

Draft concept plan with DDA accessible ramp



Scale 1:100 1:100
Total Ramp Length 33.06m
Proposed Ramp Length is based on DDA accessible ramp with handrail
Access requirements will be reviewed once levels have been confirmed on site

Draft for discussion purposes.
Final details will be based on confirmed site levels and DDA access requirements.

Accessibility



Existing walkway has a handrail and mid-rail, however sand covering walkway impedes accessibility through buildup on surface and preventing access to railing.

Handrails to be provided in replacement structure for grades greater than 1:14 in accordance with DDA requirements.

Replacement structure to include feature to reduce sand movement and provide a clearer boardwalk such as a wing wall or a bottom kick rail / plinth board.

The appropriate access response will also need to be sympathetic to the impacts on the existing dune environment and retain the same alignment as the existing structure.



Fauna Movements



Keast Park, Northern Beach Access, existing structure



Keast Park, central beach access

Existing structure enables fauna movement across the deck.

Replacement structure to retain fauna movement corridors by retaining similar existing conditions where fauna crosses the deck or providing rock beaching below the structure at key locations.

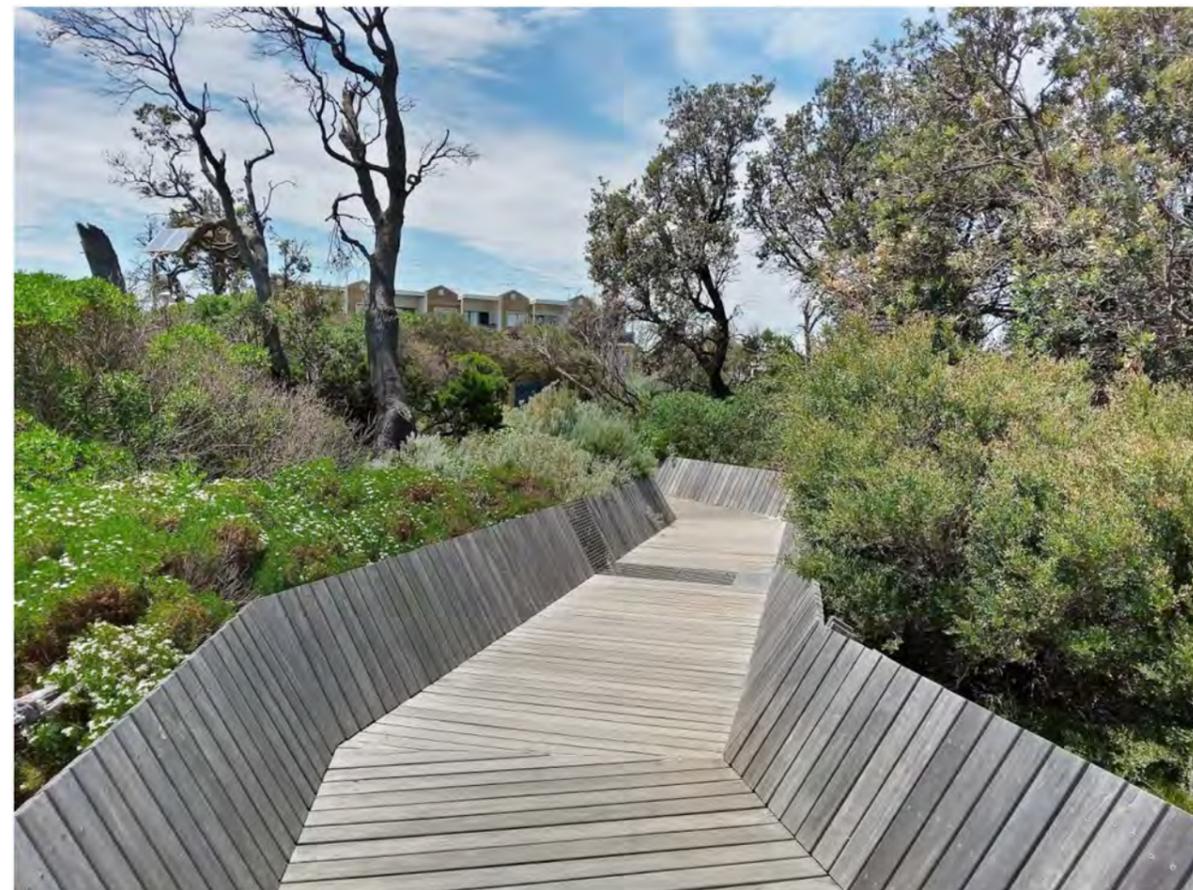
Additional periodic maintenance may be required to maintain fauna access as the dune/sand moves and potentially blocks access over time.



Excavation and impact to vegetation



Existing boardwalk



Existing boardwalk and revegetation at McCulloch Avenue, Seaford

Construction of the replacement structure will impact on dune and vegetation.

Maintaining existing levels will require some retaining of the existing dune.

Extensive replanting with indigenous vegetation to be undertaken at completion of works.

Options such as wingwalls and improved dune protection fencing to provide protection to dune system and vegetation.

Fencing and dune protection



Some gaps in dune protection fencing can remain between existing and new structures, proving undesirable access to dunes.



Improve the integration to existing fence types at transition locations. Trial a transition from structure to existing fencing using "Beachmaster" style erosion control fence, consistent with future Keast Park fencing renewal works.



Beach Access - Railings



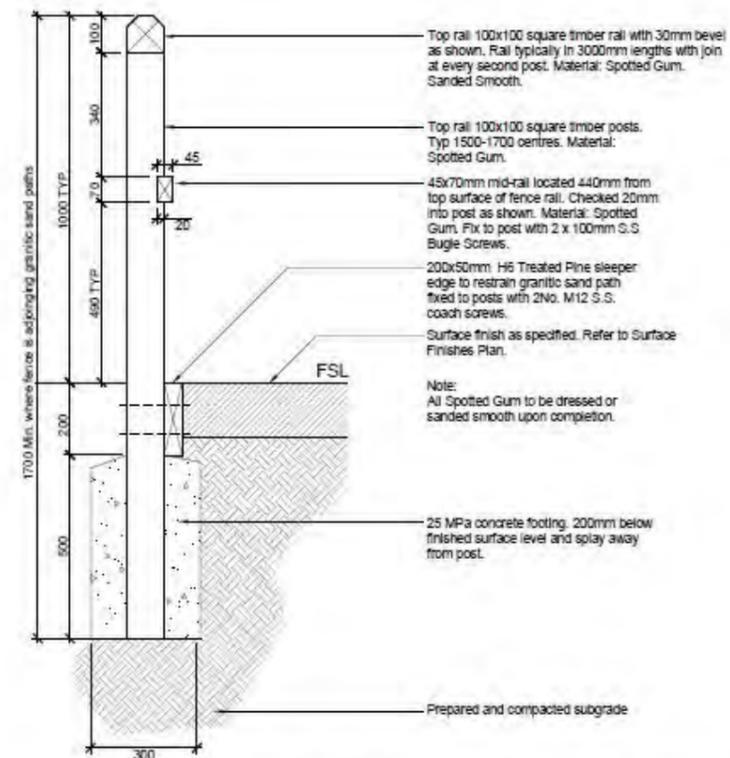
Existing timber railings complement the surrounding environment.

Replacement structure to include timber handrails at beach end, consistent with the rail specifications from Seaford lifesaving club / pier, inclusive of kickrail to reduce sand accumulation.

Existing structure railings



Existing Seaford foreshore railings



7 TYPICAL TIMBER POST AND RAIL FENCE DETAIL
SCALE 1:10

Beach Access - Ramps, Steps, and Seating



Existing ramp with variable sand levels as shown

Existing ramp provides good access, however sand levels may vary seasonally and after storm events.

A longer ramp is proposed to reduce steepness and provide an improved access grade to the beach.

Ramp surface to be a grated composite material to provide slip resistance and durability. Surface colour to be sympathetic to a coastal palette.

Emergency marker to be reinstated in the same location, affixed to the structure.



Existing seat, Keast Park Northern Beach access

Existing seating location provides a good location for seaward views.

Replacement structure to incorporate new seating style at beach end landing. Location and orientation to remain as for the existing seat, to maintain views and retain clear access on lead in boardwalk. Seating position to be inclusive, allowing accessibility for wheelchairs to stop next to the seat and clear of the walkways