of formal and informal small boat storage in the reserve and damage to vegetation, Hardys Bay.



Figure 367: Informal track used by cyclists through Wamberal Lagoon Reserve



Figure 369: Informal viewing area at Copacabana Beach.

Parking

As noted earlier, it is likely that the two most popular modes of transport used to get to the coast are cars and walking, with the later used by locals to access their beach. The site visits involved visiting the main beach nodes over the Anzac Day weekend and it is clear that some beaches were struggling to accommodate the parking, whilst others had plenty of parking. Of the two most popular nodes – Terrigal and the Entrance – lack of parking was most obvious problem at Terrigal. Terrigal is located within a significant commercial area and the parking at the beach front and on the street was observed to be full all of the time. Parking at the Broken Head seemed adequate.

Parking at The Entrance seems adequate, although parking for the Ocean Bath is ad hoc, involving street parking on Ocean Parade and the end of Boondilla Road.

The carpark at Toowoyn Bay was observed to be full, although this beach has additional parking at the adjacent Swadling Park, which was also observed to be nearly full. The carpark at Shelly Beach was also observed to be full, although there was extra parking further south along Shelly Beach Road which was not full.

The two carparks at MacMasters Beach were observed to be full, with limited additional street parking. Carparking at North Avoca beach was observed to be almost full with some street parking available. The carpark at Copacabana Beach was observed to be full, although there was extra parking available as street parking. There is a small commercial area opposite the surf lifesaving club, and the carpark services both the commercial area and the beach.

The carpark at Avoca Beach was observed to be full, although there was extra parking available in the park south of Burns Street. There is also street parking. All the street parking and the carpark at Ettalong Beach were observed to be full, and the street parking is also being used by visitors to the commercial area.

The two carparks at Ocean Beach Surf Lifesaving club were almost full, as were the carparks at Patonga Beach. There are a few smaller nodes where demand for parking was observed to be greater than the available spaces – see Figures 371 to 376..



Figure 374: Carpark at Blue Bay Beach, Blue Street.



Figure 373: Access to Wamberal Beach at the end of Surfers Road.



Figure 376: Parking at the end of Pacific Street, Terrigal Lagoon Inlet.



Figure 375: North Avoca Beach access point at the end of View Street.



Figure 372: Parking at Andersons Boatshed, Booker Bay.



Figure 371: Parking at the end of Ferry Road, Ettalong Wharf.

In most cases, options to increase parking are limited. However, before any solutions are agreed to, it is important to establish the nature and extent of the parking problems. Key questions are:

- Which nodes are experiencing parking problems?
- How often and at what times is parking a problem? If parking is only a problem on certain weekend or during certain events, then temporary solutions can be implemented. If the problem is regular and increasing, then a more permanent solution is needed.
- Where do visitors come from and why are they visiting this particular node? If another node had the same facilities would they visit that node instead? Visitors who have travelled a greater distance may be more willing to use an alternative beach with similar facilitated. The answer to these sorts of questions could suggest that development of another node could take the pressure of an existing popular beach.
- Even if parking is a problem, has the carrying capacity of the node been reached and adding more visitors would negatively impact on the node's environment and character, and the visitors' experiences.

The site visits for this study were unable to answer such questions and only these casual observations were made.

The option to develop another node to facilitate more visitors will also have its own potential problems as the current users of that node may not want the character of their node to change to accommodate more visitors.

Inevitably, parking issues need to be seen within the broader context of population growth in the region (annually more than 1%), increased tourism to the region (Council's Strategic Community Plan has an objective to increase tourism) and changing recreational patterns of the existing population.

Recommendations

34. Any long-term solutions to parking problems at Central Coast Council beaches and nodes are likely to be costly, and so the nature and extent of the problems need to be identified so that fit-for-purpose solutions are identified.

35. Two surveys are needed to identify the nature and extent of the problems:

- a. A physical observational survey of parking in the key locations is needed to identify how often and when parking is a problem and to then determine if temporary or permanent solutions are needed. The use of cameras would be a cost effective way to collect these data; and
- b. If a permanent solution is needed, a survey of visitors should be carried out to establish if the parking problems negatively affected their visit, why they visited each particular beach and if another node, if suitably developed, would offer an alternative they would visit instead, and do they believe that adding more parking would negatively impact on the character of the node and quality of their experiences?

Surfing

The Central Coast has a number of popular surfing locations, with Avoca Beach recognised as the most important. There is a strong and active local surfing community in Central Coast. A 2017 article in Surfing World Magazine posed the question "Is The Central Coast Now Better At Surfing Than The Gold Coast? Coastsport website notes that "As well as a popular leisure activity, the Central Coast has produced many international surfing talents through its development pathways, including Ace Buchan (Avoca), Wade Carmichael (Avoca), Matt Wilkinson (Copacabana) and Macy Callaghan (Avoca)." (<https://coastsport.com.au/surfing/>)

Given the significance of some of the surfing sports in the Central Coast, it is noted that none of these locations are classified as a Surfing Reserve. To date, there are 18 National Surfing Reserves in Australia, with one in Newcastle and one in north Sydney. Whilst the benefits of being a National Surfing Reserve are not clear, and a site can only become National Surfing Reserve if when there is strong community support, there is value in exploring the possibility of nominating at least one site in Central Coast as a National Surfing Reserve.

Recommendation

36. Council should work with local surfing communities to identify benefits and downsides of nominating at least one surf location as a National Surfing Reserve, and, where clear benefits and strong local community

support for any nomination exists, proceed to nominate a location or locations to become such a Reserve.

Fishing

Fish cleaning stations with size guides are also provided are not common within the study area

37. Council should consider better matching the provision of supporting infrastructure such as cleaning stations and platforms with the natural formations that best facilitate recreational fishing.

Urban beaches, local access points and infrastructure

The beaches in the urban areas are the most heavily used of the beaches in Central coast, primarily from local visitors. As well as the recognized nodes, there are also many local beach access points which are typically narrow walkways often between houses and either located at the end of cul de sacs or supported by street parking only – see Figure 377.

Some of these local access points have no facilities either at the entrance or at the beach whereas other have minimal facilities – a bins, and in some cases a shower, a seat or a look out: see Figure 378.

In most areas, these local access points are well spaced providing good access to the beach for local residents. However, the lack of basic infrastructure in most cases limits the users' experience of the visit. There is value in creating a few well-placed local access nodes with some basic infrastructure. Such upgraded local access points would not only enhance users' experiences, but can act as small community hubs where socializing is facilitated.

The basic infrastructure at these upgraded local access points should be:

- Bin,
- Shower, drinking water,
- Information signage (referring to dogs, patrolled beaches, hazard info, local information)
- Look out and/or seating,
- Some shading, and

- A small grassed area.

Additional infrastructure could be a playground and a toilet/shower block in some circumstances.

The following discussion looks at the distribution of nodes and local access points and any infrastructure at the local access points, examines their distribution, and makes recommendations for any upgrades and improvements to infrastructure at selected local access points so as to enhance the experience of visitors, especially local residents. It covers the key urban areas starting from Budgewoi in the north to Patonga Beach in the South.

Budgewoi to Soldiers Beach

Figure 379 shows the area between Budgewoi Beach and Soldiers Beach. Budgewoi has a minor node with a car park, a bin, a lookout and nature boardwalk (Figure 380), the other access is at the end of a road and only has a bin. These are the only two access points for Budgewoi residents.

Recommendation

38. The minor node at Budgewoi could be upgraded. Consideration be given to adding a playground and toilet.

Hargraves Beach has three local access points, two of which have bins. Whilst many residents have direct access to the beach, the remaining residents are not well catered for.

Recommendation

39. The access point at the north of Elizabeth Drive (Figure 381) could be upgraded with a shower and/or seating.



Figure 381: Access point for Hargraves Beach at the northern end of Elizabeth Drive.

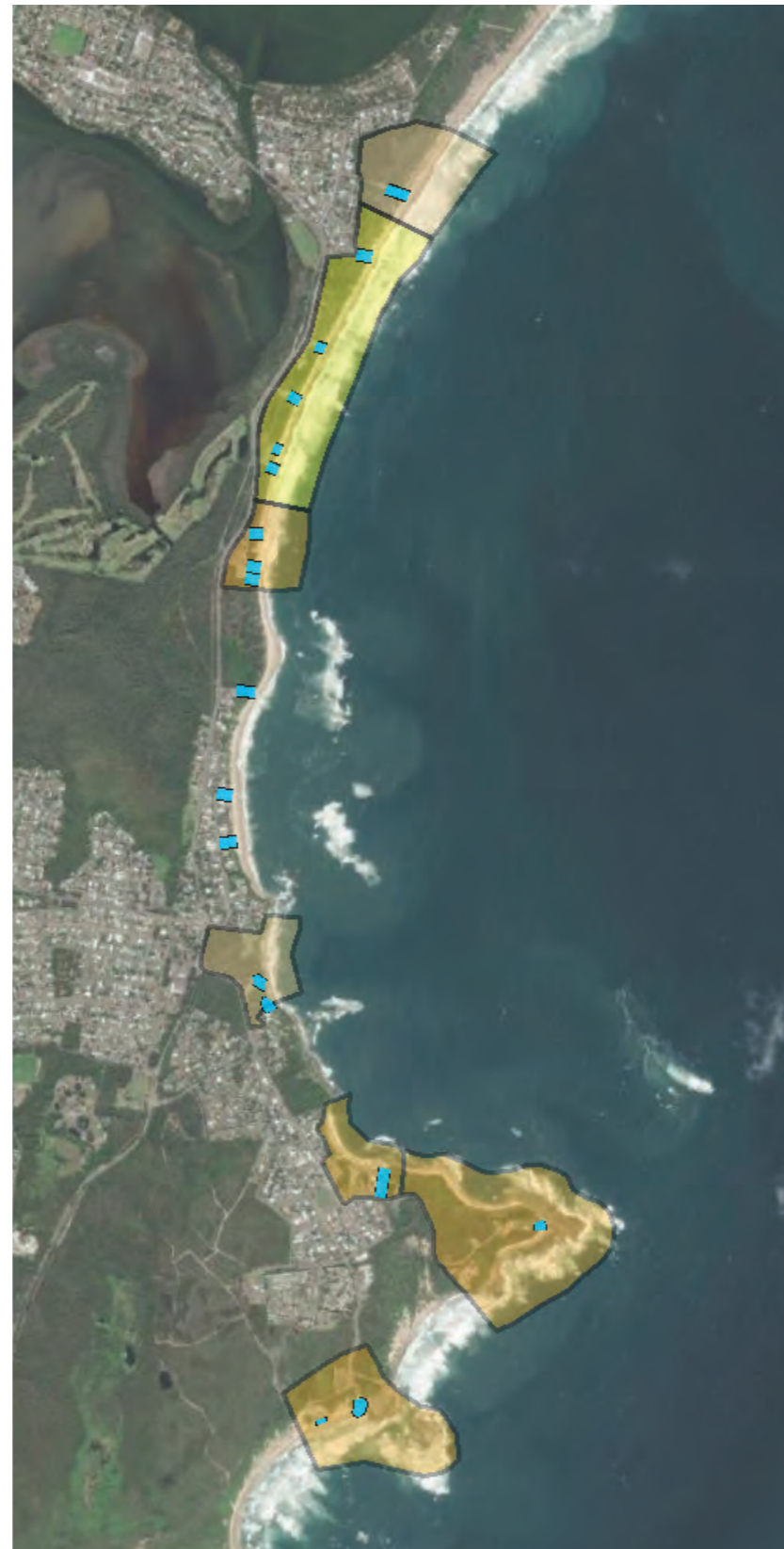


Figure 379: Beach access paths and nodes from Budgewoi to Soldiers Beach.



Figure 377: Typical off-the-street local access point at North Avoca Dog Beach.



Figure 378: An old shower and seating provided at a local access point at North Avoca Beach.



Figure 380: Drone image of the beach access path at Budgewoi Beach node.

Entrance North to Shelly Beach

Figures 383 and 384 show the area from Entrance North south to Shelly Beach.

Entrance North beach has 11 local access points, as well as North Entrance Surf Life Saving Club and Karagi Point nodes. The residents in the south have access to two nodes, whereas the in the far north North Entrance Surf Life Saving Club is not within walking distance, especially those residents in the Curtis Parade area.

Recommendation

40. The access points at the end of Wyuna Ave (Figure 382) and either the end of Manly Parade or Florida Street (Figure 385) should be upgraded. Both the Manly and Florida access points already have look outs.



Figure 382: Access point at the end of Wyuna Avenue.



Figure 385: Lookout at Florida Street access point, North Entrance.



Figure 383: Beach access paths and nodes along The Entrance Beach.



Figure 384: Beach access paths and nodes from Blue Bay through Shelly Beach to Bateau Bay.

Wamberal Beach to Terrigal Beach

Figure 388 shows the beach access points and nodes from Forresters Beach to Terrigal Point.

The area between the two nodes at the lagoon entrances has only two local beach access, the one shown is on the busy Ocean View Drive just south of the Lake View Road junction (known as the Ruins) (Figure 386). There is a look out here but no seats (Figure 387). The other access point is about 250 north of here but with no facilities.

Recommendation

41. This access point could be upgraded by adding a shower and some seating.



Figure 386: Local access point on Ocean View Drive south of Lake View Road junction.



Figure 387: Basic lookout with no seating adjacent to Ocean View Drive.



Figure 388: Beach access paths and nodes from Forresters Beach to Terrigal Point.

Avoca Beach

Figure 389 shows the area from North Avoca Beach to Avoca Beach

There are 4 local access points south of North Avoca Surf Life Saving Club, all of which were observed to be popular during the site visit, especially for surfing, with the access point at the end of View Street the most popular (Figure 390). There were many cars parked in at least two of these access points suggesting many visitors were not locals. Three of the local access points have a shower Figure 391).

Recommendation

42. Either, or both, of the access points at the end of View Street and/or Ocean Street could be upgraded

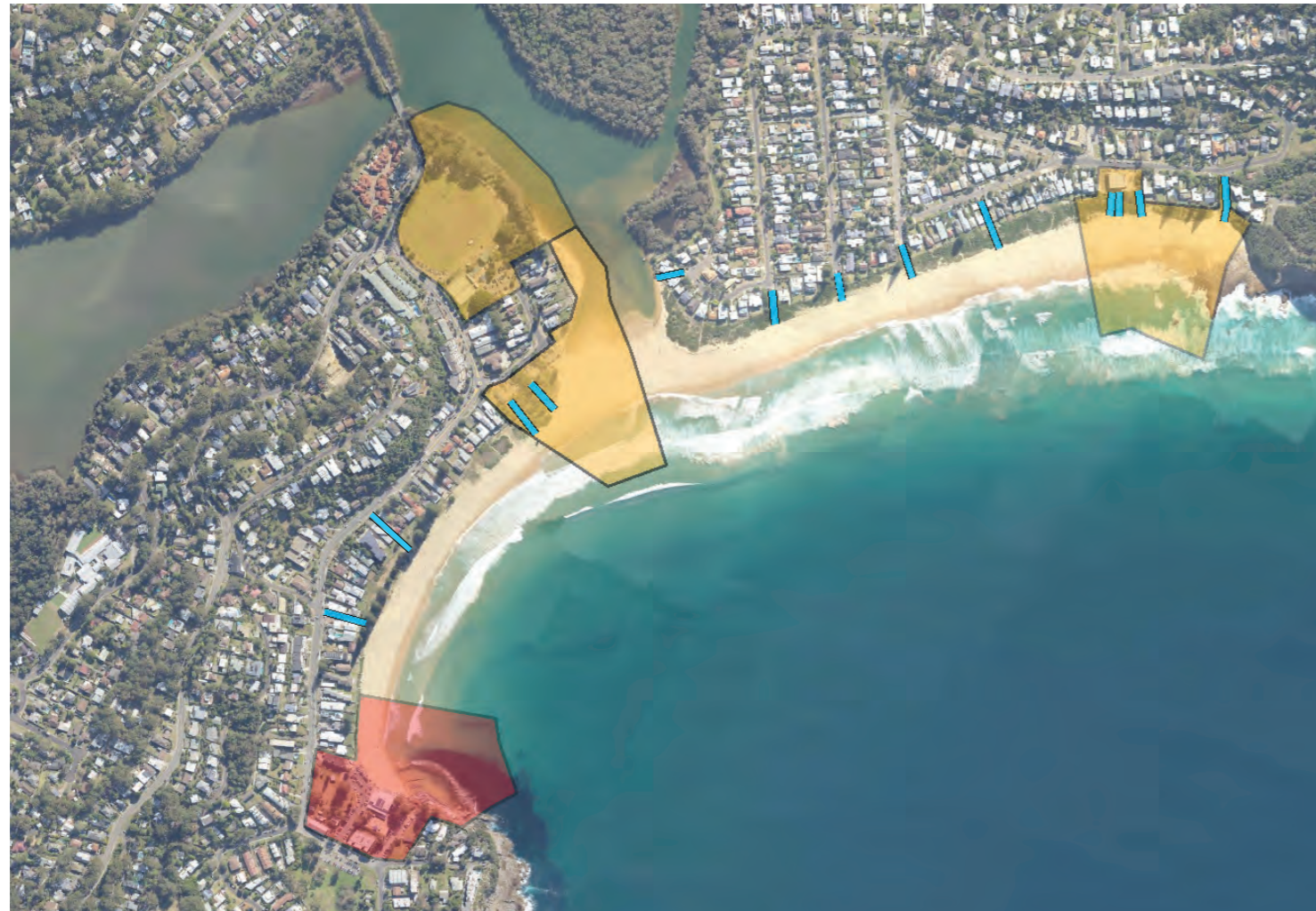


Figure 389: Beach access paths and nodes along Avoca Beach.

There are two local access points along Avoca beach between the lagoon entrance and the Surf life Saving Club. The one shown on the map has a bin at the entrance and a seat on the foreshore under a tree (Figure 392). The area around the seat is mostly cleared of vegetation.

Recommendation

43. This access point could be upgraded to a local access node with the cleared area reinstated with coastal dune vegetation.



Figure 390: View Street local access point.



Figure 391: Basic shower at the View Street access point.



Figure 392: Local access point north of Avoca Beach.

Copacabana and Macmasters Beach

Figure 393 shows the beach access points and nodes from Copacabana Beach to Macmasters Beach.

The Copacabana Surf Life Saving Club. Is centrally located although the western end is quite a distance from the club. The only infrastructure at the access point, to the north of the houses that directly abut the foreshore is a bin (Figure 394)

Recommendation

44. This access point could be upgraded.

The MacMasters Beach Surf Life Saving Club is located at the southwestern end of the beach and there are three local access points between here and the lagoon entrance.

Recommendation

45. This access point at the end of 3 Points Ave (Figure 395) could be upgraded..



Figure 393: Beach access paths and nodes along Copacabana and Macmasters Beach.



Figure 394: The western most local access point from Copacabana SLS Club.



Figure 395: Local access point at the end of 3 Points Avenue

Ettalong Beach

Figure 398 shows the beach access points and nodes along Ettalong Beach and Broken Bay.

The five mapped nodes are reasonably evenly spaced across the area, but there is a larger gap between nodes either side of Ettalong Beach Point. The access point at the end of Barrenjoey Road already has a look out, but no seat (Figure 396 and 397).

Recommendation

46. This access point at the end of Barrenjoey Road could be upgraded.



Figure 396: Lookout at the local access point at the end of Barrenjoey Road.



Figure 397: The lookout provides a perfect vantage point to The Box surf break.



Figure 398: Beach access paths and nodes from Ettalong Wharf in the East to Umina Point in the West.

Pearl Beach

Figure 400 shows the area along Pearl Beach.

There are five local access points north of the Pearl Beach node, with the access point at the end of Agate Ave the most central one (Figure 399 and 401).

Recommendation

- 47. This access point at the end of Agate Ave could be upgraded.



Figure 399: Access point at the end of Agate Avenue.



Figure 401: Agate Avenue is also the start of the designated dog exercise area.



Figure 400: Beach access paths and nodes along Pearl Beach.

Patonga Beach

Figure 404 shows the beach access points and nodes along Patonga Beach.

There are two local access points between the two nodes at either end of the beach - at Brisk Street (Figure 402) and Meroo Avenue (Figure 403) - neither of which has any infrastructure.

Recommendation

48. This access point at the end of Brisk Street could be upgraded.



Figure 402: Local access point at the end of Brisk Street.



Figure 403: Local access point at the end of Meroo Avenue.



Figure 404: Beach access paths and nodes from Forrester's Beach to Terrigal Point.

Discussion, summary of recommendation and overall conclusion

Strategic and policy context

The recommendations in this report were also developed within the context of the existing regional and local strategic planning framework. The discussion below highlights the key regional and local strategic planning documents and the relevance of this reports recommendations to them.

Council's Community Strategic Plan 2018-2028 (Central Coast Council 2020) sets the broad and overall objectives for Council across all its operations and responsibilities. Under the theme "Green" the following focus areas objectives are relevant:

- F1 Protect our rich environmental heritage by conserving beaches, waterways, bushland, wildlife corridors and inland areas and the diversity of local native species;
- F2 Promote greening and ensure the wellbeing of communities through the protection of local bushland, urban trees, tree canopies and expansion of the Coastal Open Space System (COSS);
- F3 Improve enforcement for all types of environmental non-compliance including littering and illegal dumping and encourage excellence in industry practices to protect and enhance environmental health; and
- F4 Address climate change and its impacts through collaborative strategic planning and responsible land management and consider targets and actions.

Under the theme "Liveable" the following focus areas objectives are relevant:

- K1 Create a regional network of interconnected shared pathways and cycle ways to maximise access to key destinations and facilities; and
- K2 Design and deliver pathways, walking trails and other pedestrian movement infrastructure to maximise access, inclusion and mobility to meet the needs of all community members.

Relevant community indicators are:

- Access to transport, walking and cycling - walking and cycling;
- Participation in sport, recreation and community life - sports and recreational activities and access and enjoyment of local environment; and
- Conservation and protection of natural areas – quality of the local environment.

Sitting beside this Plan is the NSW State Government's Central Coast Regional Plan (NSW Planning & Environment 2016). That Plan predicts the population of the Central Coast will grow from 339,550 in 2016 to 415,050 by 2036, an increase of 22.2%. As well, it notes that "Tourism and recreation have become mainstays of the economy" (p8) and that "The region's unique and productive natural environment, including its coastline, will support growth in the tourism, lifestyle housing, agriculture and resource sectors" (p15). Further, "There are ongoing opportunities to promote the tourism appeal of the region's bush, beaches and waterways" (p22).

Goal 2 of this Plan is "Protect the natural environment and manage the use of agricultural and resource lands". Action 12.4 is:

Strengthen the Coastal Open Space System by expanding its links and extending new corridors to balance growth in the north of the region and protect the network of natural areas across the region. (p35)

Actions 14.1-14.3 are

- 14.1 Manage the risks of climate change and improve the region's resilience to hazards such as flooding, coastal erosion, bushfire, mine subsidence and land contamination.
- 14.2 Review and update floodplain risk and coastal management programs to manage flood risk and protect the coast, particularly where urban growth is being investigated.
- 14.3 Incorporate new knowledge on regional climate projections and related cumulative impacts in local plans for new urban development.

Council's biodiversity strategy (Central Coast Council 2020) gives special attention to its coastal reserves and their important role in conserving and enhancing biodiversity. The desired outcome of the strategy is to

... protect and enhance the landscape and biodiversity values of the Central Coast, which includes maintaining functional connections between areas of habitat, maintaining core habitat as well as restoring marginal habitat, preserving threatened and iconic species and ecological communities, preserving significant Aboriginal cultural places, and protecting the scenic amenity of the region. (p25)

The strategy identifies the following key threats to biodiversity:

- Weed invasion,
- Grazing or predation by feral or domestic animals,
- Firewood collection,
- Rubbish dumping, and
- Clearing of native vegetation.

The goals in that strategy relevant here are:

- 1.2.1 – Implement site management plans to rehabilitate degraded bushland and coastal ecosystems;
- 1.2.2 - Prepare a policy for natural area encroachment management, and resource and implement a program to identify and manage threats to natural areas from encroachment

A key specific action related to 1.2.1 is "fencing, gates and access control to prevent dumping, damaging activities and encroachment"(p37).

The strategy also notes the importance of connectivity and biodiversity corridors. It notes

Maintaining and restoring connections between protected areas and areas of high biodiversity value are vital to landscape health and biodiversity of the region. (p60).

Whilst the coast was not identified as a biodiversity corridor in the strategy, given the biodiversity significance of coastal vegetation, improving the connectivity along the whole coastal zone should be explored.

Council has developed a car parking plan (Central Coast Council 2021), that identifies The Entrance and Terrigal as two of the nine key focus areas. The two priorities for the Entrance are:

- Short term - S.7.1: Make better use of the existing off-street parking areas, including The Entrance public car park located on Coral Street, by improving directional signs and marketing; and
- Long term - L.7.1: Make sure The Entrance Town Centre Master Plan parking strategies are delivered, including building a new parking station on the western fringe of the commercial core.

The two priorities for Terrigal are:

- Short term - S.8.1 Make better use of the Wilson Street car park through digital way finding linked to smart technology (real time available spaces);
- Short term - S.8.2 Investigate and implement reduced on-street parking limits within the commercial core during peak seasons; and
- Long term - L.8.1: Investigate the need to expand the existing Wilson Road Parking Station to cater for future development and tourism demands.

Council has adopted a bike plan (Bitzios Consulting and Zwart Transport Planning 2019) which, whilst focusing primarily on cycling as a mode of transport, one of the 5 priorities relate to recreation and tourism routes. This focus on cycling as a mode of transport rather than as a recreational pursuit is reflected in shared path hierarchy where all the three levels are about connecting places with no mention of recreational opportunities. The plan notes that recreational and tourist cycling connections are part of the plan, and recognises that there is community pressure to build missing links in the recreational focused dual use paths especially around the lakes, it states:

"There are a number of missing links along these routes and priority links would serve multiple purposes such as connecting to centres, schools and public transport as well as contributing to the completion of the NSW Coastline Cycleway. Lower priority links would be those serving recreational trips only and lower density populations."

And

"Whilst there was considerable community feedback requesting completion of a number of missing links in the lake routes, Council's priorities should be communicated to the community so there is better understanding on what Council is trying to achieve in terms of prioritising utility and commuting trips over solely recreational trips." (p82)

This is unfortunate and undervalues the benefits of outdoor recreation and the popularity of cycling for recreation and exercise.

The plan notes that three sections of the NSW Coastline cycleway go through Central Coast Council area, but this cycleway is aimed at serious touring cyclist and mainly involves roads and specific cycleways and dual use paths where available. As noted above, there are very few dual use paths in the coastal reserve system that are part of this cycleway.

Council has a Disability Inclusion Access Plan (Central Coast Council 2021). Focus Area 2 is Liveable Communities, and the plan notes that:

On the Central Coast we love our beaches, waterways and bushland. People with disability want better access to these natural places. The beaches that are accessible are highly valued. (p24)

Focus area's 2 objective is – "To make the Central Coast more accessible, inclusive and liveable".

The key relevant actions that Council has carried out to date are:

- Beach matting provided at Umina Beach, Avoca Beach and Toowoona Bay, and
- Beach wheelchairs provided for use at 12 of beaches.

A key action for the proceeding four years is –

LC1.1 Continue to make beaches more accessible with installation of beach matting and other accessible features. (p27).

Table 7 from Page 135 shows how the recommendations in this report relate to the Council's strategic and policy context.

Table 7. Summary of Report Recommendations

Report recommendations	Relationship to Council's strategic and policy context	Comment
<p>The following locations are ideal for new dual use paths and the feasibility of constructing these paths should be pursued including costings, grants, community engagement and detailed site design:</p> <ol style="list-style-type: none"> 1. Connecting Budgewoi Beach and Hargrave Beach; 2. Toowoan Bay Surf Life Saving Club to Shelley Beach; 3. The beach adjacent to Wamberal Lagoon with a possible extension north to Forresters Beach around or along the rocky point; and 4. Connecting the Entrance North beach to Magenta Beach, using, upgrading and extending the existing track at Magenta Beach, and linking this to existing coastal track through the coastal reserve at The Entrance North Beach via Curtis Parade, which will need to be upgraded. 	<p>Community Strategic Plan K1 and K2 and indicators Access to transport, walking & cycling, and Participation in sport, recreation and community life.</p> <p>Bike plan priority 5.</p> <p>Disability Inclusion Access Plan – Focus area 2.</p>	<p>Provision of more dual use paths in the coastal reserves would likely encourage more people to walk, cycle and run, and provide more opportunities for physically disabled people.</p> <p>It is noted that providing dual use path for recreation is not the main priority of the plan, the objectives of the bike plan should be revised to give equal priority to cycling as a recreational pursuit.</p>
<ol style="list-style-type: none"> 5. Upgrade the existing track starting at Pretty Beach boat ramp and through Araluen Drive road reserve, linking back to the Araluen Drive in Hardys Bay.. 	<p>As above.</p>	<p>As above.</p>
<ol style="list-style-type: none"> 6. Upgrade path along SW arm of Terrigal Lagoon. 7. Upgrade path along Eastern arm of lagoon. 	<p>Community Strategic Plan K1 and K2 and indicators Access to transport, walking & cycling, and Participation in sport, recreation and community life.</p> <p>Disability Inclusion Access Plan – Focus area 2.</p>	<p>Provision of more dual use paths in the coastal reserves would likely encourage more people to walk, cycle and run, and provide more opportunities for physically disabled people.</p>
<ol style="list-style-type: none"> 8. Track in Avoca Lagoon reserve upgraded and made into a single walking trail. 	<p>As above.</p>	<p>As above.</p>
<ol style="list-style-type: none"> 9. Upgrade poor quality path in Wamberal Lagoon running from Matawai Avenue to Wairakei Road Reserve. 10. A higher quality path on the eastern side of the lagoon could form part of a loop track which goes along the eastern side of Wamberal Lagoon, with a possible extension north to Forresters Beach around or along Wamberal Point. 	<p>As above</p>	<p>As above</p>
<ol style="list-style-type: none"> 11. Track in Cockrone Lagoon reserve to be upgraded and extended further around the lagoon. 	<p>As above.</p>	<p>As above.</p>
<ol style="list-style-type: none"> 12. Council should work with the surf lifesaving clubs to ensure that they all have either beach access wheelchairs or beach mats. 	<p>Disability Inclusion Access Plan – Focus area 2 and relevant actions.</p>	
<ol style="list-style-type: none"> 13. An audit of the lookouts should be carried out to identify those that require the vegetation to be trimmed to ensure the views can still be experiences by visitors, or those where the seating should be added. 		<p>This recommendation is not strategic and not relevant to Council's strategic and policy context.</p>

Report recommendations	Relationship to Council's strategic and policy context	Comment
14. Council should develop a coastal infrastructure replacement and upgrade programme to modernise the aging coastal infrastructure identified.		As above.
15. Improving parking North Avoca Beach opposite the end of View Street is likely to be difficult as there is little room at the end of View Street. However, the facilities here could be improved with an upgrade to the shower and provision of potable water. 16. Despite the vegetation North Avoca Beach opposite the end of View Street being fenced off, people had jumped the fence to watch the event. If this continues to occur and is not isolated to this event, then damage to the vegetation could be managed and reduced by creating a modest grassed area with seating here.	Not covered in the car parking plan.	These recommendations are not strategic and not relevant to Council's strategic and policy context.
17. Council may want to re-consider this issue and whether the warning sign at North Avoca Beach should be upgraded to include a warning to the general public of the hazard at the rock platform. 18. The adequacy of the warning signs at other locations that have rock platforms exposed to large waves should also be considered.		These recommendations are about public safety.
19. The track and steps to Jenny Dixon Beach are accessible from the reserve and are available to the public, and Council should consider whether to close the steps or upgrade it to improve its safety.	As above.	These recommendations are about public safety.
20. The infrastructure at Lakes Beach should be upgraded to make better use of the existing carparking and to provide the Budgewoi and Toukley residents with a more attractive and useable resource. This could be done at the same time the dual use path is constructed between Budgewoi Beach and Hargrave Beach.	Central Coast Regional Plan – importance of tourism and the coast for tourism, and population growth	
21. A public toilet should be provided at eastern part of the Terrigal Beach Node, given the popularity of the area..	Disability Inclusion Access Plan – Focus area 2 and relevant actions.	This recommendation is not strategic and not relevant to Council's strategic and policy context.
22. Council should consider upgrading the parking end of Mareela Ave, Booker Bay and providing some basis facilities - shower, bin, drinking water and seating.	Not covered in the car parking plan.	This recommendation is not strategic and not relevant to Council's strategic and policy context.
23. An audit should be carried out of the proposed recommendations and management actions contained in the two reports that address coastal hazards carried out by the Wyong and Gosford Councils that specifically relate to recreation infrastructure and whether they have been implemented. This should include an assessment of the relevance of any outstanding recommendations and management actions. 24. Once completed, any outstanding recommendations and management actions should be prioritised and an implementation plan developed. 25. The relevant Coastal Hazard Lines should be taken into account in planning the location of any new coastal recreation infrastructure.	Central Coast Regional Plan – addressing climate change	

Report recommendations	Relationship to Council's strategic and policy context	Comment
<p>26. An audit should be carried out of the coastal in the Central Coast where houses directly abut the foreshore reserve to identify cases of significant intrusion into the reserve which has caused loss of vegetation or landform.</p> <p>27. Council should work with residents to identify a more suitable location for this infrastructure, or in the case of beach access, identify a more appropriate form of access which minimises the impact of vegetation.</p> <p>28. Once these measures have been implemented, rehabilitation of the vegetation and landform should then occur.</p> <p>29. To ensure an ongoing and clear demarcation between private property and the public foreshore, either a property boundary fencing policy be introduced and implemented, or a dual use path or formal track be constructed at the western edge of the foreshore reserve.</p>	<p>Community strategic plan Green focus area objective F1 and F3.</p> <p>Biodiversity strategy – addressing a key threat, goals 1.2.1 and 1.2.2.</p>	
<p>30. An audit should be carried out of all the foreshore reserves identifying locations where damage is being caused by the informal use of the reserves, including tracks.</p> <p>31. Where the informal use is by adjacent residents, Council should work with residents to have these items removed.</p> <p>32. Where the informal use is a public use (track or infrastructure), Council should first consider whether these uses should be formalised so as to better manage the impact, but if not, then the site should be rehabilitated.</p> <p>33. Once these measures have been implemented, rehabilitation of the vegetation and landform should then occur.</p>	<p>Community strategic plan Green focus area objective F1 and F3.</p> <p>Biodiversity strategy – addressing a key threat, goals 1.2.1 and 1.2.2.</p>	
<p>34. Any long-term solutions to parking problems at Central Coast Council beaches and nodes are likely to be costly, and so the nature and extent of the problems need to be identified so that fit-for-purpose solutions are identified.</p> <p>35. Two surveys are needed to identify the nature and extent of the problems:</p> <ul style="list-style-type: none"> • A physical observational survey of parking in the key locations is needed to identify how often and when parking is a problem and to then determine if temporary or permanent solutions are needed. The use of cameras would be a cost effective way to collect these data; • If a permanent solution is needed, a survey of visitors should be carried out to establish if the parking problems negatively affected their visit, why they visited each particular beach and if another node, if suitably developed, would offer an alternative they would visit instead. Do they believe that adding more parking would negatively impact on the character of the node and quality of their experiences? 		<p>Whilst not covered in the Car Parking Plan, this work can be used to assess the relevance of the proposed actions for The Entrance and Terrigal, and could provide more appropriate alternatives. It would also allow assessment of parking solutions at other beaches not covered in the plan.</p>
<p>36. Council should work with the local surfing community to identify benefits and disbenefits of nominating at least one surfing location as a National Surfing Reserve, and, where there are clear benefits and strong local community support for any nomination exists, proceed to nominate a location or locations to become a National Surfing Reserve</p> <p>37. Council should consider better matching the provision of supporting infrastructure such as cleaning stations and platforms with the natural formations that best facilitate recreational fishing..</p>		

Report recommendations	Relationship to Council's strategic and policy context	Comment
<p>38. Budgewoi beach: The minor node at Budgewoi could be upgraded to a local access node. Consideration be given to adding a playground and toilet here.</p> <p>39. Hargraves Beach: The access point at the northern bend of Elizabeth Drive could be upgraded to a local access node.</p> <p>40. Entrance North south to Shelley Beach: The access points at the end of Wyuna Ave (Plate Z) and either the end of Manly Parade or Florida Street the upgraded to a local access node. Both the Manly and Florida access points already have look outs.</p> <p>41. Wamberal Beach to Terrigal Beach: This access point between the two nodes at the lagoons entrances could be upgraded to a local access node. Consideration be given to adding a playground and toilet here.</p> <p>42. North Avoca Beach: Either, or both, of the access points at the end of View Street and/or Ocean Street could be upgraded to a local access node. Consideration be given to adding a playground and toilet to one of these.</p> <p>43. Avoca Beach: The access point between the lagoon entrance and the Surf life Saving Club could be upgraded to a local access node with the cleared area turned into a grassed area Consideration be given to adding a playground.</p> <p>44. Copacabana Beach: The western most local access point from Copacabana Surf Life Saving Club could be upgraded to a local access node.</p> <p>45. Macmasters Beach: the access point at the end of 3 Points Ave (Plate Z) could be upgraded to a local access node.</p> <p>46. Ettalong Beach area: the access point at the end of Barrenjoey Road could be upgraded to a local access node.</p> <p>47. Pearl Beach: This access point at the end of Agate Ave could be upgraded to a local access node.</p> <p>48. Patonga Beach: This access point at the end of Brisk Street (Plate Z) could be upgraded to a local access node.</p>	<p>Council's Strategic plan under its Liveability Theme has there following related objectives:</p> <p>"K2 Design and deliver pathways, walking trails and other pedestrian movement infrastructure to maximise access, inclusion and mobility to meet the needs of all community members."</p> <p>"K3 Provide signage, public facilities, amenities and playgrounds to encourage usage and enjoyment of public areas."</p>	<p>Providing upgraded local access points will better meet the needs of there local community (K2) and will encourage the usage and enjoyment of there beaches, which are public areas (K3).</p>

CONCLUSION

The discussion above has demonstrated that the 48 recommendations in this report are consistent with Council's Community Strategic Plan and the various relevant documents that sit underneath that plan. It is acknowledged that some of these recommendations will require re-allocation of existing resources to address and other will require specific additional funds for implementation. The former recommendations are questions for management to consider – for example allocating staff time to carry out the audits recommended here. The latter recommendations need to be included in Council's Delivery Program, the next one will be for the 2025-26 and 2026-27 financial years.

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Document Revisions

Revision	Date
Final draft for CCC	31/05/23

