

## 6.6 Management Area 3 - Arrival hub

The arrival hub creates an improved entry experience for visitors to Frenchman Bay. The existing open asphalt area is repurposed as a tree-lined formal parking area, surrounded by improved public amenities and relocated toilet facilities. The design encourages visitors to leave their cars and access the lower foreshore on foot, addressing the FMP design principles below:

- 1 **Access and connectivity** – Tree planting along Frenchman Bay Road signals entry into the arrival hub and softens the visual impact of hard surfaces. Pedestrian areas are separated from the formal car park by raised kerbs and materiality to define pedestrian access areas. Shared spaces will have flush kerbs with surrounding pedestrian areas to signify priority for foot traffic.
- 2 **Amenity and comfort** – A new grassed open space is provided on the site of the existing toilet block, taking advantage of the cleared space and shelter provided by the surrounding vegetation. This space will provide amenities to support gatherings including picnic benches, shelters and barbeque. The relocated toilet block will include DDA accessible toilet and change facilities, and an external beach shower.
- 3 **Cultural and natural heritage** – The existing toilet block is situated in a location the Wagyl Kaip community has identified as culturally significant. The master plan design relocates this facility away from this highly sensitive site. In its place, dual-language signage will welcome visitors to Frenchman Bay and provide information on the significance of the area.
- 4 **Erosion mitigation and longevity** – The arrival hub is located in Coastal Zone 5, beyond the coastal hazard zone for the FMP planning horizon.
- 5 **Managed retreat** – Due to its location in Zone 5, the arrival hub allows for longer-life assets such as ablution facilities and services. Amenities on the lower foreshore areas can be migrated here as part of a managed retreat as they come under threat from coastal processes.
- 6 **Materiality and landscape character** – A broader range of materials is proposed for the arrival hub, suitable for its location beyond the coastal hazard zone. The existing asphalt is retained and extended as necessary to create the formalised car park. Asphalt is also used for shared spaces, using colour treatments to the asphalt identify these areas. Pedestrian only spaces will use coloured concrete paving to reflect the geology of the area. Furniture items will have aluminium frames and slats in colours complementary to the surrounding landscape character. Refer 6.7 Design palettes for selections.
- 7 **Rehabilitation and biodiversity** – Feature planting around the parkland and pedestrian areas utilises native coastal species and adds additional support for biodiversity. Refer section 6.7 Design palettes for proposed species.
- 8 **Vehicle management** – A formal car at the arrival hub park provides 18 vehicle bays and 1 ACROD bay. The design intent is that most visitors to Frenchman Bay will park here and approach the lower foreshore area on foot via the existing foreshore access road. This road will remain open to vehicles low-speed vehicles to allow access for drop-off and additional ACROD parking. Signage at the upper car park will alert driver to this purpose to discourage general vehicle access. Informal parking for small buses and trailers is provided along the existing loop road.



Figure 30 Arrival hub coastal zones

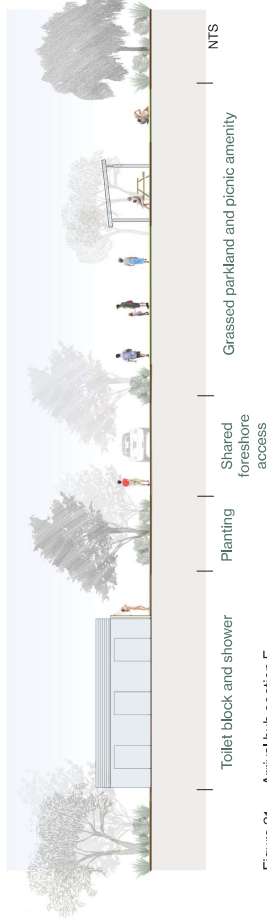


Figure 31 Arrival hub section E

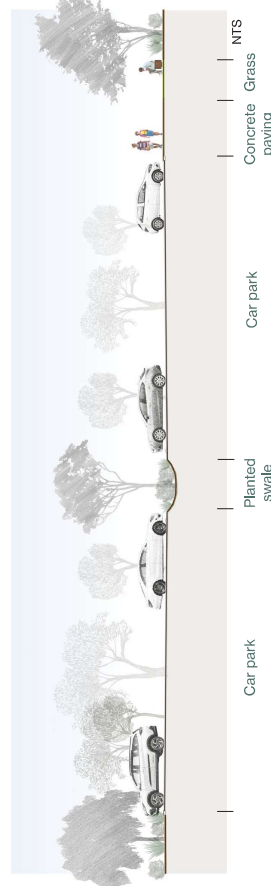


















Figure 32 Arrival hub section F



Figure 33 Management Area 3 - Arrival hub

LEGEND

- |   |                               |   |                                 |   |                        |   |  |
|---|-------------------------------|---|---------------------------------|---|------------------------|---|--|
|  | Turf                          |  | Interpretive signage            |  | Relocated toilet block |  | Foreshore access road  |
|  | Pedestrian concrete paving    |  | Information / direction signage |  | Public shower          |  | New parkland with picnic amenity   |
|  | Coloured asphalt shared space |  | Proposed trees                  |  | ACROD parking          |  | Car parking  |
|  | Vehicular asphalt paving      |  | Planting                        |   |                        |  | Bus/trailer parking on existing loop road, option to include additional parking where this vegetation extends    |
|   |                               |   |                                 |   |                        |  | Signage here to specify shared lane / drop off only to mitigate build up of traffic coming down to the foreshore |