



HERVEY BAY ESPLANADE POINT VERNON PRELIMINARY CONCEPT



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ACKNOWLEDGEMENT OF COUNTRY

*Butchulla People, Traditional owners of the land and
sea Country*

*LatStudios acknowledge the Butchulla people who are the
traditional custodians of the land and waters in which we
are working. We pay respect to the Elders, past, present and
emerging, and extend this respect to all Aboriginal and Torres
Strait Islander people we work with and whose ancestral lands
we visit.*

PART ONE INTRODUCTION

A landscape photograph showing a grassy field in the foreground, a dense line of trees in the middle ground, and a clear blue sky. The text 'PART ONE INTRODUCTION' is overlaid in white on the top left.





INTRODUCTION

This report explores the application of key objectives developed in the Hervey Bay Esplanade Master Plan. Point Vernon was selected by council to pilot the first phase of concept design to test the developed Esplanade Principles and deliver a product for community consultation.

The report will also include a high level costing to help inform future council budgets and identify staging.

The site context is reviewed, including coastal hazard mapping, to highlight the significance of future environmental impacts along the Hervey Bay coastline. Numerous precedent studies are included to provide exemplar projects relevant to this project.

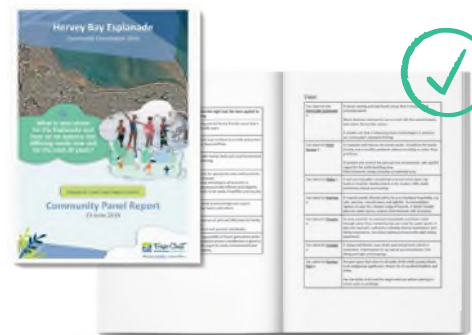
The majority of this report will focus on detailed study areas that typify the application of the Esplanade's key objectives including shared pathways, active travel corridors, ecological restoration, open space and activated foreshore precincts.



HERVEY BAY ESPLANADE PRELIMINARY CONCEPT FOR COMMUNITY INPUT

(2022)

BY LATSTUDIOS



HERVEY BAY ESPLANADE COMMUNITY CONSULTATION (2019)

COUNCIL ENDORSED RECOMMENDATIONS

SUMMARY

Esplanade key aspirations:

- Creative & informative wayfinding
- Better pedestrian connections
- Enhance visual appearance, celebrating art, culture & heritage
- Inclusion of smart & eco-friendly technology
- Improved traffic management & parking
- Protection, preservation & sustainable management of the natural environment
- Improved amenities, facilities and foreshore activities

SITE PHOTOS



Views and access to the Bay at Parraweena Park

POINT VERNON

'A place to connect with nature'

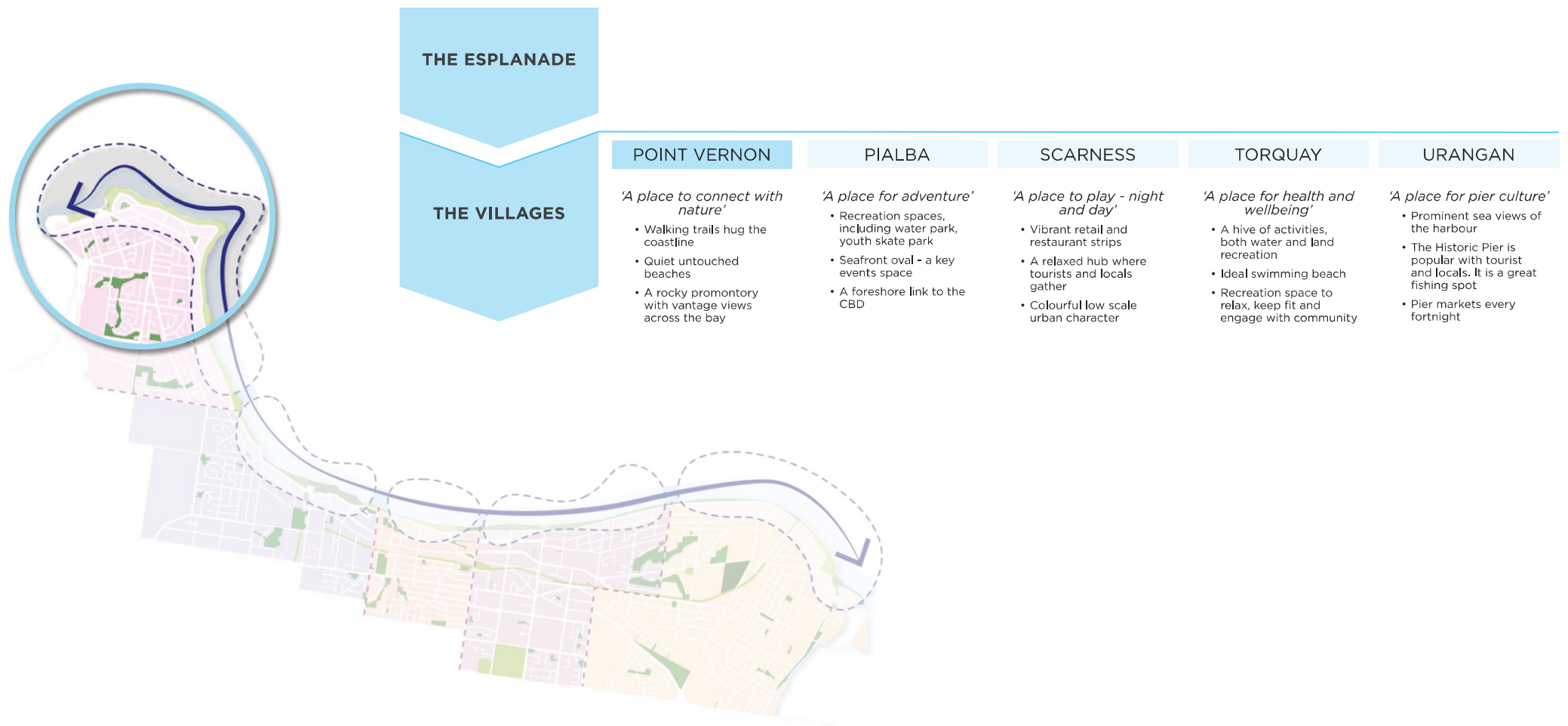
- Walking trails hug the coastline
- Quiet untouched beaches
- A rocky promontory with vantage views across the bay



View to the Bay from Parraweena Park



ESPLANADE CHARACTER & PRINCIPLES



THE ESPLANADE PRINCIPLES



ENVIRONMENT

Preserve and enhance the natural foreshore environment as Hervey Bay's greatest asset.



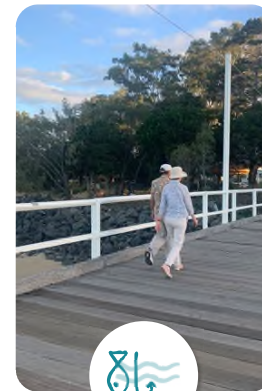
CONNECTIVITY

Create a safe and functional active travel corridor prioritising pedestrians, cyclist & mobility devices.



CONNECTING TO COUNTRY

Preserve and reclaim sacred indigenous spaces to allow traditional rituals and education to continue in their historical contexts.



PLACEMAKING

Reinforce the character of the bay as a destinational sea side town, reflecting its unique SEQ character and environment.



ACTIVATION

Enhance the vibrancy of the Esplanade as a vibrant destination for both locals and visitors, day and night.

COASTAL FUTURES STRATEGY MAPPING

The Coastal Futures Strategy (2018) is a key driver in determining outcomes and future planning for Hervey Bay's changing coastline. Sea level rise, storm tide inundation, and erosion prone mapping has been completed to understand and assist with planning for long term impacts.



**COASTAL FUTURES STRATEGY:
PLANNING OUR CHANGING COASTLINE**
(2018 - present)

ADAPTATION ACTIONS



- 01 Avoid building new things in hazard areas.
- 02 Transition existing buildings and infrastructure out of high-risk areas over time.
- 03 Build community resilience through education and community awareness measures.
- 04 Enhance coastline resilience by protecting and/or reinstating natural coastal ecosystems - like stabilising dunes, or revegetating mangroves.
- 05 Adapt existing and future buildings, structures and infrastructure to be able to accommodate coastal changes - building things "higher and stronger", evacuation planning.
- 06 Protect/defend priority shorelines, localities and infrastructure through the use of beach nourishment, seawalls, levees, groynes or other structures.¹

¹Report from: Fraser Coast Regional Council. (2021). *Coastal Futures Strategy*. <https://frasercoast.engagementhub.com.au/draft-new-coastal-futures-planning-our-changing-coastlinegy.docx&wdOrigin=BROWSELINK>

TYPICAL CONDITIONS OF POINT VERNON



**GATAKERS BAY
(LOW ELEVATION)**

- Direct access to the coastline
- Framed views to the water



**POINT VERNON FORESHORE
RESERVE (HIGH ELEVATION)**

- Filtered views to the water



**PARRAWEENA PARK
(LOW ELEVATION)**

- Direct access to the coastline
- Framed views to the water

POINT VERNON



SEA LEVEL RISE MAP

Sea level rise: An increase in the mean level of the ocean.²

KEY

- Present day climate scenario
- 2050 climate scenario

Note: This map is indicative only. For further detail, refer to the Fraser Coast Regional Council Coastal Futures Strategy interactive hazard mapping for coastal erosion, storm tide inundation and sea level rise climate scenarios.

² Definition from: Brisbane City Council. (2021). *Terminology*. <https://view.officeapps.live.com/odp/view.aspx?src=https%3A%2F%2Fwww.brisbane.qld.gov.au%2Fsites%2Fdefault%2Ffiles%2Fdocuments%2F2020-07%2F20200716%2520-%2520coastal%2520hazards%2520adaptation%2520strategy%2520terminology.docx&wdOrigin=BROWSELINK>

POINT VERNON



STORM TIDE INUNDATION MAP

Storm tide inundation: Storm tide inundation or coastal flooding by the sea is caused by an abnormal elevation of the sea level over expected tide levels.³

KEY

- Present day climate scenario
- 2050 climate scenario

Note: This map is indicative only. For further detail, refer to the Fraser Coast Regional Council Coastal Futures Strategy interactive hazard mapping for coastal erosion, storm tide inundation and sea level rise climate scenarios.

³ Definition from: Queensland Government. (2017). *Storm tide inundation*. <https://www.stateoftheenvironment.des.qld.gov.au/2017/climate/coasts-and-oceans/storm-tide-inundation#:~:text=Storm%20tide%20inundation%20or%20coastal%20flooding%20by%20the,low%20in%20southern%20Queensland%20typically%20cause%20storm%20tides>.



Present day climate scenario

2050 climate scenario

POINT VERNON



EROSION PRONE MAP

Erosion prone: The erosion prone area is the width of the coast that is considered to be vulnerable to coastal erosion and tidal inundation.⁴

KEY

- Present day climate scenario
- 2050 climate scenario

Note: This map is indicative only. For further detail, refer to the Fraser Coast Regional Council Coastal Futures Strategy interactive hazard mapping for coastal erosion, storm tide inundation and sea level rise climate scenarios.

⁴ Definition from: Queensland Government. (2023). *Erosion Prone Areas*. <https://www.qld.gov.au/environment/coasts-waterways/plans/hazards/erosion-prone-areas>

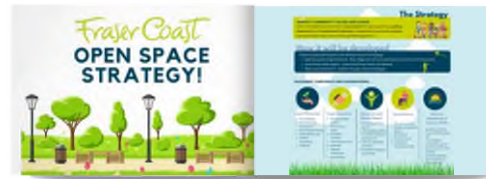
1:10,000

0 100 500m



LITERATURE REVIEWS

The following literature reviews provide a snapshot to the key documents that form the basis for this concept report. These were established in the Master Plan and have been repeated here for context. These previous reports provide a depth of knowledge to inform open space planning and should be referred to at all stages of the development of this project.



DRAFT OPEN SPACE STRATEGY (2020 - present)

PURPOSE / GOALS

Aims to translate the community's value and vision for open space into a guiding document that will lead Council's planning, management, future works program and resourcing for open space to meet growth expectations.

Three key inputs will be used in the development strategy:

- Open Space planning framework
- Community needs analysis
- Open space assessment

KEY FINDINGS / SUMMARY

Community engagement for Phase 1 has now concluded. Council is currently reviewing and considering the community's feedback in preparing a draft strategy



ACTIVE TRAVEL STRATEGY (2020)

PURPOSE / GOALS

By 2031, the Fraser Coast is expected to be home to 133,000 residents. As the population grows, there will be an increasing demand for Active Travel (AT) facilities. Opportunities were identified for Hervey Bay to improve on-road cycling facilities as well as off-road facilities.

KEY FINDINGS / SUMMARY

- Investigations to increase the appeal of AT facilities and mode choice
- Programs to increase community AT participation rates
- Promotion of events and provision of facilities to encourage AT
- Delivery of Signature Projects to complete key connections in the AT network.
- On-going delivery of network completion works
- Investigations to identify appropriate locations for AT infrastructure that supports and enhances network
- Policy improvements to facilitate the provision of AT infrastructure in the Fraser Coast Region



SUSTAINABLE GROWTH STRATEGY (2011 - 2031)

PURPOSE / GOALS

The Sustainable Growth Strategy was commissioned to assist and inform in the development of a new planning scheme for the entire local government area.

The strategy considers the interests of the State of Queensland as expressed in the Draft Wide Bay Burnett Regional Plan (October 2010) as well as the Consolidated Planning Report, and consultation with Councillors, the community and stakeholder groups towards creating a vision for the Fraser Coast to 2031.

KEY FINDINGS / SUMMARY

In 2031, the Fraser Coast will be a united, well-planned and resilient region of vibrant and diverse places and spaces, connected by:

- A Strong and friendly community spirit - built on shared goals and values, and a relaxed and peaceful lifestyle.
- An underlying respect for the unique natural environment, landscape and biodiversity
- Facilities and services which make the community self-sufficient; and
- A robust and diverse economy which provides prosperity for all residents



FRASER COAST COMMUNITY PLAN

(Present - 2031)

PURPOSE / GOALS

The Community plan ties together many strategies and management plans to ensure that Council and the community are working in partnership towards long-term goals. The plan sets out:

Our governance, our Community, our economy, our environment, our movement and access, and our place and spaces.

KEY FINDINGS / SUMMARY

Fraser Coast Community Plan 2031 is a living plan which will be at the forefront of Council's planning, policies and strategies and the community's own plans for the next 20 years. It also provides a basis for council to articulate this community's vision and priorities to levels of government as illustrated in the strategic framework:

- Fraser Coast Community Plan 2031
- Five year Corporate Plan
- Long term strategies + policies
- Annual report + budget
- Service delivery + projects



COASTAL FUTURES STRATEGY (2018 - present)

PURPOSE / GOALS

The Coastal Futures Strategy is a roadmap to guide our immediate, medium and long-term planning for the impacts of our changing coastline.

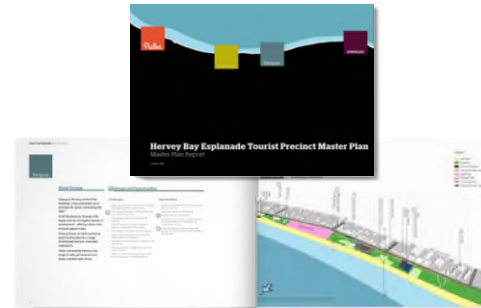
The strategy includes both regional actions that will benefit our entire coastline as well as adaptation pathways for our coastal communities, demonstrating our commitment to short term action and a flexible approach to longer term planning.

KEY FINDINGS / SUMMARY

Coastal hazard risks are primarily related to erosion and sea level rise with impacts to vegetated foreshore areas, buildings, and infrastructure.

Long term, the number of properties affected by coastal hazards will increase. Coastal erosion and sea level rise are anticipated to result in a significant number of properties being exposed to high to extreme risk by 2100.

Future erosion risks to land-based assets are reduced if a suitable and maintained seawall is included along the coastline between Scarness to Urangan.



HERVEY BAY ESPLANADE TOURIST PRECINCT MASTER PLAN (2015)

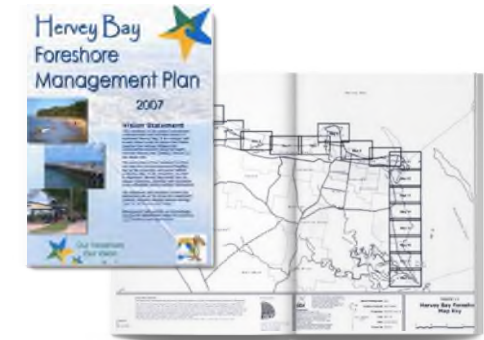
PURPOSE / GOALS

A Master plan for the four high profile Esplanade Precincts - Pialba, Scarness, Torquay and Urangan; considers the future 'look' and 'feel' of each precinct, and achieves this through: Identifying place making and revitalisation opportunities, seeking to maximise the level of activation and excitement, celebrating the wonderful features that already exist, presenting and agreed framework to guide decisions and future investment and being visionary.

KEY FINDINGS / SUMMARY

7 key strategies with supporting approaches/objectives have informed the master planning approach for all precincts:

- Precinct identity and theming
- Physical improvements
- Accessibility and parking
- Connectivity
- Environment and setting
- Activation and events
- Vegetation management



HERVEY BAY FORESHORE MANAGEMENT PLAN (2007)

PURPOSE / GOALS

The foreshore is the prime recreational, environmental and tourism feature of mainland Hervey Bay. It is a unique and mostly intact strip of nature that binds together the various villages and communities located along its length, thereby forming the 'linking' element of the whole city.

Management will provide an increasingly diverse but sustainable range of recreation opportunities and experiences.

KEY FINDINGS / SUMMARY

Proposed actions were identified for all local areas. Management needs that extend across more than one local area are as listed:

- Traffic, parking, circulation and amenity along the Esplanade between Pialba and Urangan
- Community awareness and involvement
- Policing and enforcement of local laws
- Water theme park
- Activities in intertidal areas
- Venues for large events, and
- Regional Coastal Management plan

STRUCTURE PLAN

OPPORTUNITIES AT POINT VERNON

CONNECTIVITY



PEDESTRIAN & CYCLE CONNECTIVITY

- On road active travel corridor; allowing for e-scooters, bikes and mobility scooters
- Pedestrian path upgrades to 3m where possible
- Pedestrian priority at nodes
- All abilities access to the beach & improve grades

VEHICLE MANAGEMENT

- Consider one-way street - noting business viability
- Reconsider placement of parking - strategic land acquisition is an opportunity
- Consider short term parking along esplanade to encourage high turnover in front of the shops and longer term parking in the streets behind
- Free shuttle service along the Esplanade
- Reduce vehicle speed to 40km/h

WAYFINDING

- Wayfinding for everyone
- Technology - overlay stories / land management / education
- Define access points
- Environmental and historical education overlays

ENVIRONMENT



VEGETATION

- Maintain the highly vegetated appearance of the esplanade in appropriate locations - Mature trees are of cultural and environmental significance
- Succession planting & planning to enhance the dune vegetation
- Achieve a balance of trees and views to water
- Connection to the broader open space network to take the pressure off the esplanade
- Relationship between the dune and tree shade
- Built vs natural environment
- Continuous green space is important
- Connection to the water is of high importance
- Turtle sensitive habitat – currently state mapped whole foreshore / minimise light disturbance

ENVIRONMENTAL HAZARDS

- The Esplanade is prone to erosion and sea level rise with impacts to vegetated foreshore areas buildings, and infrastructure (*Coastal Futures Strategy*)
- Natural regeneration - public education / signage / storytelling
- Reduce heat impact with shade trees
- Management of the trees to mitigate perceived risk of limb drop

CONNECTING TO COUNTRY



INDIGENOUS & CULTURAL HERITAGE

- Preserve and celebrate sacred indigenous spaces
- Highlight indigenous stories and history
- Opportunities for wayfinding / indigenous art
- Reinforce the character of these spaces as distinctly unique to the area
- Cultural induction opportunities

ENVIRONMENT

- Preserve and restore the natural environments of indigenous significance
- Regeneration and revegetation - opportunities for bush tucker
- Where necessary remove inappropriate infrastructure & reinforce landscape features

EDUCATION

- Creation of places for education and storytelling
- Wayfinding and information overlays
- Skills/training opportunities along the Esplanade for Butchulla people

ACTIVATION



EVENTS

- Accommodate large and small scale events
- Flexible green space for larger events e.g. bike set down for Hervey Bay Triathlon
- High pressure on green space - activate other green spaces
- Event infrastructure

RECREATION

- Family focused recreation - for many people the foreshore is their backyard
- Water transect - establish strategies around what people can do and where
- Personal water craft access e.g. off shore moorings
- Cycle tourism infrastructure
- Watersport hub
- Expand parkland in key hubs

POINT VERNON



CONNECTIVITY DIAGRAM

POINT VERNON

'A place to connect with nature'

- Walking trails hug the coastline
- Quiet untouched beaches
- A rocky promontory with vantage views across the bay

LEGEND

Key sea views

1:10,000

PART TWO

PRECEDENT
STUDIES





ACTIVE TRAVEL CORRIDORS

GOLD COAST OCEANWAY, GOLD COAST, QUEENSLAND

PURPOSE / GOALS

The 36km shared network runs from the NSW boarder to the Gold Coast Seaway, open to the public as a shared-use space.

The ocean front provides access to the beach while offering sustainable travel options for residence including, walking, running cycling and other wheeled recreation devices.

Oceanway Dimensions

36km long total

3.5-5m varying path width

Creating sustainable transport networks with a variety of options for locals and visitors.



YEPPON FORESHORE, YEPPON, QUEENSLAND

PURPOSE / GOALS

Celebrate the region's beach culture, the foreshore is designed as a destination for new parks, gardens, board walks, water play, restaurants and promenades.

It engages locals and visitors through ocean scenery and community events while being an accessible setting for all ages with seating, picnic spaces, shelters and playgrounds.

Yeppoon Foreshore Dimensions

1km long

4m path width



ESPERANCE WATERFRONT, ESPERANCE, WESTERN AUSTRALIA

PURPOSE / GOALS

Esperance is predicted to rapidly grow in population by 2050. Within their strategic development a key component in supporting the growth was upgrading the waterfront.

The waterfront design covers indigenous, natural and historical elements of the town to create a sense of place. It focuses on being a family orientated designation while also providing opportunities for tourism and private investments.

Esperance Waterfront Dimensions

1.1km long

3m path width



90%
of locals use the
Foreshore every
week

PORT PHILLIP BAY, MELBOURNE, VICTORIA

PURPOSE / GOALS

The Bay Trail is a shared use path for cyclists and pedestrians which follows the coastline of Port Phillip Bay. Some portions of the trail have dedicated cycle corridors with slow pedestrian paths on the bay side.



PART THREE

DETAILED
AREAS





DETAIL PLAN AREAS



A INMAN STREET COMMERCIAL NODE

- + Located southeast along the Esplanade in Point Vernon, the Cafe and local commercial offering is a key centre along The Esplanade with proximity to the water.



B CORFIELD STREET

- + Corfield Street is located southeast along the Esplanade in Point Vernon. The street terminates in a stunning view across the bay.



C KELLY STREET

- + Kelly Street is located north along the Esplanade in Point Vernon. The street terminates in a stunning view of the water.



D GATAKERS BAY

- + The Gatakers Bay stretch of the Esplanade connects key destinations including a popular boat ramp, playground, and multiple beach access and viewing spots.



E PARRAWEENA PARK

- + Parraweena Park affords views and access to the bay, whilst an 800m walking circuit allows for passive recreation.

POINT VERNON



DETAIL PLAN

POINT VERNON

'A place to connect with nature'

- Walking trails hug the coastline
- Quiet untouched beaches
- A rocky promontory with vantage views across the bay

LEGEND

Key sea views

1:10,000

INMAN STREET COMMERCIAL NODE

Inman Street is located southeast along the Esplanade in Point Vernon. This is a key commercial location offering drinks and snacks to the community in close proximity to the water. Parking and public amenities support this as a key destination.

KEY ACTIONS FOR THE INMAN STREET COMMERCIAL NODE:

- CONNECTION TO WATER VIA KEY VIEW CORRIDOR
- REVEGETATION ALONG THE FORESHORE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- IMPROVED ACCESSIBILITY & SAFETY
- ENHANCED FORESHORE AMENITY WITH SEATING AND SHELTERS
- FORMALISED ROAD CROSSING
- EASE OF MAINTENANCE
- REDUCED ROAD SPEED 50 KM/HR



KEY PLAN

LEGEND

- 1 Proposed footpath, plain broomed concrete, 1.5m wide. Shade trees added to back of kerb for shaded connections
- 2 Traffic lanes adjusted for active travel corridor, proposed lane width 3.25m, centre line adjusted to suit
- 3 Proposed shared path (coloured concrete) 3.0m wide, following alignment of existing pathway
- 4 Proposed on-road active travel corridor, two way, 3.0m wide, finished with feature paint application, flush concrete edge to turf interface and hit and miss 500mm wide kerb to road corridor interface
- 5 Retain existing vegetation
- 6 Proposed seating nodes, with space for wheelchairs / bikes, and scooters
- 7 Existing car parking adjusted, including 2.0m buffer to active travel corridor, includes 2No PWD bays
- 8 Pedestrian crossing formalised and framed with shade trees on view axis
- 9 Proposed seating node on view axis with table setting, rubbish bins, drink fountain and integrated electric scooter charging station
- 10 Existing toilet building to be retained and concrete path added to improve access
- 11 Option to reconfigure existing parallel parking to increase car parking for this vicinity
- 12 On street parking adjusted to allow pedestrian crossing
- 13 Existing on street car parking to side streets

INMAN STREET FORESHORE CONCEPT PLAN



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

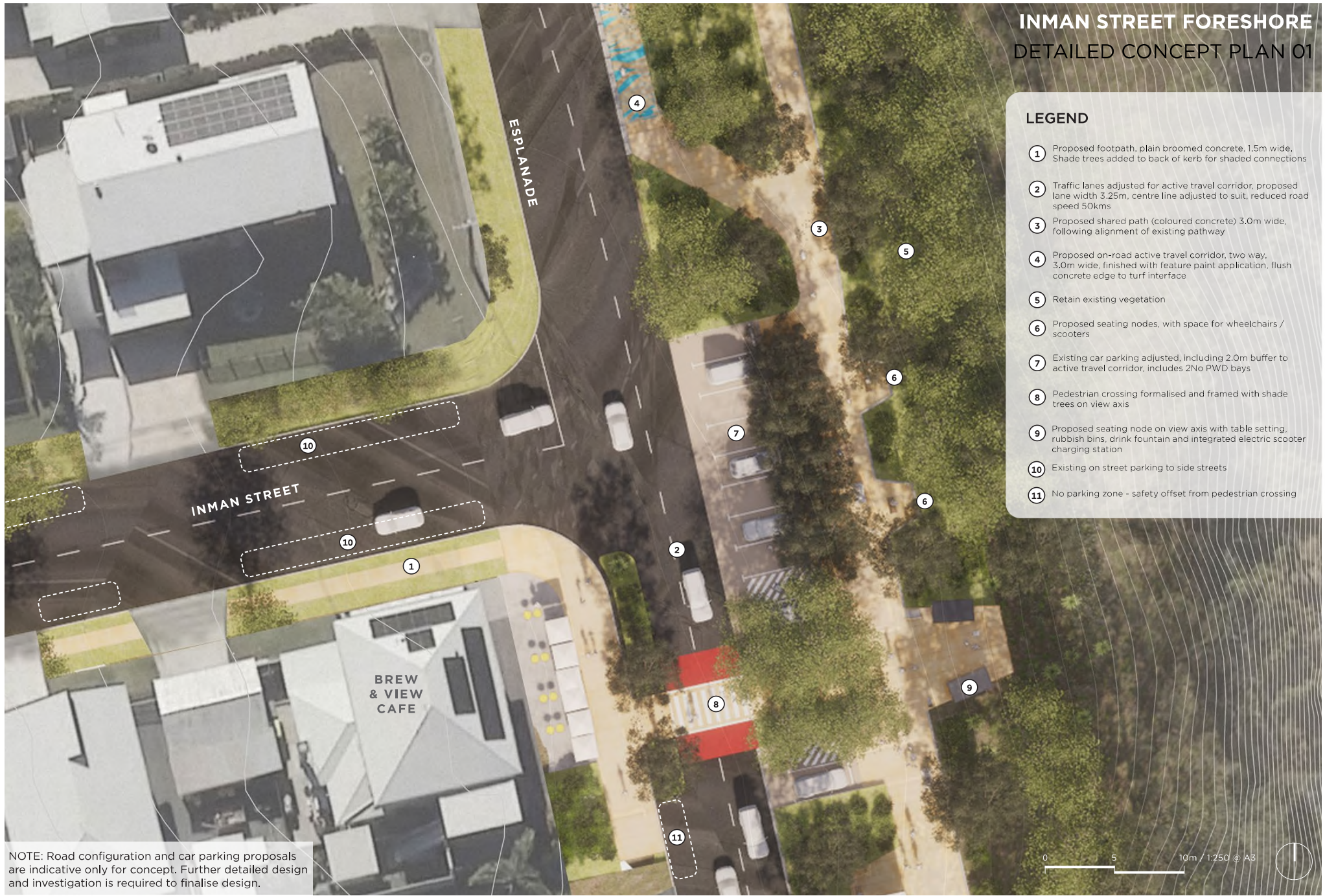
BEACH

0 10 20m / 1:500 @ A3



INMAN STREET FORESHORE DETAILED CONCEPT PLAN 01

- ### LEGEND
- ① Proposed footpath, plain broomed concrete, 1.5m wide. Shade trees added to back of kerb for shaded connections
 - ② Traffic lanes adjusted for active travel corridor, proposed lane width 3.25m, centre line adjusted to suit, reduced road speed 50kms
 - ③ Proposed shared path (coloured concrete) 3.0m wide, following alignment of existing pathway
 - ④ Proposed on-road active travel corridor, two way, 3.0m wide, finished with feature paint application, flush concrete edge to turf interface
 - ⑤ Retain existing vegetation
 - ⑥ Proposed seating nodes, with space for wheelchairs / scooters
 - ⑦ Existing car parking adjusted, including 2.0m buffer to active travel corridor, includes 2No PWD bays
 - ⑧ Pedestrian crossing formalised and framed with shade trees on view axis
 - ⑨ Proposed seating node on view axis with table setting, rubbish bins, drink fountain and integrated electric scooter charging station
 - ⑩ Existing on street parking to side streets
 - ⑪ No parking zone - safety offset from pedestrian crossing



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

INMAN STREET FORESHORE DETAILED CONCEPT PLAN 02



LEGEND

- ① Pedestrian crossing formalised and framed with shade trees on view axis
- ② Proposed seating node on view axis with table setting, rubbish bins, drink fountain and integrated electric scooter charging station
- ③ Existing toilet building to be retained and concrete path added to improve access
- ④ Option to reconfigure existing parallel parking to increase car parking for this vicinity
- ⑤ On street parking adjusted to allow pedestrian crossing
- ⑥ Existing on street parking
- ⑦ No parking zone - safety offset from pedestrian crossing

NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

0 5 10m / 1:250 @ A3

**INMAN STREET FORESHORE
VIEW TOWARDS THE ESPLANADE**



**LIGHTWEIGHT
VIEWING DECK**

**FORESHORE
REVEGETATION
PLANTING**

NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

INMAN STREET FORESHORE
VIEW SOUTH ALONG THE ESPLANADE [SHARED PATH]



**EXISTING AMENITIES
BLOCK**

NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

INMAN STREET FORESHORE
VIEW SOUTH ALONG THE ESPLANADE [ROAD]



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

INMAN STREET FORESHORE VIEW TOWARDS OUTLOOK REST POINT



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

INMAN STREET FORESHORE
VIEW SOUTH ALONG THE ESPLANADE_PATHWAY TRANSITIONS



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

INMAN STREET FORESHORE CAFE CROSSING TO WATER VIEW



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

INMAN STREET FORESHORE
VIEW NORTH ALONG THE ESPLANADE_SOUTHERN TRANSITIONS



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

INMAN STREET FORESHORE AERIAL VIEW SOUTH



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

CORFIELD STREET

Corfield Street is located southeast along the Esplanade in Point Vernon. The street terminates in a stunning view across the bay.

KEY ACTIONS FOR CORFIELD STREET

- CONNECTION TO WATER VIA KEY VIEW CORRIDOR
- REVEGETATION ALONG THE FORESHORE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- IMPROVED ACCESSIBILITY & SAFETY
- ENHANCED FORESHORE AMENITY WITH SEATING AND SHELTERS
- FORMALISED ROAD CROSSING
- EASE OF MAINTENANCE
- REDUCED ROAD SPEED 50 KM/HR TRANSITION TO 40 KM/HR
- CENTRE LINE ROAD MARKING REMOVED IN 40 KM/HR ZONE



KEY PLAN

LEGEND

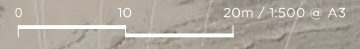
- 1 Retain existing vegetation
- 2 Proposed footpath, plain broomed concrete, 1.5m wide. Shade trees added to back of kerb for shaded connections
- 3 Traffic lanes adjusted for active travel corridor, proposed lane width 3.25m, centre line adjusted to suit
- 4 Proposed on-road active travel corridor, two way, 3.0m wide, finished with feature paint application, flush concrete edge to turf interface and hit and miss 500mm wide kerb to road corridor interface
- 5 Public art
- 6 Groves of proposed trees to reinforce foreshore vegetation
- 7 Proposed seating node on view axis with signature shelter, table setting, rubbish bins, drink fountain and integrated electric scooter charging station
- 8 Proposed seating node
- 9 Existing track to beach
- 10 Proposed shared path (coloured concrete) 3.0m wide, following alignment of existing pathway
- 11 Pedestrian crossing (raised) formalised and framed with shade trees on view axis
- 12 50kms road speed zone
- 13 Existing on street car parking to side streets

CORFIELD STREET FORESHORE CONCEPT PLAN



BEACH

NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.



CORFIELD STREET FORESHORE DETAILED CONCEPT PLAN



LEGEND

- ① Retain existing vegetation
- ② Proposed footpath, plain broomed concrete, 1.5m wide. Shade trees added to back of kerb for shaded connections
- ③ Traffic lanes adjusted for active travel corridor, proposed lane width 3.25m, centre line adjusted to suit
- ④ Proposed on-road active travel corridor, two way, 3.0m wide, finished with feature paint application, flush concrete edge to turf interface and hit and miss 500mm wide kerb to road corridor interface
- ⑤ Public art
- ⑥ Groves of proposed trees to reinforce foreshore vegetation
- ⑦ Proposed seating node on view axis with signature shelter, table setting, rubbish bins, drink fountain and integrated electric scooter charging station
- ⑧ Proposed seating node
- ⑨ Existing track to beach
- ⑩ Proposed shared path (coloured concrete) 3.0m wide, following alignment of existing pathway
- ⑪ Pedestrian crossing formalised and framed with shade trees on view axis
- ⑫ Existing on street car parking to side streets

NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

0 5 10m | 1:250 @ A3



CORFIELD STREET FORESHORE ROAD CROSSING TO OUTLOOK & VIEW



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

CORFIELD STREET FORESHORE
VIEW NORTH ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

CORFIELD STREET FORESHORE VIEW SOUTH ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

CORFIELD STREET FORESHORE
VIEW NORTH ALONG THE ESPLANADE_PATHWAYS



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

CORFIELD STREET FORESHORE
VIEW SOUTH ALONG THE ESPLANADE_PATHWAYS



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

CORFIELD STREET FORESHORE
OUTLOOK & REST POINT



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

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KELLY STREET

Kelly Street is located north along the Esplanade in Point Vernon. The street terminates in a stunning view of the water.

KEY ACTIONS FOR KELLY STREET

- CONNECTION TO WATER VIA KEY VIEW CORRIDOR
- REVEGETATION ALONG THE FORESHORE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- IMPROVED ACCESSIBILITY & SAFETY
- ENHANCED FORESHORE AMENITY WITH SEATING AND SHELTERS
- FORMALISED ROAD CROSSING
- EASE OF MAINTENANCE
- SPEED REDUCED TO 40 KM/HR ZONE



KEY PLAN 

LEGEND

- 1 Traffic lanes adjusted for active travel corridor, proposed lane width 3,25m, centre line adjusted to suit
- 2 Proposed parallel car parking formalised with 1,0m buffer from scooter pathway
- 3 Proposed on-road active travel corridor, two way, 3,0m wide, finished with feature paint application, flush concrete edge to turf interface
- 4 Pedestrian crossing (raised) formalised and framed with shade trees on view axis
- 5 Proposed seating node on view axis with signature shelter, table setting, rubbish bins, drink fountain and integrated electric scooter charging station
- 6 Existing footpath, with shade trees added to back of kerb for shaded connections
- 7 Proposed shade trees added to back of kerb for shaded connections
- 8 Existing track to beach
- 9 Proposed shared path (coloured concrete) 3,0m wide, following alignment of existing pathway
- 10 Retain existing vegetation
- 11 Proposed trees for shade & reinforce dune vegetation
- 12 Existing on street car parking to side streets

KELLY STREET FORESHORE CONCEPT PLAN



BEACH

KELLY STREET

ESPLANADE

NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

0 10 20m / 1:500 @ A3



KELLY STREET FORESHORE DETAILED CONCEPT PLAN 01

LEGEND

- ① Traffic lanes adjusted for active travel corridor, proposed lane width 3.25m, centre line adjusted to suit
- ③ Proposed on-road active travel corridor, two way, 3.0m wide, finished with feature paint application, flush concrete edge to turf interface
- ④ Pedestrian crossing formalised and framed with shade trees on view axis
- ⑤ Proposed seating node on view axis with signature shelter, table setting, rubbish bins, drink fountain and integrated electric scooter charging station
- ⑥ Existing footpath, with shade trees added to back of kerb for shaded connections
- ⑦ Proposed shade trees added to back of kerb for shaded connections
- ⑧ Existing on street car parking to side streets



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

KELLY STREET FORESHORE DETAILED CONCEPT PLAN 02

LEGEND

- ① Proposed parallel car parking formalised with 1.0m buffer from scooter pathway
- ② Existing track to beach
- ③ Proposed shared path (coloured concrete) 3.0m wide, following alignment of existing pathway
- ④ Retain existing vegetation
- ⑤ Proposed trees for shade & reinforce dune vegetation
- ⑧ Existing on street car parking to side streets



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

KELLY STREET FORESHORE
VIEW WEST ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

KELLY STREET FORESHORE VIEW EAST ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

KELLY STREET FORESHORE
VIEW TO CROSSING & OUTLOOK THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

KELLY STREET FORESHORE VIEW FROM OUTLOOK TO CROSSING THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

KELLY STREET FORESHORE
VIEW ALONG KELLY STREET TO WATER



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

KELLY STREET FORESHORE VIEW TO CROSSING THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

**KELLY STREET FORESHORE
VIEW TO OUTLOOK STRUCTURE**



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

KELLY STREET FORESHORE VIEW TO OUTLOOK STRUCTURE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

NORTHWEST FORESHORE - COASTAL HAZARD ADAPTATION STRATEGY

The Hervey Bay Esplanade is loved by locals and visitors, with The Esplanade being one of the most popular areas for recreation, swimming, events and tourist accommodation. Users in the area highly value bike paths, parks, and sheltered beaches along the Esplanade.⁵

Areas most affected by sea level rise, storm tide inundation and coastal erosion are low lying. Future infrastructure, vegetated foreshore areas, and buildings should be considered as part of Hervey Bay's changing coastline.

⁵Report from: Fraser Coast Regional Council. (2021). *Coastal Futures Strategy*. <https://frasercoast.engagemethub.com.au/draft-new-coastal-futures-planning-our-changing-coastliney.docx&wdOrigin=BROWSELINK>

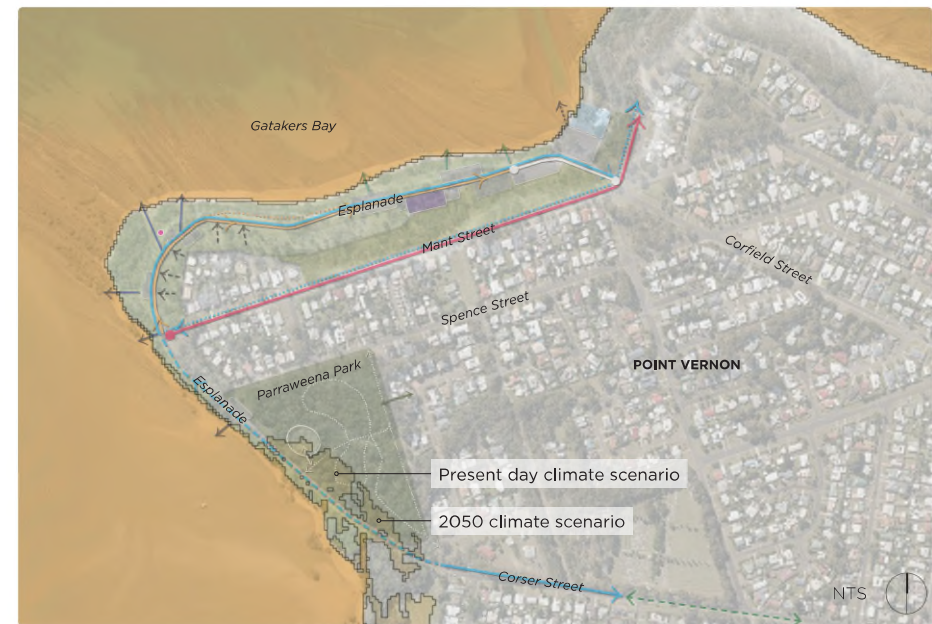
ADAPTATION ACTIONS



Adaptation options suggested by community:

- Planning controls should avoid new development in areas subject to coastal hazard risk.
- Enhance shoreline resilience through natural measures such as mangrove and foreshore revegetation.
- Develop a staged relocation plan for development affected by coastal hazards.
- Investigate hard engineering options that do not cause detrimental impacts to the natural environment but provide an appropriate level of mitigation from coastal hazards.
- Protect high priority public infrastructure such as public open space and recreation areas.⁶

SEA LEVEL RISE



Sea level rise: An increase in the mean level of the ocean.⁷

Note: These maps are indicative only. For further detail, refer to the Fraser Coast Regional Council Coastal Futures Strategy interactive hazard mapping for coastal erosion, storm tide inundation and sea level rise climate scenarios.

STORM TIDE INUNDATION



Storm tide inundation: Storm tide inundation or coastal flooding by the sea is caused by an abnormal elevation of the sea level over expected tide levels.⁸

COASTAL EROSION



Erosion prone: The erosion prone area is the width of the coast that is considered to be vulnerable to coastal erosion and tidal inundation.⁹

⁸ Report from: Fraser Coast Regional Council. (2021). *Coastal Futures Strategy*. <https://frasercoast.engagementhub.com.au/draft-new-coastal-futures-planning-our-changing-coastlinegy.docx&wdOrigin=BROWSELINK>

⁷ Definition from: Brisbane City Council. (2021). *Terminology*. <https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.brisbane.qld.gov.au%2Fsites%2Fdefault%2Ffiles%2Fdocuments%2F2020-07%2F20200716%2520-%2520coastal%2520hazards%2520adaptation%2520strategy%2520terminology.docx&wdOrigin=BROWSELINK>

⁸ Definition from: Queensland Government. (2017). *Storm tide inundation*. <https://www.stateoftheenvironment.des.qld.gov.au/2017/climate/coasts-and-oceans/storm-tide-inundation#:~:text=Storm%20tide%20inundation%20or%20coastal%20flooding%20by%20the,low%20in%20southern%20Queensland%2C%20typically%20cause%20storm%20tides.>

⁹ Definition from: Queensland Government. (2023). *Erosion Prone Areas*. <https://www.qld.gov.au/environment/coasts-waterways/plans/hazards/erosion-prone-areas>

NORTHWEST FORESHORE

The northwest foreshore includes Gatakers Bay and Parraweena Park. Both of these locations are low lying with a strong relationship to the shore and water. Dune vegetation is punctuated in key locations by view windows to the bay which are valued by locals. This area is important to First Nations culture, is a turtle nesting site and shore bird roosting area. As such a light touch approach is proposed, with built elements being moved back from the shore edge where possible and beach access points controlled.

KEY OBJECTIVES FOR THE NORTHWEST FORESHORE

- REVEGETATION ALONG THE SHORELINE
- RETREAT FROM THE COASTLINE EDGE
- ADAPT TO CURRENT AND FUTURE CLIMATIC CONDITIONS
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA (IN PARTICULAR TURTLE NESTING, SHORE BIRD ROOSTING AND EXISTING OSPREY NEST)
- LIGHTING TO ADDRESS ENVIRONMENTAL SENSITIVITIES
- MANAGED BEACH ACCESS
- FRAMED VIEWS TO THE BAY



KEY PLAN 



Existing boat ramp at Gatakers Bay.



Existing carpark near boat ramp to be retained.



Existing playground to be upgraded with nature play.



Connections to water and revegetation to be retained.



Existing ocean views at Gatakers Bay Foreshore Reserve to be retained.



Maintain views and access to water adjacent Parraweena Park.

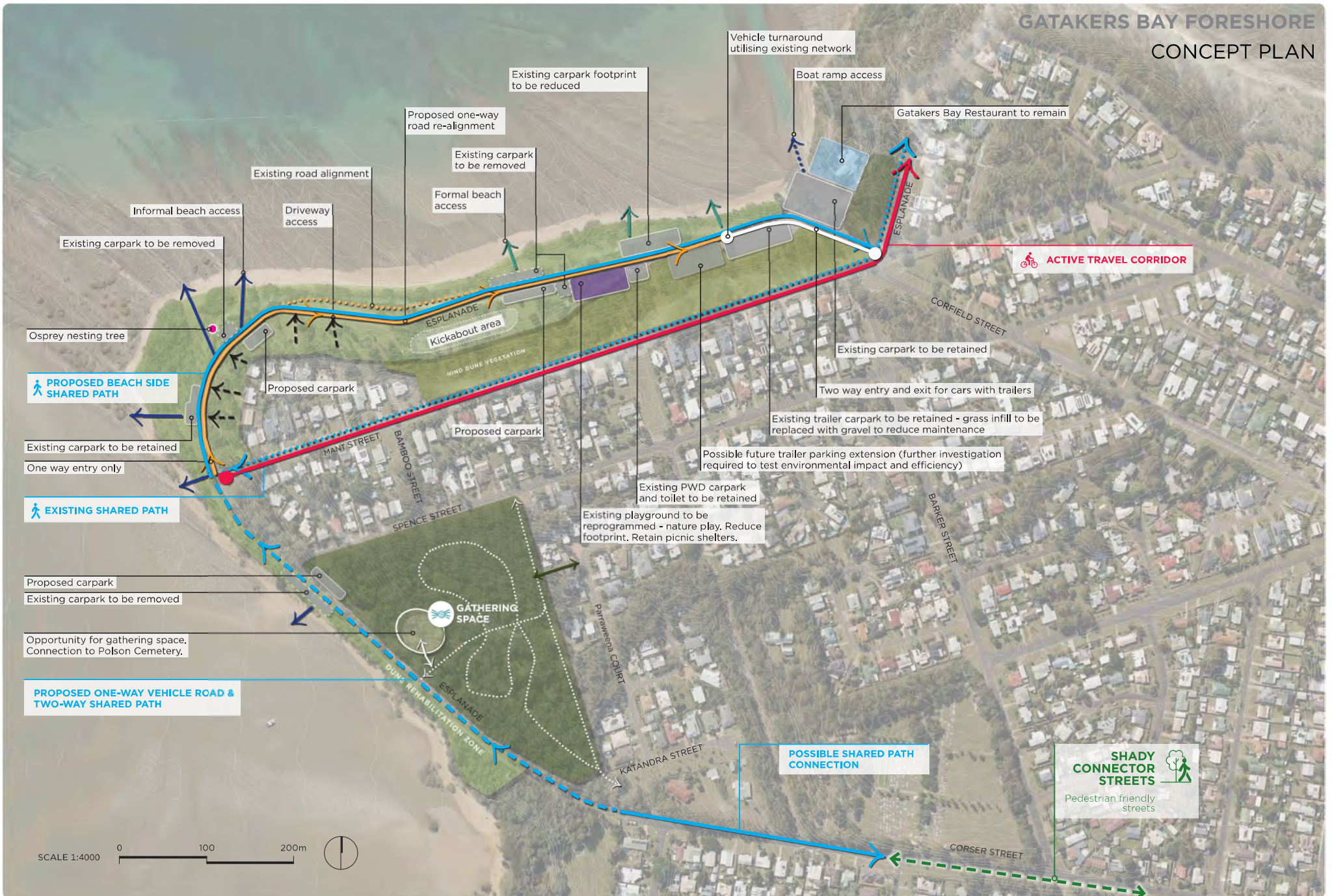


Entrance to Parraweena Park to be retained.



Informal tracks in Parraweena Park with yellow markers to be retained.

GATAKERS BAY FORESHORE CONCEPT PLAN



Existing carpark to be removed

PROPOSED BEACH SIDE SHARED PATH

Existing carpark to be retained

One way entry only

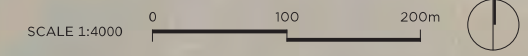
EXISTING SHARED PATH

Proposed carpark

Existing carpark to be removed

Opportunity for gathering space. Connection to Polson Cemetery.

PROPOSED ONE-WAY VEHICLE ROAD & TWO-WAY SHARED PATH



Existing carpark footprint to be reduced

Proposed one-way road re-alignment

Existing carpark to be removed

Formal beach access

ESPLANADE
Kickabout area
MIND DUNE VEGETATION

Existing road alignment

Proposed carpark

Proposed carpark

MANT STREET

BAMBOO STREET

SPENCE STREET

GATHERING SPACE

DUNE REHABILITATION ZONE

ESPLANADE

PARRAMATTA COURT

KATANDRA STREET

Vehicle turnaround utilising existing network

Boat ramp access

Gatakers Bay Restaurant to remain

ACTIVE TRAVEL CORRIDOR

Existing carpark to be retained

Two way entry and exit for cars with trailers

Existing trailer carpark to be retained - grass infill to be replaced with gravel to reduce maintenance

Possible future trailer parking extension (further investigation required to test environmental impact and efficiency)

Existing PWD carpark and toilet to be retained

Existing playground to be reprogrammed - nature play. Reduce footprint. Retain picnic shelters.

BARKER STREET

POSSIBLE SHARED PATH CONNECTION

SHADY CONNECTOR STREETS
Pedestrian friendly streets

CORFIELD STREET

CORSER STREET

GATAKERS BAY

The Gatakers Bay stretch of the Esplanade connects key destinations including a popular boat ramp, playground, and multiple beach access and viewing spots. It is also well known for its biodiversity, including many species of birds who nest in trees their hollows, and roost on the shore, as well as turtle nesting on the beach. There are large open lawn areas for recreation, and re-vegetation has been undertaken along the back of dune to stabilise and provide habitat.

KEY ACTIONS FOR GATAKERS BAY

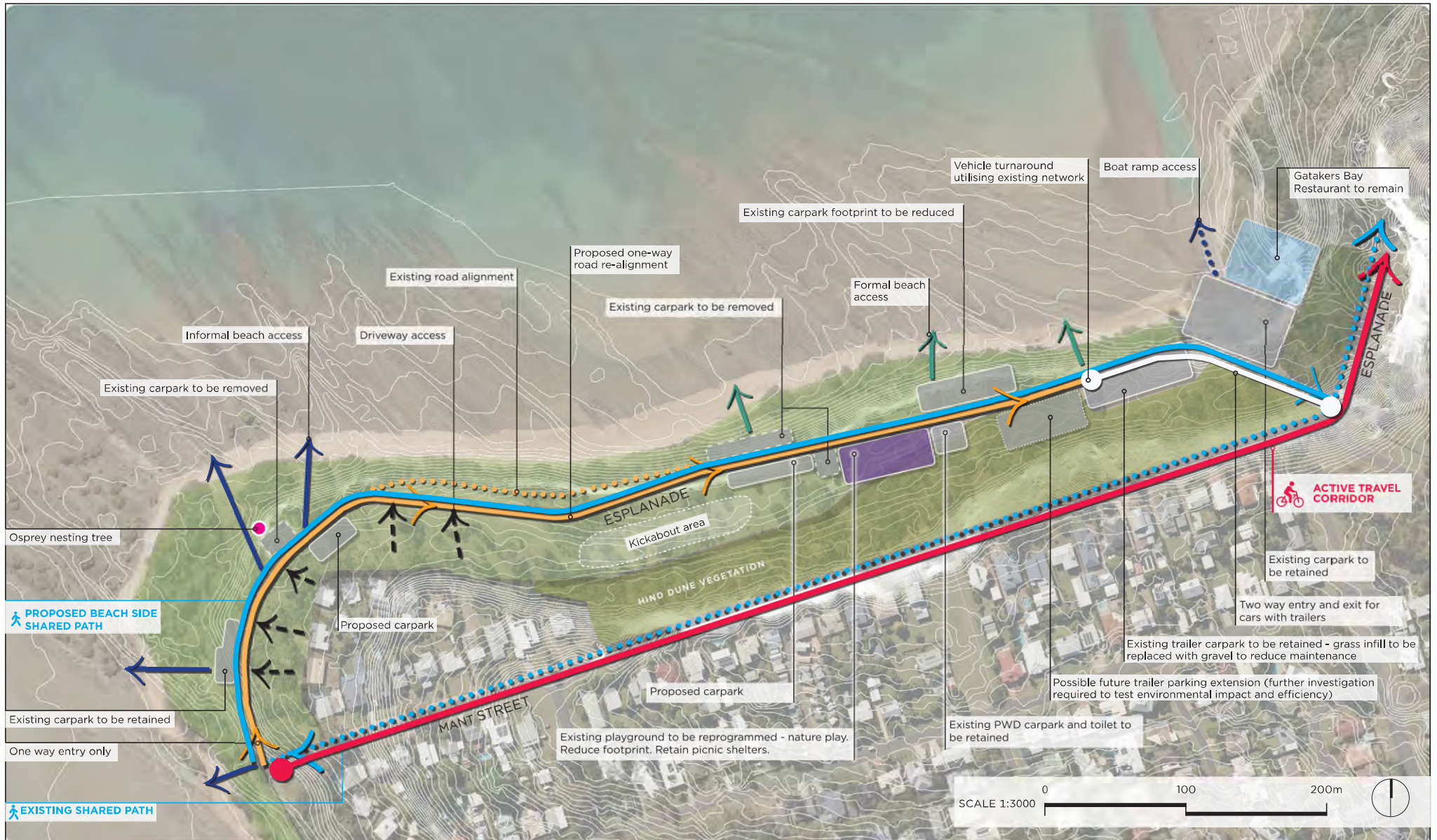
- NATURE PLAY IN THE RESERVE
- DAY-USE AND BOAT RAMP PARKING ACCESS
- CONNECTION TO WATER VIA KEY VIEW CORRIDORS AND CONTROLLED ACCESS POINTS
- REVEGETATION ALONG THE COASTLINE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- EASE OF MAINTENANCE
- LIGHT TOUCH APPROACH, WITH BUILT ELEMENTS / CAR PARKING / ROAD WAY BEING MOVED BACK FROM THE SHORE EDGE WHERE POSSIBLE.



KEY PLAN 



GATAKERS BAY FORESHORE CONCEPT PLAN



GATAKERS BAY

GATAKERS BAY FORESHORE ACTION PLAN

(A) REVEGETATION

- AREAS TO STABILISE DUNE AND PROVIDE FAUNA/ BIRD HABITAT

(B) DUNE PROTECTION

- LIGHT TOUCH FENCING TO PROTECT FAUNA







(C) RECREATION

- GREEN RECREATION SPACE PRESERVED ON FORESHORE



KEY PLAN 

LEGEND

-  1 New picnic shelter and furniture
-  2 Revegetation areas to stabilise dune and provide fauna/bird habitat
-  3 Green recreation space preserved on the foreshore
-  4 Car park moved back from shore edge
-  5 Existing formalised beach access retained
-  6 Revegetation management preserves key views to the bay while revegetating the dune

GATAKERS BAY FORESHORE CONCEPT PLAN



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

GATAKERS BAY FORESHORE
VIEW EAST ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

GATAKERS BAY FORESHORE VIEW WEST ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

GATAKERS BAY FORESHORE
VIEW EAST ALONG THE ESPLANADE



GATAKERS BAY FORESHORE VIEW WEST ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

GATAKERS BAY FORESHORE
VIEW FROM FORESHORE



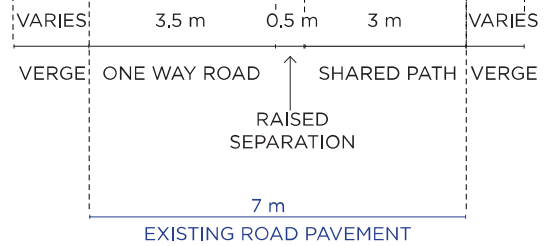
NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

GATAKERS BAY FORESHORE VIEW TO FORESHORE ACCESS

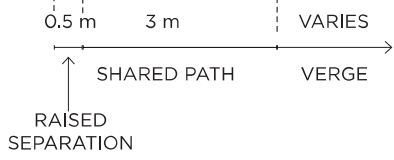


NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

GATAKERS BAY FORESHORE: TYPICAL STREETSCAPE



GATAKERS BAY FORESHORE: TYPICAL STREETSCAPE



PARRAWEENA PARK

Parraweena Park affords views and access to the bay. It is known as a place of cultural significance to the Butchulla people and is home to a diverse range of local flora and fauna. There is an 800m circuit within Parraweena Park which allows for passive recreation.

KEY ACTIONS FOR PARRAWEENA PARK

- AREA OF CULTURAL SIGNIFICANCE TO BUTCHULLA PEOPLE
- CONNECTION TO WATER VIA KEY VIEW CORRIDORS
- CULTURAL CONNECTION AND GATHERING SPACE
- REVEGETATION ALONG THE COASTLINE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- EASE OF MAINTENANCE
- LIGHT TOUCH APPROACH, WITH BUILT ELEMENTS / CAR PARKING / ROAD WAY BEING MOVED BACK FROM THE SHORE EDGE WHERE POSSIBLE



KEY PLAN 

LEGEND

- ① Proposed relocation of existing carpark
- ② Existing carpark removed
- ③ Existing track to beach
- ④ Opportunity for gathering space. Connection to Polson Cemetery
- ⑤ Proposed one-way vehicle road incorporating shared path
- ⑥ Dune rehabilitation zone
- ⑦ Dune protection fence
- ⑧ Possible shared path connection

PARRAWEENA PARK CONCEPT PLAN



PARRAWEENA PARK

Parraweena Park is a heavily vegetated reserve that enjoys water views and offers a sense of tranquillity and immersion in nature. The reserve offers a unique opportunity to integrate an informal gathering space, located near access points and on the pathway network.

KEY ACTIONS FOR PARRAWEENA PARK

- AREA OF CULTURAL SIGNIFICANCE TO BUTCHULLA PEOPLE
- CONNECTION TO WATER VIA KEY VIEW CORRIDORS
- CULTURAL CONNECTION AND GATHERING SPACE
- REVEGETATION ALONG THE COASTLINE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- EASE OF MAINTENANCE
- LIGHT TOUCH APPROACH, WITH BUILT ELEMENTS / CAR PARKING / ROAD WAY BEING MOVED BACK FROM THE SHORE EDGE WHERE POSSIBLE



KEY PLAN 



Note: The final location, form, function and materiality of the proposed cultural gathering space requires further advise and input from the Butchulla people.

PARRAWEENA PARK
CULTURAL GATHERING PLACE



PARRAWEENA PARK FORESHORE
VIEW NORTH ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

PARRAWEENA PARK FORESHORE VIEW SOUTH ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

**PARRAWEENA PARK FORESHORE
VIEW FROM FORESHORE ACCESS**



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

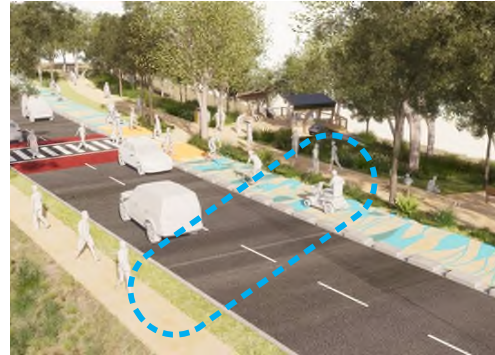
PARRAWEENA PARK FORESHORE: TYPICAL STREETSCAPE



TYPICAL STREETScape CONDITIONS

The following is a suite of typical sections that may be applied to the various conditions along the Point Vernon foreshore. The sections depict the typical integrations of shared paths, active travel corridors, car parking, access, pedestrian crossings, and amenities including seating and shelters.

TYPE A



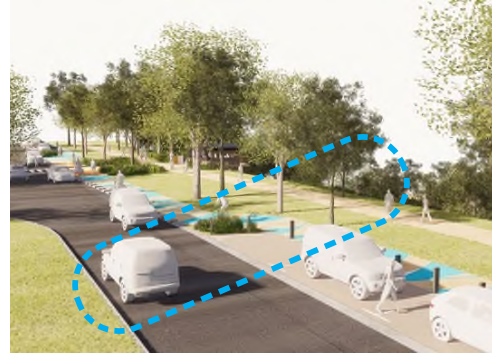
- + FOOTPATH
- + EXISTING ROAD WIDTH INCORPORATES ACTIVE TRAVEL CORRIDOR
- + SEPARATE SHARED PATH ADJACENT TO EMBANKMENT

TYPE D



- + OFF STREET PARKING WITH 2M BUFFER AT ROAD AND PATH SIDES
- + DIRECT ACCESS TO SHARED PATH

TYPE B



- + 10M ROAD WAY INCORPORATING PARALLEL PARKING
- + ACTIVE TRAVEL CORRIDOR ADJUSTS DIRECTION ACCORDINGLY
- + SHARED PATH ADJACENT TO EMBANKMENT

TYPE E



- + INCREASED SHARED PATH WIDTH TO ACCOMMODATE PEDESTRIAN, VEHICLE AND ACTIVE TRAVEL CORRIDOR ACCESS

TYPE C



- + ACTIVE TRAVEL CORRIDOR COMBINES WITH SHARED PATH ADJACENT TO THE EMBANKMENT, WHERE OFF STREET PARKING IS LOCATED AND SPACE IS LIMITED

TYPE F



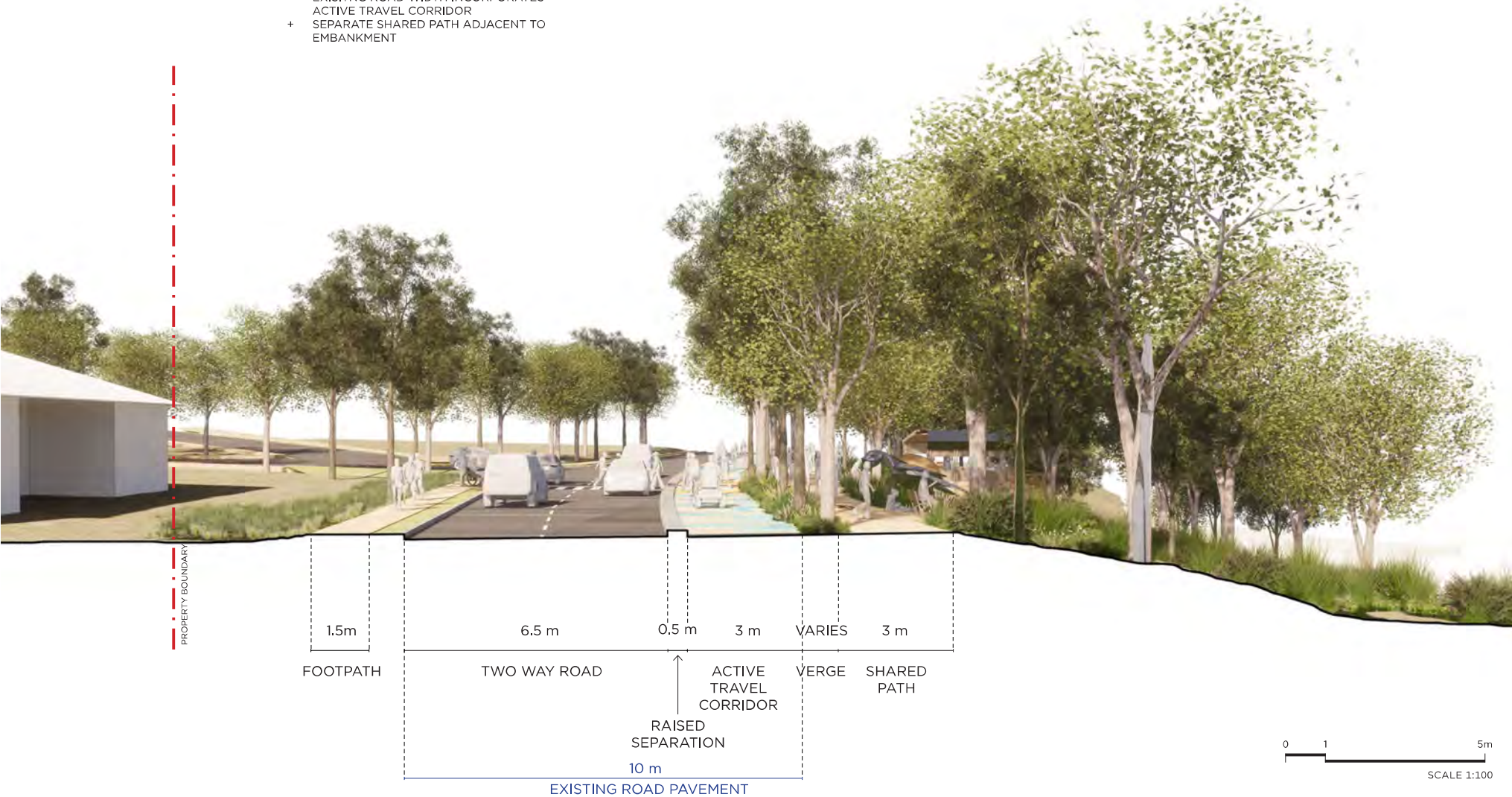
- + INCREASED SEPARATION OF SHARED PATH AND ACTIVE TRAVEL CORRIDOR THROUGH VEGETATION BUFFER

TYPICAL STREETSCAPE - TYPE A



TYPE A - KEY DIAGRAM

- + FOOTPATH
- + EXISTING ROAD WIDTH INCORPORATES ACTIVE TRAVEL CORRIDOR
- + SEPARATE SHARED PATH ADJACENT TO EMBANKMENT



TYPICAL STREETSCAPE - TYPE B

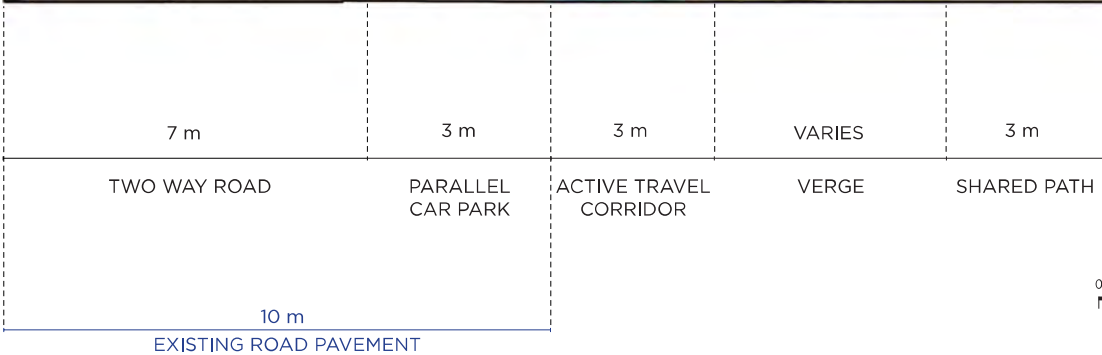


TYPE B - KEY DIAGRAM

- + 10M ROAD WAY INCORPORATING PARALLEL PARKING
- + ACTIVE TRAVEL CORRIDOR ADJUSTS DIRECTION ACCORDINGLY
- + SHARED PATH ADJACENT TO EMBANKMENT



PROPERTY BOUNDARY



TYPICAL STREETScape - TYPE C



TYPE C - KEY DIAGRAM

+ ACTIVE TRAVEL CORRIDOR COMBINES WITH SHARED PATH ADJACENT TO THE EMBANKMENT, WHERE OFF STREET PARKING IS LOCATED



TYPICAL STREETSCAPE - TYPE D



TYPE D - KEY DIAGRAM

- + OFF STREET PARKING WITH 2M BUFFER AT ROAD AND PATH SIDES
- + DIRECT ACCESS TO SHARED PATH



TYPICAL STREETScape - TYPE E



TYPE E - KEY DIAGRAM

+ INCREASED SHARED PATH WIDTH TO ACCOMMODATE PEDESTRIAN, VEHICLE AND ACTIVE TRAVEL CORRIDOR ACCESS

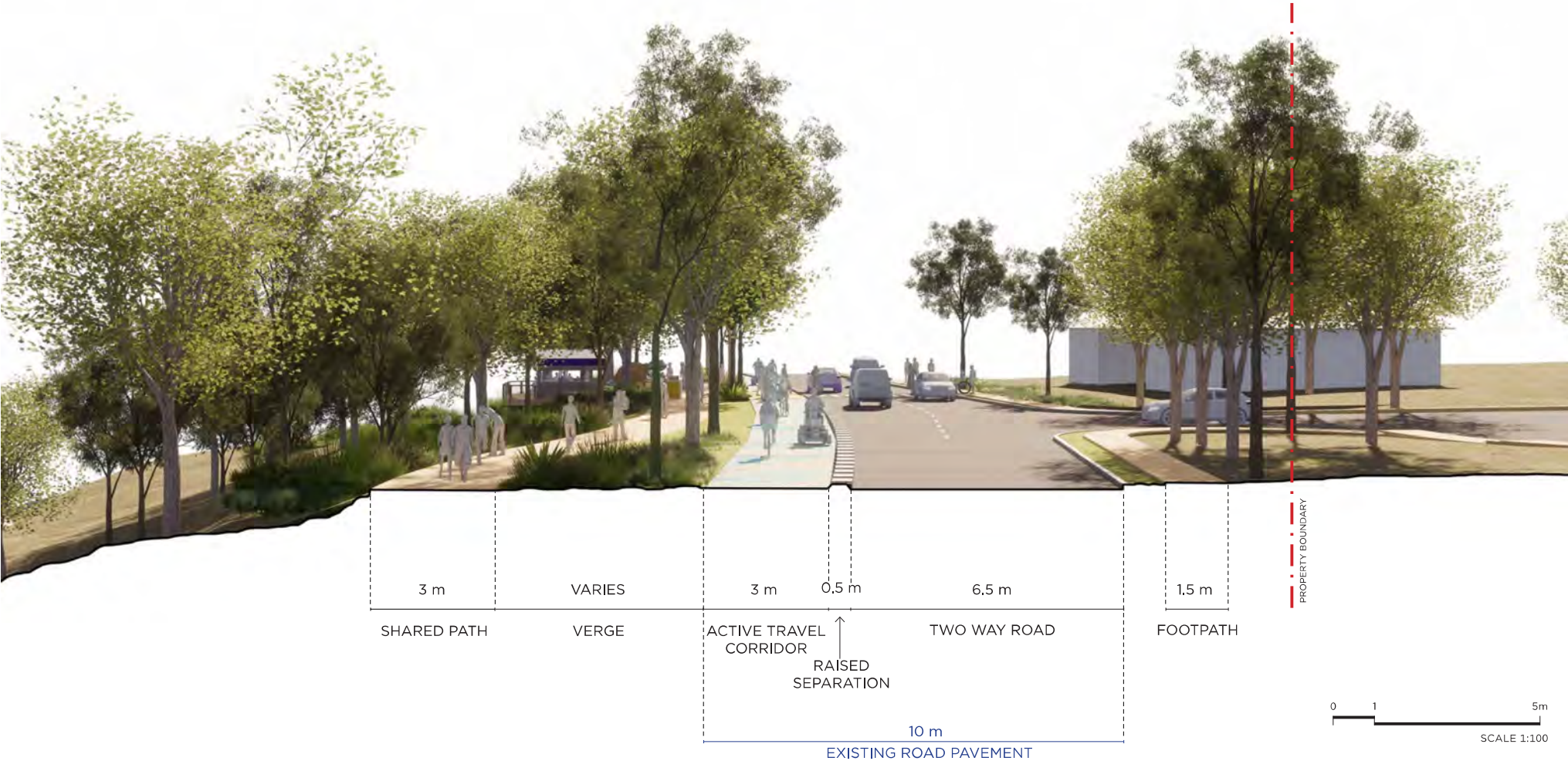


TYPICAL STREETScape - TYPE F



TYPE F - KEY DIAGRAM

+ INCREASED SEPARATION OF SHARED PATH AND ACTIVE TRAVEL CORRIDOR THROUGH VEGETATION



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MATERIALS & FINISHES



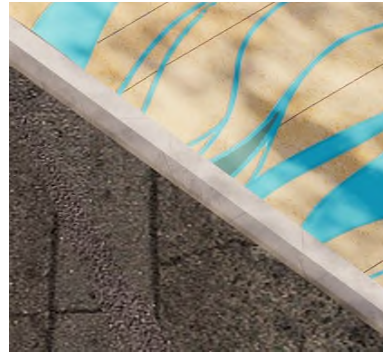
ACTIVE TRAVEL CORRIDOR

- + Feature painted asphalt
- + Typically applied to existing asphalt, or new asphalt where pavement extension is required
- + Pattern design to intensify at key nodes



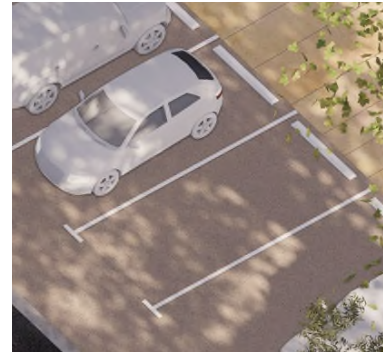
SHARED PATH

- + 3m wide concrete broomed finish path
- + Typical finish of plain concrete with coloured concrete (CCS paper bark) applied to key node areas and transitions



CONCRETE LANE SEPARATOR

- + 500mm (w) x 1000mm (l) x 150mm (h) with 500mm breaks for drainage
- + Plain concrete (precast)
- + Alternative product may include proprietary plastic product



CAR PARKING

- + Paint on asphalt
- + Colour: muted sandy tones



CHARACTER PLANTING

- + Native foreshore species

E-MOBILITY INFRASTRUCTURE

GOALS

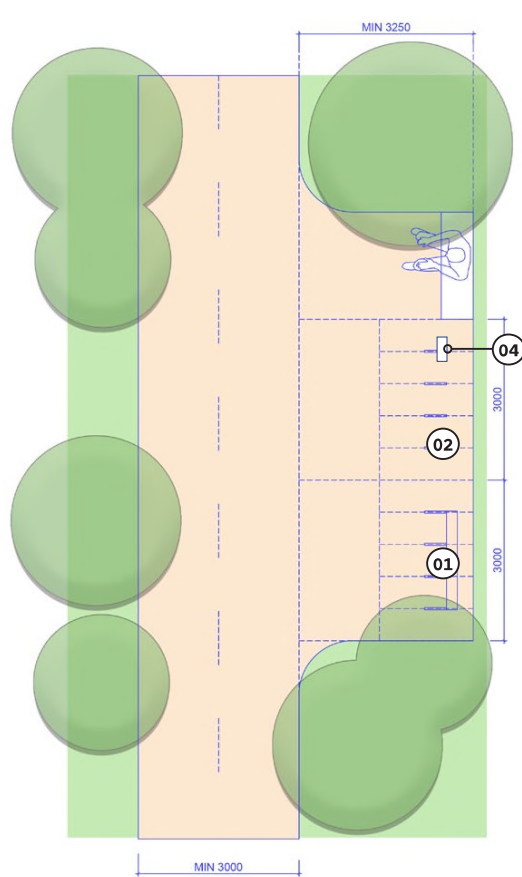
Supporting E-mobility devices with appropriate infrastructure will improve safety and public confidence in E-mobility.

E-mobility options have the potential to compliment the role of public transport and provide people with the opportunity to experience the length of the esplanade. People can conveniently access local services, creating opportunities for local businesses.

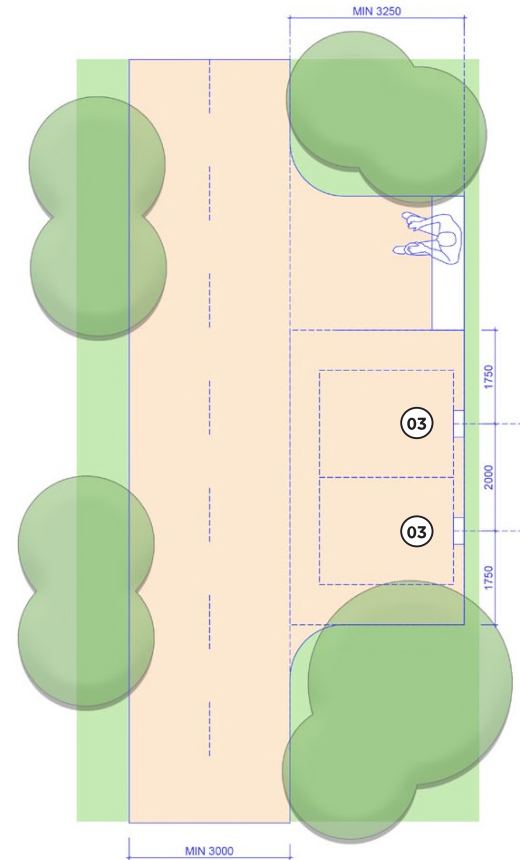
PRINCIPLES

- At regular intervals bike/ e-scooter and mobility scooter charging stations should be provided.
- Ensure minimum widths for turning circles are provided.

- ① E-scooter/E-bike charging station
- ② Bike rack station
- ③ E-mobility scooter charging stations
- ④ Integrated bike repair station



**E-SCOOTER/
E-BIKE CHARGING
STATION**



**MOBILITY SCOOTER
CHARGING
STATION**



**INDICATIVE SKETCH VIEW
OF INTEGRATED CHARGING
STATIONS**

