

Cylinder Beach Master Plan: Community Workshop Transcription of Workshop Results



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Working Paper 1:

Cylinder Beach Master Plan:
Community Workshop
Transcription of Workshop Results

transcription by:
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1.0 Introduction

1.1. *Background*

Info here about how the workshop came to be at Cylinder Beach, who engaged consultants and why it is important to the overall design process.

1.2. *Organisation of this Report*

Section 1 provides an introduction to this report and includes a description of the contents of this document. This report is a transcription of the Cylinder Beach Master Plan Community Workshop results, including methodology, for the workshop held on 7 December 2002 at Point Lookout Community Hall for the Cylinder Beach Master Plan. **Appendix A** contains a brief agenda or program for the workshop. **Appendix B** contains a detailed agenda or program for the workshop for those facilitating and recording the events of the workshop.

Section 2 covers the participant's general issues, identified in an open discussion after the introduction to this workshop and prior to brainstorming issues in groups.

Section 3 documents the outcomes the *Affinity Diagram* exercise conducted in Session 1. **Appendix C** contains instructions and process information for conducting an *Affinity Diagram*. Please note, throughout the *Affinity Diagram* exercise, certain issues were identified as high-priority or critical by the participants in the brainstorming session and were identified by this symbol ☆.

Section 4 documents the outcomes and identifies key issues and criteria from Session 2. In Session 2, participants were required to select an issue-based group identified from the *Affinity Diagram* and select the top three issues within that group. Participants were then required to establish criteria for assessing ways of addressing issues from the *Affinity Diagram*, to come up with a systematic and unbiased way of assessing suggested interventions or modifications.

Section 5 outlines the strategies for things the participants want to keep and maintain at Cylinder Beach. **Section 6** pinpoints the strategies for things the participants want to change at Cylinder Beach. **Section 7** describes the strategies for things the participants want to address in the long-term at Cylinder Beach. **Section 8** documents the Closing Session, which provided closure to the workshop.

Appendices A through **C** have been mentioned above. **Appendix D** contains participant feedback from the displayed photographs. The photos used during the display were taken during a site visit by Dr Sarkissian in the week prior to the community workshop. **Appendix E** is an Annotated Map Analysis. **Appendix F** is the workshop flyer and program that was displayed and distributed to residents.

2.0 Introductory Session:

2.1. *Introduction of Workshop facilitators, council staff and consultants*

In this session the workshop facilitator Wendy Sarkissian introduced herself, Sarkissian Associates Planners staff and the Flying Eagle Facilitators who were helping to run the workshop.

The Redlands Shire Council staff responsible for this project were then introduced including Lex Smith, Angela Wright project manager and others.

Catherine Brouwer and her staff from Catherine Brouwer Landscape Architects were introduced as were other members of the consultants team from Ison Environmental Planners, Lawson and Treloar Pty Ltd (stormwater engineer), and Adam Pekol Consulting (traffic engineers).

Lex Smith from the Council welcomed the community and opened the Workshop.

2.2. *Preliminary issues identified in large group*

Before working in groups at tables, workshop attendees participated in a whole group discussion, raising issues that affect Cylinder Beach.

2.2.1. **Issues from Introduction of Community Consultation Workshop**

The following issues were recorded by Bre from Catherine Brouwer Landscape Architects:

- members of the community were concerned about Council selling the campground. **Issue** privatisation of Campground
- Darby - Architect. owners of Claytons used hard landscaping **Issue** He felt that hard landscaping should be purely for essential services. Cylinder Beach works should be mostly "soft works" - using indigenous plants and recognising what was there.

- **Issue** Campsite - privatised/ what is happening? The community didn't know Councils stance on the campground at Cylinder Beach Does the community want the campground there or not?
- DCP master planning **Issue** Was the workshop going to comply with what was set out in the DCP- try to bring up issues through master planning. Is the workshop going to be able to tackle issues outside the scope of the DCP?
- The area for the site " precinct around headlands." **Issue** There are wider issues that have to deal with or impact upon Cylinder Beach and a wider area than that set in the DCP or that set by this master plan should be looked at the workshop.
- The wider area outside the site, may incorporate other areas/aspects to resolve issues at "Cylinder Beach" (ie the area set out in this master plan) **Issues** such as camp grounds parking, development could be off this site - therefore a wider area has to be looked at in this master planning process.
- extend parameter? especially parking. Parking near to / at Cylinder Beach has to be looked at on a boarder aspect
- **Issue** Community did not want development only relevant for/to cater for peak conditions. This would leave them with huge carparking areas etc that would not be used in the quiet seasons and that they would then have to deal with.
- **Issue** Transport issues on island - people feel as though they have to drive to Cylinder Beach. Very limited bus service and no food facilities etc to be able to walk to in close proximity to Cylinder Beach
- **Issue** In the master planning process both peak & non-peak seasons should be considered - the community tended to agree with "less is more".

- **Issue** DCP availability? - council will take on new ideas and feel the DCP is user friendly
- **Issue** community felt it was not user friendly, parking peak times, safety issues that the DCP did not address

2.2.2. Issues from Introduction of Community Consultation Workshop 2

The following issues were recorded by Yollana from Sarkissian Associates Planners:

Landscaping issues

- ◆ Soft & hard landscaping: resolve roadworks, stormwater, indigenous flora
- ◆ Whatever happens at Cylinder Beach, we don't want landscaping which caters for peak periods only, it should also suit non-peak times for we who have to live here: "Less is More. Don't just cater for the Peaks"

Camping Ground

- ◆ Future of Cylinder Beach camping ground: we want it there!!!
- ◆ Privatisation of camping ground

Pedestrian Access

- ◆ Encourage people to walk down there: "Cylinder Beach is not user-friendly for people who want to walk down there."

Relationship to DCP

- ◆ How does this relate to the Development Control Plan? Will the DCP override our suggestions for the Master Plan?
 - Lex: I'd like to see it within those DCP. If we went outside of it, there would have to be good reason.
 - Michael: DCP constantly refers to master Plan which does not yet exist.
 - John: The DCP has the ability to grow and there is a section that allows things to be incorporated.
 - Haig: Section 14 has to be adhered to strict criteria to change
 - Frank: DCP is still a bit flexible.

- Lex is committed to considering things that are not consistent with DCP

NSI Traffic Study

- ◆ Could the study area be extended to consider the broad traffic and parking issues so we can look at alternative solutions
 - CB: We couldn't do a P.L. traffic plan. But we need to know that picture. For this workshop, consider the wider issues and focus on Cylinder Beach.
 - WS: None of the information that you give us will be lost.

Master Plan for Point Lookout

- ◆ Point Lookout needs a Master Plan, is there one planned?
 - Lex: Not that I know of. I will take that back to my colleagues and tell them to look at it

Community Association

- ◆ Trish: NSI Comm. Assoc. aims to facilitate dialogue and good outcomes between Council, state government and all residents. It would be nice to think that through Cylinder Beach, we could fix the whole island by starting with a good process for Cylinder Beach and applying to other areas later

3.0 Session One: Brainstorming Issues

After raising issues as a group, workshop participants sat down at tables and with a facilitator and recorder to brainstorm issues affecting Cylinder Beach. All issues raised were written down by a recorder. Next at each table, participants placed gold stars on the top 5 issues that were most important to them.

3.1. *Table One*

- ◆ To do the best by Cylinder Beach (CB), shut the caravan park, car park, have pedestrian traffic only
- ◆ Cut out traffic altogether, emergency vehicles only, tent camping only and revegetate.
- ◆ I feel CB needs good management - drainage problems need to be addressed, [make it] walker friendly, reduce carparking and charge parking fee during holiday period.
- ◆ Refer comments Blue sheet
- ◆ Bring it back to what it used to be. It stinks, lagoon full of cane toad eggs, return the wetland back to its natural state.
- ◆ Back to its natural state - heritage and environment icon - no cars - no camping.
- ◆ CB drainage problems should be repaired at source, grey water seepage from surrounding area.
- ◆ Only having walking is not the answer, think of people with special needs and disabilities
- ◆ Access by free shuttle bus at designated put-down/pick-up points. No Parking.
- ◆ I believe council should place more infrastructure on other beach areas to take the pressure of CB
- ◆ Remove the sewerage pumping station
- ◆ Signage at CB is visual pollution, it needs to be at a lower level and more environmentally sensitive design
- ◆ The street lighting in this place is appalling. [It needs to be] lower, less intrusive, more thoughtfully planned
- ◆ Because it's such a suburban style now - we attract potential vandalism. We need to show how precious the area is in an attempt to fight vandalism.

- ◆ [We want to know] what is Council's ideas - long term for CB
- ◆ CB is subject to a lot of erosion and any future planning needs to take this into account
- ◆ I am concerned that outside interests may have an influence over what happens at CB
- ◆ I am concerned about the erosion in the access road to CB, needs to use road design specific to sand islands
- ◆ If we get rid of the camping ground it makes the place too elitist
- ◆ Road design on the east coast road needs to be for slower traffic in front of CB
- ◆ The biggest problem is obviously the traffic and parking (x2)
- ◆ Carparks to be built for specific vehicle needs, e.g., 4WD don't need bitumen
- ◆ Alcohol consumption control, pollution - rangers
- ◆ Both headlands car and parking free
- ◆ CB to Main beach - walkway is needed
- ◆ Look for examples of carparking areas who don't rely on bitumen
- ◆ No beach boat launching
- ◆ Drainage and Pollution Management
- ◆ Dominance of Pedestrian Access
- ◆ Restricted Parking and Vehicle access - better managed
- ◆ Restitution of the wetland and replanting of the melaleucas
- ◆ Control over the number of campers - restricting stress camping causes

3.2. *Table Two*

- ◆ Widen road to accommodate extra parking
- ◆ Nodal parking required
- ◆ Look at parking beyond study area
- ◆ Preserve natural shade
- ◆ Reconstruct stormwater drainage
- ◆ Close existing camping area
- ◆ Reinstate wetland area
- ◆ Estimate of future population size
- ◆ Consolidate recreation for young people
- ◆ Encourage pedestrian access
- ◆ Look at alternative solutions other than boardwalk access

- ◆ Look at big, broad-based picture issues, e.g., stormwater, pedestrian issues.
- ◆ Provide drinking fountains
- ◆ Screening of man-made environment
- ◆ Lease areas to revert to public ownership
- ◆ One-way loop road toward hotel from near camping ground
- ◆ Reduction in signage
- ◆ Reduce number of vehicles
- ◆ Pleasurable pedestrian experience to the beach
- ◆ Protect and reinstate original character vegetation
- ◆ Weed removal and maintenance
- ◆ Peak-time parking levy
- ◆ Nodal parking at a near hotel, road junction and on headland

3.3. *Table Three*

- ◆ [Improve/consider?] Traffic not only vehicular - all means of getting to the beach
- ◆ The road should become a shared way for traffic - vehicular and pedestrian
- ◆ No parking on Cylinder - drop-off for campers - low level parking
- ◆ No long-term parking
- ◆ Traders, commercial fishermen, lifesavers and emergency vehicles
- ◆ Surfers cannot "drop-off" - they should be able to park
- ◆ Car park does get full
- ◆ 4 options for parking - no parking, cut down/limited parking, expand, leave as it is
- ◆ Could be reduced parking at most seasons in year
- ◆ If limited parking could foster hiring businesses for beach
- ◆ Happy with bus to CB as long as it facilitates surf boards and other items for the beach
- ◆ Flag for carpark "full" - people drive down to check if carpark is full - more traffic.
- ◆ No bus services provided around P+ L residential area
- ◆ Minimal public transport other than one bus route
- ◆ Need to stop overflow parking east down road - physical barriers to stop parking
- ◆ Restore wetland to deal with drainage - quality of water and runoff - SEPTIC ISSUES

- ◆ Capacity of wetland is not big enough to deal with issues
- ◆ Once septic is dealt with and sewerred, capacity and restoration of wetlands will be needed and important
- ◆ Restore littoral rainforest/indigenous habitats "Hopewell"
- ◆ Remove coconut palms
- ◆ Broad coconut palms are important for amenity - restore vegetation communities
- ◆ Area of specific value - removal of palms means weeds open up
- ◆ Campground to stay and be redeveloped/maintained
- ◆ Campground needs paving and speed bumps due to dust problems
- ◆ Roads get potholes - maintenance reduction
- ◆ Safety on roads / around access through area
- ◆ Add trees for safety and amenity - lack of trees now
- ◆ Treatment of pervious materials on roads due to water
- ◆ Opportunity to move away from conventional treatments in CB
 - \Parking on main road - overflow parking massive area
- ◆ Under "Main Roads [Policy]" it is unable to reduce speed limit
- ◆ Council circular bus for peak seasons and may become more regular
- ◆ Hard to get around Point without car
- ◆ Cost deters people from coming to Stradbroke Island (SI)
- ◆ Whole ticket from Brisbane to Stradbroke Island - integrate public transport modes

3.4. *Table Four*

- ◆ Stormwater drainage
 - polluted water in lagoons
 - impermeable surfaces
- ◆ Timber walkway needed on high side of access road with disabled access
- ◆ Loss of tea trees between car park and dunes
- ◆ Why do people choose CB?
 - family friendly,
 - natural beauty,
 - camping for everyone,
 - best winter beach in Queensland,
 - easy access
- ◆ Vehicles too close to beach
- ◆ Save CB from privatisation

- Camping ground
- Commercial buses
- Exploitation
- ◆ Save CB from cars and buses
 - impact on environment
 - primacy to vehicles or pedestrians
 - BUT still require some provision for locals (Dunwich, Amity, etc.)
- ◆ Use environmental fund to buy back 3 sites around church
- ◆ Preserve the natural state of the headland
- ◆ Church site not to be sold and developed
- ◆ What form of MasterPlan?
 - Regulated
 - Natural
- ◆ Camping ground needs more trees
- ◆ Plant endemic species that won't drop limbs and attract fauna
- ◆ Plan to preserve natural species
- ◆ Get rid of road to Cylinder Headland (Hope St)
- ◆ More opportunity and promotion of walking
- ◆ Economic planning, transport, people - where is the data?
- ◆ [Make] Children's play areas safer and more enviro-friendly
- ◆ Parking on the road not foreshore
- ◆ DCP Fundamental - improve pedestrian access
- ◆ CB still requires some vehicular access
- ◆ General transport strategy required for SI
- ◆ Regulation of fares on SI - buses
- ◆ Local businesses and peak/off-peak seasons
- ◆ Safety issues
 - Stormwater
 - Behavioural at night
 - Traffic speed
- ◆ CB not to be exploited commercially
- ◆ Septic systems causing problems
- ◆ Sewerage required for Point Lookout
- ◆ Return CB to as close as possible to original state
- ◆ Fewer signs and more aesthetically integrated
- ◆ No jet skis
- ◆ Context of CB - is one of 5 beaches
- ◆ ♻️ Aesthetically appropriate walkways with disabled access

- ◆ ☒ MasterPlan takes cognisance of natural order and aesthetic of headland
- ◆ ☒ Stormwater and pollution (waste, noise and visual, ie., signage) control
- ◆ ☒ Resolution of an integrated parking and transport system
- ◆ ☒ Correct integration of commercial activity over changing tourist seasons

3.5. *Table Five*

- ◆ Drop off zone (this will reduce the amount of carparking needed)
- ◆ Too much carparking
- ◆ No bitumen used in carparking
- ◆ No impervious surfaces used in carparking, walking
- ◆ More bicycle and pedestrian access
- ◆ High quality bicycle and pedestrian access
- ◆ Restrict buses (size and weight)
- ◆ Lack of pedestrian access (good, safe, barefoot) - again no impervious surfaces
- ◆ Restrict jet ski and inflatables with out-boards (noise pollution)
- ◆ Ban jet skis in marine park (recreational only)
- ◆ Emergency access to beach at all times
- ◆ Need to minimise vehicle movement on beach
- ◆ ☒ Degradation of vegetation (too much weeds and rubbish)
- ◆ Too much tourist rubbish which causes pollution
- ◆ Draining of the wetlands (wetlands no longer exist)
- ◆ Wetlands being removed causing environmental problems on beach
- ◆ ☒ Pollution on beach caused by stormwater and septic run off
- ◆ ☒ Lack of grassy, shady picnic areas
- ◆ Rubbish and it's collection in reserve
- ◆ Low quality dune management
- ◆ Inappropriate structures in reserve (eg., sheds, garages)
- ◆ ☒ Camping ground
 - Camping ground over-crowded most of the time
 - Inappropriate locations of camping grounds
 - Need for an alternative camping ground
- ◆ ☒ Traffic - many areas need to be addressed

3.6. *Table Six*

- ◆ ☒ Access - roads, footpaths for pedestrians
- ◆ CB is the safest beach for families and children
- ◆ Night security for the beach and camping ground
- ◆ ☒ Drainage and stormwater
 - catchment management
 - outfall management
- ◆ ☒ Reinstatement of the original wetland
 - Manage the lagoon to overcome the smell and colour
- ◆ ☒ Infrastructure
 - Toilet blocks
 - Park furniture
 - Picnic tables
 - Shade areas
- ◆ ☒ Parking
 - Has to cater for max.
 - Bus parking
 - Short and long term parking
- ◆ Access to the beach from the reserve
 - Only for emergency vehicles and permit holders
 - Change present position to either through or alongside caravan park
- ◆ Parking needed for young families with children, handicapped and elderly people
- ◆ Weed control - near the lookout point
- ◆ Management of number of vehicles and people for the camping ground
- ◆ Management of boat-launching permits
 - Sunset permits
 - Commercial fishermen (responsibilities)
- ◆ Play area
 - Compact children's play area
 - Shade for the play area
- ◆ Revegetation of the bushland
- ◆ Vending is an issue on-site (permanent) and mobile
 - Parking areas for mobile food vans
- ◆ Commercial hire enterprises - surf kayak, cats, massages
- ◆ Club facilities and storage

4.0 Session One: Affinity Diagram

After brainstorming issues in groups, participants copied these issues onto post-it notes. Then, in silence, participants collectively sorted the issues on a large wall into affinity groupings. These groupings formed the basis of the next activities recorded in Sections 5.0, 6.0 and 7.0.

4.1. *Table One: Camping*

1. Drainage

- ◆ Street drainage - via better design, eg. Replace kerb and gutter with swales, allow the water to run slowly and dissipate naturally into sand
- ◆ Camping ground - drainage needs to be addressed more appropriately along recognised procedure

2. Lighting

- ◆ Street - more appropriate lighting along access to street, make the area safe and user friendly
- ◆ Camping ground - use lighting to add to visual impact of area

3. Revegetation

- ◆ address vegetation issue - plant more indigenous species, more practical
- ◆ Council would need to put in place a maintaining program

- ◆ Inappropriate location of camping ground
- ◆ Camping ground overcrowded most of the time leading to bad impacts on reserve
- ◆ Camp ground to stay redeveloped and maintained
- ◆ If we get rid of the camping ground it makes the place too elitist
- ◆ Camping ground needs more trees
- ◆ NB: refer comments blue sheet
- ◆ Need for alternative camping ground
- ◆ Close camping ground
- ◆ Inappropriate and overcrowded camping grounds
- ◆ To do the best by Cylinder Beach, shift the caravan park, car park, have pedestrian traffic only
- ◆ Control over the number of campers - restrict stress camping causes

- ◆ Management of number of vehicles and people for the camping grounds
- ◆ Camping ground need paving and speed bumps
- ◆ Save Cylinder Beach from privatisation: camping ground, commercial buses, exploitation

4.2. *Table Two: Micro Details*

- 1.(a) Restrict signage to a single point and include interpretive information to be friendly and positive
 - 1.(b) All Lighting to be fauna friendly and low impact (LED)
 2. Incorporate grassed and shaded areas throughout all of Cylinder Beach
 3. All park infrastructure needs to be of low visual impact and of sufficient numbers without dominating the landscape.
- ◆ ☆Lack of grassy, shady picnic areas
 - ◆ ☆Infrastructure: toilet block, park furniture, picnic tables, shade areas
 - ◆ Economic planning, transport, people - where is data?
 - ◆ Make user-friendly, hospitable
 - ◆ Cylinder Beach is subject to a bit of erosion and any future planning needs to take this into account
 - ◆ I believe Council should place more infrastructure on other beach areas to take the pressure off Cylinder Beach
 - ◆ Play area: compact kids play area, shade for play area
 - ◆ You go to the beach to play at the beach not so much the playground. Any more playgrounds should be nature based (rocks, pools, vegetation)
 - ◆ Consolidate recreation opportunities
 - ◆ I am concerned about the erosion in the access road to Cylinder Beach, needs to use road design specific to sand islands
 - ◆ No impervious surfaces
 - ◆ Provide drinking fountains
 - ◆ Treatment of pervious materials on roads due to water
 - ◆ Children's play areas safer and more environmentally friendly
 - ◆ Lack of grassy, shady area
 - ◆ Night security: prevention better than cure

- ◆ Beach infrastructure - meeting place for juveniles at night full of beer and bad manners
- ◆ Must be more security/patrols
- ◆ Street lighting to be less intrusive, more thoughtfully planned
- ◆ Because it is such a suburban style we now attract vandalism - we need to show how precious the area is
- ◆ What is Council's ideas for long term use of Cylinder Beach?
- ◆ The street lighting in this place is appalling - lower, less intrusive more thoughtfully planned
- ◆ Remove the sewerage pumping station
- ◆ Context: Cylinder Beach is one of five beaches
- ◆ No bitumen
- ◆ What sort of Master Plan - regulated or natural
- ◆ Club facilities: surf club, board-riders (need to consider)
- ◆ Ban jet skis (recreational) in marine park
- ◆ No jet skis
- ◆ Restrict jet ski and clubbie I.R.B. use
- ◆ Alcohol consumption control, pollution - ranger
- ◆ Fewer signs and more aesthetically integrated
- ◆ Signage is visual pollution needs to be at lower level and environmentally designed
- ◆ Reduce signage
- ◆ Signage at Cylinder Beach is visual pollution, it needs to be at a lower level and a more environmentally sensitive design

4.3. *Table Three: Land use*

1. Need to accommodate all varying interest at Cylinder Beach for all varying users
 2. Need to retain natural character of Point Lookout at Cylinder Beach - special character
 3. Need to retain entire foreshore reserve with no reduction in present size (eg. For other users)
- ◆ ☆ Correct integration of commercial activity over changing tourist seasons
 - ◆ Back to its natural state: heritage and environmental icon, no cars, no camping

- ◆ Lease areas to revert to public land (R1781)
- ◆ Church site not to be sold and developed
- ◆ Future population?
- ◆ Need to know Council's ideas - long term for Cylinder Beach
- ◆ Why do people choose Cylinder Beach? Family friendly, natural beauty, camping for everybody, best winter beach in Queensland, easy access.
- ◆ Add trees for safety and amenity - lack of trees now
- ◆ Too much tourist's rubbish causing pollution at the beach
- ◆ Cylinder Beach not to be exploited commercially
- ◆ Too much rubbish scattered around reserve; inadequate clean up arrangements
- ◆ I am concerned that outside interest may have an influence over what happens at Cylinder Beach
- ◆ Commercial Enterprise: hire - surf kayaks, cats, surfboards; massages
- ◆ Management of boat launching permits: sunset permits, commercial fishermen (responsibilities)
- ◆ Local business and peak/off-peak seasons
- ◆ Vending: on-site (permanent), mobile - parking for mobile
- ◆ Inappropriate structures in reserve (eg sheds, garages, huts).

4.4. *Table Four: Pedestrian Access*

1. All interest groups are catered for in the plan to varying degrees, depending on ecological and geographical conditions
 2. Pedestrians should have no conflict with vehicles as they move from Mooloomba Rd to the beach
 3. The pedestrian experience should be safe and prioritise a natural experience of the environment whilst ensuring its long term conservation and regeneration
- ◆ ☆ Aesthetically appropriate walkways with disability access
 - ◆ ☆ Encourage pedestrian access
 - ◆ ☆ Dominance of pedestrian access
 - ◆ More bicycle and pedestrian access
 - ◆ Lack of pedestrian access (needs to be low key, inviting, barefoot)
 - ◆ Appropriate paths for ecological and geographical situations

- ◆ Are disable access paths actually being called for or is car access more suitable
- ◆ It's not just about pedestrian access but more importantly, pleasurable pedestrian access
- ◆ Close off access to sensitive areas in the short term with construction of paths in the long term once regenerated
- ◆ Foreshore - no cars, restored habitat for flora and fauna
- ◆ Nature of the experience and where and how
- ◆ Fundamental - not every natural area can be accessible and/or possible
- ◆ Issue - pedestrian access for Endeavour(?) Park to Cylinder
- ◆ 2 aspects: access to beach and pleasurable experience on the beach
- ◆ Safety for pedestrians on Mooloomba Rd due to cars
- ◆ Landscaping all the way through to improve pedestrian experience
- ◆ Developing a variety of types of access that are appropriate to geographical restrictions and ecological requirements
- ◆ Pedestrian access must be dedicated - cars always win when it's shared. For point, dedicated pedestrian path with car thorough fare and traffic calming and no parking
- ◆ Alternatives to board walks
- ◆ Walker friendly reduced car parking - charge a parking fee during holiday periods
- ◆ More opportunity and promotion of walking
- ◆ Cylinder Beach to Main Beach, walkway is needed
- ◆ Only having walking is not the answer, think of people with special needs and disabilities
- ◆ High quality bicycle and pedestrian access
- ◆ Pleasurable pedestrian experience
- ◆ DCP fundamental - improve pedestrian access

4.5. *Table Five: Vegetation*

1. Integrated management of the vegetation for dune and picnic areas, as well as potential wetlands
2. Protect and restore original character vegetation on slopes and headlands
3. Priority removal of Queen palms and later removal of all non-local palms

- ◆ ☆Protect and restore original character vegetation - weed removal and maintenance
- ◆ ☆Master plan takes cognisance of natural order and aesthetic of headland
- ◆ ☆Weed control near the lookout point
- ◆ ☆Add trees to camping ground and Access Road for safety and amenity
- ◆ ☆Removal of palms means weeds open up; Homewell area, area of specific value (unique)
- ◆ There has been loss of the trees between dunes and car park
- ◆ Making cylinder beach more natural, rather than 'urbanising' through hard infrastructure ie. Roads, car parks, toilets, electric BBQ
- ◆ Plant local native species that won't drop limbs and attract fauna
- ◆ Plan to preserve natural species
- ◆ Degradation of vegetation (too much weeds and rubbish)
- ◆ Preserve natural state of head land
- ◆ Revegetation - surrounding bush
- ◆ Vegetation - native shade
- ◆ Remove coconut palms
- ◆ Broad coconut palms are important for restoring vegetation communities
- ◆ Restore littoral rainforest and other indigenous vegetation
- ◆ Sensitive restoration of 'Hopewell' as an important site of social, cultural, environmental significance

4.6. *Table Six: Water*

1. Investigate the cause of pollution of the water
 2. Reinststate natural stormwater cycle and ongoing management plan for the situation
 3. Find a solution to the problem:
 - ◆ Factors - reinstatement of wetlands
 - ◆ May involve stormwater management over a wider area eg. Roof water dispersion and road run-off
- ◆ ☆Reinststate wetland
 - ◆ ☆Reconstruct stormwater drainage
 - ◆ ☆Restore wetland to deal with drainage - water quality and run-off

- ◆ ☆Restitution of wetland and replanting melaleucas
- ◆ ☆Pollution on beach cause by storm water and septic run-off
- ◆ ☆Drainage - catchment and outfall management
- ◆ ☆Stormwater and waste, visual (ie signage and noise)
- ◆ ☆Drainage and pollution management
- ◆ Bring it back to what it used to be, it stinks!
- ◆ Return Cylinder Beach to as close as possible to original state
- ◆ Lagoon full of cane toad eggs, return wetlands back to its natural state
- ◆ Draining of wetlands, wetlands no longer exist
- ◆ Wetlands being removed has caused environmental problems on beach
- ◆ Capacity of wetland is not big enough to deal with issues
- ◆ Water quality/management is the most critical issue in terms of Cylinder Beach restoration ("re-development") an integrated approach to water management is essential (sewage/stormwater/water conservation) water sensitive urban design
- ◆ Septic dealt with problem
- ◆ Septic systems causing problems
- ◆ Cylinder Beach drainage problems should be repaired at source, grey-water seepage from surrounding area
- ◆ Screening of human-made environment
- ◆ Remove the sewerage pumping station
- ◆ Low quality dune management arrangement
- ◆ Stormwater drainage causing polluted water in lagoons and impermeable surfaces
- ◆ I feel Cylinder Beach needs good management, drainage problems need to be addressed
- ◆ Water quality
- ◆ Safety issues: stormwater, behaviour at night, traffic speed
- ◆ Sewerage required for Point Lookout

4.7. *Table Seven: Traffic Management and Parking*

1. Cater for people not cars
2. Providing safer access for all
3. Integrate traffic management with SI/PL Master Plan

- ◆ ☆Look at big picture issues eg. Pedestrian issues, this was in park
- ◆ ☆Reduce number of casual parking spaces at foot of access road
- ◆ ☆Traffic many issues need to be addressed
- ◆ ☆Nodal parking required
- ◆ ☆Restricted parking and vehicle access - better managed
- ◆ ☆Parking: has to cater for many, bus parking, short and long term parking
- ◆ ☆Access: roads, footpaths
- ◆ ☆Resolution of an integrated parking and transport system
- ◆ Save Cylinder Beach from cars and buses - but still require some provision for locals
- ◆ Parking reduce to limited
- ◆ Present public transport inadequate
- ◆ Surfers need to be able to park to unload boards and ski
- ◆ Access to the beach from the reserve: only for emergency vehicles, permit holders, change present position to either through or along side camp-ground
- ◆ Vehicles too close to beach
- ◆ Opportunity to move away from conventional treatments in area (Cylinder Beach)
- ◆ Institute mini bus in peak periods
- ◆ Facilities for surfboards to Cylinder Beach
- ◆ Council circular bus for peak season and may become more regular
- ◆ Under main roads DPT policy can't reduce speed limit
- ◆ One-way loop road
- ◆ Widen main road to accommodate extra parking
- ◆ Bus problems
- ◆ Get rid of road to Cylinder Headland (Hope St)
- ◆ Need to stop overflow parking down East Rd - physical barriers to stop parking
- ◆ Restrict buses
- ◆ Emergency access required at all times
- ◆ No long term parking
- ◆ Need to minimise vehicle movements on the beach including police, vendors, and clubbies
- ◆ Look at parking beyond study area
- ◆ Four options for parking: no parking, limited parking, expand, leave it
- ◆ Roads get pot holes - maintenance reduction

- ◆ Safety on roads/around access through area
- ◆ Cost deters people from coming to SI
- ◆ Look for examples of car parking areas which don't rely on bitumen
- ◆ No parking on Cylinder Beach - drop off for campers - low level parking
- ◆ Retain beach access for traders, commercial fishermen, lifesavers and emergency vehicles (but move access West)
- ◆ Car park "full" sign to limit traffic
- ◆ Minimal public transport other than one bus route
- ◆ Cut out traffic altogether, emergency vehicles only, tent camping only and revegetate
- ◆ If limited parking could foster hiring business for beach gear
- ◆ Nodal parking at and near hotel, the road junction and on the headland
- ◆ Traffic not only vehicular - all means of getting to beach
- ◆ Save Cylinder Beach from cars and buses - primacy for pedestrians not vehicles
- ◆ Peak time parking levy
- ◆ Hard to get car around
- ◆ Lack of 'drop off' zone
- ◆ General transport strategy required for SI (buses)
- ◆ Parking on the road not foreshore
- ◆ Parking - needed for young families with children: handicapped, elderly
- ◆ Reduce or eliminate parking at Cylinder Beach
- ◆ Whole ticket from Brisbane to SI - integrate public transport modes
- ◆ Develop off street parking on main road
- ◆ Car park does get full
- ◆ Road design on the east coast road needs to be for slower traffic in front of Cylinder Beach
- ◆ Both headlands - car and parking free
- ◆ Cylinder Beach still requires some vehicular access, reduce vehicles
- ◆ The biggest problem is obviously the traffic and parking
- ◆ Shuttle transport during peak seasons to reduce parking requirements
- ◆ Too much car parking
- ◆ Road down to Cylinder Beach should be shared way
- ◆ Reduce parking for most time of year

- ◆ Car parks to be built for specific vehicles needs eg 4WD don't need bitumen
- ◆ Access by free shuttles but at designated put down-pic up point - no parking

5.0 Session Two: Key issues and Criteria

In topic-based groups, participants identified key issues affecting the topic and criteria, or standards, with which those issues should be dealt.

5.1. *Table One: Camping*

Key issues:

- ◆ Possibility of permanent sites
- ◆ Limiting camping area capacity by number
- ◆ Segregation of car and non-car patrons at an equitable rate
- ◆ Security & safety in the camping ground
- ◆ Inappropriate to build a toilet block that would hinder the visual impact from the beach
- ◆ Supply better drainage in and from the camping area
- ◆ Revegetation of site

Criteria:

Drainage:

- ◆ Link the drainage to revitalise the wetland via swales, best practice (eg. Silt traps)
- ◆ Readdress concrete kerbing and channeling - alternative methods of stormwater management

5.2. *Table Two: Micro Details*

Key issues:

1. Lack of grassy shady areas
2. Make user-friendly and hospitable
3. Street lighting and signage needs to be less intrusive and more integrated (more thoughtfully planned)

Criteria:

- ◆ Restrict signage to a single point and include interpretative information and to be friendly and positive
- ◆ All lighting to be fauna friendly and low impact (LED)
- ◆ Incorporate grassed and shaded areas throughout whole of Cylinder Beach
- ◆ All park infrastructure needs to be of low visual impact and of sufficient numbers without dominating the landscape

5.3. Table Three - Land use

Key issues:

1. Restore/enhance Cylinder Beach back to natural state as close as possible eg. Plant with indigenous species, removals of weeds, drainage
2. Use environmental funds to buy the 2 blocks adjacent to the church to increase the reserve
3. Keep camp-ground as existing function "a camp-ground" under public ownership but enhance in line with DCP requirements
4. Development and land use management should be through a community driven process

Criteria:

- ◆ Need to accommodate all varying interests for public, day visitors, tourists-campers and units, beach and commercial fisherman, lifesaving and board-riding, birdwatchers etc. etc.
- ◆ Need to retain natural character of Point lookout
 - ◆ Equity of access
 - ◆ Safe access
- ◆ Need to retain entire foreshore reserve with no reduction in present size (for other uses)
- ◆ Provision for small scale commercial vendors, no permanent structures

5.4. Table Four: Pedestrian Access

Apologies, we do not have a record from this table. We will endeavour to add to this. Your comments welcome.

See 6.4, 7.4 8.4.

5.5. Table Five: Vegetation

Key issues:

1. Integrated management of the vegetation for dune and picnic areas, as well as potential wetlands
2. Protect and restore original character vegetation on slopes and headlands
3. Priority removal of Queen Palms. Later removal of all non-local palms.
4. Integrated management of the vegetation for dune and picnic areas, as well as potential wetlands area

Criteria:

- ◆ Rejuvenation to be local, native indigenous plants

5.6. Table Six: Water

Key issues:

1. Investigate the cause of water pollution and find a solution to the problem
2. Factors
 - ◆ Reinstatement of wetlands
 - ◆ May involve stormwater management over a wider area eg: Roof water dispersion and road run off
3. Reinstatement natural stormwater cycle
 - ◆ On going management plan for the situation

5.7. Table Seven: Traffic management and parking

Key issues:

1. Lack of alternative access (including public transport) to Cylinder Beach
2. Car's are ruining the beach experience and causing safety issues
3. No integrated transport master plan for the island

Criteria:

- ◆ Cater for people - not cars
- ◆ Providing safer access for all
- ◆ Best practice
 - ◆ Reduce car dependency
 - ◆ Use Cylinder Beach as an example for the rest of NSI
- ◆ Physical design of limited car parking needs to be done in an environmentally sensitive way
- ◆ Decentralisation of beach access - many smaller access rather than 1 main access
 - ◆ Decentralise pressure on Cylinder Beach by improving other beaches

6.0 *Keep: strategies for things we want to keep*

Participants identified strategies for things they wanted to keep in relation to each topic.

6.1. *Table One: Camping*

- ◆ Council management not private management
- ◆ Camping area to remain low impact (visually and environmentally)
- ◆ Low cost family holiday venue - socially equitable

6.2. *Table Two: Micro Details*

- ◆ Camping area to stay but with reduced sites to allow revegetation
- ◆ Keeping pedestrian beach accesses and existing vegetation
- ◆ Keep pump station, but surround with vegetation

6.3. Table Three: Land Use

- ◆ Camping ground under public ownership and management
- ◆ Integrity of foreshore reserve
- ◆ Existing character

6.4. Table Four: Pedestrian Access

- ◆ Natural (green tree) areas

6.5. Table Five: Vegetation

- ◆ Keep and enhance natural canopy - brush box and banksia
- ◆ Seek evidence of success re above (coast parks multiple use Vic/NSW)

6.6. Table Six: Water

- ◆ Wetland area

6.7. Table Seven: Traffic Management and Parking

- ◆ Native vegetation
- ◆ Public parking at Pub

7.0 Change: strategies for things we want to change

Participants identified strategies for things they wanted to change in relation to each topic.

7.1. Table One: Camping

- ◆ Separate toilet facilities - campers/visitors
- ◆ Drainage improvements to stop flooding
- ◆ Segregation of car & non-car patrons at an equitable rate

7.2. Table Two: Micro Details

- ◆ Addition of picnic facilities throughout the park (low impact, within the landscape)
- ◆ Increase grass areas and revegetation - increase shade trees and remove gravel car park area
- ◆ Relocate car park and incorporate signage to 1 point. Car park to less intrusive area
- ◆ Camp kitchen

Relocate play area to underneath cotton trees: shaded, imaginative, central

Provide additional multi-use toilet facilities

7.3. Table Three: Land use

- ◆ Restore to natural state, especially wetland area
- ◆ Create natural walkways (safe and user friendly)
- ◆ Process of development management eg. Community participation

7.4. Table Four: Pedestrian Access

- ◆ Close vehicular and some pedestrian access to the foreshore for regeneration purposes
- ◆ Prioritise pedestrian access to beach and foreshore by restricting vehicle access and removing conflicts between vehicles and pedestrians
- ◆ No parking

7.5. Table Five: Vegetation

- ◆ Change back to original character - refer early photos
- ◆ Educate public to support vegetation goals

7.6. Table Six: Water

- ◆ Expand wetlands
- ◆ Stormwater drainage system - discontinue beach outfall, manage roof water locally, change road run off system

7.7. Table Seven: Traffic Management and Parking

- ◆ Integrated whole-island transport (and beyond)
- ◆ No parking at cylinder in peak periods
- ◆ One-way loop road and drop-off zone

8.0 Long-term: strategies for things we want to address in the long term at Cylinder Beach

Participants identified strategies for long term issues they wanted to address in relation to each topic.

8.1. Table One: Camping

- ◆ Environmental viability
- ◆ Move life-saver's facilities
- ◆ Restore the vegetation to indigenous

8.2. Table Two: Micro Details

- ◆ Petitioning state government on banning jet skis in the marine park
- ◆ A management plan for Cylinder Beach to be incorporated in the whole foreshore reserve, from the Point to Flinders
- ◆ Reinstate wetlands to create feature

8.3. Table Three: Land use

- ◆ Restore to natural state, especially wetland area
- ◆ Reduce car-parking - increase public transport
- ◆ Integrate this plan with entire MP for entire NSI

8.4. Table Four: Pedestrian Access

- ◆ Eventual pedestrian access through green areas after their regeneration though restricted or no access

8.5. *Table Five: Vegetation*

- ◆ Removal of all non-local palms - refer early photos
- ◆ Removal of all weeds
- ◆ Support development of wetland and regeneration (natural cycles accretion/depletion)

8.6. *Table Six: Water*

- ◆ Ongoing management plan for water quality in lagoons
- ◆ Ongoing monitoring (publicly available)

8.7. *Table Seven: Traffic Management and Parking*

- ◆ Urgent start to integrated Transport Master Plan for whole island
- ◆ Decentralise access to Cylinder and make other beaches more accessible
- ◆ Reduce private car-dependency on the island

9.0 Closing Session

Lex: Yes, the results of this workshop can be posted on Council's website, as well as emailed and posted to the community. Everything that is done through this process, Catherine will make available to you.... I would like to see a Management Plan for the area from, say, the Point to Flinders or to the Pub.

Trish: This is a good start, and there's not enough people here to be representative. Please tell as many people as you know to speak up about the Master Plan.

In the closing session, Lex Smith formally thanked the community for their contributions to the Cylinder Beach Master Plan Workshop. At request of members of the community, he agreed to make information related to the process such as the workshop report available on the Council website, as well as via email and post to members of the community. He also indicated that he would like to see a Management Plan for Point Lookout from the area at the Point to Flinders Beach, for example. This suggestion was strongly encouraged by members of the community.

Trish Lake from the North Stradbroke Island Community Association also thanked everyone for coming and contributing to the workshop. She did warn, however, that she felt not enough members of the community were represented at the workshop and so urged as many people as possible to encourage their friends and neighbours to speak up about the Cylinder Beach Master Plan and get involved.

Jackie Marshall from the Community Association reiterated this point. She reminded the Council of an often-heard story at Cylinder Beach where "consultation happens and nothing gets done", thus reminding of the importance that Council remain accountable to the Community. In conclusion, Jackie presented a stone to Catherine Brouwer, on behalf of the community. The stone came from Freemantle Beach in Western Australia, which had been saved by the local community there from the incursions of tourism over-development for the America's cup. It served as a visual reminder for the consultants and the community of Cylinder Beach to take into account the Community's voice when drafting the Master Plan for Cylinder Beach because, ultimately, they will be the users of this very special place.

10.0 Follow-up Meeting with Trader's

Due to the inability of a number of business people to attend the community workshop that was held on a Saturday during the holiday season, an informal meeting was held on Thursday 12 December at Point Lookout Beach Hotel in the evening. This meeting was attended by 9 members of the Point Lookout business community.

Wendy - **Introduction**

- explained process of other workshop
 - gathering issues
 - sorted
 - to table of topic of choice
 - annotated plans in blue, specific strategies in red

Q Asked for summary, questions raised
W Difficult to give - not compiled yet

Q Are we designing for the peak?
- peak Christmas - New Year - day trippers - starts with schoolies

W Understand pressures at peak time cf lesser use times

A More people are walking since They know carpark problems
- parking on main road
- parking at hotel carpark
- as far as George Nothling Drive

K Big polarisation at Sat - design for carparking or not
• Take a median between - provide overflow car park
• need cars - must take a balance
• need access for handicap, families etc needed
• have an unloading area
- in off peak parking not a problem.

W Q How have things changed?

Craig On his 1st visit camping at Cylinder

- more carparking free
- the wetland & bush extended more over area
- camping area more trees
- a lot was the same
- the overflow parking end was more bush - only Clayton's above & tracks through the trees
- the flow through to the beach was at the play area, - now it has moved along a wider part of the foreshore - people now come from the headland, and all along the beach
- compare Noosa Nat Park - the carpark is fuller - people are dropped off, OK
- doing this at Cylinder

W Does it feel different?

A Yes - crowds - people are even spreading to Home beach (it is safe too)

Deadman's not so

Other changes: - sand - can get round base of Hotel headland on sand

Cylinder is a safer beach - no cars on beach

- - uses Beach to vend, safe for kids on Cylinder
- definitely a family beach

A relieve pressure by advertising Home Beach
- case traffic on Adder Beach to make safer.

A I treat beach with respect proud to be there
- agreed by scuba business owner

- Flinders - speeding cars on beach - dangerous
- advertise car park
- have a lifesaver at Home Beach
- problem between those that live here and those that visit
- live here - want to keep Cylinder in a certain state
- If you want a quiet walk go to Home & Flinders - both less crowded than Cylinder
- far end of Adder lifesavers starting to patrol so getting popular but Cylinder is known - crowd know it, - it has lifesavers & draws crowd - so what do we provide?
- He recommends people/ visitors to go to Cylinder as it is safe
- Teach visitors other options
- Try to keep in natural environment state

W In summary you are saying we need information - interpretation - signs

W I found in past it difficult to know what to do / where it is a distinctive beach

Bob Because Cylinder is patrolled most businesses in accommodation recommend it to clients
- always will send to a patrolled beach

Craig Home has a dangerous section -rip near Adder
Cylinder forms a gutter Deadmans Beach is not safe

W If there was one thing to protect at Cylinder what is it?

- natural beauty & safety
- pandanus - rocky headlands - its whole form
- 2 distinct areas - carpark needs improvement - hill area - natural bush feel
maintain as much as possible but:
 - get traffic in & out, -remove conflict, - get flow in traffic,
 - flat area grass - carpark without increase in size
- stairway from Hopewell - need signage - sign at Hopewell St near Church

Craig - like signs at main, - - put up a sign at top - recommended safe beach to go to each day - where the lifesavers are
- sign with blackboard - arrows like fire signs

Jim More surf patrols would spread the loads
- Pt Lookout SL Club only one that patrols 3 beaches, they could be asked.

- a good drop off port - good turning for buses
- busy period - free courtesy bus -it will circulate through town
\$420 / day to run - get donations, businesses
- all permanent residents should contribute if they want fewer people
- Eurong Road resident - only one person using bus
- if charge money for bus insurance issues
- **Coaches** - 1 or 2 could be in Hotel carpark

coaches could park along Hopewell - straight section
- other vendor (larger vehicle) finds it difficult to park in Cylinder carpark

- opposite Home Beach - area for overflow, - where horses are tethered
- buses can come in drop off at beach

Craig - buses park elsewhere - 10 minute bus park only - provide a turnaround,
- danger with kids & buses

Jo - no permanent carpark

Craig - there is a **walkway** between Claytons & other units
- other walkway from bus stop is a good idea

Jo - it needs a sign

- sewerage - screen facility
- commercial - on & off - no permanent structure
also board hire - only there part of the time
- Straddie Adventures - hires board 6 - 7 hrs on beach,
- 10 am - lunch break - 1 hour in pm (4-5 hrs)

Craig - through week is school holidays
- not off season

CB question - what business would be on Cylinder?

Scuba - launch off tractor, - have a boat ramp at Flinders & Home
Use Cylinder only once in 4 years - in weather

- not fishing - only winter
- our customers & tourists have right to beach not just locals

W - public report of all

Cylinder - a beautiful place

must not deny people the right to visit to be a tourist

Further Issues raised at Saturday Workshop

- community felt this meeting should be open to all people - maybe young people would not have been comfortable at the hall but may have been at the pub.
- a suggestion box at the pub outside where the meeting is may be a good idea as some people do not like contributing in a group/social environment - but still have strong feelings about Cylinder Beach.
- people felt that the attendants/ community members at the hall were only people with "vested" interests and that the pub would be a place for all members of the community to contribute