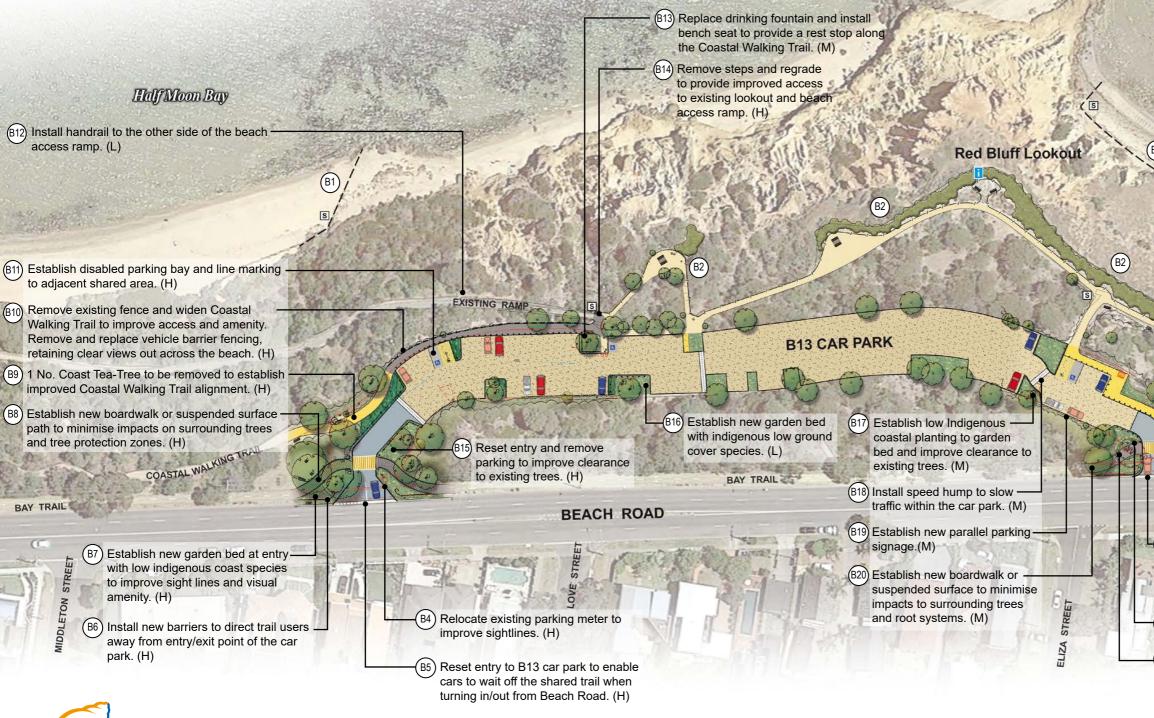
DETAIL PLAN C - RED BLUFF AND B13 LOVE STREET CAR PARK

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

Red Blufi

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
PAVEMENT TO BE REMOVED PROPOSED NATIVE GARDEN BED PROPOSED WSUD GARDEN BED PROPOSED NATIVE SHRUB PLANTING PROPOSED NATIVE TREES AND
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PROPOSED NATIVE SHRUB PLANTING PROPOSED NATIVE TREES AND
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
S SIGN
<u>0 10 20 30 50</u>

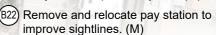
B26 Replace the existing handrail when needed, increase setback from the cliff edge to enable additional low planting while retaining views. (L)

(B27) Following improvements to the Coastal Walking Trail through the B13 car park, investigate closure and revegetation of the cliff top at the end of Potter Street. (L)

New sealed crossover, with improved access on to Beach Road and the Bay Trail including a separated connection for the Coastal Walking Trail through to the Red Bluff cliff walk. (M)

 1 No. Coast Tea-Tree to be removed to improve vehicle and pedestrian safety movement and sightlines. (M)

Leg23 Reset and improve entry to B13 car park, to enable cars to wait off the shared trail when turning in/out from Beach Road. Install new barriers to direct trail walk away from car park entry/exit. (M)



B21) Group of trees to be removed as part of new Bay Trail alignment to improve pedestrian/cyclist safety and sightlines. (M)

Figure 12: B13 Love Street car park

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