

# Johnsons Beach Master Plan

## Master Plan Report

**“Our favourite  
place in  
Penguin!”**

**Prepared for Central Coast Council**

**Jensen PLUS** together with

+ Wallbridge Gilbert Aztec

+ Rider Levett Bucknall

**JENSEN  
PLUS**

Planning  
Landscape Architecture  
Urban Design  
Social Planning



## Acknowledgements

We acknowledge the following stakeholders who have provided input into the Johnsons Beach Master Plan.

- \_ Central Coast Council and staff
- \_ Penguin Fishing and Boaters Club
- \_ Central Coast Aboriginal Advisory Committee
- \_ Penguin History Group
- \_ Local community members + groups

Together with the Central Coast Council, we acknowledge the palawa-pakana people as the Traditional Custodians of lutrawita (Tasmania), including the land, on which this project is on.

We recognise that we have much to learn from the First Nations Peoples who represent one of the world's oldest continuing cultures, and we pay our respects to elders past and present and to all First Nations Peoples living in and around the Central Coast Community.

## Contents

### 1. Master Plan at a glance

This is a summary of the key elements of the Master Plan.

### 2. Introduction to the project

This section introduces the project, its objective, and project outcomes.

### 3. Background review

This section summarises the strategic context and alignment.

### 4. Local context analysis

This section summarises the study area, site analysis, and establishing the top 5 priorities.

### 5. What we heard

This section summarises the engagement activities undertaken to prepare this Master Plan.

### 6. Vision + design drivers

This section summarises the vision and design drivers (principles).

### 7. Master Plan

This section outlines the Master Plan and projects with supporting imagery.

### 8. Implementation + staging

This section provides the implementation approach and staging.

#### Appendices:

1. Detailed engagement feedback
2. Technical analysis



Revision number 6  
24th June 2026

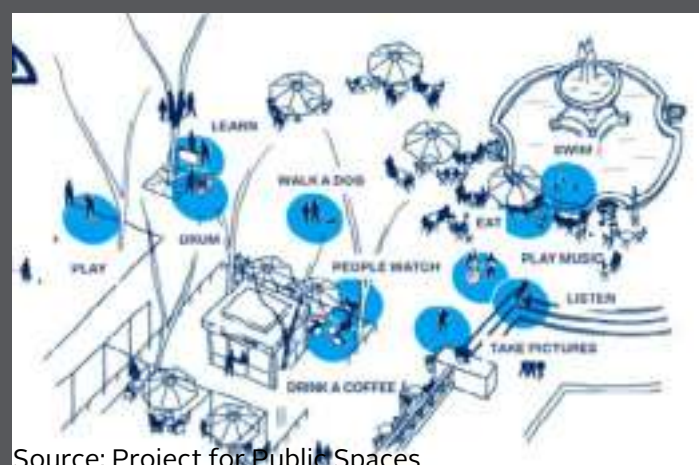
Produced by Jensen PLUS  
Level 1, 21 Roper Street  
Adelaide 5000 South Australia  
08 8338 5511  
admin1@jensenplus.com.au  
[www.jensenplus.com.au](http://www.jensenplus.com.au)

# 1.1 Master Plan at a glance

**"Johnsons Beach is already loved. The Master Plan must honour that affection while responsibly planning for its future."**

## Aim

The aim of the Johnsons Beach Master Plan project is to create a long-term vision for Johnsons Beach. This can be achieved by undertaking a placemaking approach called the "Power of 10." This is a concept based on the idea that places are most successful when users have a wide range of reasons to be there.



Source: Project for Public Spaces

## Vision + Design Drivers

A vision statement and five design drivers or principles (right) outline the strategic intent of the Master Plan (next page).

**"Johnsons Beach is our favourite place in Penguin. A place to relax, walk, enjoy the coast, get out on the water, play, and connect with our wonderful community."**



**Favourite Place**



**Improved Infrastructure**



**Walkable + Accessible**



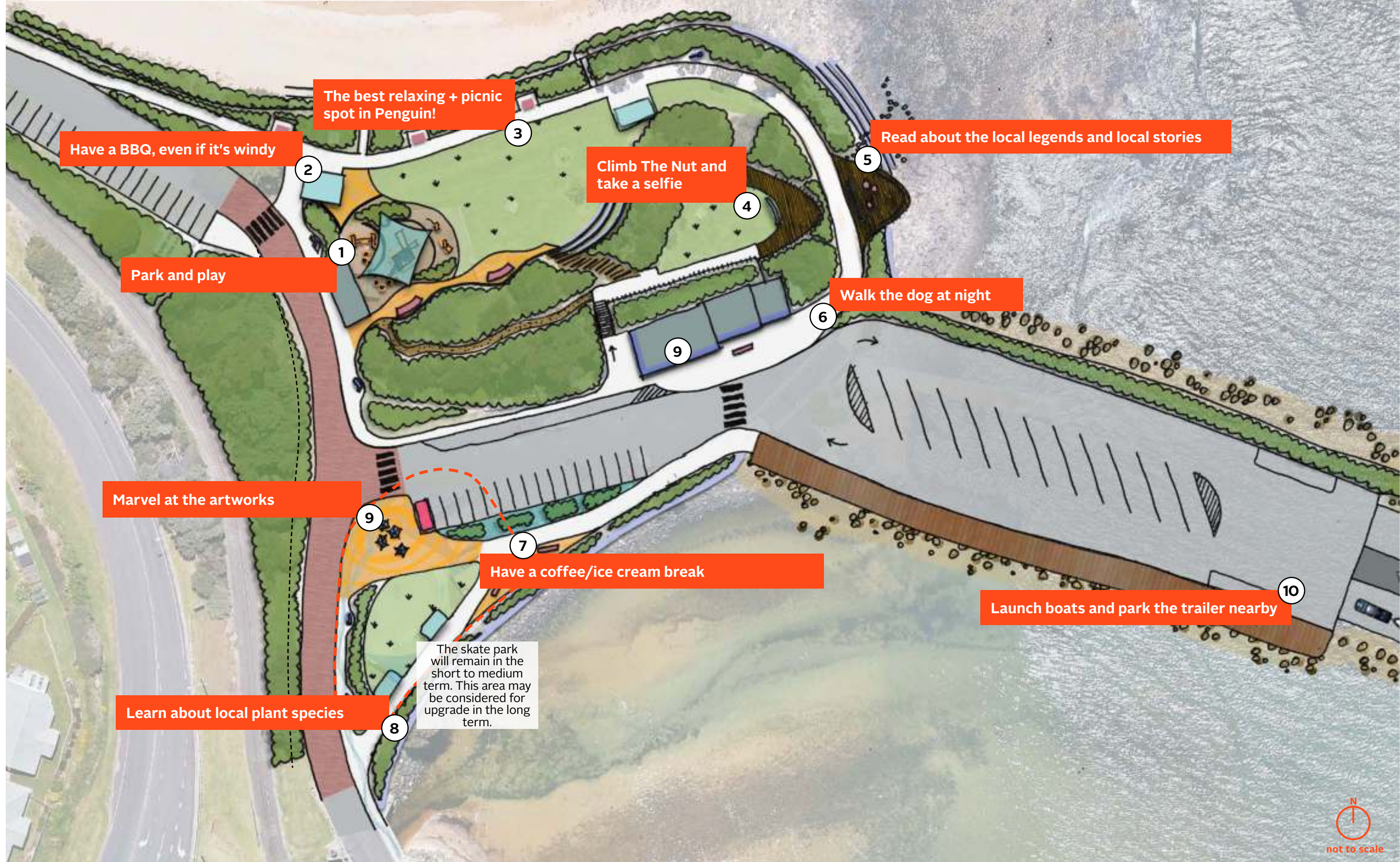
**Regenerative Coastline**



**Identity + Character**



## 1.2 Master Plan at a glance \_ A favourite place with things to do





## 2. Introduction to the project

## 2.1 Project objective

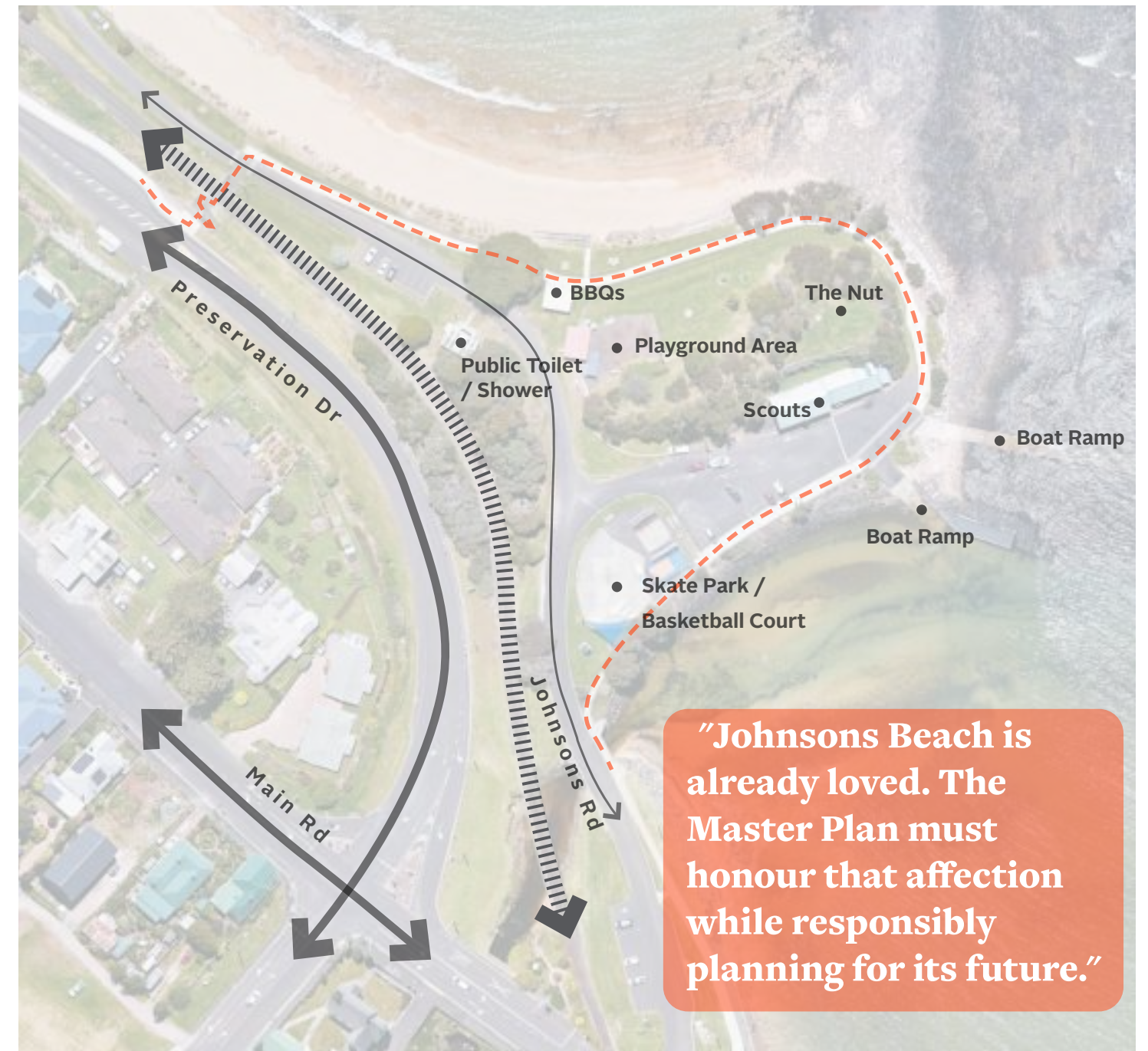
**Jensen PLUS was engaged by Central Coast Council to:**

***"Prepare a Master Plan for the Johnsons Beach precinct that reflects evolution, not revolution."***

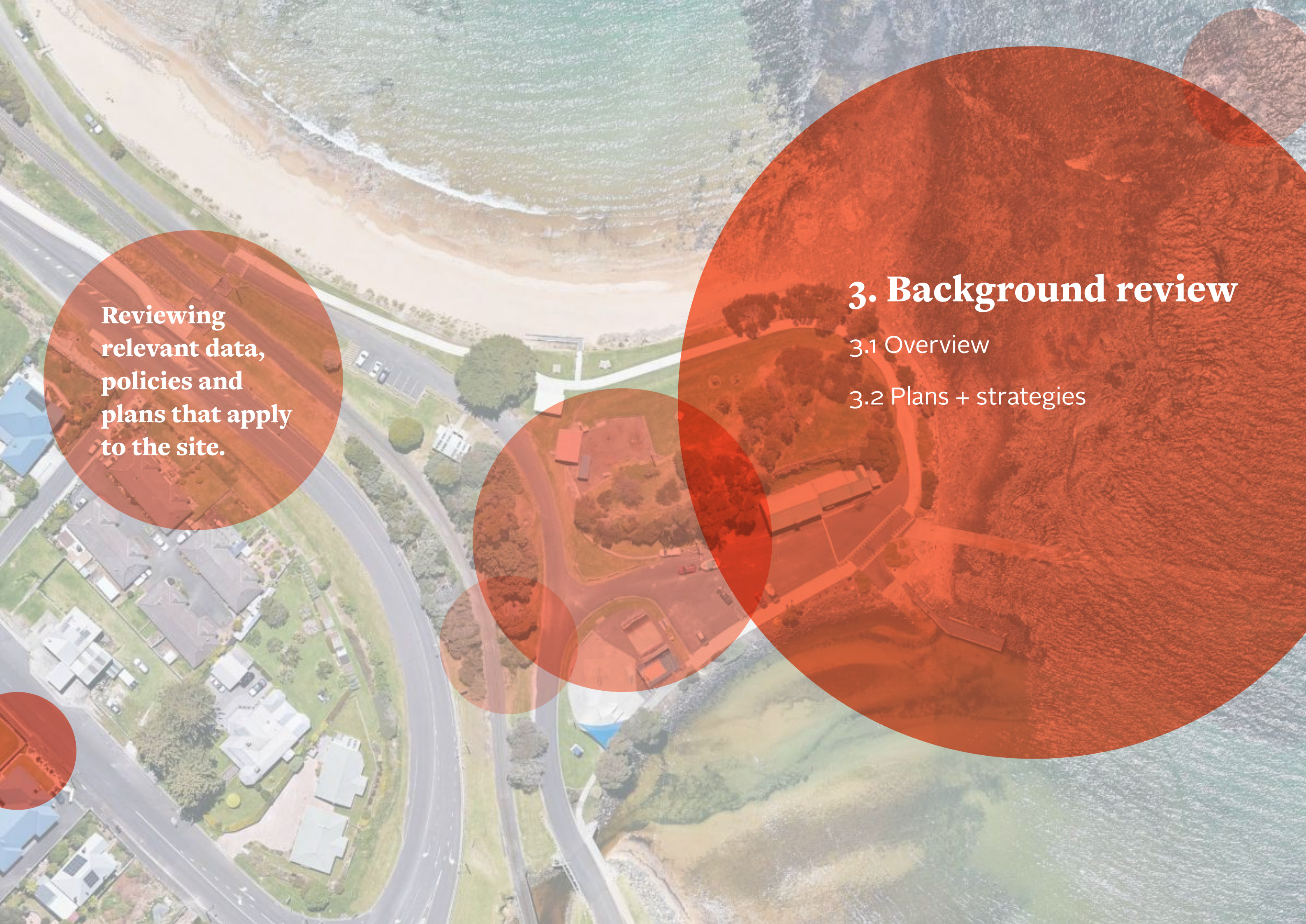
**Johnsons Beach is being reviewed as part of its broader strategic planning and place-based improvement program for the small coastal town of Penguin, Tasmania.**

### Key features to achieve the project outcomes:

- **Evolution, not revolution** is key - the project should enhance rather than transform.
- **Grounded in place and evidence.** Site immersion and early engagement ensures that we understand the operational realities and lived experiences of the place.
- **Balanced maritime integration** is key to ensure the aspiration for a useable boat ramp is carefully considered and integrated.
- The Master Plan outcome should be **visual, accessible and consultation-ready** so it is easily understood and interpreted by the local community.
- **A practical, staged, and deliverable** outcome will equip the delivery team with a realistic pathway for funding and delivery.



Study area

An aerial photograph of a coastal area. A road curves along the left side, with several houses and green spaces. To the right of the road is a sandy beach and the ocean. Overlaid on the image are several semi-transparent orange circles of varying sizes. One large circle on the right contains text about a background review. Another circle on the left contains text about reviewing data and policies. A third circle is partially visible at the bottom left, and a fourth is at the top right.

**Reviewing  
relevant data,  
policies and  
plans that apply  
to the site.**

## **3. Background review**

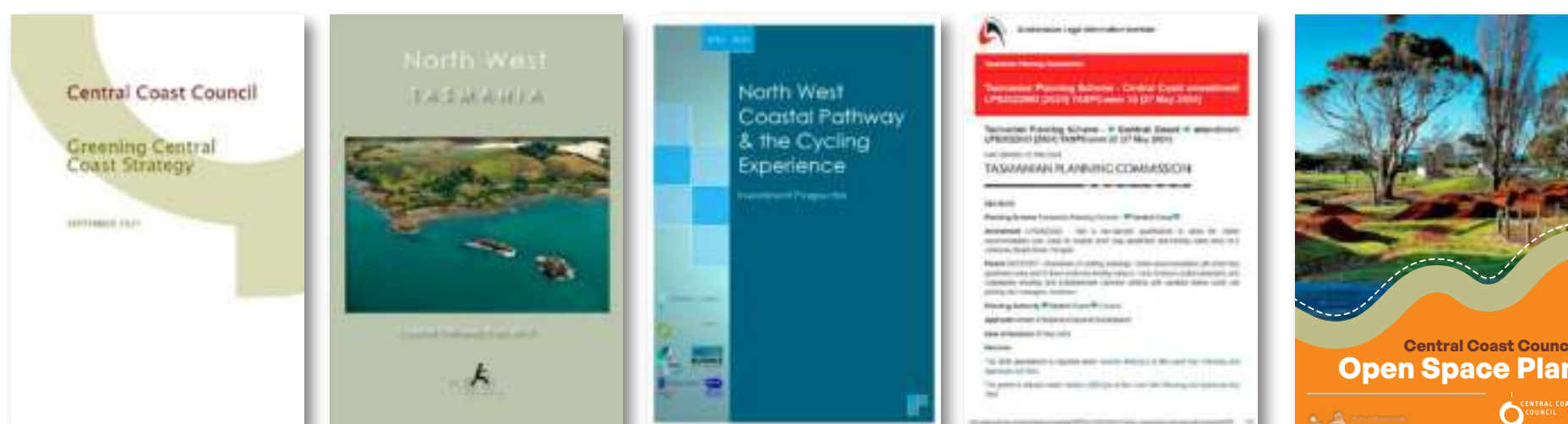
3.1 Overview

3.2 Plans + strategies

## 3.1 Overview

**A review of Council and State policies, and recent investigations can help identify considerations for the Master Plan, supporting informed decision-making, alignment with strategic objectives and successful project outcomes.**

### Key plans + reports



### Other plans + policies

## 3.2 Plans and strategies

### Community Consultation – Johnsons Beach (Central Coast Council, 2025)

Central Coast Council undertook Stage 1 community and stakeholder consultation to guide the future planning and design of the foreshore precinct.

The consultation sought to understand how the area is currently used, identify issues and opportunities, and capture community aspirations for the long-term future of the site.

#### Key insights from community consultation

Many people value Johnsons Beach retaining its **natural look**, relative to the areas of the Penguin foreshore that have been modernised and feature a lot of concrete and stainless steel. Many of these people also talked of the **importance of native vegetation and “natural looking” colours and materials**.

**‘The Nut’ is highly valued**, however many people feel that it is **underutilised** and could be further developed or at least better maintained. Ideas for further development include: safer access, a rotunda, interpretation, telescope.

There is **strong support for upgrading the boat ramp** to improve usability. This could be linked to historical interpretation and improved beach access on the eastern side of Beecroft Point.

**Existing uses in the area are highly valued**; swimming, Coastal Pathway access, exercise, playground, access for boats.

BBQ shelters would benefit from greater weather protection. Drainage appears to be an issue in existing shelter.

Extra BBQ shelters, play equipment and exercise equipment.

Removal of the shipping container, though some people suggested retention of the mural that’s on it.

Damaged trees and blocks of concrete on the pathway need to be cleaned up.

Location and usability of the beach access ramp needs to be looked at.

Dump point is an eyesore.

**Scout Hall needs to be beautified** and potentially set up with a deck, power outlets, etc, so it can be leveraged for community events.

#### Secondary insights from community consultation

More shade is needed.

Interpretation about wildlife, history, Aboriginal culture.

A seat overlooking the rocky shelf was suggested.

Some people value the large macrocarpa tree.  
Some people identified safety issues with the Coastal Pathway, including connections to Preservation Bay and the centre of Penguin including Hiscutt Park.

More and better toilets.

An ocean pool was suggested.

Some people suggested a restaurant or cafe, generally in place of the Scout Hall.

Kayak storage.

Some street art in the skate park area was suggested.

| Metric                               | Result |
|--------------------------------------|--------|
| Total My Central Coast views         | 815    |
| Unique website visitors              | 431    |
| Total My Central Coast contributions | 39     |
| Unique contributors                  | 18     |
| Project followers                    | 18     |
| Drop in session visitors             | 35     |
| Written responses (letter/email)     | 10     |

Summary of participation (Consultation Report Jan 2026)



## 3.2 Plans and strategies (cont.)



### Public Art Policy (Central Coast Council, 2023)

Central Coast Council's Public Art Policy provides guidance for integrating public art into public spaces across the municipality. The policy **supports the incorporation of artistic and interpretive elements into placemaking projects**, streetscapes and open space upgrades to enhance local identity, cultural expression and visitor experience.

- \_ Public art can be incorporated into parks, pathways, foreshores and other public spaces managed by Council.
- \_ Opportunities for public art may arise through capital works projects, placemaking initiatives and Master Planning processes.
- \_ Public artworks should respond to the character, environment and cultural identity of the place.
- \_ Public art may take multiple forms including iconic artworks, functional elements (e.g. seating or play), decorative works, integrated landscape features and interpretive installations.

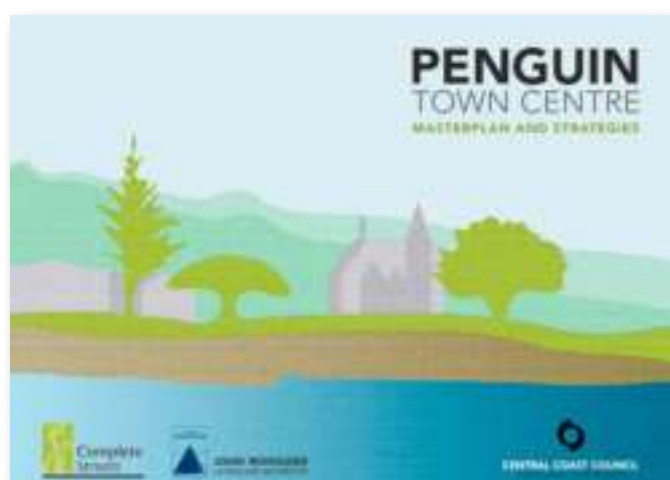


### Public Art Commissioning Guidelines (Central Coast Council, 2025)

Central Coast Council's Public Art Commissioning Guidelines outline the process for identifying, commissioning and delivering public art within the municipality. The guidelines support the integration of public art into public realm projects and capital works to enhance placemaking outcomes and strengthen local identity.

- \_ **Public art opportunities should be identified early in public realm planning processes.**
- \_ Public artworks can support placemaking outcomes, including landmarking, wayfinding, place activation and the creation of gathering spaces.
- \_ Public art should be place-based and site responsive.
- \_ Site assessment for public art should consider environmental conditions, cultural and historical significance, community values and site constraints.
- \_ Community engagement may be undertaken during the public art commissioning process.
- \_ Public artworks may take multiple forms including sculptural works, integrated landscape elements, murals, lighting, installations or bespoke functional elements such as seating or play features.

## 3.2 Plans and strategies (cont.)



Specific information relating to history, climate action, biodiversity, character, vegetation and tree planting, is explained for appropriate planning and to assist with developing Master Plan actions. Priority areas are identified, including Beecraft Point, and improvements suggested.

An implementation strategy has been developed with funding considerations/ income streams, planning changes, and investment projects.

- **Beecraft Point** is identified as a foreshore open space node with opportunities to improve park facilities, greening, signage and waterfront access.
- **Scout Hall** is recognised as an important community facility on the foreshore and opportunities exist to improve the building and expand its use to support community activities and foreshore activation.
- **The Nut** is identified as a key landmark at Beecraft Point and tourism asset for Penguin, with recommendations to improve access, visitor facilities and interpretation.
- **The foreshore area** including Scout Hall, Johnsons Beach and The Nut is recognised as an **important coastal recreation and tourism precinct that should be better connected to the town centre.**

### Penguin Town Centre Masterplan and Strategies (Complete Streets, 2021)

Penguin Town Centre Master Plan (2021) provides strategic guidance for the future development of Penguin's town centre and foreshore areas. The plan identifies opportunities to strengthen connections between the town centre and the coastline, enhance public spaces and improve key coastal destinations including Beecraft Point, Scout Hall and The Nut.



### Greening Central Coast Strategy (Central Coast Council, 2021)

- The strategy establishes a target of 30% urban canopy cover by 2030 to increase green infrastructure across the municipality.
- Coastal settlements such as Penguin are identified as areas where urban development has significantly reduced canopy cover, highlighting opportunities for additional planting.
- Urban trees are recognised as critical infrastructure, providing environmental, social and climate resilience benefits.
- The strategy prioritises **increasing canopy cover along the Central Coast Shared Pathway Network**, supporting greener walking and cycling corridors.

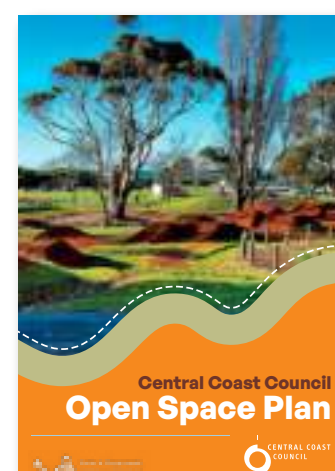


### North West Coastal Pathway Plan (Cradle Coast Authority, 2010)

#### North West Coastal Pathway Cycling Prospectus (2016-2025)

- Supports the development of the North West Coastal Pathway as a regional shared walking and cycling corridor.
- Strengthens connections between the Coastal Pathway and key foreshore destinations such as Johnsons Beach.
- Enhances visitor experience along the Coastal Pathway through improved public spaces and amenities.
- Discusses width and speed of shared paths with a pathway hierarchy determined based on use. A **width of 2.6-3m is preferred** and depends on the hierarchy.

## 3.2 Plans and strategies (cont.)



### Tasmanian Planning Scheme Amendment LPS2022003 (Tasmanian Planning Commission, 2024)

- \_ A proposal to redevelop the Penguin Caravan Park site (6 Johnsons Beach Road) for visitor accommodation and tourism facilities was refused by the Tasmanian Planning Commission.
- \_ The decision highlights the importance of protecting the site's open coastal views, landscape openness and natural coastal setting.
- \_ The site also contains a Little Penguin habitat, requiring consideration of measures such as lighting management, fencing, construction timing and habitat protection in any future development.

### Open Space Plan (Central Coast Council, 2026)

- \_ Outlines the provisions of open space in the Central Coast Council area.
- \_ Establishes objectives for development of open spaces, based on a classification hierarchy.
- \_ **Johnsons Beach is identified at a "Precinct" level classification that provides a comprehensive range of facilities** including structured and unstructured recreation. Most residents in Penguin can access these open spaces within 800m of where they live.
- \_ Johnsons Beach is described as a large foreshore open space which provides a broad range of functions and assets including beach access, playground, seating, tables, barbecues, shelter, pathways, skate park, model railway, fountain flagpole, gardens and trees. It also provides a jetty and boat ramp for high tide and low tide.

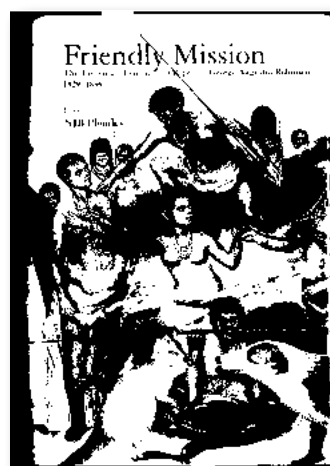
### Penguin Boat Ramp & Artificial Reef Projects Discussion Paper (2024)

- \_ Prepared by the Penguin Fishing and Boaters Club.
- \_ Two projects discussed: development of the existing boat ramp areas to recreate the 1870 Penguin Wharf area, including an all-weather/all tide boat ramp, and creation of artificial reefs off the NW coast using old mining equipment as the base.
- \_ Three sites (options) were discussed for the location of the boat ramp.
- \_ An interim plan for the existing ramp has also been provided.
- \_ The historic aspect of **option 3** (located at Johnsons Beach) has gained support from the Penguin Historic Group as it **mimics a historic wharf that was once present**.

### Draft Coastal Erosion Review Paper (2025)

- \_ Coastal erosion on the Central Coast has intensified since 2018 due to rising sea levels, storm events, and coastal use.
- \_ General recommendations to reduce impact include:
  - Prioritise erosion mitigation and dune rehabilitation
  - Reinststate or upgrade coastal protection (e.g., rock walls)
  - Protect vegetation supporting dune stability
  - Plan for adaptive, long-term coastal management.
- \_ Specifically for Johnsons Beach, the recommendation is to **review the height of coastal protection structures to ensure adequacy**.

## 3.2 Plans and strategies (cont.)



### Friendly Mission - The Tasmanian Journals and Papers of George Augustus Robinson (1829-1834) Edited by NJB Plomley

- \_ Describes accounts of Robinson and his observations with "natives".
- \_ Accounts include seeing Stringybark trees, native huts and movement of people (native tracks) along the coast in the general region of Penguin.
- \_ Robinson also describes conversing with "natives" on the subject of mistreatment and cruelty to the people.



### Penguin Caravan Park Extension - Supplementary Traffic Impact Assessment (Traffic & Civil Services, 2024)

- \_ A TIA was prepared to support the development application for the caravan park.
- \_ It indicates a minor increase in traffic in the area.
- \_ Existing constraints are identified at the Main Road / Johnsons Beach Road intersection (e.g. limited width and passing constraints).

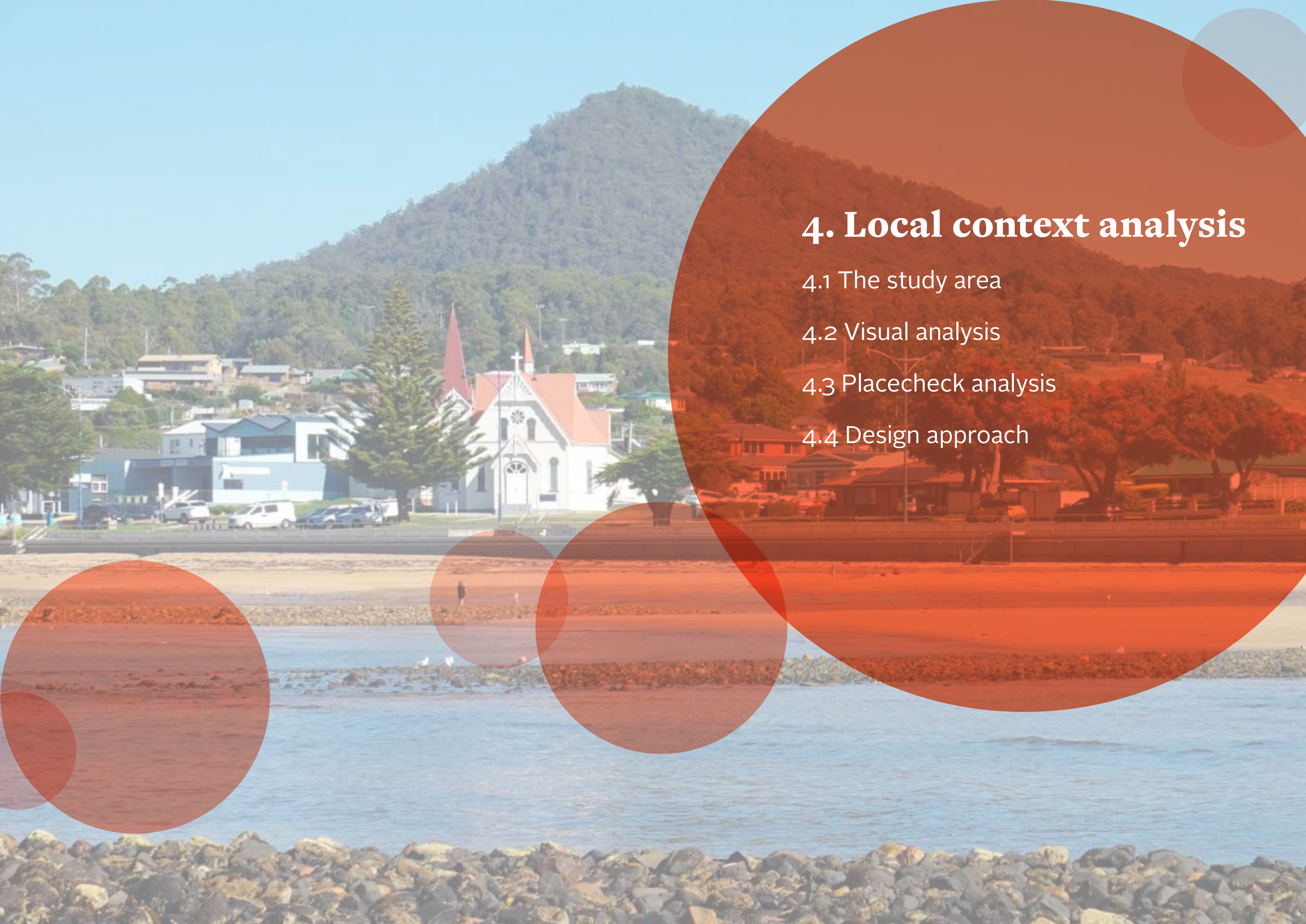


### Aboriginal History in Central Coast Discussion Paper (Central Coast Council, 2026)

- \_ The Central Coast (Trouwerner, Tasmania) was home to five Aboriginal family groups.
- \_ Life was guided by seasonal knowledge, with strong cultural practices such as hunting, gathering, ceremony, and cultural burning.
- \_ The original family groups of the Northern Region did not survive colonisation.
- \_ Today, responsibility for Country is carried by descendants of Bass Strait women and Mannalargenna's family.
- \_ Aboriginal culture is living and ongoing, not just historical.
- \_ **Aboriginal rangers and communities actively manage land** using both traditional knowledge and modern science. Activities include **revegetation, waterway management, invasive species control, and cultural burning.**

- \_ Council recognises the Aboriginal languages of this region and prioritises historically recorded words and spellings, while also acknowledging palawa kani as a living language.
- \_ Council works with the Aboriginal community through an Aboriginal Advisory Committee. Further learning is available via the Hive.

**Other documents considered relate to the previous Johnsons Beach Master Plan (2016), Little Penguin Report, and boat ramp concepts.**

The background image shows a coastal town with a prominent white church with a red roof and steeple. The town is situated at the base of a large, forested hill. In the foreground, there is a rocky shoreline and a body of water. The image is overlaid with several semi-transparent orange circles of varying sizes. The text is white and positioned on the right side of the image, within one of the orange circles.

## 4. Local context analysis

4.1 The study area

4.2 Visual analysis

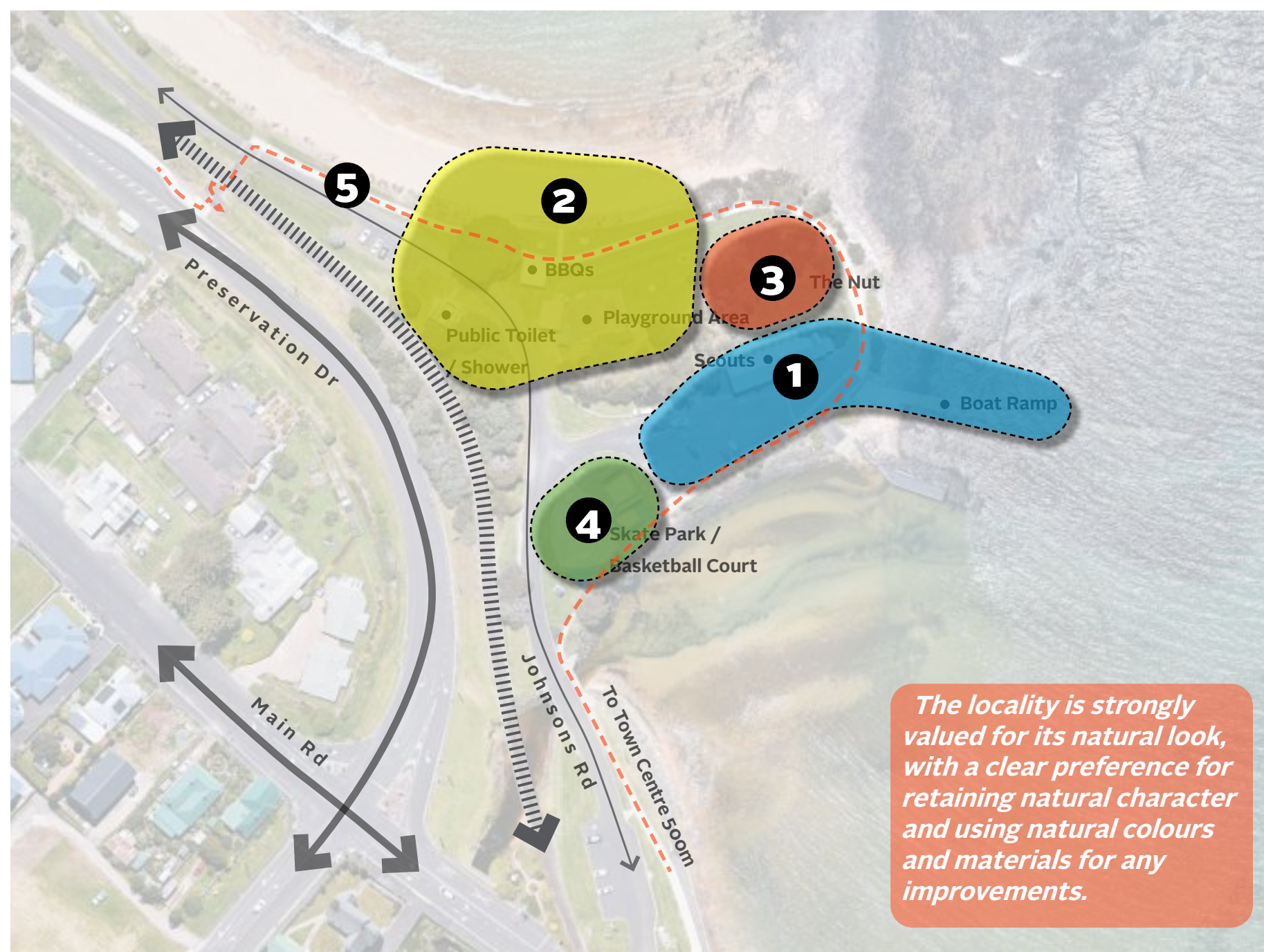
4.3 Placecheck analysis

4.4 Design approach

## 4.1 The study area

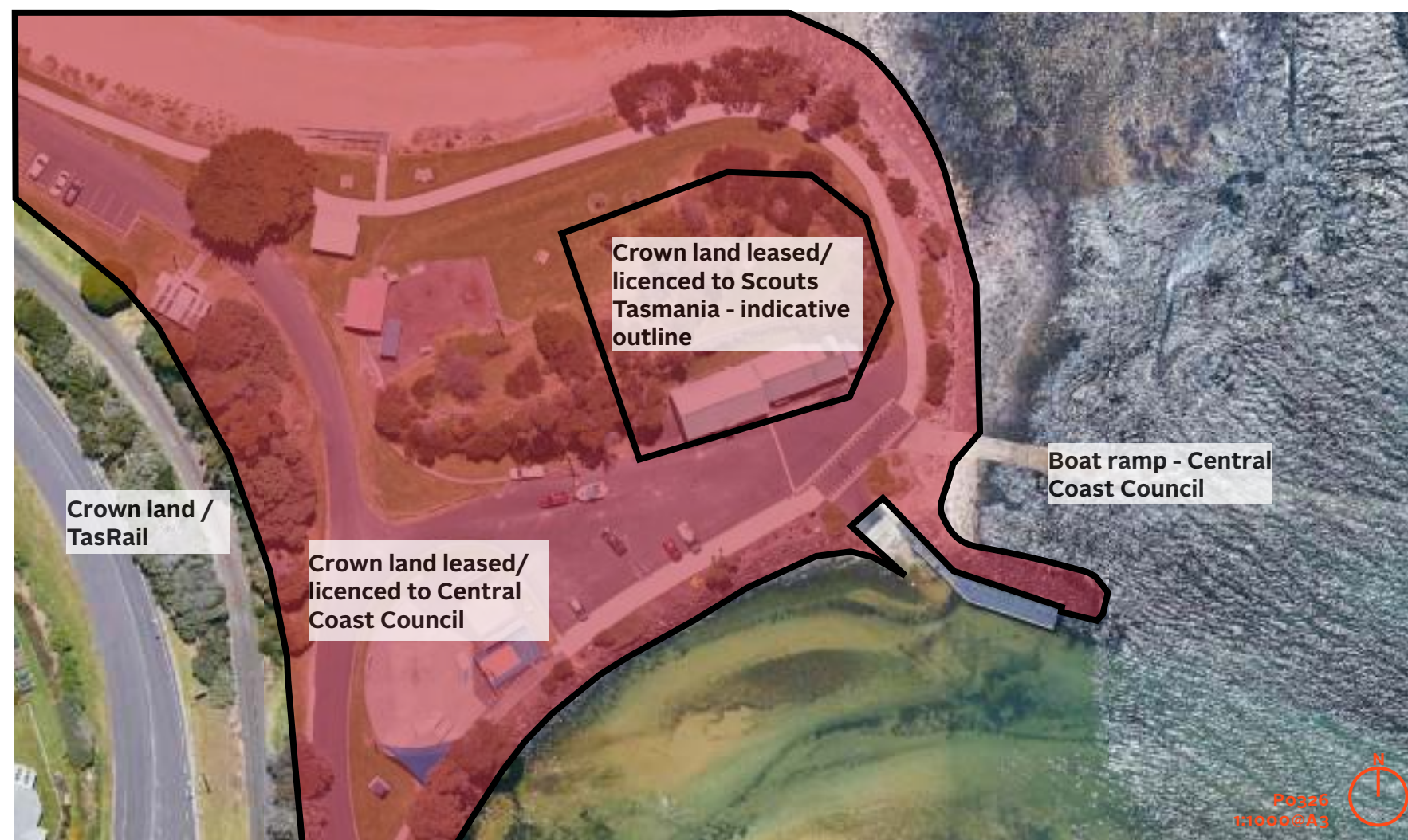
Early analysis of the study area identified the following precincts:

1. The boat ramp and Scout Hall precinct
2. Johnsons Beach foreshore
3. The Nut
4. The Youth recreation area
5. The Coastal Pathway (integrated within the other four precincts)





## 4.1 The study area (cont.) \_ land tenure





## 4.2 Visual analysis

### The boat ramp and Scout Hall precinct

**This precinct includes two boat ramps - one for high tide and one for low tide. Despite the names, both ramps are reported to have restricted usage due to tidal range.**

**The Scout Hall is near the boat ramps, and a sealed car park is located next to the Scout Hall and boat ramps.**



Shared pathway and car park.



Boat ramp - high tide, including a small jetty.



Boat ramp - low tide.



The coastal protection wall appears to be built up utilising leftover infrastructure (e.g. concrete kerbs) that has been removed from elsewhere.



Scout Hall



## 4.2 Visual analysis (cont.)

### Johnsons Beach foreshore

**The foreshore on the northern side of the study area is a popular swimming beach as it is sandy with calm waters.**

**Public facilities including a toilet block, playground, BBQ and shelter, fitness equipment (x2) and lawn/picnic areas. These are well located adjacent to the foreshore.**



Ramp down to beach. No dogs allowed on beach.



Shared pathway curves around the beach. A large Macrocarpa tree is next to the picnic/playground area.



Road to caravan park and shared pathway adjacent.



Vehicles are known to park on the grass verge near the beach.



Pedestrians using the shared pathway need to cross the railway tracks (maze crossing).



## 4.2 Visual analysis (cont.)

### The Nut

**The Nut is a highly valued promontory and natural landscape feature with scenic views of the sea, beach and Penguin.**

**Limited pedestrian access is via stairs next to the Scout Hall, or steep and difficult tracks from the beach side.**



View of the picnic/playground and foreshore from The Nut.



Access via stairs adjacent to the Scout Hall.



The Nut is also known as Beecraft Point.



Access around parts of The Nut are limited.



The top of The Nut is underutilised. Old flagpoles and fencing requires upgrading or replacement.

## 4.2 Visual analysis (cont.)

### Youth recreation precinct



Youth skate park + basketball court (and bins).

**Youth recreation facilities are located at the road entry to the precinct. A skate park and small basketball area are bounded by**

**Johnsons Beach Road, a car park, and the Coastal Pathway.**



View towards Penguin. The beach south of Johnsons Beach includes rock pools popular with young families.



Coastal vegetation.



Entry road to the precinct and car park.



## 4.3 Placecheck analysis

Johnsons Beach PLACECHECK

| Place Health -<br>Current Status         | Initiative                                                                                                                                                                                                                    | Rate | Priority | Impact | Cost | Time |
|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------|--------|------|------|
| <b>ACCESS + MOVEMENT (PLAN)</b>          |                                                                                                                                                                                                                               |      |          |        |      |      |
| 1.1 Opportunities for<br>walk            | Quality and connectivity of pedestrian routes and walking routes throughout<br>the precinct<br>- Shared paths, footpaths, cycle paths, pedestrian crossings, footbridges, etc.<br>- Access to public transport, parking, etc. | 0    | 0        | 0      | 0    | 0    |
| 1.2 Safety for<br>pedestrians            | Safe pedestrian crossings, good visibility, lighting and signage for<br>nighttime walking<br>- Crosswalks, zebra crossings, etc.<br>- Pedestrian crossings, etc.                                                              | 0    | 0        | 0      | 0    | 0    |
| 1.3 Wayfinding                           | Clear signage and wayfinding for the precinct including for events,<br>tourism and visitors<br>- Signage, etc.                                                                                                                | 0    | 0        | 0      | 0    | 0    |
| 1.4 Accessibility by<br>Public Transport | Quality, pedestrian connections, clear connecting routes and no major<br>barriers to access<br>- Access to public transport, etc.                                                                                             | 0    | 0        | 0      | 0    | 0    |
| 1.5 Accessibility by<br>Bicycle          | Access to public transport, etc.<br>- Access to public transport, etc.                                                                                                                                                        | 0    | 0        | 0      | 0    | 0    |
| 1.6 Accessibility by<br>Car              | Access to public transport, etc.<br>- Access to public transport, etc.                                                                                                                                                        | 0    | 0        | 0      | 0    | 0    |
| 1.7 Safety for traffic                   | Clear road, intersection safety, parking spaces, etc.<br>- Access to public transport, etc.                                                                                                                                   | 0    | 0        | 0      | 0    | 0    |
| 1.8 Street + Area<br>Identity            | Clear road, intersection safety, parking spaces, etc.<br>- Access to public transport, etc.                                                                                                                                   | 0    | 0        | 0      | 0    | 0    |
| 1.9 Public transport                     | Clear road, intersection safety, parking spaces, etc.<br>- Access to public transport, etc.                                                                                                                                   | 0    | 0        | 0      | 0    | 0    |
| 1.10 Parking<br>availability             | Clear road, intersection safety, parking spaces, etc.<br>- Access to public transport, etc.                                                                                                                                   | 0    | 0        | 0      | 0    | 0    |

Since 2015 Jensen PLUS have utilised the Placecheck method for analysing places such as streets, parks and other public spaces.

More than a simple checklist, Placecheck allows us to **rate and prioritise placemaking and urban design elements** – everything from street tree quality to retail signage to footpath condition – helping us to understand what's working well and what's not (and in this case validate existing ideas).

For this project our Placecheck evaluation has focused on:

- \_ Places for People
- \_ Access + Movement
- \_ Functionality + Coastal Environment.

### Top 5 priorities:

#### 1. Walkable + Accessible

Pedestrian connections within and around the site, opportunities for looped walks, footpath improvements, accessible and inclusive.

#### 2. Boat Ramp + Parking Improvements

Utilisation of boat ramp (or removal), sufficient and improved car parking arrangements.

#### 3. Sense of Place + Identity

Better landmark opportunity for The Nut, integrated art, and emphasised identity.

#### 4. Coastal Environment + Education

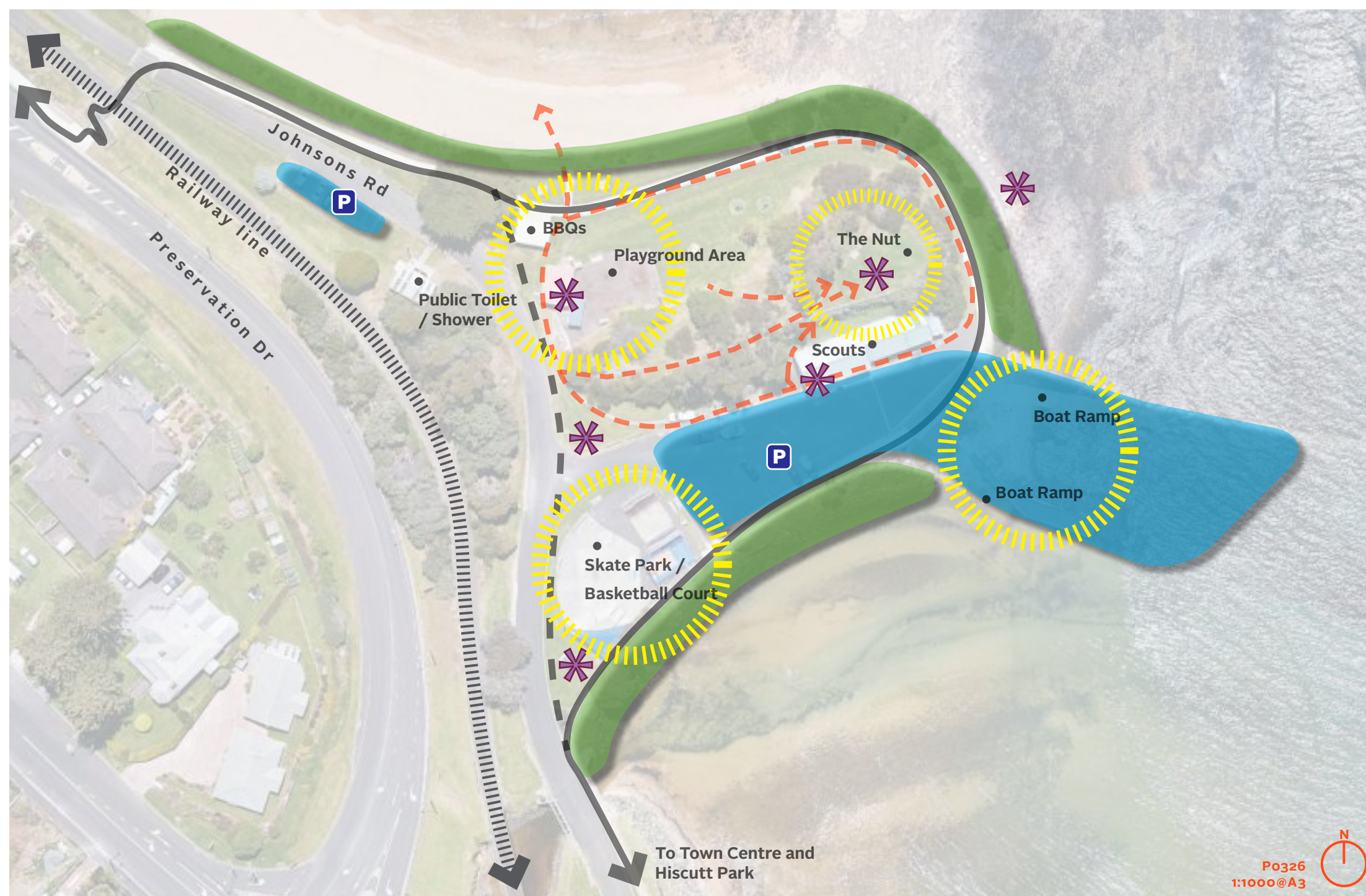
Improve coastal environment and offer education on environmental, historic, and cultural aspects of the locality.

#### 5. Public Realm Quality

Quality infrastructure and facilities for the local community and visitors.

## 4.3 Placecheck analysis (cont.) \_ priorities mapped out

- 1. Walkable + Accessible**
  -  Primary Coastal Pathway connections
  -  Looped walk / connect to The Nut and beach
- 2. Boat ramp + Parking Improvements**
  - 
- 3. Sense of Place + Identity**
  -  Landmark/art opportunities
- 4. Coastal Environment + Education**
  - 
- 5. Public Realm Quality**
  -  Key infrastructure/facility nodes



## 4.4 Design approach: Placemaking + the “Power of 10”

**A placemaking approach means we need to look first through the lens of how communities and businesses can use spaces in a way that brings activity and success.**

**Then we can design infrastructure such as footpaths, seats and trees to support the desired local activity in the place.**

### **The Power of 10 idea by Project for Public Spaces (USA)**

The idea behind this placemaking concept is that places are most successful and active when users have a wide range of reasons to be there.

**Often 10+ activities is said to be ideal!**

Ideally, some of these activities will be unique to that particular place, reflecting the culture and history of the surrounding community. Local residents who use this space most regularly will be a good source of ideas for which uses will work best.



Source: Project for Public Spaces

## 5. What we heard

5.1 Early engagement summary

5.2 Summary of consultation on the Draft Master Plan



## 5.1 Early engagement summary

**Jensen PLUS and WGA visited Johnsons Beach on 18th-19th March 2026 and talked to stakeholder groups including representatives from the Penguin Fishing and Boaters Club, and Central Coast Council's Aboriginal Advisory Committee.**

**Council staff from different departments participated in a creative workshop, putting pen to paper for ideas on how the Master Plan may develop.**

### Fishing + Boaters site walk

- Various design ideas were discussed, including relocating the boat ramp elsewhere, with a discussion paper developed analysing the various options.
- **Conflict exists between boat users and others in the car parking area.** There is insufficient space for turning and parking boat trailers.
- The **two existing boat ramps are underutilised** because they are not fit-for-purpose and can only be used at specific times due to tidal fluctuations.
- The low tide ramp was recently extended, however is very slippery to use.
- Ballast from sailing ships - currently trying to obtain a geologist to advise on the ballast rocks.
- **Powerlines crossing the car park** can be a hazard for any tall vehicles (eg. yachts with tall sails).
- The Group would be interested in **sharing and utilising the Scout Hall** if possible.
- **Locals like to fish** also, and would require suitable infrastructure for this.

### Central Coast Aboriginal Advisory Committee site walk

- The north-west needs to **tell the pre-settlement story in a gentle way.** Now is a good time to tell the story.
- The locality is **geological, natural and coastal, with freshwater creeks**, and family orientated.
- Aboriginal people used to swim and fish - both coastal and inland along the creek. They built "crafts" - reed canoes, rafts, etc for paddling, and used the tides to move.
- The **hydrology has changed due to the boat ramp and other factors.** Sea levels have risen. Giant "freshwater crayfish" (lobster) were inland before sea level rise.
- **Vegetation was abundant.**
- There are significant ochre sites along the creek.
- Creek hydrology has also changed - dam built at nearby park.
- Septic systems, stormwater runoff and water stagnation are significant factors affecting the **water quality around Penguin** (and other locations).
- Penguins naturally walk 2km inland. Current colonies are not present in the

study area.

- Rock pools were full of food - shellfish.
- Water holds in the Bass Strait and takes 12 months to flush and turn over.
- Water quality has changed. Surfactants/chemicals force sand to float up into the creek.
- **Infrastructure improvements for sewerage/stormwater will improve water quality and this will have the most impact for the area.**



Photo: Central Coast Council



## 4.3 Early engagement summary (cont.)

### Council staff site walk

- Lacking youth facilities (10-16 year olds).
- Remediate to natural but still needs to look attractive. Spinifex is a key species to regenerate.
- Art opportunities in the seating, ground surfaces.
- The road is used for Christmas parade.
- The Open Space Plan classifies Johnsons Beach as a 'Precinct' open space, providing a comprehensive range of facilities.
- Tourist buses come to Penguin - provide a link from the visitor centre.
- The Nut has community significance - don't block views.
- All access and abilities facilities to be included.
- Opportunity for tourism / lifestyle businesses to establish at Johnsons Beach e.g. a sauna business.



## 4.3 Early engagement summary (cont.)

### Council staff workshop

Using a "Power of 10" approach - a placemaking strategy for creating activities for people to use - two groups of staff identified and discussed existing and potential things to do at Johnsons Beach.

The aim was to identify 10 ideas for activities that could be done at Johnsons Beach. Activities included:

- \_ swimming, surfing, sauna use
- \_ recreational fishing
- \_ launching boats
- \_ exercising on fitness equipment
- \_ buying food or coffee
- \_ walking along a looped trail, walking on rocks
- \_ learning from interpretive/information signs or artworks (about history, culture, geology, waves, penguins, shellfish, community, etc)
- \_ whale watching, lookout
- \_ holding an event (wedding, etc) - indoors and outdoors
- \_ playing on the playground
- \_ picnicking/BBQ-ing in all seasons
- \_ cycling
- \_ using the bathroom facilities.





## 4.3 Early engagement summary (cont.)

### Council discussions with key community members

Discussions with key community members continued after the site walks, including members from the Surf Life Saving Club and the Penguin History Group. Important local knowledge and stories were shared.

#### Surf Life Saving Club:

- Before scuba-diving, free-diving was common off Beecraft Point, with an abundance of crayfish and other fish present in the area. Crayfish were so large they had to be speared.
- A 'hungi' pit possibly exists under the Barker Family seat where it was used as a cooking method for fundraising events. It was an idea from local John Duncombe, after he was inspired from a trip to New Zealand.
- The Surf Life Saving Club (previously located at Main Beach) attracted up to 2000 people to carnivals in the early days (eg. 1950s).
- Females were "allowed" to do the Bronze Medallion in 1980 which increased membership. Following this, additional space was needed once women were allowed to become life savers (as well as other factors), and the club relocated to Preservation Bay.
- When Johnsons Beach became a more popular swimming beach, local surf club member Ron Revell took it upon himself to patrol the beach to make it safer for swimmers, especially children.

#### Penguin History Group:

- Supportive of any development of the boat ramp. It is in a good location, central to the north-west coast.
- The existing play equipment is too basic and has little use.
- There used to be a diving tower in the Ron Revell days. The Ron Revell Reserve can be removed, however Ron Revell should continue to be commemorated in some way in Johnsons Beach.
- Commemorate the significance of the location on an information board/sign, perhaps atop The Nut. The Watcombe Beach sign is a good example.



Johnsons Beach wharf



Diving platform Johnsons Beach c1950

Photos courtesy Penguin History Group



## 5.2 Summary of consultation on the Draft Master Plan

**Stage 2 community consultation ran from the 18th May to 1st June 2026.**

**The consultation included a drop-in session on the 28th May at the Johnsons Beach Scout Hall and targeted stakeholder discussions.**

**Engagement activities included:**

- **My Central Coast online information**
- **Online survey**
- **Drop-in session**
- **Follow up stakeholder discussions**
- **Email submissions**

Feedback was received from the various engagement activities and different sources. All feedback has been considered for the final Master Plan.

Changes that were made as a direct result from the Stage 2 community consultation include changes to the boat ramp, internal road, implementation strategy, and other minor changes and annotations in the report. See Appendix 1 for the detailed feedback and changes that have been made to the Master Plan.



## 5.2 Summary of consultation on the Draft Master Plan (cont.)

**The online survey was the key activity for quantitative data gathering. All participants in engagement activities were encouraged to fill out the online survey.**

### Online survey results

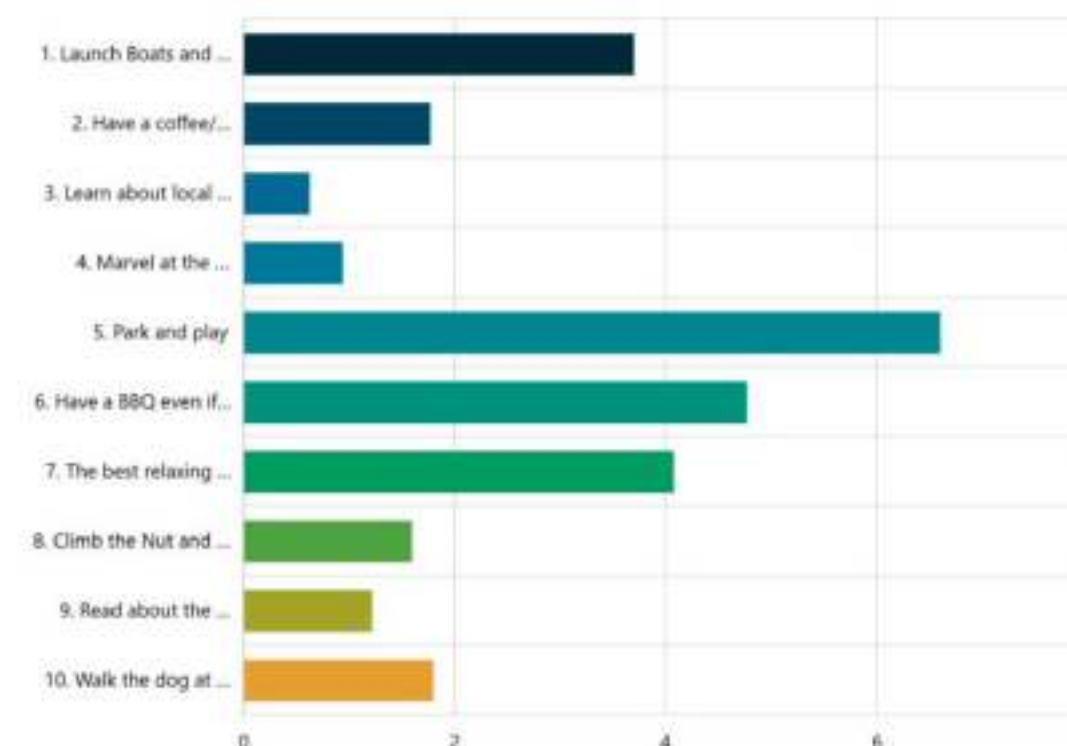
- There were 29 unique contributors (31 contributions) to the online survey.
- Respondents were aged between 25-84 years old.
- Overall, 73% of respondents support the draft Master Plan.
- 84% of respondents support the redesign and upgrade of the boat ramp facility, noting that delivery would be dependent on securing external funding.
- 15% of respondents say that play equipment is missing from the plan, with 11% saying the skate park is missing.
- There was a very high level of support for the vision (90%) and design drivers (87%), with 65% agreeing that these were incorporated effectively in the draft Master Plan.



Visual spread of answers to the question: is anything missing from this plan?

Many of these elements were already in the Plan so it is likely that respondents were keen to reiterate what is most important to ensure it remains in the Plan.

6. Please select the three (3) projects that should be a priority to deliver.  
Ranking | Skipped: 2 | Answered: 29 (93.5%)



One question asked respondents to select three projects that were priority. The top four responses were:

1. Park and play
2. Have a BBQ even if it's windy
3. The best relaxing spot in Penguin
4. Launch boats and park the trailer nearby

## 5.2 Summary of consultation on the Draft Master Plan (cont.)

### Drop-in session \_ Thursday 28th May 2026

Council staff facilitated a drop-in session at the Scout Hall for the community to read the information, talk to us, and provide feedback.

Approximately 60 people attended and were encouraged to fill out the online survey. They were also able to provide feedback verbally, or written in notes or drawings.

A summary of the feedback is:

- **Maintain the natural feel of Johnsons Beach** and remain sensitive with improvements. Use local and endemic species.
- Support for **upgrading the boat ramp facilities**, but confidence in the operational performance of the boat ramp is important. The trailer parking should be angled.
- **Parking and pedestrian safety** is important and needs to be carefully considered, such as moving the car parking to the beach side of the road so people don't have to cross the road.
- The **recreation facilities** should include fitness equipment, and there were mixed opinions about retaining the skate park, or relocating it to another area.
- **Amenities and visitor facilities** are good but need to ensure an outdoor shower is included. A new toilet block should be a priority.
- **Interpretation and education** signs should include geological information, Aboriginal history and information, wildlife and coastal information. Amphitheatre will be good for school groups.
- Some people thought the **public art** is a positive addition while others felt it required ongoing maintenance and questioned cost implications of this.

### Scouts

A focused discussion with representatives from the Rovers Scouts occurred at the drop-in session. Feedback included:

- The Scouts land tenure includes the Scout Hall and The Nut.
- The flagpole should be replaced and remain atop The Nut.
- Upgrade the stairs to The Nut but maintain at the same location or shift westwards if required.
- The rear of the Scout Hall is a dead space and can be revegetated or possibly used as storage. The land needs to be made safe with a proper retaining wall.
- Rollover kerb needed to access the container storage.
- Relocate the proposed sign away from the roller door - this is required for access.



Historic survey plan of Scout Hall and The Nut



Participants were able to provide their feedback in writing on the "Other Comments" board.





## 6. Vision + design drivers

A vision and design drivers (principles) have been prepared to help guide the design of the Master Plan.

## 6.1 Vision + design drivers

**“Johnsons Beach is our favourite place in Penguin. A place to relax, walk, enjoy the coast, get out on the water, play, and connect with our wonderful community.”**



### 1. Favourite Place

Many things to do  
("Power of 10")

Quality spaces and  
places for people of  
all ages and abilities



### 2. Improved Infrastructure

Boat ramp

Facilities for  
recreation

The Nut



### 3. Walkable + Accessible

Better paths +  
connections

Safe for all  
users

Improved  
parking



### 4. Regenerative Coastline

Coastal repair / edge  
protection

Education about natural  
systems

Revegetation

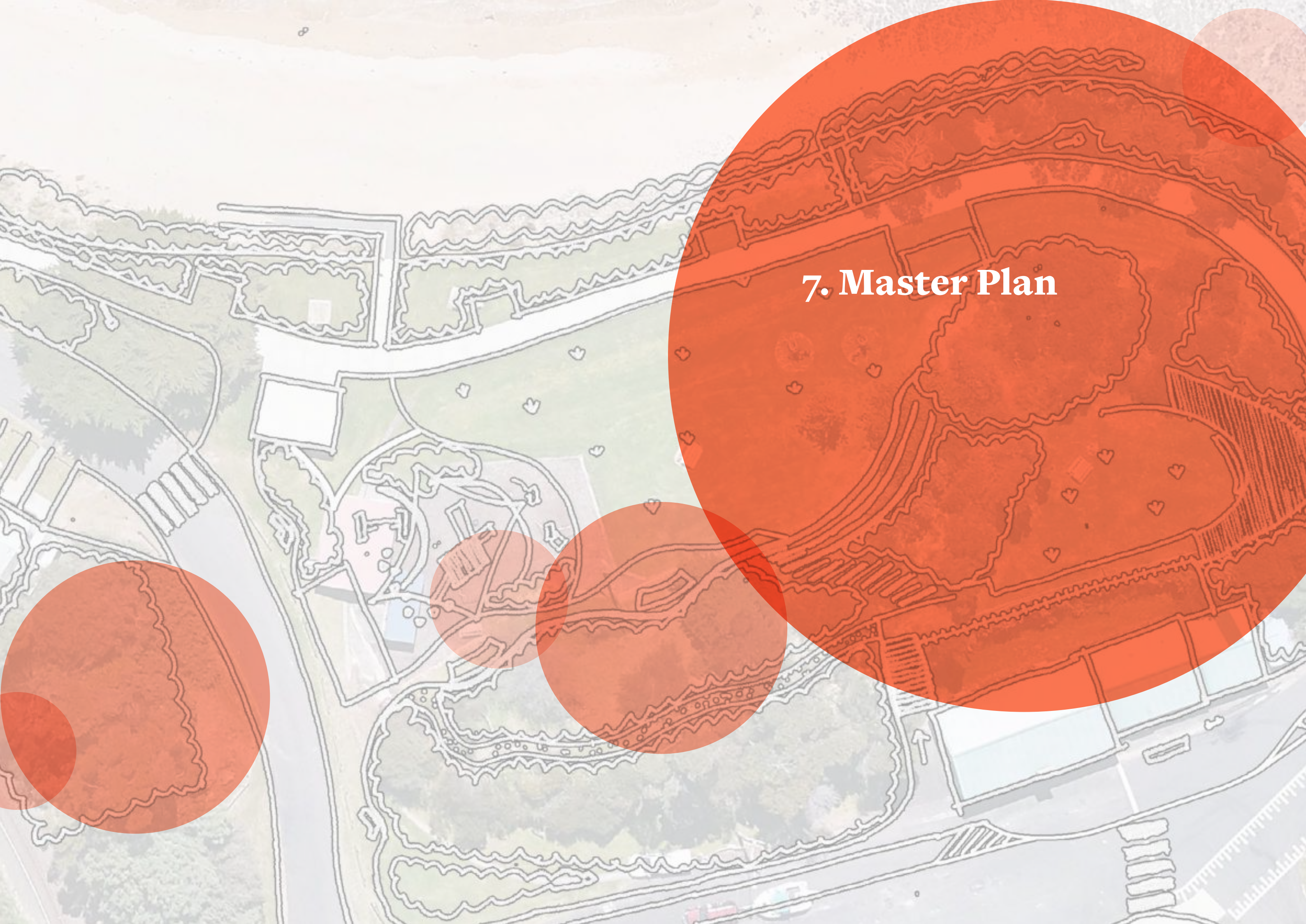
Improve water quality -  
runoff to sea



### 5. Identity + Character

Reflection and  
education on pre-  
settlement culture  
and community  
history

Welcoming artworks



## 7. Master Plan

## 7.1 Johnsons Beach Master Plan \_ A favourite place with things to do

Interactive page (when viewed online or  
interactive pdf)

Click on red labels for further information



### Have a BBQ, even if it's windy

Retrofit the existing shelter + BBQ with low walls or screens to act as windbreaks.

### The best relaxing + picnic spot in Penguin!

Keep the open lawn area for picnics and build low terraced walls into the base of The Nut for seating.  
Relax in the sauna next to the lawn.

### Climb The Nut and take a selfie

Upgrade The Nut's peak for a framed photo spot. Update the trail and steps for safer access.

### Read about the local legends and local stories

An accessible looped path around The Nut with artistic and educational signs/markers and offer fitness equipment along the way.  
New viewing deck with interactive signage out to the water.

### Park and play

Park the car in the larger car park, cross safely and let the kids play in the shaded nature play space.  
New toilet block next to the play space.

### Walk the dog at night

Upgrade and improve lighting for night visibility along the shared path.

### Marvel at the artworks

Create an artistic entry statement, and/or Scout Hall mural complementing the area. Connect to the Penguin Visitor Information Centre with wayfinding markings.

The skate park will remain in the short to medium term. This area may be considered for upgrade in the long term.

### Have a coffee/ice cream break

Encourage a coffee van (or other ice cream/food vans) to Johnsons Beach and park in the car park next to the skate park.  
In the long term if a new skate park is built at nearby Hiscutt Park, establish this area with larger landscape, seating and viewing areas, including seats with windbreaks.

### Launch boats and park the trailer nearby

A new boat ramp with two launch zones, trailer parking, and an option for a heritage deck on the southern side.

### Learn about local plant species

Revegetate the coastal and central areas with native and endemic plant species. Add interpretive signs.

future road widening option



## 7.2 Ten projects

### Park and play



A new nature play area with shade sails next to the existing picnic shelter. New toilet block with outdoor shower next to the play area that is more visible and more easily accessed. Playspace can be fenced from the road.

The car parking area can be expanded to include more parking on permeable paving, and a zebra crossing for safer pedestrian-priority access to the park facilities and Johnsons Beach.

Consider a suitable vehicle turnaround space at the caravan park entry.

Consider installing EV charging stations for vehicles + motorbikes in the car park.



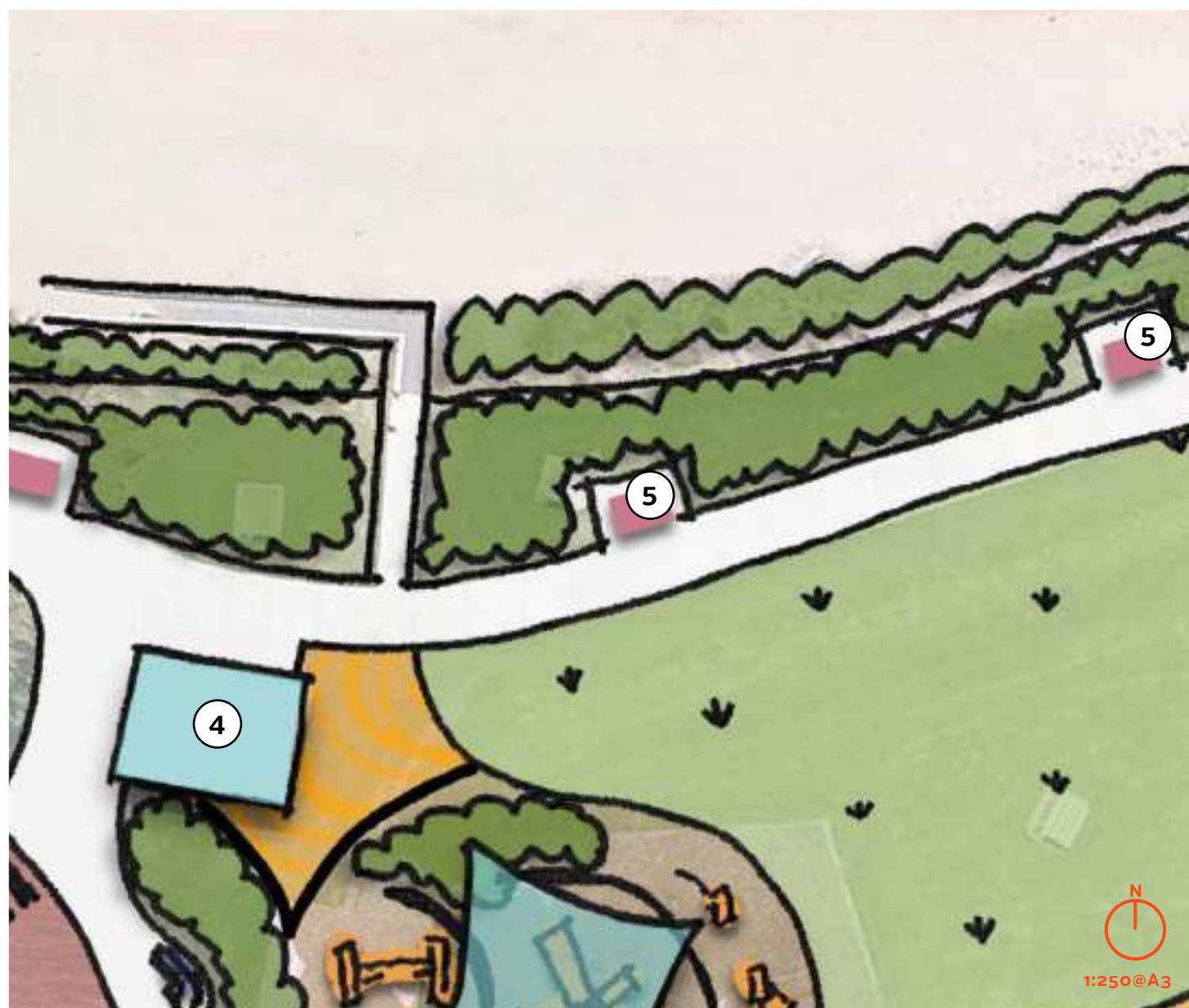
## 3D visualisation - park and play

*Indicative only*



## 7.2 Ten projects (cont.)

### Have a BBQ, even if it's windy



Retain the existing shelter and BBQ and retrofit low walls to act as windbreaks.

Create accessible picnic pods along the Coastal Pathway with picnic tables, seats, shelters and windbreaks.

Retain the ramp access to the beach.

Consider installing bicycle racks, e-bike charging station, bike repair station and drinking fountain near the shelter or car park area.



## 7.2 Ten projects (cont.)

### The best relaxing + picnic spot in Penguin!



Maintain the lawn area and create an amphitheatre with seating walls for relaxing and picnicking.

An accessible path leads along the edge of the lawn to the amphitheatre with seating along the way.

Business activation opportunity (e.g. seasonal or short term lease for sauna or similar experience) can be located in this area with easy, direct access to the beach.

Any additional infrastructure (e.g. power) to be investigated as part of any business / leasing project.



## 7.2 Ten projects (cont.)

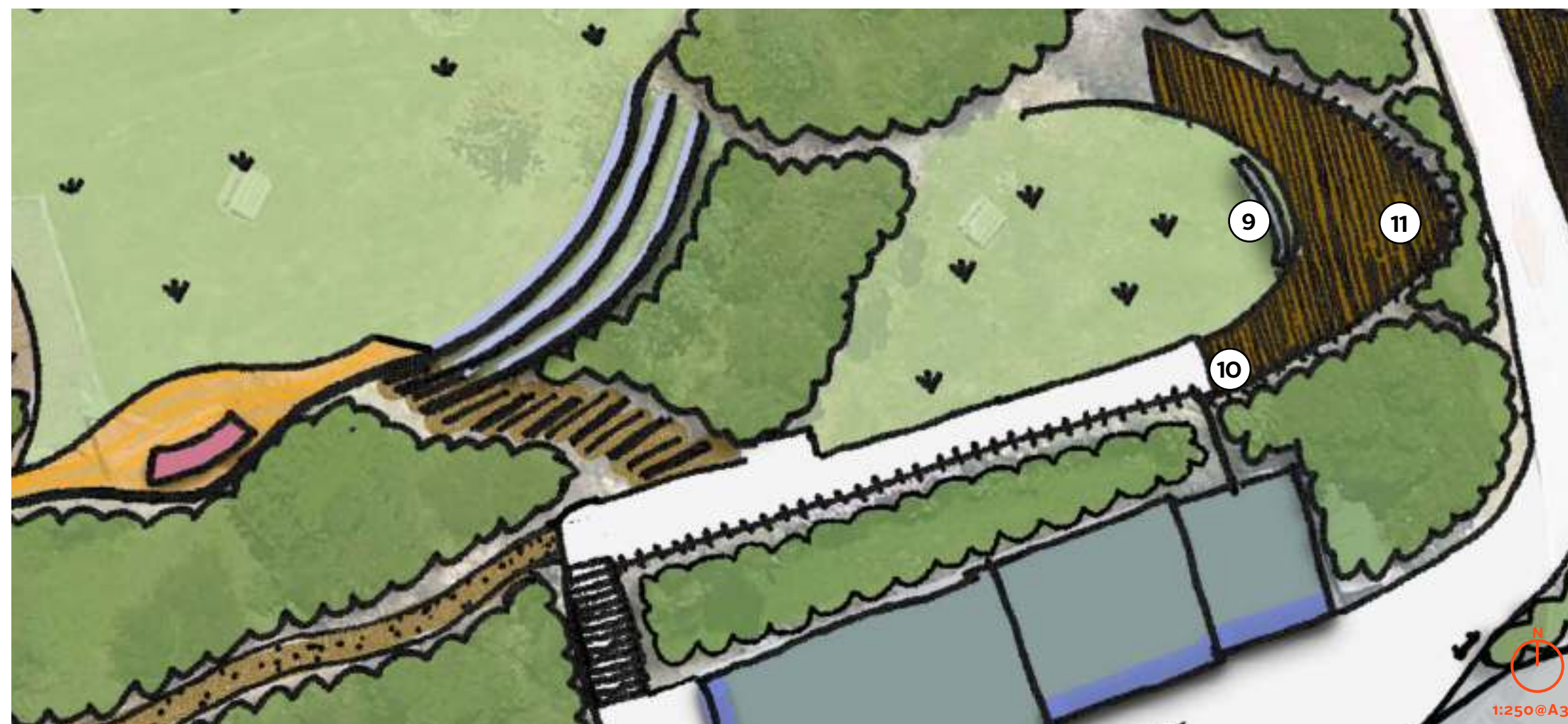
### Climb The Nut and take a selfie

Enhance the viewing area of The Nut by framing views, and construct a viewing platform or deck.

Fence The Nut and the viewing platform with a white post-rail timber fence (modified to make safe for location).

Create a safer trail with steps leading up to The Nut. Upgrade the stairs from the car park adjacent to the Scout Hall.

New flagpole atop The Nut.



## 7.2 Ten projects (cont.)

### Read about the local legends and local stories

Complete a looped path around The Nut for an easy informative looped walk with educational signs highlighting local legends and stories.

A new viewing deck can offer seating and information signage as well as options to interact and connect with the water (13).

While learning about our local legends, keep active along the looped walk and Coastal Pathway by using the fitness





## Read about the local legends and local stories (cont.)

### Story/signage ideas

The information signs can highlight key people of significance, historical stories and legends from the area, local geology/environment, marine history, Aboriginal history, and others.

Some story ideas are listed on this page.

"When Johnsons Beach became a more popular swimming beach, local surf club member Ron Revell took it upon himself to patrol the beach to make it safer for swimmers, especially children."



Gabriel "Gabbers" Summers is an acclaimed Australian professional skateboarder from Penguin, Tasmania.

"Gabbers pushes himself to the edge of insanity while he obsesses over the tricks he chases. Relentless determination & tenacity are his super powers" -zerostakeboards.com



"A 'hungi' pit may exist under the Barker Family seat where it was used as a cooking method for fundraising events. It was an idea from local John Duncombe, after he was inspired from a trip to New Zealand."



A popular local legend about the naming of Penguin and Sulphur Creek.

The story goes that the government accidentally swapped their original intended names:

- Sulphur Creek was originally meant to be called Penguin, because the area is home to actual colonies of little penguins.
- Penguin was meant to be called Sulphur Creek due to the sulfur-like smell (and rocks) near the creek's mouth.

Marine history: vital 19th-century maritime export trade. Historic wharf.



Penguin Wharf 1896 - Penguin History Group

"The hydrology has changed due to several factors including rising sea levels. Giant "freshwater crayfish" (lobster) were inland before rising sea levels." -Central Coast Aboriginal Advisory Committee.





3D visualisation - lookout deck

*Indicative only*





## 7.2 Ten projects (cont.)

### Walk the dog at night



Light the Coastal Pathway at night for users to safely walk the pathway. Wildlife-sensitive lighting strategies can be used to light the path.

Decorative lighting to any new artworks and key information and wayfinding signs/markers.

## 7.2 Ten projects (cont.)

### Have a coffee/ice cream break



Encourage mobile businesses like coffee, ice cream or other food vans to set up at Johnsons Beach with new seating and amenity nearby. The car park can be formalised whilst keeping the existing skate park and facilities (outlined in orange on the concept plan to the right).



Council's recently completed Open Space Plan recommends that large recreation facilities (e.g. skating) be located at Hiscutt Park. If in the future a decision is made to invest in a new regional skating facility at Hiscutt Park, this may create an opportunity to repurpose this area for passive recreation. This is a longer term possibility and the skate park will continue to be used in the short to medium term.



The future passive recreation area can include a larger landscaped area with viewing and seating pods overlooking Main Beach. Seats can include windbreaks for protection.

Future potential road widening of the internal road is possible to the west.



## 7.2 Ten projects (cont.)

### Learn about the local plant species

Revegetate the coastal area and central areas of the site with native and endemic plant species. Information signs can offer education on the coastal environment - even have a plant quiz!

Revegetate with low plant species along the southern side to maintain coastal views.

Consider utilising local groups for planting days to create ownership of the revegetation.

"Rain gardens" (WSUD) can collect and clean the stormwater runoff from the car park before it enters the sea.

Further investigations of the creek upstream infrastructure, such as the weir at Hiscutt Park and residential septic tanks, should be undertaken before development occurs to improve creek flow and water quality.

### What is WSUD (Water Sensitive Urban Design)?

WSUD is an approach that integrates the management of water, land, and environmental resources to create more sustainable and resilient cities.

WSUD can clean water runoff from roads and car parks before it enters the sea, catch litter, and remove sediment oils and other pollutants.



## 7.2 Ten projects (cont.)

### Marvel at the artworks



Art opportunities can enhance the identity of a place.

Create an interesting entry statement by an artist that captures the identity and character of Johnsons Beach.

Paint an appealing mural on the Scout Hall that can be seen from the Visitor Information Centre.

Connect Johnsons Beach to the Visitor Information Centre and Hiscutt Park with artistic wayfinding markings.

Activation and use of the Scout Hall by the community. Subject to further discussion with crown land.



## Marvel at the artworks (cont.)

### Possible art themes



Marine wildlife (giant crayfish, oysters)



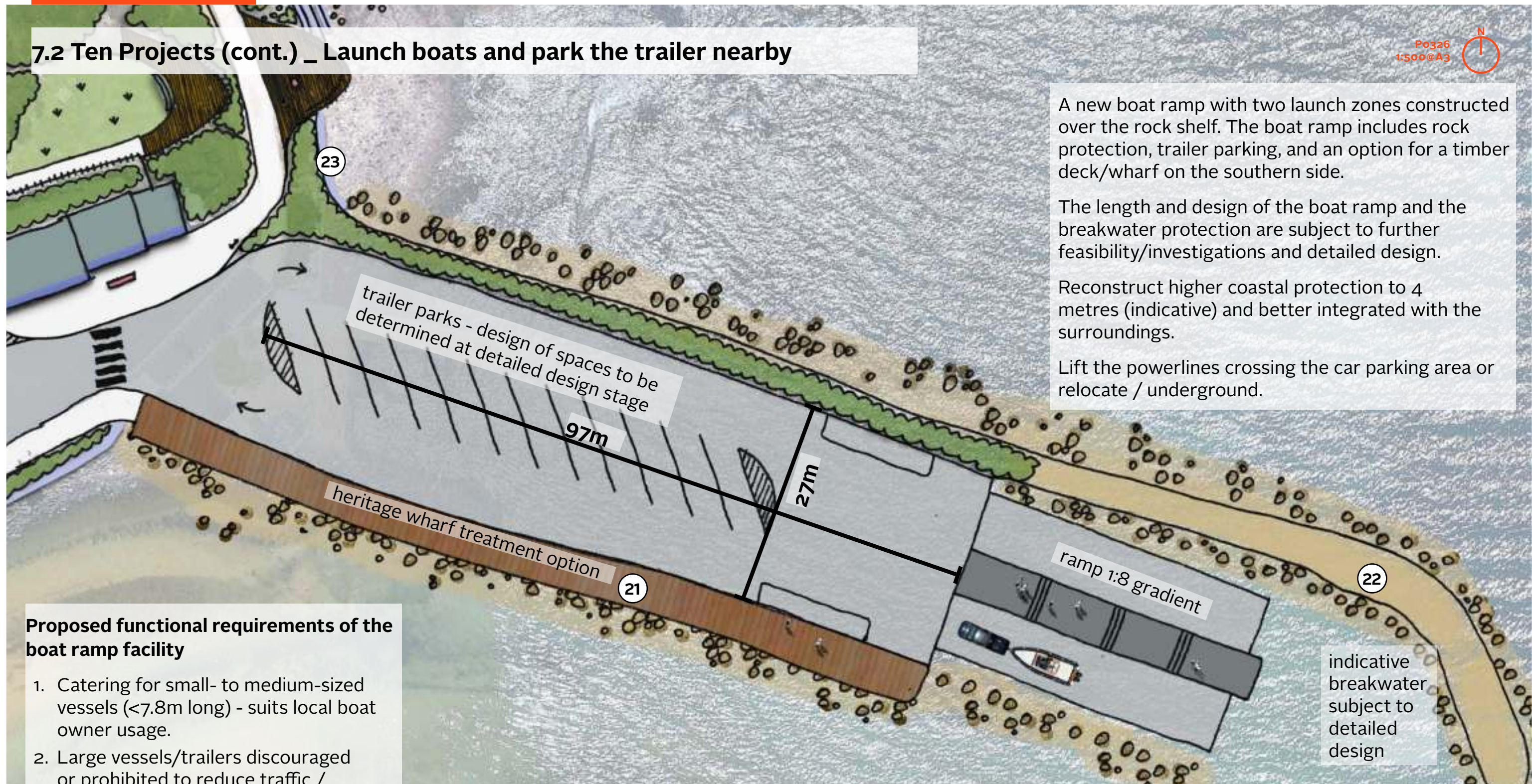
Hydrology: waterways and tidal waves



Aboriginal culture  
(history, ceremony, gathering, huts, tracks, creeks, vegetation)

## 7.2 Ten Projects (cont.) \_ Launch boats and park the trailer nearby

P0326  
1:500@A3



### Proposed functional requirements of the boat ramp facility

1. Catering for small- to medium-sized vessels (<7.8m long) - suits local boat owner usage.
2. Large vessels/trailers discouraged or prohibited to reduce traffic / pedestrian safety risks.
3. Recreational use only, no commercial use.
4. Rock protection on the northern seaward side to ease boat launching.
5. Operates in low and high tides (weather dependent).
6. 10-20 parking spaces allows moderate usage - but not intended to be a major regional facility.



Historic wharf image - Penguin History Group



## 3D visualisation - boat ramp

*Indicative only*



## 7.3 Materials + planting palette

The materials have been selected to maintain the natural feel of the site.

Revegetating with coastal native plants will maintain the important natural ecosystem.

Native and amenity planting is selected for locations where there is high pedestrian movement and activity and to increase the biodiversity of the plant species in the area.

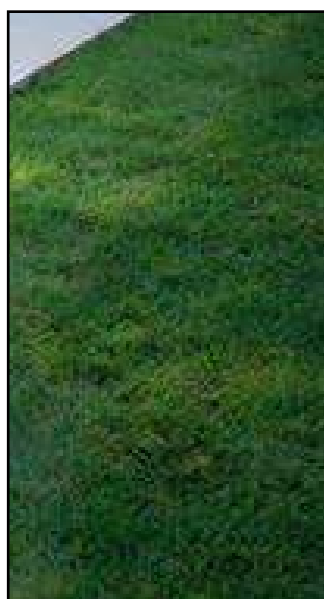
### Materials



Natural timbers



Permeable paving



Greenery



Rocks/boulders

### Coastal revegetation with low shrubs to maintain views



Spinifex sericea



Carpobrotus rossii



Scaevola albida



Acacia longifolia subsp. sophorae

### Native and amenity planting



Banksia marginata



Leucopogon parviflorus



Poa poiformis



Leptospermum grandifolium



Atriplex cinerea



Westringia rigida



## 8. Implementation + staging

## 8.1 Implementation themes

Five themes have been developed to guide the focus of implementation.

Not all projects can be funded or delivered by Central Coast Council alone.

However, Council should take a leadership position, working with partners to achieve the Master Plan over time.



### Placemaking approach

Ten projects that can be **delivered flexibly** - whether individually in stages or in packages as funding is available.



### Partnerships

Maintain a collaborative approach and develop **stakeholder partnerships** to assist with project planning, funding and delivery of the Master Plan. Partners could include state and federal agencies, community groups, volunteers, and local businesses.



### Project planning

**Continue project planning** for all ten projects. For some projects (e.g. Project 7 Boat Ramp), further technical investigations and detailed designs may be required to be "shovel-ready". The delivery timeframe to be aligned with Council's **10-Year Long Term Financial Plan**.



### Funding

High level cost estimates have been undertaken to inform budgeting for all projects. In some cases, projects may be funded through **Council's Capital Works Program** and should be included in short and long term financial planning. For larger projects (or packages of projects) state and/or federal **grant funding** will be required.



### Short-term activation

Successful placemaking is about **taking action with the resources available**. It's not about postponing until large grants becomes available, potentially years away. A **"lighter, quicker, cheaper" approach**, maintaining momentum and building community confidence, is appropriate for some projects to achieve short-term activation.

## 8.2 Staging strategy

High-level strategy of projects in four categories to achieve short-term activation, and to sequence projects that are subject to funding

| Short-term activation<br>(Years 1-2) - low cost  | Short-term implementation<br>(Years 2-5) - medium cost         | Medium-term<br>implementation (Years 5-10)<br>- medium cost | Strategic project<br>- subject to external<br>funding     |
|--------------------------------------------------|----------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------|
| Project 2<br>Have a BBQ, even if it's windy      | Project 1<br>Park and play                                     | Project 3<br>The best relaxing + picnic spot in<br>Penguin! | Project 10<br>Launch boats and park the trailer<br>nearby |
| Project 7<br>Have a coffee/ice cream break       | Project 5<br>Read about the local legends and local<br>stories | Project 4<br>Climb The Nut and take a selfie                |                                                           |
| Project 8<br>Learn about the local plant species |                                                                | Project 6<br>Walk the dog at night                          |                                                           |
| Project 9<br>Marvel at the artworks              |                                                                |                                                             |                                                           |

# 8.3 Project planning

More detailed considerations for project planning and budgeting.

| Project                                                           | Description                                                                                                                                                                           | Category                                              | Budget (Council and/or grant funding)                                                                                                              | Next steps                                                                  | Timing for planning + delivery (subject to funding) |
|-------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-----------------------------------------------------|
| <b>Project 1 - Park and play</b>                                  | New nature play area with shade sails, new toilet block with outdoor shower, expanded car parking on permeable paving with a zebra crossing, and an EV charger.                       | Short-term implementation (Years 2-5) - medium cost   | Nature play and shade sail \$250k; design \$70k.<br><br>Toilet and service connections \$400k; car parking and footpaths \$150k; EV charger \$50k. | Detailed design for Park and Play zone, then implementation over two years. | 2027-28 and 2028-29                                 |
| <b>Project 2 - Have a BBQ, even if it's windy</b>                 | Retain the existing shelter and BBQ and retrofit low walls as windbreaks. Create accessible picnic pods along the Coastal Pathway with picnic tables, seats, shelters and windbreaks. | Short-term activation (Years 1-2) - low cost          | 3 custom seating pods with picnic setting and concrete pad \$180k.                                                                                 | Implement low walls \$35k.                                                  | 2027-28; implementation by 2031                     |
| <b>Project 3 - The best relaxing and picnic spot in Penguin!</b>  | Amphitheatre with seating walls for relaxing and picnicking, accessible path and seating, and business activation opportunity.                                                        | Medium-term implementation (Years 5-10) - medium cost | Amphitheatre walls, seating and path \$200k; business activation costs such as power connections by business.                                      | Include in detailed design for Park and Play zone.                          | Subject to funding; subject to business interest    |
| <b>Project 4 - Climb The Nut and take a selfie</b>                | Viewing platform or deck with safe fencing to elevated area. Upgrade stairs from Scout Hall and improve the trail from the beach side.                                                | Medium-term implementation (Years 5-10) - medium cost | Photo arbour or frame, seating, bins, bollards, flagpole \$25k; viewing deck \$300k; steel stairs \$100k.                                          | Work with Scouts to seek grant funding.                                     | Implementation by 2031                              |
| <b>Project 5 - Read about the local legends and local stories</b> | Viewing deck and seating at path level. Complete looped path around The Nut. Interpretive and wayfinding signage.                                                                     | Short-term implementation (Years 2-5) - medium cost   | Viewing deck \$300k. Additional fitness equipment \$25k.                                                                                           | Interpretive and wayfinding signage x7.                                     | Signage 2027-28; paths 2028-29                      |
| <b>Project 6 - Walk the dog at night</b>                          | Light the Coastal Pathway at night so users can safely walk the pathway.                                                                                                              | Medium-term implementation (Years 5-10) - medium cost | Solar bollard lighting option 10-15m spacing \$150k; mains bollard lighting 20m spacing \$250k.                                                    | Future grant funding.                                                       | Implementation by 2031                              |

# 8.3 Project planning

More detailed considerations for project planning and budgeting.

| Project                                         | Description                                                                                                                                                                                                                                           | Category                                        | Budget (Council and/or grant funding)                                                                                                                                                                                                                              | Next steps                                                                                                         | Timing for planning + delivery (subject to funding) |
|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| Project 7 - Have a coffee/ice cream break       | Encourage mobile businesses like coffee, ice cream or other food vans. Future passive recreation area, lawn, landscaped area with viewing and seating pods.                                                                                           | Short-term activation (Years 1-2) - low cost    | <b>\$15k short-term activation, attract vendors, signage, bins and seating.</b><br><br>\$200k future recreation area subject to development of new skate park at another location.                                                                                 | Implement short-term activation \$15k.                                                                             | <b>2026-27</b>                                      |
| Project 8 - Learn about the local plant species | Revegetate the coastal area with community input, provide information signs, install rain gardens to collect and clean stormwater runoff from the car park before it enters the sea, and investigate creek infrastructure and water quality upstream. | Short-term activation (Years 1-2) - low cost    | WSUD (Water Sensitive Urban Design) rain garden water cleaning/filtration \$20k; <b>landscape and educational signs \$10k; Penguin Creek investigations and options identification \$15k; community coastal planting \$5k.</b><br><br>Minor coastal upgrades \$25k | Implement short-term activations \$50k.                                                                            | <b>2026-27</b> and 2027-28 (rain garden)            |
| Project 9 - Marvel at the artworks              | Create an entry statement by an artist that captures the identity and character of Johnsons Beach.<br><br>Paint a mural on the Scout Hall visible from the Visitor Information Centre. Coastal sculpture.                                             | Short-term activation (Years 1-2) - low cost    | <b>Scout Hall mural \$15k.</b><br><br>Entry statement sculpture/interactive art and wayfinding markers near the existing skate park \$50k; coastal statement sculpture/interactive art at the proposed eastern lookout \$50k.                                      | Plan and implement Scout Hall mural \$15k.<br><br>Seek grant funding for two sculptural artworks, then commission. | <b>2026-27 (planning)</b> and 2027-28               |
| Project 10 - Boat Ramp                          | Recreational boat ramp on reclaimed land with rock protection, dual launch zones and trailer parking.                                                                                                                                                 | Strategic project - subject to external funding | \$10m capital delivery including contingencies.<br><br>\$1.5m for optional heritage timber deck/wharf.                                                                                                                                                             | Seek external funding for planning and delivery.                                                                   | Implementation by 2031                              |
| Sub total                                       |                                                                                                                                                                                                                                                       |                                                 | <b>Projects 1-9: \$3.1m</b><br><br><b>Project 10 Boat Ramp: \$10m</b>                                                                                                                                                                                              |                                                                                                                    |                                                     |



# Thank You

---



[www.jensenplus.com.au](http://www.jensenplus.com.au)



## **Appendices:**

**1. Detailed engagement  
feedback**

**2. Technical analysis**

# Appendix 1: Detailed engagement feedback

## Consultation on the Draft Master Plan \_ Stakeholder discussions

### Stakeholder discussions

Further discussions occurred with many of the stakeholders that were involved in the early engagement activities. A summary of their feedback is included here.

#### TasWater

- Ensure the existing sewers are not affected, changes in cover, need to realign, structures proposed over etc, however there were no concerns with current proposal at this high level stage.
- There are other TasWater projects occurring in the area but do not overlap.

#### Marine and Safety Tasmania (MAST)

- Design generally looks good.
- Further marine investigations are required to determine the exact length and depth of the boat ramp.
- It is very unlikely that an all-weather, all-tide ramp will be feasible to build here.
- The proposed functional requirements for this boat ramp are reasonable.
- Demand/usage investigations required. Burnie and Ulverstone are boat ramps in close proximity. Unlikely to have the demand for two ramp lanes.
- Pontoon not appropriate. A permanent stepped concrete structure is required.
- Extend eastern rock protection.
- Existing ramp is a Council asset.
- Funding is likely to be joint with state and federal governments.
- 45 degree angled parks would be better.
- Boat registration data for postcode 7316 shows most registered boats are small to medium size.

| 3  | Row Labels  | Count of pc_rego_no |
|----|-------------|---------------------|
| 4  | 2.6-4.6     | 164                 |
| 5  | 4.6-6.6     | 137                 |
| 6  | 6.6-8.6     | 26                  |
| 7  | 10.6-12.6   | 2                   |
| 8  | 12.6-14.6   | 1                   |
| 9  | 14.6-16.6   | 1                   |
| 10 | Grand Total | 331                 |

#### Penguin History Group

- Following the draft Master Plan issue, feedback was that they would like to see more "historic" features to reflect the former status of the working port.

#### Fishers and Boaters Group

- Concern remains about the length and useability of the boat ramp. And cost and viability.
- Increased protection from the easterly winds is needed.
- Breakwater extent and configuration needs adjustment (further away and more hooked).
- Emergency vehicles should be considered in the design of the ramp and its operability, particularly at low tide.
- Southern side should include option to fish off the edge, and this is an opportunity to create a timber jetty/ deck in reference to the old historic wharf that existed. The deck can be half the length of the ramp (eg 50m) if cost is an issue.
- Small to medium sized boats - catering for up to 8m in length is good. Game fishing boats are closer to 7.5m length.
- Field geologist is looking at the ballast rocks - can these be incorporated in the Plan somehow?





## Consultation on the Draft Master Plan \_ Community comments

| Detailed comments received (community)                                                               | No. of similar comments | Response                                                                                                                                                                                                                                                                                           |
|------------------------------------------------------------------------------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Allow jetty jumping and fishing off a jetty                                                          | 4                       | An option has been included in the Master Plan for a fishing platform/deck, enabling fishing off the southern side. There is also an opportunity to fish off the rocks.                                                                                                                            |
| Allow overnight caravan/RV parking and a dump point                                                  | 2                       | It is not intended to focus on caravan parking/overnight stays due to limited space in Johnsons Beach. Using the boat ramp trailer parks for caravans would cause a conflict of use and is not advisable. The caravan park is located adjacent to Johnsons Beach and can be used for caravans/RVs. |
| Create artistic totem poles near the food trucks (which can provide power and water for food trucks) | 1                       | Artworks are yet to be determined. This is for the next stage of design.                                                                                                                                                                                                                           |
| Outdoor shower and exercise equipment requested                                                      | 10                      | Both of these have been included in the plan.                                                                                                                                                                                                                                                      |
| Add binoculars at The Nut                                                                            | 3                       | This can be considered in the detailed design stage of The Nut.                                                                                                                                                                                                                                    |
| Include kayak storage                                                                                | 1                       | Scouts have storage onsite. Public kayak storage not feasible.                                                                                                                                                                                                                                     |
| Artworks at beach unnecessary, or wasted money                                                       | 2                       | The art scope can be confirmed at detailed design stage when an artist is engaged.                                                                                                                                                                                                                 |
| Add a penguin rookery                                                                                | 2                       | Penguins are not located here.                                                                                                                                                                                                                                                                     |
| Plant out the retaining walls of the amphitheatre with garden beds                                   | 1                       | This may make the amphitheatre harder to use and maintain for use.                                                                                                                                                                                                                                 |



## Consultation on the Draft Master Plan \_ Community comments (cont.)

| Detailed comments received (community)                                                                              | No. of similar comments         | Response                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Fence the playground (or at least between playground and road)                                                      | 1                               | A note for fencing has been added in the Master Plan. The fencing and the design of the play area can be determined in the detailed design stage.                                                                                                                                     |
| Depth of boat ramp needs review, ensuring it is suitable for high and low tide                                      | 1                               | Further investigations and a feasibility study should be undertaken to determine the exact extent of the boat ramp ensuring it can be used in high and low tide. This has been added in the implementation strategy.                                                                  |
| The parking along Johnsons Beach Road should move to the beach side                                                 | 4                               | The current alignment will be more achievable in the short term and more cost effective, and considering that the road is a shared zone and the precinct pedestrian friendly. A painted road treatment has been added to the Plan to emphasise to drivers that this is a shared zone. |
| Change the trailer parking to angled parking                                                                        | 3                               | The parking angle has been shown but the final layout will be determined at detailed design stage.                                                                                                                                                                                    |
| “Not taking the spinny thing” from the playground                                                                   | 1 group of high school students | This level of detail will be determined at detailed design stage.                                                                                                                                                                                                                     |
| Keep the big tree                                                                                                   | 3                               | The large tree will be retained.                                                                                                                                                                                                                                                      |
| Smelly creek/water quality concerns                                                                                 | 2                               | This is outside of the scope of current work, however a note has been added in the Plan about further investigations to be undertaken for the upstream infrastructure and has been added as an action in the implementation strategy.                                                 |
| The online survey feedback indicated that play equipment, skate park, and boat launching were missing from the plan | 2                               | All of these items are included in the plan. The skate park is intended to remain until a new skate park is built elsewhere. This is likely to be long term.<br><br>The type of play equipment will be determined in the detailed design stage.                                       |



## Consultation on the Draft Master Plan \_ Community comments (cont.)

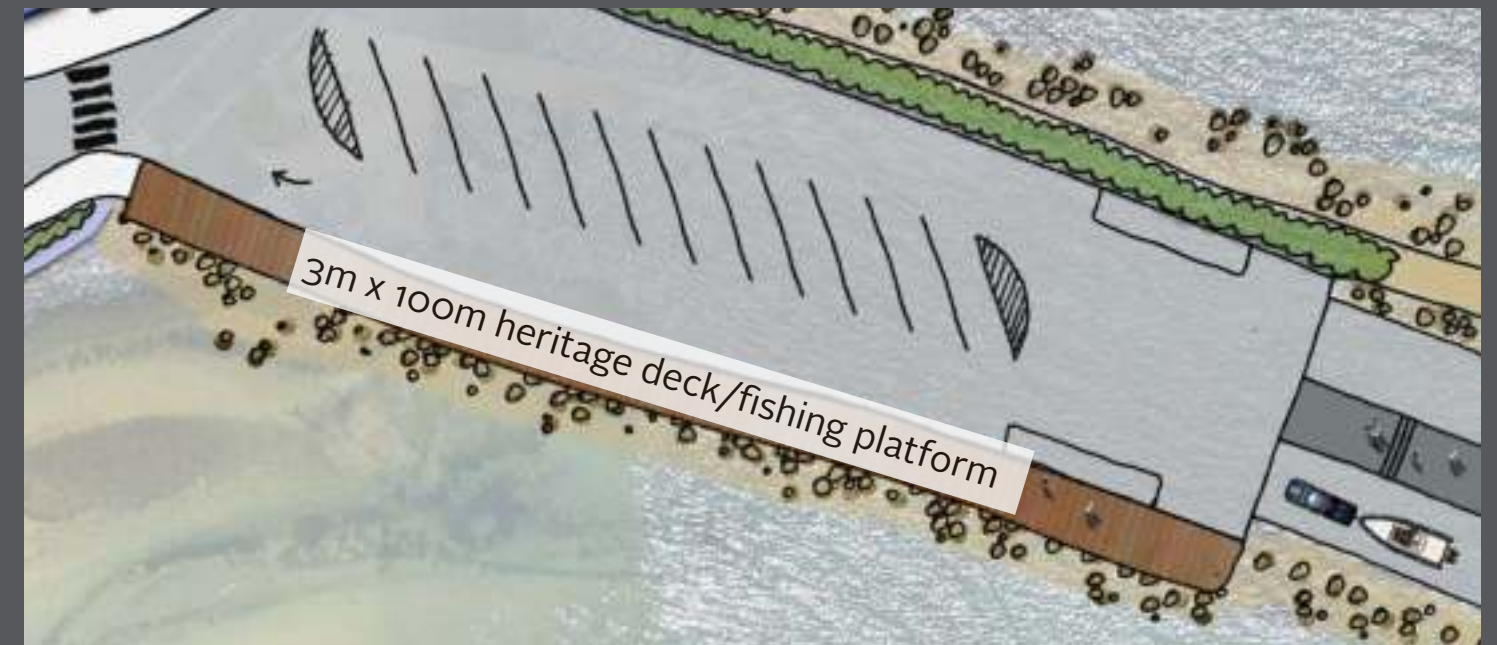
| Detailed comments received (community)                                   | No. of similar comments | Response                                                                                                                                                                                              |
|--------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Scout container is not shown on the Plan                                 | 1                       | The Scout container is a "temporary" structure and should not be something that remains in the long term.                                                                                             |
| Floating pontoon won't work                                              | 1                       | The Master Plan has been changed to a permanent concrete an FRP structure.                                                                                                                            |
| Better pedestrian safety is needed                                       | 3                       | Painted road treatment for the shared zone has been added.                                                                                                                                            |
| Extend rock wall further around ramp                                     | 1                       | Rock wall has been extended in the Master Plan.                                                                                                                                                       |
| Add Indigenous information, geological formations, etc on signage/boards | 1                       | Information for the interpretive signs can be confirmed at the next stage of design.                                                                                                                  |
| Include a parent parking spot in the car park                            | 1                       | This level of detail will be in the detailed design stage.                                                                                                                                            |
| Put EV charging in town                                                  | 1                       | The location for EV charging is not confirmed but Johnsons Beach is an option                                                                                                                         |
| Need wheelchair/disabled access to The Nut                               | 1                       | This was investigated and a ramp would be costly and unfeasible at this time. The sentiment is that The Nut remains natural. A lower accessible deck has been included in the Plan that is inclusive. |
| Plant native species                                                     | 1                       | Native species are intended but this level of detail is for the next stage of design.                                                                                                                 |
| BBQ needs high walls                                                     | 1                       | Windbreaks are included in the plan but the height is a level of detail for the next stage of design.                                                                                                 |
| Add historic features to wharf                                           | 1                       | A timber deck on the southern side of the proposed boat ramp is one option that has been added to the Master Plan. A feasibility and investigations study needs to be undertaken for the boat ramp.   |

# Updates to the Master Plan following consultation

## List of minor changes:

1. Boat ramp: trailer parking angle, extended rock protection, option for heritage deck added, concrete structure in lieu of pontoon, further investigations/feasibility study recommended.
2. Painted road treatment to slow traffic and emphasise road safety.
3. Flagpole renewal to The Nut.
4. Revegetate rear of Scout Hall.
5. Location of stairs adjusted.
6. Sign located away from the Scout Hall roller door.
7. Added more details of information for interpretive signs.
8. Annotation added for playground fencing.
9. Action added for investigating creek infrastructure and water quality upstream.

## Heritage deck option for boat ramp:



We have shown an option in the Master Plan for a historic deck/fishing platform, with substructure/pylons imitating the historic wharf, that can be seen from the Visitor Centre.

Early costings indicate a rate of \$5,000/m<sup>2</sup> for this type of structure, resulting in this option to be costed at approximately \$1.5m.

# Appendix 2: Technical Analysis \_ Benchmarking

## Popular boat ramp access to Mersey River for fishers and water sports

Victoria Parade Boat Ramp, Devonport, Tas



### Key Lessons

- \_ **Dual-launch ramp** with central floating pontoon for access
- \_ **17 parking spaces shared between trailers and RVs**
- \_ **Location close to town centre:** Probably leads to some non-boat ramp usage of space
- \_ **Shared path:** Coastal Pathway diverted away from boat ramp and parking and is fenced.
- \_ **Marine and Safety Tasmania (MAST)** maintained.

## Benchmarking (cont.)

### Boat ramp on land extension with space for trailer parking

American River, SA



#### Key Lessons

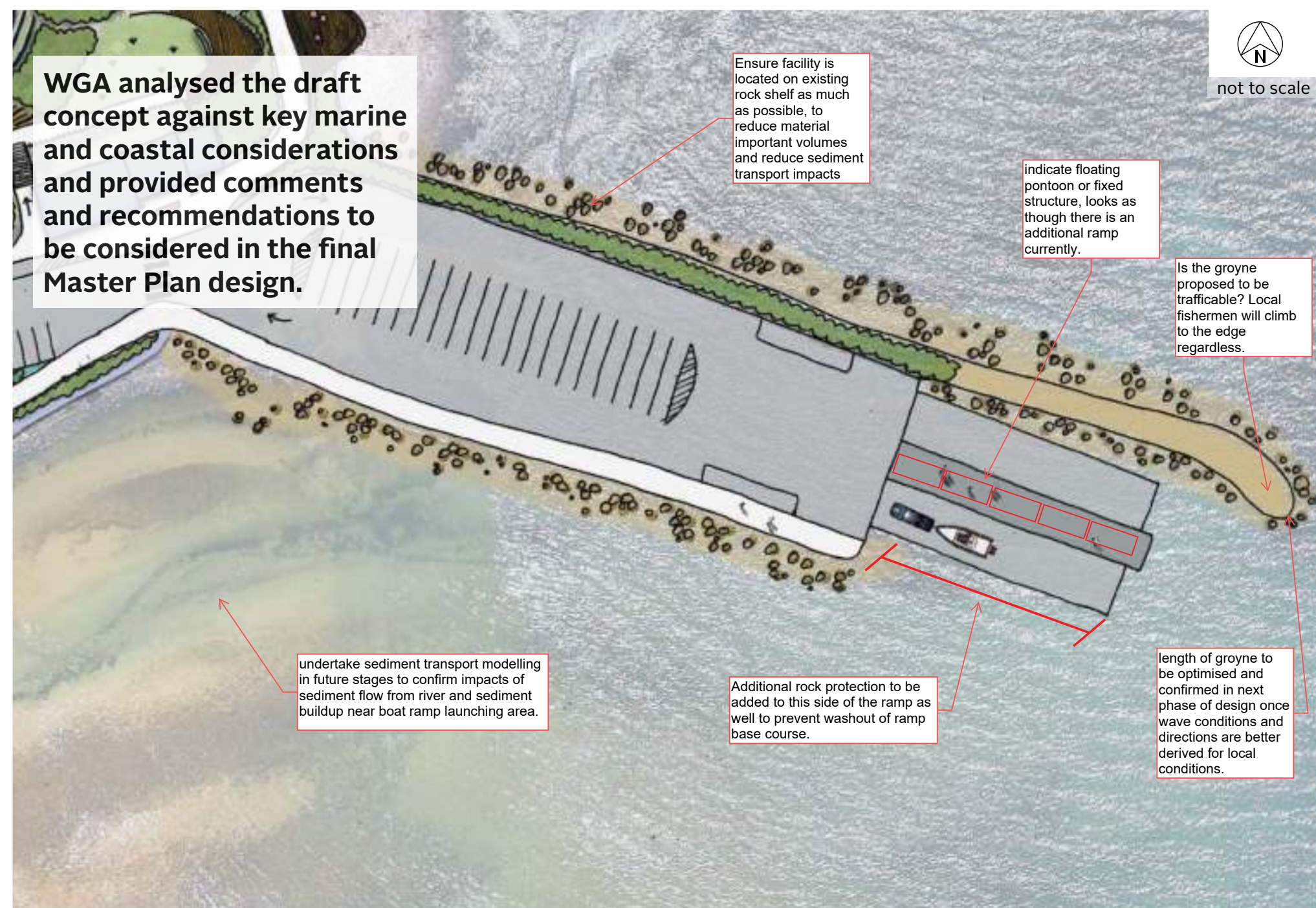
- \_ **Triple berth boat ramp** with 2x floating pontoons for added flexibility
- \_ **90x21m wharf structure to access deeper water** and allow trailer access and storage on wharf area.
- \_ **Semi-formalised with signed areas for rigging, disabled parking, no standing:** But no marked access, parking or waiting areas. Unsealed surface.
- \_ **Landscaped edges:** softens visual impact.
- \_ **Kangaroo Island Council maintained.**



# Technical analysis (WGA)

## Key marine and coastal constraints

**WGA provided a Report "Johnsons Beach Master Plan Functional Requirements Summary" dated 18/6/26 on the technical analysis of the boat ramp and traffic considerations. A summary of the key data from the Report is provided here.**





## Technical analysis (WGA) – (cont.)

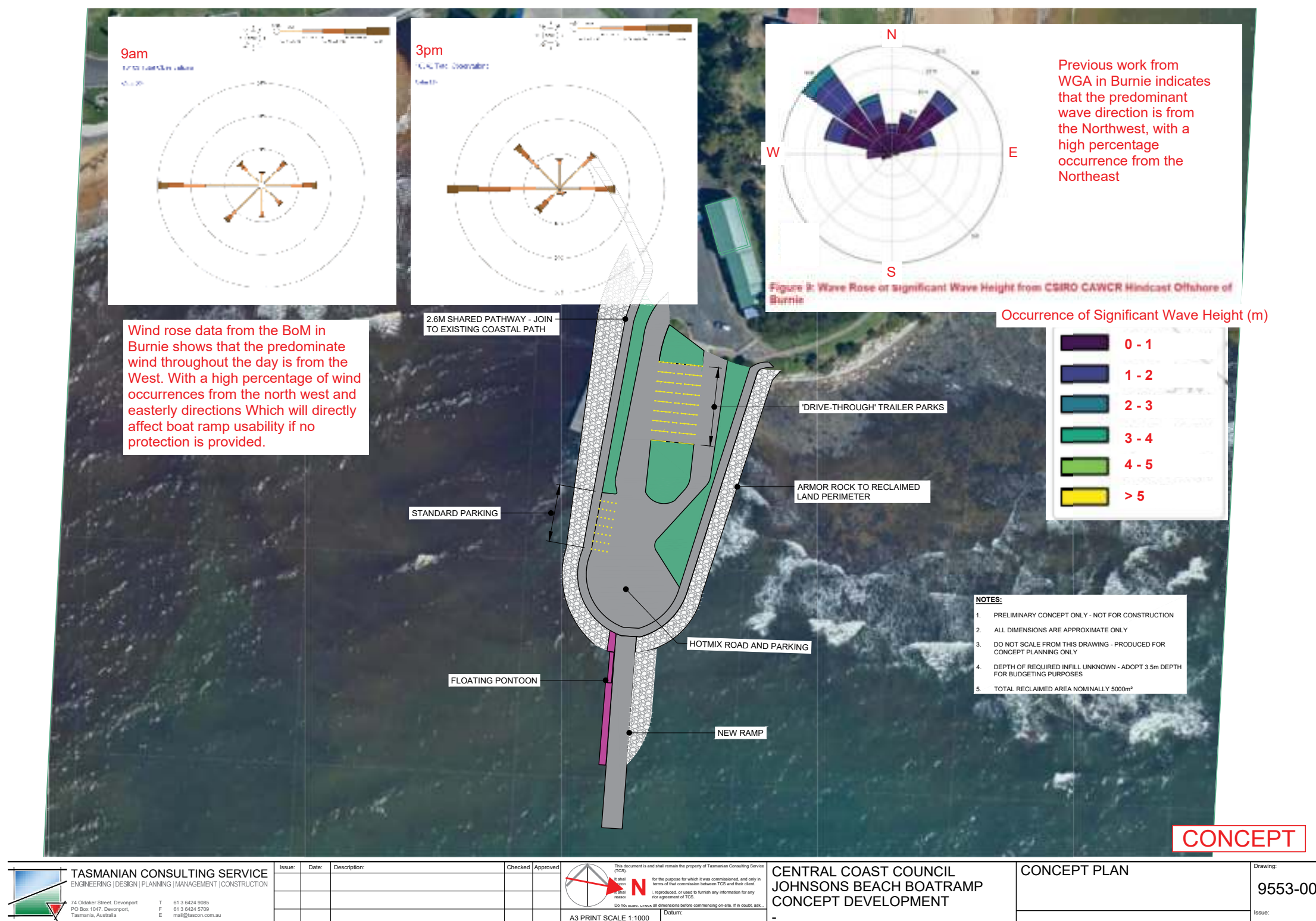
### Key marine and coastal constraints (cont.) earlier boat ramp concept

#### Wind and wave exposure:

**Predominant wind is from the west. A high percentage of wind occurrences are from the north west and east.**

**Predominant wave direction is from the north-west.**

**Data indicates that exposure will directly affect boat ramp useability if no protection is provided.**



## 5.4 Boat ramp \_ overlay of earlier concept design

April 2026  
P0326  
1:500@A3



earlier concept is  
outlined in black



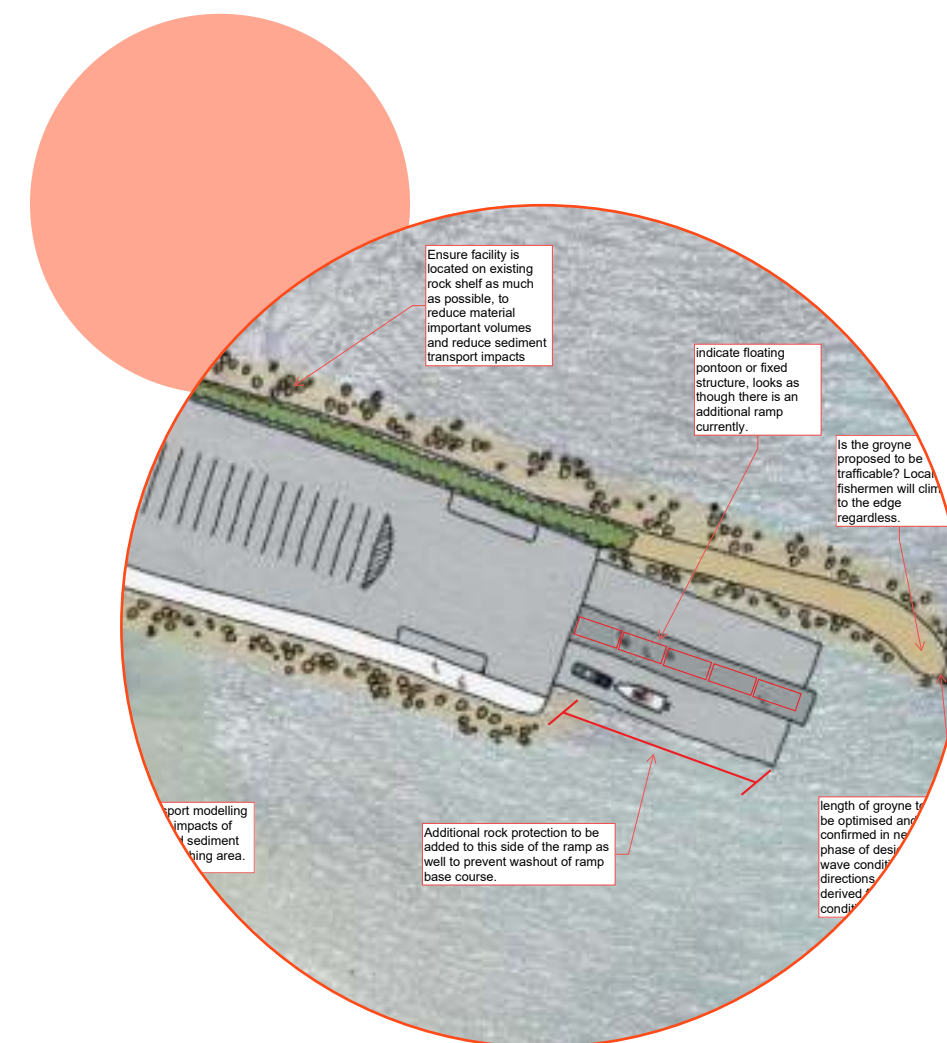
## Technical analysis (WGA) – (cont.)

### Key marine and coastal constraints (cont.)

**Assessment of the boat ramp facility relating to marine and coastal constraints is high-level and considers future phases (detailed design development) including review of actual coastal/wave data and more detailed technical investigations.**

Functional requirements relating to marine and coastal impact include:

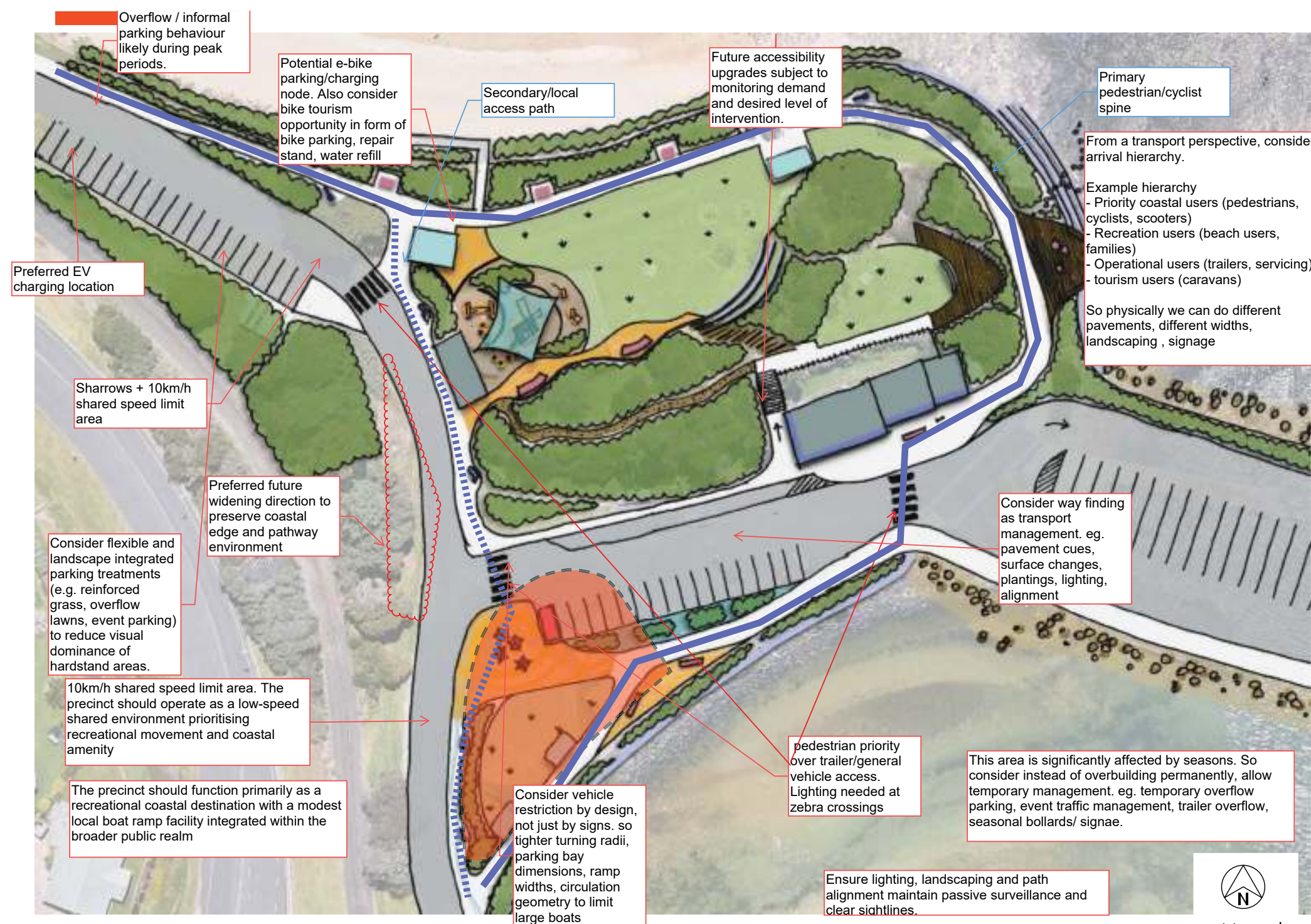
- Facility and ramp orientation and interaction with prevailing conditions shall be considered in the design.
- The facility levels shall be determined so as to minimise wave overtopping and inundation from waves, while also considering accessibility and operability during normal usage times.
- The design of facility shall consider local geotechnical conditions.
- The effects of the reclaimed area on existing coastal process shall be considered in the design.
- Future detailed design should consider broader coastal processes, wave overtopping, erosion and long-term coastal resilience to ensure the precinct remains functional and adaptable over time.
- Scouring of sediments and imported material shall be considered.
- Wave overtopping volumes shall be considered to ensure safe usage of the facility on a day-to-day basis and in an emergency (i.e. more severe weather conditions).
- Where possible, the extent of the reclamation should be limited to the existing rock shelf, so as to limit impacts on existing coastal processes.
- Safe navigation shall be considered as part of the layout and design of the facility.  
This includes, but is not limited to:
  - Allowances for adequate vessel turning areas,
  - Aids to navigation aids clearly demarcating channels, including navigation lights,
  - Sufficient vessel holding/ waiting areas.
- Liaise with MAST (Marine and Safety Tasmania).
- Demand analysis needs to be undertaken to determine local demand.



## Technical analysis (WGA) - (cont.)

### Movement + circulation

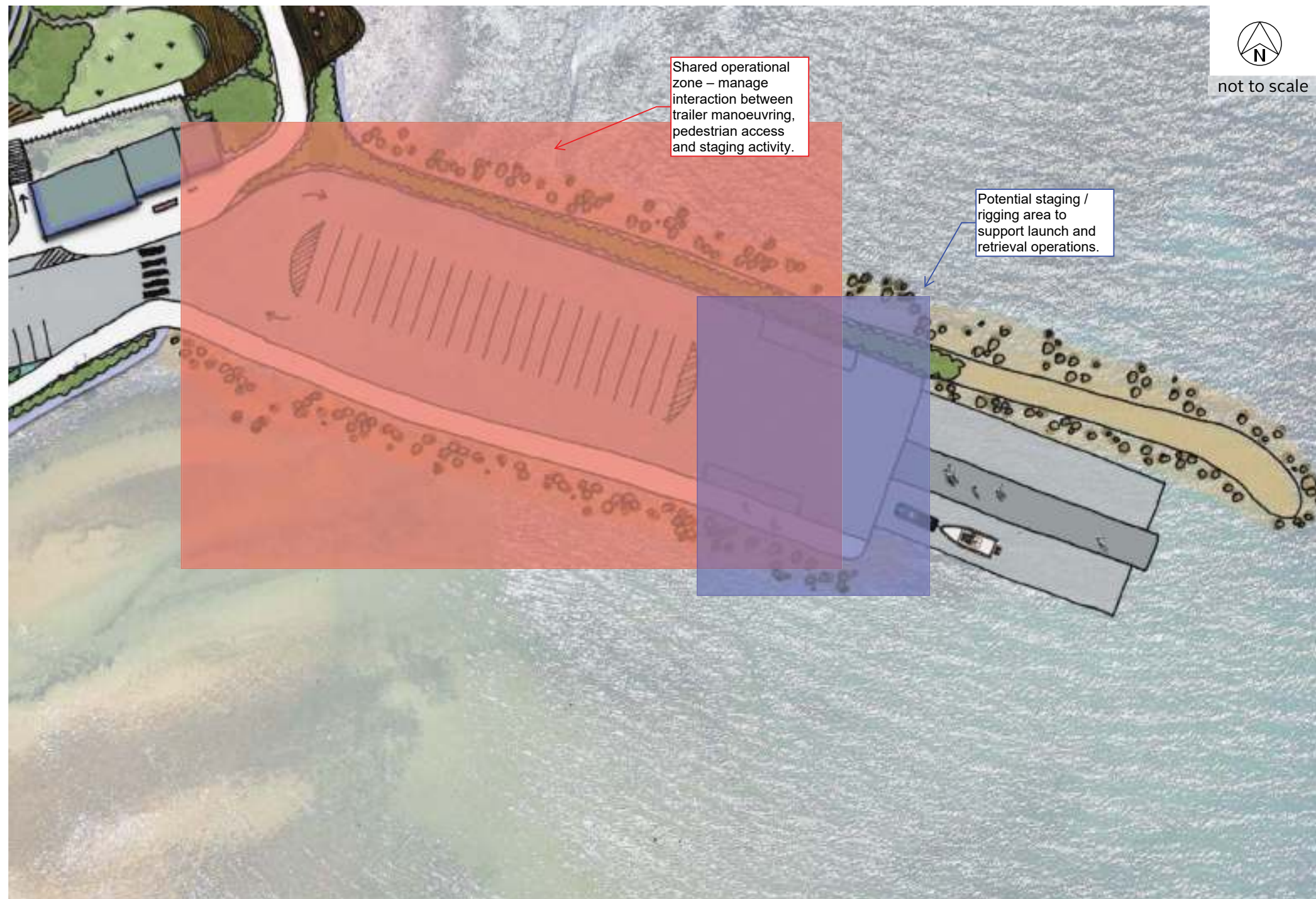
**WGA analysed the draft concept against movement, safety and circulation considerations and provided comments and recommendations to be considered in the final Master Plan design.**



not to scale

## Technical analysis (WGA) - (cont.)

### Movement + circulation (cont.)





# Technical analysis (WGA) - (cont.)

## Movement + circulation (cont.)

### Movement heirarchy

- The precinct should prioritise pedestrian and cyclist movement while still accommodating low-speed vehicle and trailer access associated with recreational boating activities.
- The coastal shared path should operate as the primary movement spine, with vehicle movements designed to reinforce a low-speed recreational environment.

### Boat ramp operations

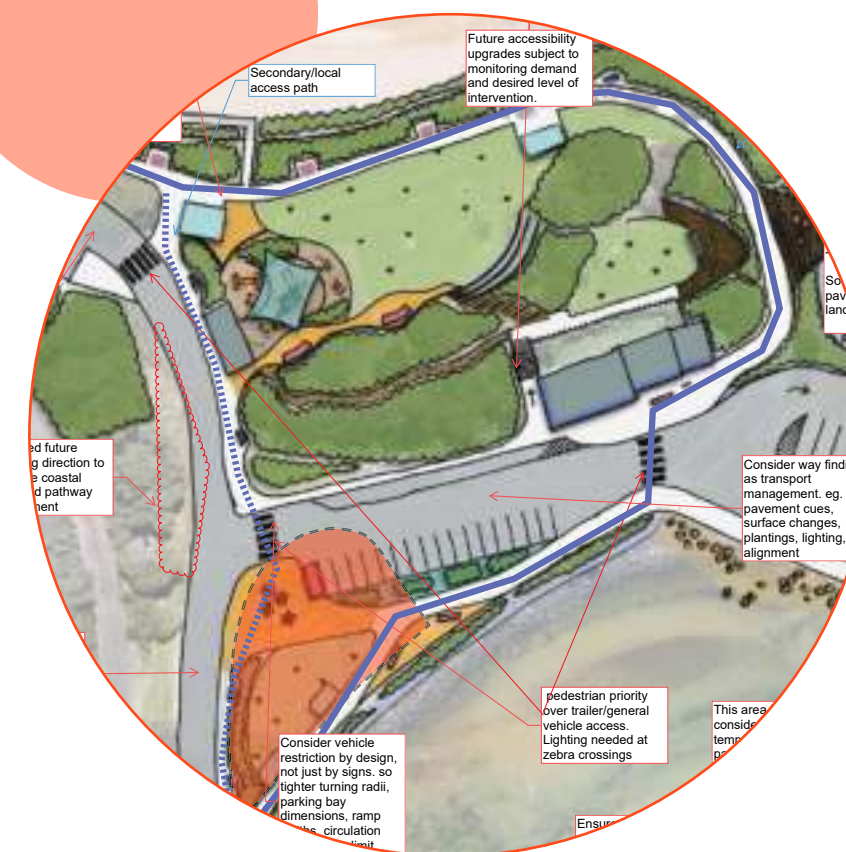
- The proposed boat ramp facility is intended to support small-to-medium recreational vessels and local boating activity, rather than operate as a major regional marine facility.
- Future investigations should include demand analysis, operational assessment and consultation with MAST to confirm the appropriate level of service.

### Accessibility

- The current Master Plan retains the natural character of The Nut and does not propose significant accessibility upgrades at this stage.
- The current pedestrian ramp to Johnsons Beach is compliant and sufficient.
- Future accessibility improvements may be considered subject to demand, funding and desired level of intervention.

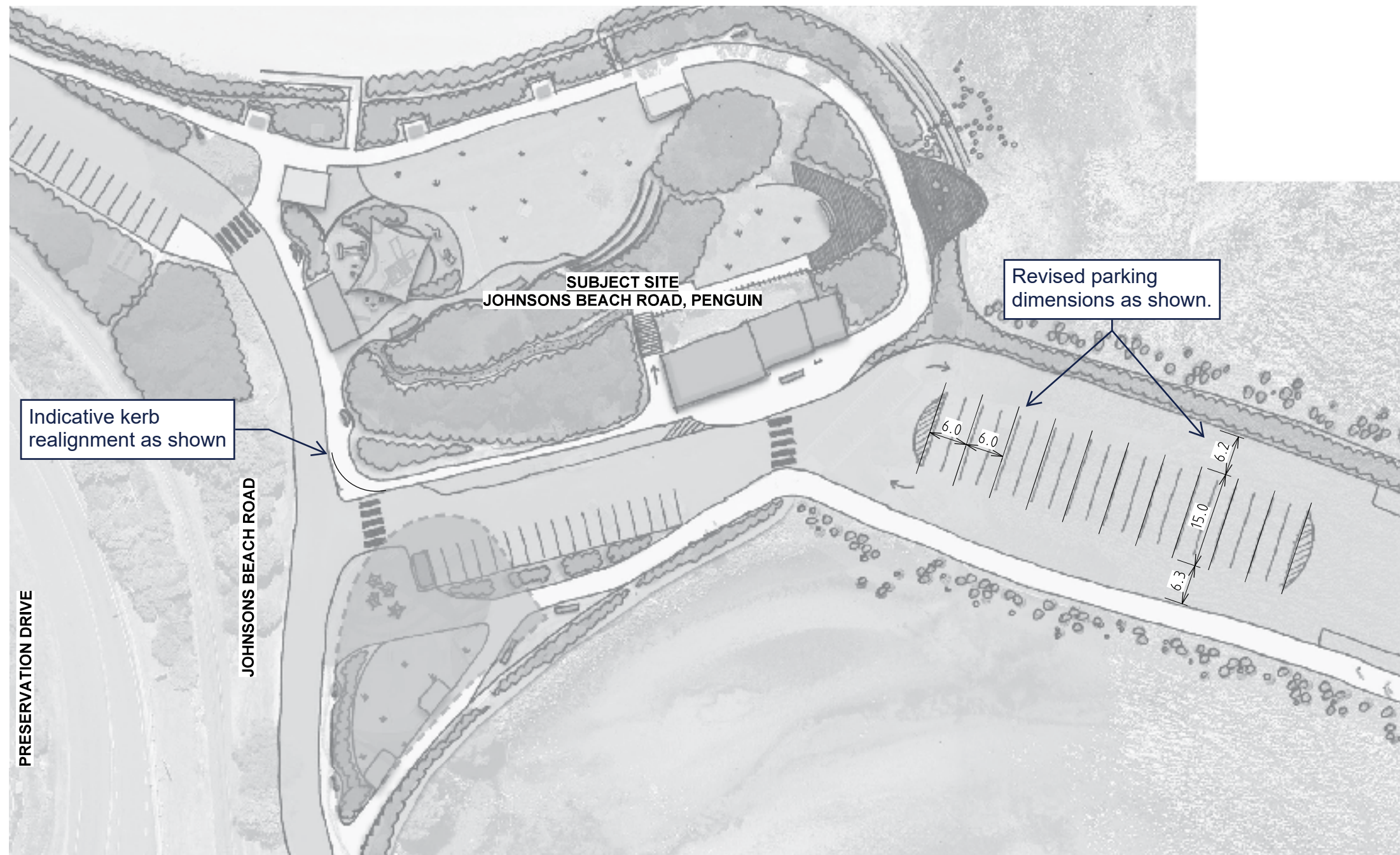
### Parking & circulation

- Parking and circulation arrangements should balance operational boat ramp requirements with the broader recreational and pedestrian-focused character of the precinct. Concept-level swept path assessment is recommended to validate trailer manoeuvring and circulation.



## Technical analysis (WGA) - (cont.)

### Swept path assessments



### Summary of recommendations relating to traffic circulation

- Car-boat trailer design vehicle used for swept paths is the largest expected vehicle for this facility. The number of trailer parking spaces may vary depending on future demand analysis, likely between 10-20 spaces.
- Given the Master Plan's broader direction of "people and place first", it is reasonable to prioritise operational functionality, pedestrian amenity and overall public realm outcomes ahead of maximising boat numbers.
- Other than the trailer parking dimensions, the layout is generally working well from a manoeuvring and circulation perspective.
- Concurrent entry and exit movements at the car park entry area are not able to be achieved. This aligns with the intended function and character of the area, given the stronger pedestrian-focused environment being proposed.
- **Concepts have been updated since this analysis and further testing is required in next stages of design.**

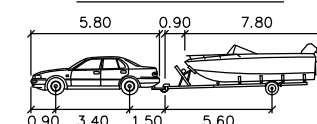




## Technical analysis (WGA) - (cont.)

### Swept path assessments (cont.)

#### DESIGN VEHICLE



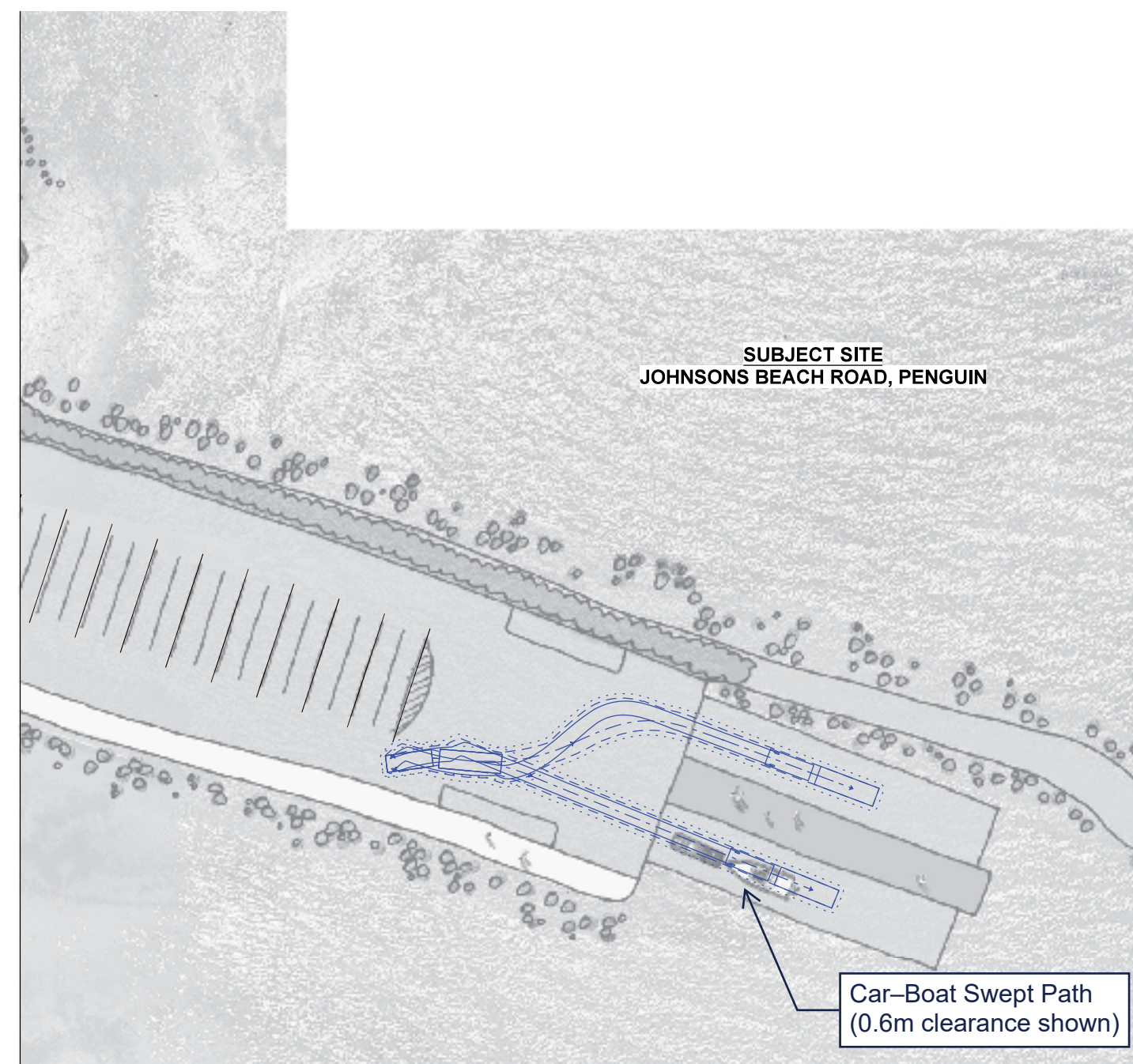
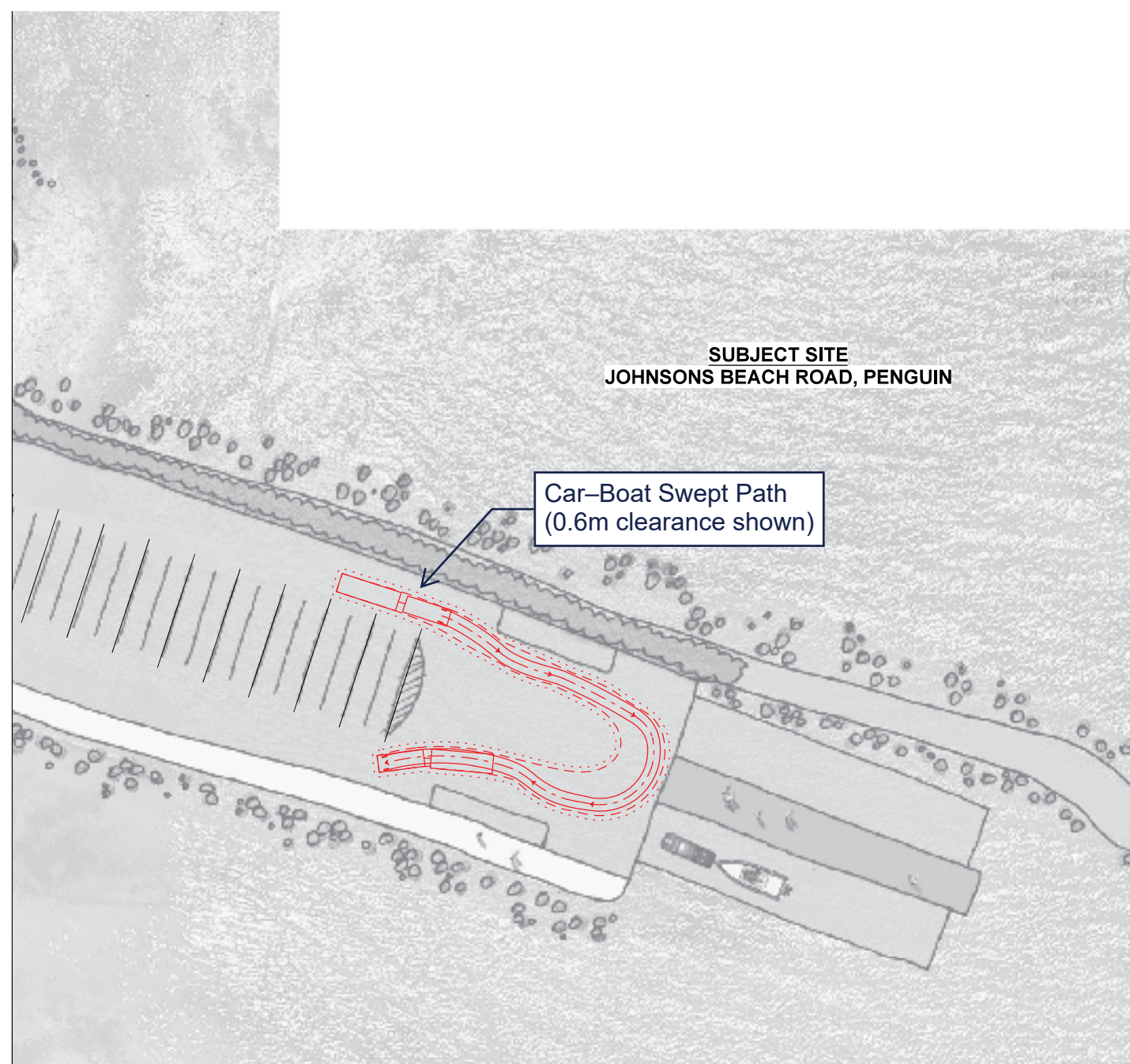
CAR-BOAT

|                    | meters |
|--------------------|--------|
| Car Width          | : 2.10 |
| Trailer Width      | : 2.40 |
| Car Track          | : 1.80 |
| Trailer Track      | : 0.00 |
| Lock to Lock Time  | : 6.0  |
| Steering Angle     | : 31.7 |
| Articulating Angle | : 70.0 |



not to scale

largest expected design vehicle used

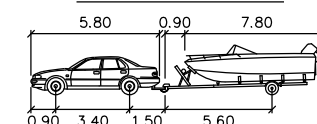




## Technical analysis (WGA) - (cont.)

### Swept path assessments (cont.)

#### DESIGN VEHICLE



CAR-BOAT

|                    | meters |
|--------------------|--------|
| Car Width          | : 2.10 |
| Trailer Width      | : 2.40 |
| Car Track          | : 1.80 |
| Trailer Track      | : 0.00 |
| Lock to Lock Time  | : 6.0  |
| Steering Angle     | : 31.7 |
| Articulating Angle | : 70.0 |



not to scale

largest expected design vehicle used

