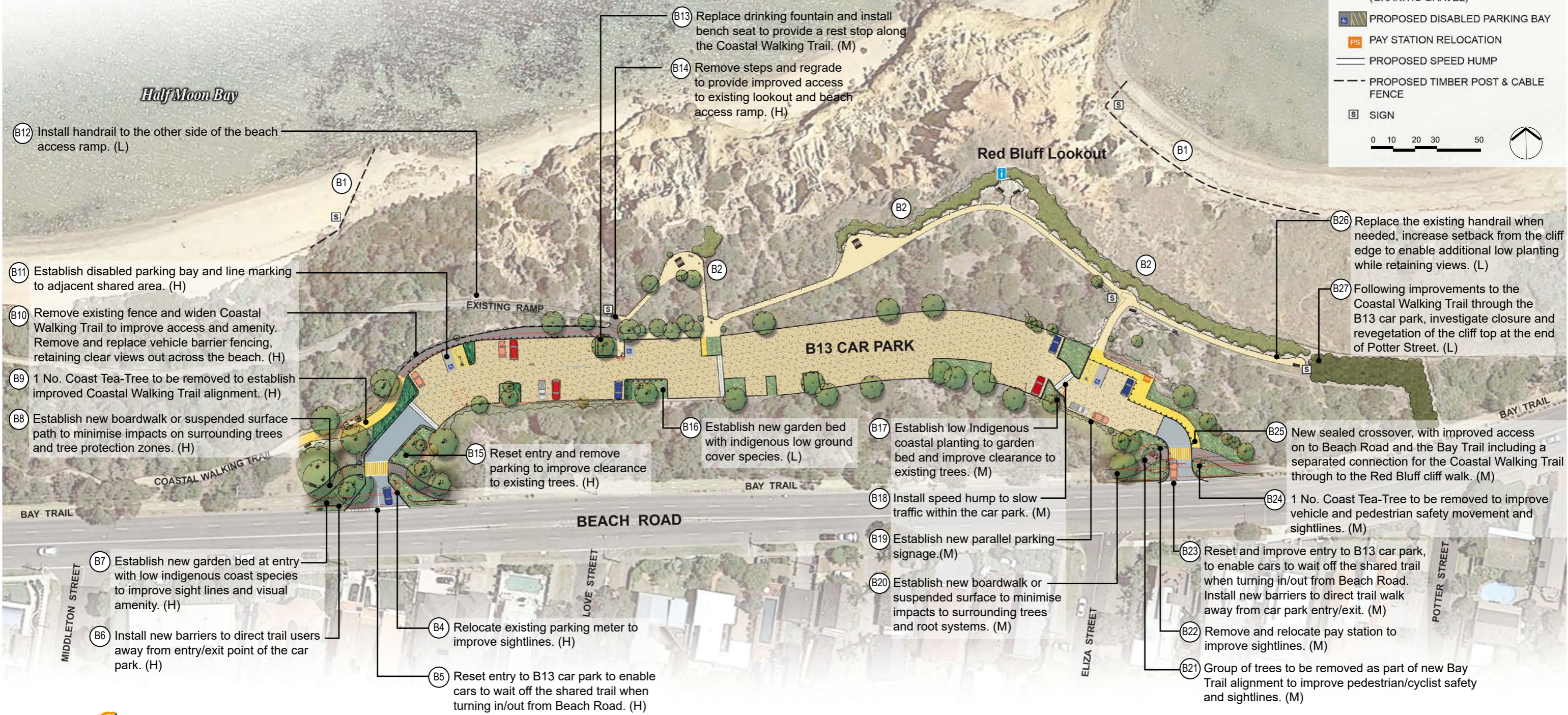


DETAIL PLAN C – RED BLUFF AND B13 LOVE STREET CAR PARK

OVERALL DESIGN INTENT

- Retain car park as predominantly unsealed but improve safety at the north and south entries where crossing the Bay Trail. Retain both entry/exit points as there is insufficient space for long vehicle turnaround within the car park and too far between them to adopt single entry and exit points.
- Upgrade the more popular southern entry first and change the northern end to exit only to improve safety until upgrade can be completed.
- Monitor car park use following changes to direct beach visitors to the B13 Love Street car park and reduce car park size and expand indigenous revegetation areas if capacity still exceeds demand.

- (B1) Establish new post and cable fencing and warning signage to discourage visitors from using high risk areas below the cliffs at Red Bluff. (H)
- (B2) Install new risk warning signage and extend brush matting and low Indigenous planting on the coast side of the fence to discourage access and reduce erosion from stormwater runoff, while retaining views. (H)
- (B3) Establish new signage on Beach Road directing Half Moon Bay beach visitors to the B13 Love Street Car Park and boating visitors to Cerberus Way to reduce congestion on the Half Moon Bay promenade and improve public safety on busy days. (H)



DRAWING KEY

- EXISTING GARDEN BEDS
- EXISTING UNSEALED CARPARK PAVEMENT
- TO BE REMOVED
- PROPOSED NATIVE GARDEN BED
- PROPOSED WSUD GARDEN BED
- PROPOSED NATIVE SHRUB PLANTING
- PROPOSED NATIVE TREES AND SHRUBS
- PROPOSED SEALED ROAD PAVEMENT
- PROPOSED BAY TRAIL SHARED PATH
- PROPOSED SEALED PATH (CONCRETE)
- PROPOSED UNSEALED PATH (GRANITIC GRAVEL)
- PROPOSED DISABLED PARKING BAY
- PAY STATION RELOCATION
- PROPOSED SPEED HUMP
- PROPOSED TIMBER POST & CABLE FENCE
- SIGN

0 10 20 30 50

Figure 12: B13 Love Street car park