



Hervey Bay Shoreline (Halcro St to Dayman

Pk) Management Plan

PROJECT OBJECTIVES

The project's core objective is to undertake the preferred coastal protection treatments within priority sections of the shoreline between Halcro Street, Pt Vernon and Dayman Park, Urangan to minimise future erosion of the foreshore.

The project follows on from the Fraser Coast Shoreline Erosion Management Plan (SEMP) and will provide the practical implementation of the preferred management policy for Zone 3 (Pialba to Urangan), being 'Hold the Line', in recognition of the importance of the foreshore to the region.

Preparation of the Hervey Bay Shoreline (Halcro Street to Dayman Park) Management Plan has been informed by many components of work involving inspections, conceptual designs, survey for detailed designs, physical modelling, redesigns, and constructability testing.

Council's proposed treatment and priority for each section is summarised in Table 1 and mapped in Figure 1 respectively.

Three (3) recommended treatments are identified:

1. Construction of new revetments, of which there are two possible design options. Option 1 is rock rubble and Option 2 is a hybrid of rock rubble and geotextile sand containers (GSCs) – refer to attached Figures 2 and 3;
2. Reconstruction of existing revetments; and

3. where feasible, undertake 'beach nourishment', which involves the importation of additional sand rather than pushing of existing sand on the beach. However, the later will be dependent on a number of factors that are still being investigated, such as sand source availability, affordability and approvals.

PROJECT SCOPE OF WORKS

- Construction of a Hybrid revetment design in front of Hervey Bay Sailing Club, Hervey Bay Surf Life Saving Club and Bill Fraser Park; and
- Construction of a Rock revetment design in front of the Torquay Caravan Park, Ron Beaton Park, Dayman Park, and as an extension of the existing Shelly Beach rockwall.

Table 1 Recommended Treatments and priorities for discrete sections of Hervey Bay Foreshore (Halcro St to Dayman Pk)

ID No.	Section Name	Current Treatment	Recommended Treatment	Recommended Priorities		
				High	Medium	Low
11	Hervey Bay Sailing Club - (Torquay Concrete Boat Ramp to Torquay Jetty)	Unprotected	Revetment ²	✓		
12	Torquay Caravan Park - (Torquay Jetty to eastern boundary)	Unprotected	Revetment ²	✓		
13	Hervey Bay Surf Life Saving Club - (Eastern boundary of Torquay Caravan Park to Ron Beaton Park)	Unprotected	Revetment ²	✓		
14	Ron Beaton Park, Torquay	Unprotected	Revetment ²	✓		
20	Dayman Park, Southside of Aquarium, Urangan	Unprotected	Revetment ²	✓		
10	Bill Fraser Park - (Western boundary of Bill Fraser Park to Torquay Timber Boat Ramp)	Unprotected	Revetment ²	✓		
16(b)	Extension of Shelly Beach Existing Rockwall (Alexander St to Margaret St Groyne)	Unprotected	Revetment ²	✓		
1(b)	The Pines Park - (Existing revetment protecting park infrastructure)	Protected	Revetment reconstruction	✓		
8(b)	Scarness Caravan Park	Unprotected	Revetment ²	✓		
3	Pialba Caravan Park - (Western boundary of Caravan Park to eastern boundary of Wet Side)	Unprotected	Beach nourishment ¹	✓		
9	Maryborough Sailing Club - (Western boundary of Maryborough Sailing Club to Western boundary of Bill Fraser Park, Torquay)	Unprotected	Beach nourishment ¹	✓		
18(a)	Existing Rockwall (Churchill St Groyne to Urangan Concrete Step Seawall)	Protected	Beach nourishment	✓		
18(b)	Urangan Concrete Step Seawall	Protected	Beach nourishment	✓		
18(c)	Existing Rockwall (Urangan Concrete Step Seawall to Pier Park)	Protected	Beach nourishment	✓		
18(a)	Existing Rockwall (Churchill St Groyne to Urangan Concrete Step Seawall)	Protected	Reconstruct ³		✓	
18(b)	Urangan Concrete Step Seawall	Protected	Toe Reconstruction		✓	
18(c)	Existing Rockwall (Urangan Concrete Step Seawall to Pier Park)	Protected	Reconstruct ³		✓	
15	Shelly Beach Existing Rock Wall - (Robert St to Alexander St)	Protected	Reconstruct ³		✓	
17	Shelly Beach - (Margaret St Groyne to Churchill St Groyne)	Unprotected and Protected	Beach nourishment ¹		✓	
19	Urangan - (Pier Park to Aquarium)	Unprotected	Beach nourishment / Sand push works ¹		✓	
8(a)	Scarness Caravan Park	Protected	Reconstruct ³		✓	
1(a)	The Pines Park - (Halcro St to Park Infrastructure)	Unprotected	Beach nourishment ¹			✓
1(c)	The Pines Park (Park infrastructure to Beach Road)	Unprotected	Beach nourishment ¹			✓
2	Pialba Esplanade - (Beach Road to Western boundary of Pialba Caravan Park)	Unprotected	Beach nourishment ¹			✓
4	Seafront Oval - (Eastern boundary of Wet Side to Tooan Tooan Creek)	Unprotected	Beach nourishment ¹			✓
5	Scarness Rockwall - (Tooan Tooan Creek to Hervey Street)	Protected	Reconstruct ³			✓
6	Scarness West Rockwall - (Hervey St to Scarness Jetty)	Protected	Reconstruct ³			✓
7	Scarness East Rockwall - (Scarness Jetty to Enzos)	Protected	Reconstruct ³			✓
16	Extension of Shelly Beach Existing Rockwall (Alexander St to Margaret St Groyne)	Protected	Reconstruct ³			✓

Notes:

1. In the event that sourcing sand for beach nourishment purposes is not considered feasible, due to either legislative or financial constraints or through an inability to source sand sustainably, an investigation into a 'last line of defence' revetment structure is considered appropriate.
2. Ideally, last line of defence revetments are to be constructed in combination with an established beach nourishment program, consistent with section 2.1.1, where it is feasible to do so in terms of legislation, as well as environmental and financial sustainability.
3. If an existing approval exists, recommend investigating the value of completing topping up works under maintenance. If an existing approval does not exist, the cost of full reconstruction of the various revetments is recommended in the first instance.



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Figure 1



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Recommended Treatment**

- Beach Nourishment
- New Revetment
- Reconstruct Existing Revetment
- Reconstruct Urangan Concrete Seawall Toe

Recommended Priorities

- 9 High
- 15 Medium
- 2 Low

**** Subject to sand availability, affordability and approvals**

Scale: 1 : 30,000

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Figure 2 – Conceptual rock revetment design

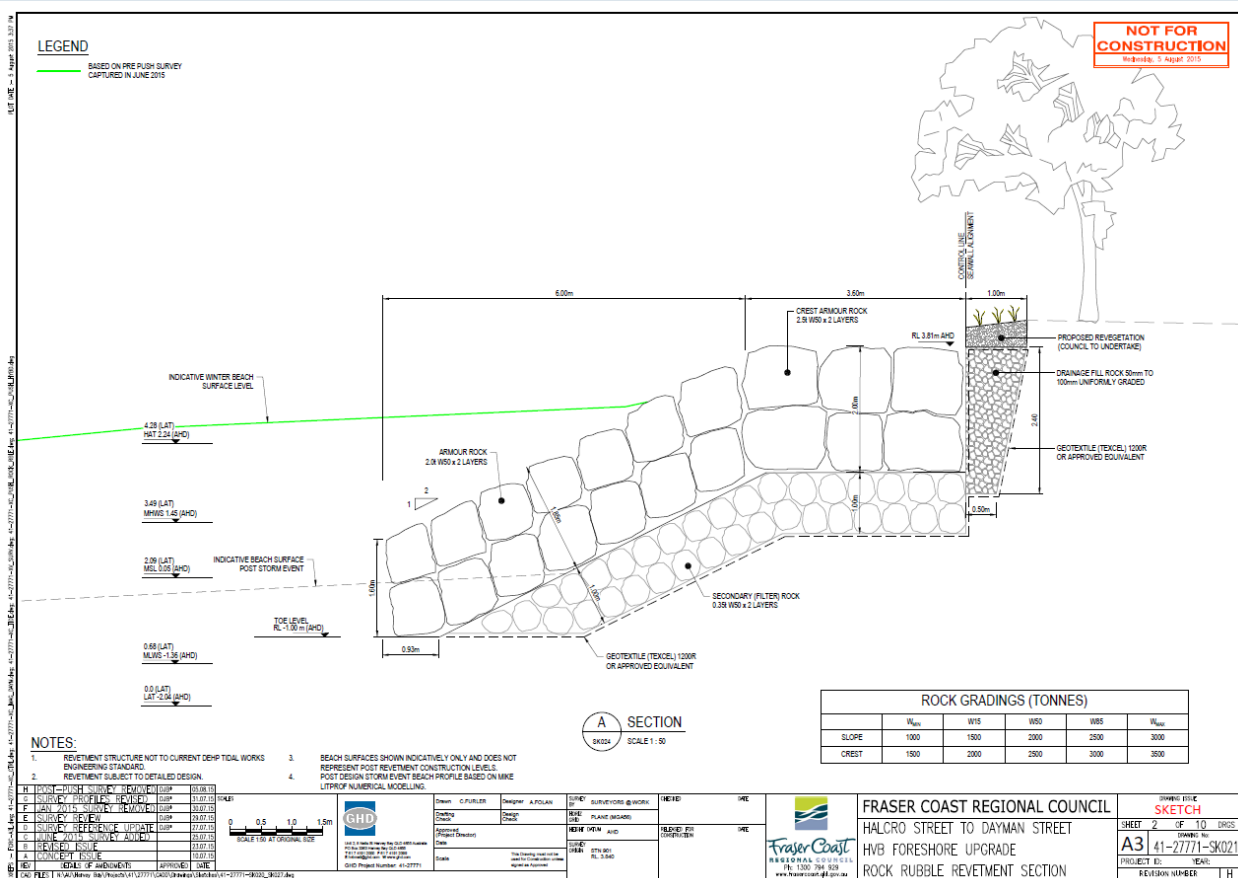


Figure 3 – Conceptual hybrid revetment design

