

NORTHERN (L1)

MIDWAY (L2)

SOUTHERN (L3)



NOTES - 2016 AERIAL

PROS

- PREFERRED LOCATION FOR THE COMMUNITY.
- CLOSE TO PREFERRED SWIMMING BEACH.
- SLIGHTLY IMPROVED ACCESS COMPARED TO STAIRS OPTION FOR LESS ABLE BODIED PEOPLE.
- USE OF EXISTING PARKING.

CONS

- SIGNIFICANT LEVEL OF EARTHWORK & VEGETATION CLEARING REQUIRED.
- RAMP DOES NOT PROVIDE UNIVERSAL ACCESS.
- DOES NOT MAKE USE OF EXISTING INFRASTRUCTURE.
- TREND OF RECENT EROSION.

NEW ACCESS RAMP



EXISTING PATH TO BE REPLACED BY NEW ACCESS RAMP

SCEPTRE CT

ESTIMATED LIMIT OF DUNE DISTURBANCE. ASSUME DUNES CUT AT MAXIMUM OF 1V:3H TO ALLOW CONSTRUCTION OF RAMP

RAMP LAYOUT

1:500

POTENTIAL FUTURE PROFILE (5 YEARS)

EXISTING PROFILE

FINISHED PROFILE

POTENTIAL FUTURE PROFILE (25 YEARS)

9.7m AHD

8 1

AHD

NEW BEACH ACCESS RAMP

SECTION A

1:500



EXISTING SURFACE

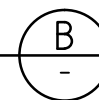
NEW ACCESS RAMP

1 3

DUNES CUT INITIALLY AT MAXIMUM OF 1V:3H TO ALLOW CONSTRUCTION OF RAMP. DISTURBED DUNE AREA TO BE RESHAPED, STABILISED AND REVEGETATED.

SECTION B

1:200

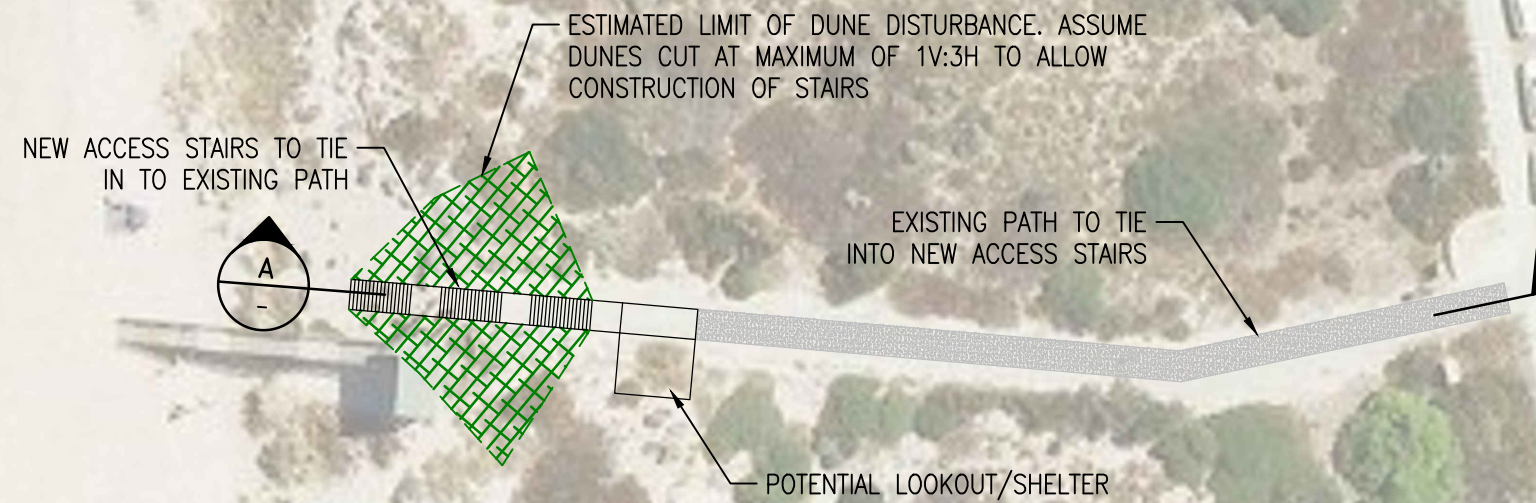


PROS

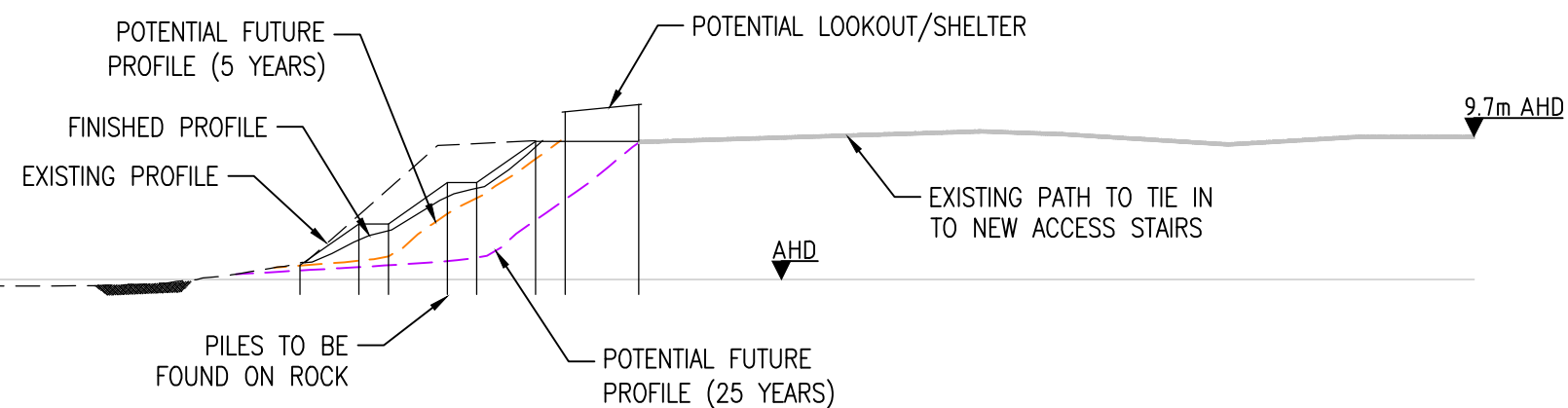
- USE OF EXISTING CONCRETE PATH REDUCES CONSTRUCTION COST.
- CLOSE TO SWIMMING BEACH.
- SIGNIFICANT LOWER LEVEL OF EARTHWORKS & VEGETATION CLEARING REQUIRED.
- PREFERRED LOCATION FOR THE COMMUNITY.
- USE OF EXISTING PARKING.

CONS

- DUNE PROFILE UNDER ACCESS STAIRS SUBJECTED TO CONTINUE LONG TERM RECESSION.
- ACCESS STAIRS MAY BE SIGNIFICANTLY EXPOSED AT THE END OF ITS DESIGN LIFE.
- DOES NOT PROVIDE UNIVERSAL ACCESS.
- TREND OF RECENT EROSION.



STAIR LAYOUT
1:500



SECTION
1:500

PROS

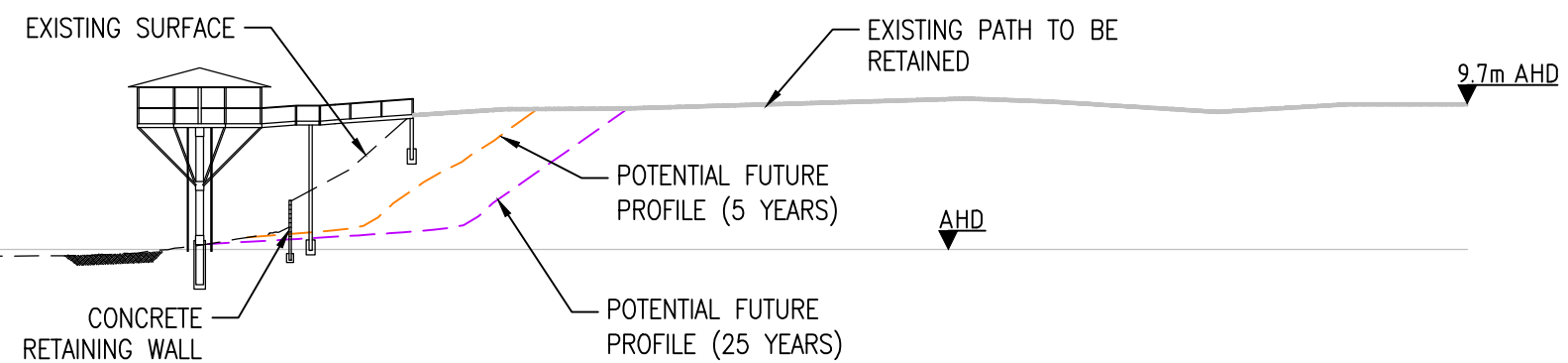
- USE OF EXISTING CONCRETE PATH REDUCES CONSTRUCTION COST.
- PREFERRED LOCATION FOR THE COMMUNITY.
- USE OF EXISTING PARKING.

CONS

- ACCESS PATH LEADING TO THE OCTUNDA MAY BE UNDERCUT DUE TO CONTINUE DUNE EROSION.
- ACCESS POINT IN THE WATER.
- ACCESS STRUCTURE IS EXPOSED TO WAVE ACTION.
- DOES NOT PROVIDE UNIVERSAL ACCESS.
- TREND OF RECENT EROSION.



OCTUNDA LAYOUT
1:500



SECTION
1:500

PROS

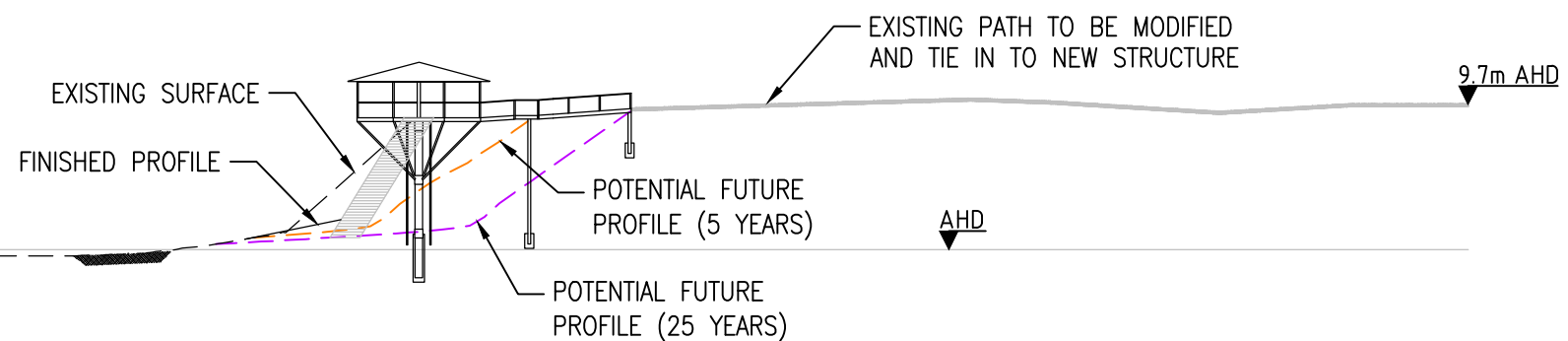
- USE OF EXISTING CONCRETE PATH REDUCES CONSTRUCTION COST.
- PREFERRED LOCATION FOR THE COMMUNITY.
- USE OF EXISTING PARKING.

CONS

- SIGNIFICANT CLEARING OF THE FRONT DUNES
- DOES NOT PROVIDE UNIVERSAL ACCESS.
- TREND OF RECENT EROSION.



MODIFIED OCTUNDA LAYOUT
1:500



SECTION
1:500

PROS

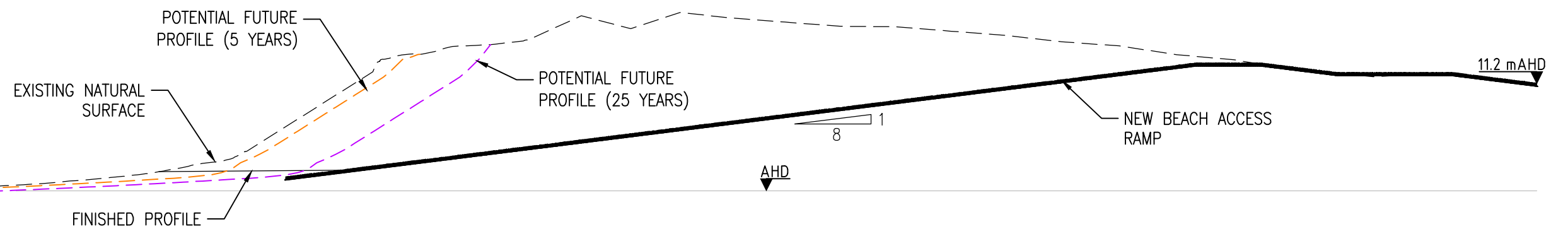
- SLIGHTLY IMPROVED BEACH ACCESS COMPARED TO STAIRS OPTION.
- REDUCED LEVEL OF EROSION.
- BALANCED WALKING DISTANCE TO BEACH ACCESS POINT.

CONS

- LIMITED COMMUNITY SUPPORT.
- SIGNIFICANT LEVEL OF EARTHWORK & VEGETATION CLEARING REQUIRED.
- RAMP DOES NOT PROVIDE UNIVERSAL ACCESS.
- SIGNIFICANT CONSTRUCTION COST.
- LIMITED PARKING.



RAMP LAYOUT
1:500



SECTION A
1:500

PROS

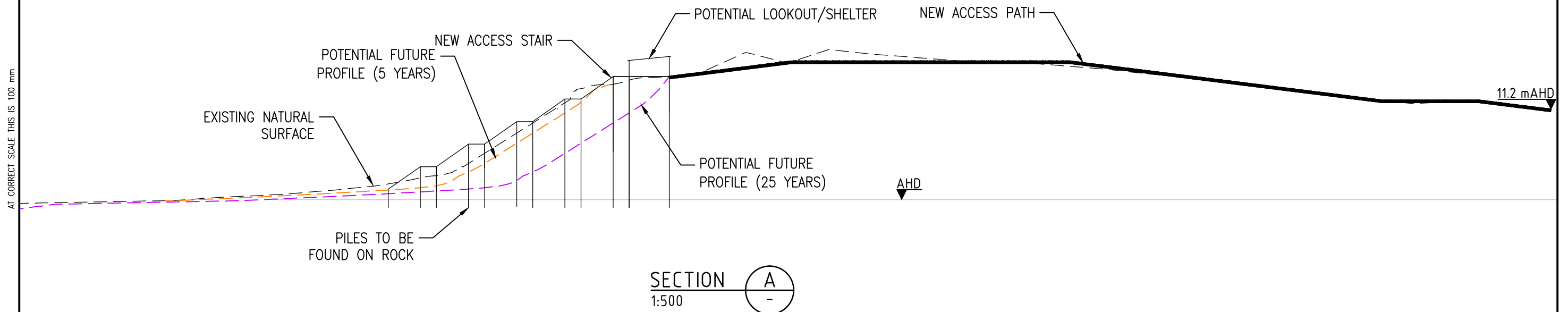
- LOW LEVEL OF EARTHWORKS & VEGETATION CLEARING.
- REDUCED LEVEL OF EROSION.
- BALANCED WALKING DISTANCE TO BEACH ACCESS POINT.

CONS

- LIMITED COMMUNITY SUPPORT.
- LONGER WALKING DISTANCE.
- NEW ACCESS PATH LEADING TO STAIRS REQUIRED.
- ACCESS STAIRS SUBJECTED TO CONTINUE LONG TERM RECESSION.
- ACCESS STAIRS MAY BE SIGNIFICANTLY EXPOSED AT THE END OF ITS DESIGN LIFE.
- DOES NOT PROVIDE UNIVERSAL ACCESS.
- LIMITED PARKING.



STAIR LAYOUT
1:500



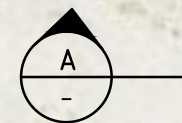
SECTION A
1:500

PROS

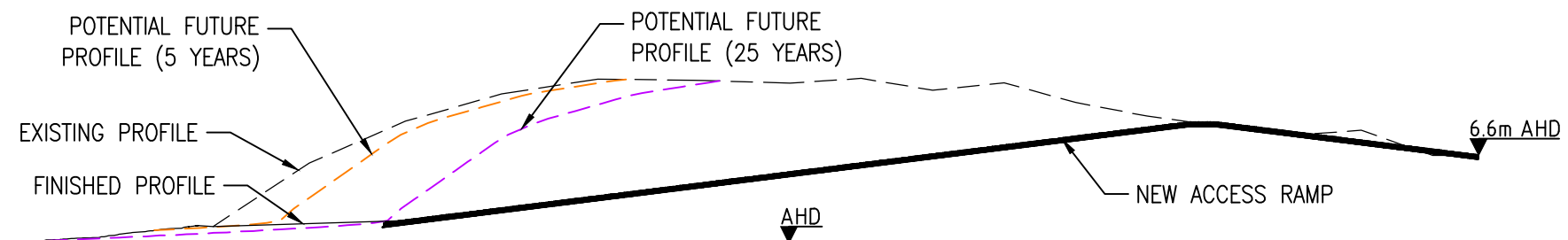
- USE OF EXISTING CAR PARK AT THE TWO ROCKS BOAT HARBOUR.
- SLIGHTLY IMPROVED BEACH ACCESS COMPARED TO STAIRS OPTION.

CONS

- LESS COMMUNITY SUPPORT.
- LONG WALK TO PREFERRED SWIMMING BEACH.
- HIGH LEVEL OF EARTHWORKS & VEGETATION CLEARING REQUIRED.
- DOES NOT PROVIDE UNIVERSAL ACCESS.
- UNSAFE LOCATION FOR SWIMMING.



RAMP LAYOUT
1:500



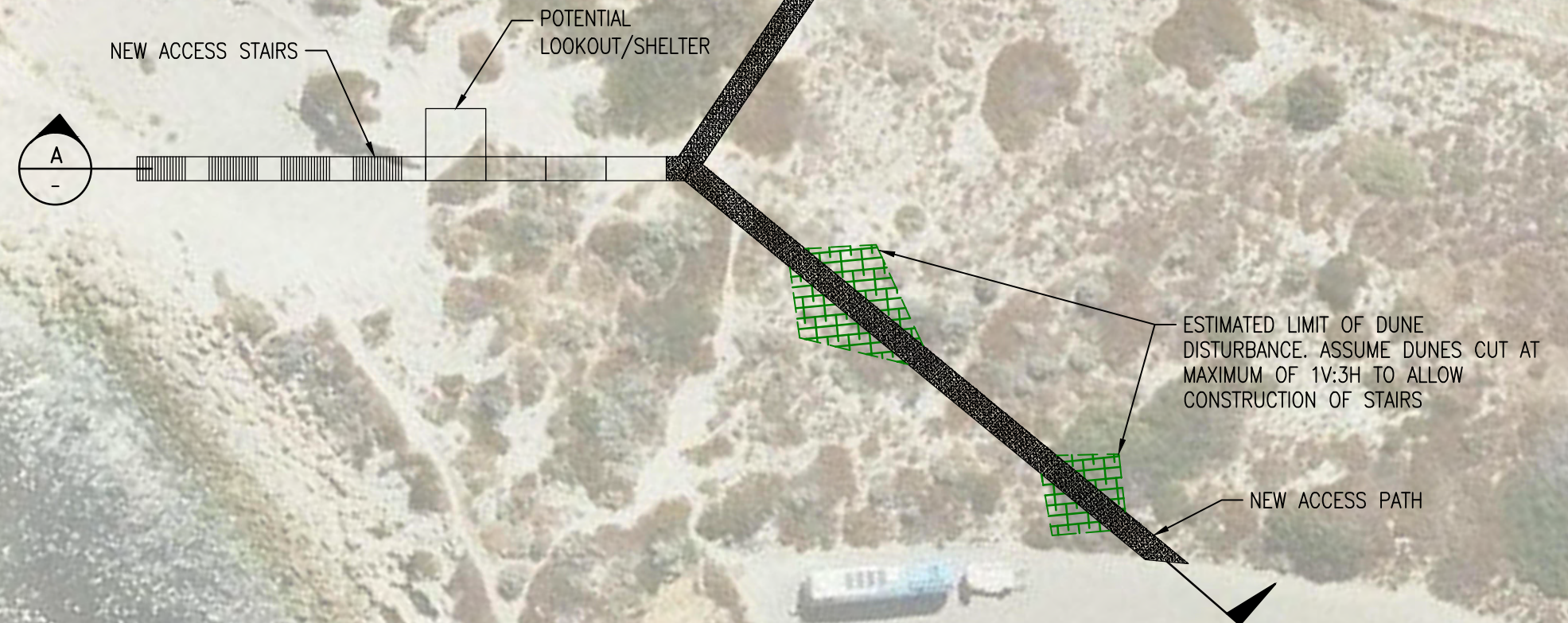
SECTION
1:500

PROS

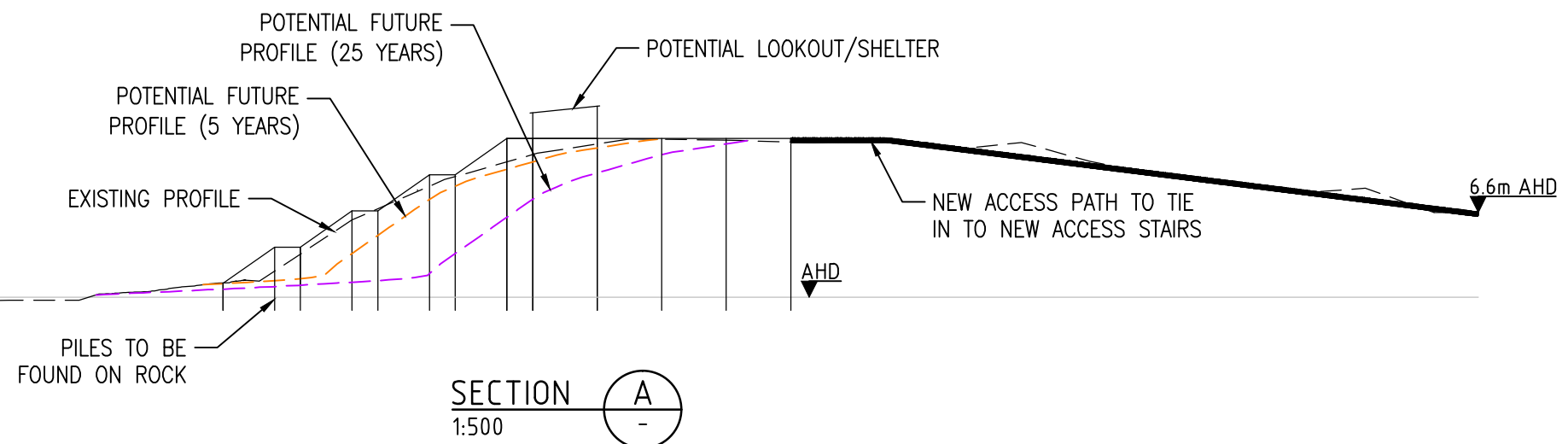
- USE OF EXISTING CAR PARK AT THE TWO ROCKS BOAT HARBOUR.
- LOWER LEVEL OF EARTHWORKS & VEGETATION CLEARING REQUIRED.

CONS

- LIMITED COMMUNITY SUPPORT.
- LONG WALK TO PREFERRED SWIMMING BEACH.
- DUNE PROFILE UNDER ACCESS STAIRS SUBJECTED TO CONTINUE LONG TERM RECESSION.
- ACCESS STAIRS MAY BE SIGNIFICANTLY EXPOSED AT THE END OF ITS DESIGN LIFE.
- DOES NOT PROVIDE UNIVERSAL ACCESS.
- NOT PERPENDICULAR TO THE BEACH.
- UNSAFE LOCATION FOR SWIMMING.



STAIR LAYOUT 1:500



SECTION 1:500