

Redland
CITY COUNCIL

AGENDA

LATE REPORT GENERAL MEETING

**Wednesday, 19 June 2024
commencing at 9:30am**

**The Council Chambers
91 - 93 Bloomfield Street
CLEVELAND QLD**

Order Of Business

16 Reports from Infrastructure & Operations 3
16.1 Council Update on Wellington Point Esplanade Walking Track Reinstatement..... 3

16 REPORTS FROM INFRASTRUCTURE & OPERATIONS

16.1 COUNCIL UPDATE ON WELLINGTON POINT ESPLANADE WALKING TRACK REINSTATEMENT

Objective Reference: A11094084

Authorising Officer: Dr Nicole Davis, General Manager Infrastructure & Operations

Responsible Officer: Bradley Salton, Group Manager City Assets

Report Author: Michael Pattinson, Service Manager Civil & Traffic Infrastructure Asset Management

Attachments:

1. [Wellington Point Landslide Layout Plan](#) ↓
2. [Options Analysis](#) ↓

PURPOSE

To provide an update on the reinstatement of the Wellington Point Esplanade walking track, detailing the options analysed and outlining the recommended, value for money replacement.

BACKGROUND

The section of walkway originally connected the Esplanade to Wellington Point Reserve via a bush walking track along the shoreline and beside the Ramsar wetland.

The establishment of the constructed pathway dates to the 1990s. The original construction of the walkway and its proximity to, the Ramsar wetland, occurred during a period when environmental preservation and conservation were not afforded the same level of significance as they are today. Wetlands play a crucial role in supporting biodiversity and maintaining water quality and Council is firmly committed to protecting these valuable ecosystems. As a result, the scope of our works was adapted as the stabilisation work progressed to ensure minimal disturbance to the environment.

In early 2022, heavy rain events led to a landslip occurring below the Esplanade at Wellington Point, which caused irreparable damage to the path and covered the walking track to the Wellington Point Reserve with approximately 1.2 meters of soil and vegetation. The track was consequently closed to the public for safety reasons.

A petition was tabled at Council's General Meeting on 21 February 2024 requesting Council reinstate the walking track in its original location across the recent land slip. Council officers carried out a meeting with head petitioner, other associates, and Division One Councillor (Cr Wendy Boglary) on 3 May and 7 June 2024, to explore options and provide a summary of the relevant investigation and proposed solution.

ISSUES

Rain Event and Rehabilitation Works

Heavy rainfall in early 2022 saturating the ground, compromising the stability of the red brown clay soil, and leading to a rotation slip. This type of landslide involves soil and rock mass moving downhill in a curved manner, intensifying slope instability.

Council prioritised stabilising landslip areas and safeguarding essential infrastructure, such as roads and nearby properties, to mitigate the risk of further damage or displacement caused by landslips.

This strategic approach aimed to ensure the safety and functionality of critical infrastructure before addressing secondary assets such as bush tracks. The reinstatement of the pedestrian pathway was initially planned for the FY2023/2024 budget, with the original intention to include both slope stabilisation works and pathway reinstatement. However, the feasibility of the pathway replacement depended on the final characteristics of the stabilisation works, which needed to be completed sequentially.

Geotechnical investigation recommended stabilising the site using soil anchors and steel mesh, innovative techniques necessary to address the complex challenges posed by the landslip area's unique conditions and constraints. These techniques aim to reinforce the slope's stability and mitigate the risk of further landslides. Conventional stabilisation approaches were deemed impractical due to the site's steep slope and limited accessibility for heavy machinery, as well as the potential environmental impact on the nearby Ramsar wetland.

Stabilisation works were successfully completed in November 2023, providing clarity on site conditions, and enabling the evaluation of the site knowledge and characteristics acquired during the stabilisation phase. This assessment was crucial for Council to strategically plan the restoration of the walking track also ensuring minimal impact on the delicate ecosystem surrounding the site.

Emergency stabilisation works carried out adjoining the Ramsar wetlands boundary line were necessary to protect Council assets and adjacent properties from possible harm. This exception is made due to the urgent need to prevent immediate risks, such as further landslides or erosion, which could pose threats to human safety, infrastructure, or property, and is restricted to emergency situations only, with strict adherence to environmental regulations and monitoring to minimise any impact on the wetlands.

Restoration works on the remaining sections of the old walkway were completed on 23 February 2024, reopening a looped walking track providing access to the mangroves and Ramsar wetland. However, the connection to Wellington Point Reserve is still to be reestablished and the old pathway remains blocked due to safety concerns.

Ramsar Wetlands Boundary

The Moreton Bay Ramsar site, located in Queensland, Australia, boasts diverse wetland habitats and significant biodiversity, meeting all criteria for international importance designation. Its expansive area includes seagrass, mangroves, and saltmarsh communities, supporting fisheries, waterbirds, and marine life and the site plays a crucial role in conservation efforts and it a vital natural asset for the region.

It's important to note that the Ramsar Wetlands boundary is determined by the State Government, specifically the Department of Environment, Science, and Innovation (DESI). The accuracy and integrity of the data is the responsibility of the State and Council has used this data to demonstrate the boundary line of the Ramsar Wetland (Attachment 1 - Wellington Point Landslide Layout Plan). This underscores the constraints of the site and balancing ecological preservation with infrastructural development, highlighting Council's commitment to upholding safety standards and environmental stewardship in all endeavours.

Investigation and Assessment of Options

The stabilisation project completed in November 2023 protected the area from further slippage risks.

On 27 November 2023, a team of Council officers, from across the Infrastructure and Operations Department; Parks and Conservation, Design and Technical Services, Civil and Traffic Infrastructure, and Infrastructure Projects Unit, met on-site to evaluate the reinstatement options for the walking track.

After a comprehensive analysis, including a number of meetings, a site visit and consultation with the head petitioner, four options were identified for the reinstatement of the walking track. Detailed information on costs, risks, and benefits is provided in the attached Options Analysis (Attachment 2 - Options Analysis Attachment).

After careful consideration and analysis by Council officers, it has been determined that two of the options proposed are not practicable due to current legislative requirements, engineering standards, workplace health and safety regulations, and environmental heritage protections. These constraints make the proposed solutions impractical and would fail to meet contemporary standards necessary for safe and sustainable construction.

As a result, only one option was determined to be viable across all factors, including constructability, value for money, and timeframe for reinstatement. Below is a summary of these options for reference.

Option One – Reinstatement Boardwalk in its Original Position

This option would involve reinstating the track to its original position via a 90-meter-long elevated boardwalk, costing approximately \$1.5M, including project management, contingencies, environmental studies, and necessary approvals. Approvals, design, and construction timeframes would be expected to exceed 12 months (subject to permits/approvals and weather).

However, this option presents significant risks, including challenging machine access due to the site's isolation and steep slope, potential damage to the structural mesh and piles during construction, and the possibility of voiding existing engineering certifications and warranties. These risks were confirmed by a consulting contractors/engineers engaged by Officers to provide construction and engineering advice regarding this option.

In addition, the proximity to the Ramsar wetland boundary complicates placement as construction of any nature cannot occur within this boundary. Furthermore, obtaining Environment Protection and Biodiversity Conservation Act (EPBC) approvals will extend the project timeline and increase costs as an EPBC approval application requires a significant number of environmental reports and assessments to be undertaken in support of the submission. In addition, it is unlikely that this option would gain support from the Federal Government as part of the EPBC assessment as there is a viable alternative that does not have the same environmental impacts.

Option Two – Construct Gravel Track Across or Below Landslip Area

Constructing a new gravel track across the landslip area would involve laying a gravel path to support the pedestrian access. The estimated costs, are similar as Option One, include construction, geotechnical assessment, design, engineering, safety measures, project management, contingencies, environmental studies, and approvals, with a projected timeline exceeding 12 months.

Significant risks include challenges due to the site's isolation and steep slope, potential damage to existing structural mesh and piles, difficulty in ensuring the track's stability as the bank will continue to settle and compact over time, and the proximity to the Ramsar wetland boundary.

Any alteration to the stabilisation measures would invalidate current certifications and warranties, necessitating re-certification and raising concerns about the long-term integrity of the embankment.

Like option one, the project also faces potential delays and increased costs due to the complex procurement process and the need for EPBC approvals and is unlikely to be supported via this process. Additionally, the long-term maintenance, depreciation, and renewal costs would be significant.

Option Three – Construction of Inground Stairs (Recommended)

This option involves constructing inground stairs from the Northern end of the Esplanade to the existing concrete footpath connecting Wellington Point Reserve. The project, estimated to cost \$60k and expected to complete mid 2024 pending approval, includes 30 meters of stairs.

There is a low and manageable risk of pedestrian access along the 130-meter roadway, although it is noted that the area is a no through road, low-speed, and reclassifying the road as a 'Shared Zone' with reduced speed limits and signage is under consideration.

The benefits include lower construction and lifecycle costs, reduced ground disturbance risk, faster project delivery, compliance with environmental regulations, and improved community connectivity. The new route offers an immersive natural experience and aligns with community expectations for accessibility, safety, conservation, and connectivity to the remaining Wellington Point pathway.

Option Four - Do not Reinstate the Waking Track - Reliance on Existing Footpath Network

The fourth option involves not reinstating the walking track and relying on the existing footpath network instead. This would mean removing all access to the Wellington Point Recreation Reserve via the Esplanade and redirecting pedestrians to the footpath along Main Road.

The costs for this option are nil. However, there are associated risks, including not meeting community needs and expectations, and the existing footpath not offering the same natural amenity and recreational value as the original track, although it does provide some environmental experience with sections running parallel to bushland.

The benefits are minimal, although include having an existing concrete pathway along Main Road, which serves as a suitable alternative route, and no costs incurred for redirecting foot traffic.

Options Assessment Table

	Option 1	Option 2	Option 3	Option 4
Costs	Very high costs associated with an elevated structure	Very high costs associated with fixed structures	Relatively low costs	Nil
Construction	Significant construction challenges	Significant construction challenges	Straightforward construction methods	Nil
Deliverability timeframes	Significant (12 Mths+*)	Significant (12 Mths+*)	Short (<6Mths*)	Short (<6Mths*)
*Weather permitting				
Permit and Approvals Timeframes	High impact and will require extensive permits and approval submission (i.e., EPBC)	High impact and will require extensive permits and approval submission (i.e., EPBC)	Minimal approvals required. (No EPBC required)	Nil
Pedestrian Connectivity	Good connectivity	Good connectivity	Good connectivity	Longer distance than route along the Esplanade
Pedestrian Experience	Partial natural bush walk experience	Partial natural bush walk experience	Great mix of natural bush and elevated views of the bay	Very low-value experience
Pedestrian Safety	Acceptable level of safety	Acceptable level of safety	Acceptable level of safety	Increased pedestrian traffic along Main Road
Asset Management	High ongoing costs in the future	High ongoing costs in the future	Low ongoing costs	Low ongoing costs
Environmental Impacts	Significant environmental challenges	Significant environmental challenges	Low environmental challenges	Nil

Recommended Option:

The recommended option by Council officers is **Option Three**; to install inground stairs from the northern end of the Esplanade, connecting to the existing concrete footpath leading to the Wellington Point Recreation Reserve. This option ensures pedestrian connectivity in a technically feasible and value for money approach, while limiting the potential environmental impacts on the Ramsar Wetlands. The new walking route enhances the overall user experience by providing a combination of different vistas; the ability for immersion in the mangroves and Ramsar wetland via the loop stair and the scenic grandeur of the Bay Islands and Moreton Bay via the esplanade shared road.

STRATEGIC IMPLICATIONS**Legislative Requirements**

There is no legal imperative with regards to this report.

Risk Management

The risk attitude statements, contained in the Enterprise Risk Management Framework set out Council's approach to managing risks. The risk attitude statements affirm that Council is uncompromising when it comes to the safety and welfare of its employees and community. It also states that Council is protective of the natural environment and aims to make a significant, sustainable, and socially responsible contribution to the community through best practice and education on ecologically sustainable development and desired environmental outcomes.

Council takes a conservative approach to environmental decision making to minimise or avoid harm. Council also ensures short-, medium- and long-term financial sustainability is assured through prudent financial planning and management of Council's assets.

Option 3 supports minimisation of risks to the environment, financially responsible investment and most importantly, does not compromise on community safety.

Financial

The project is funded by the 2023-2024 annual budget as adopted by Council on 26 June 2023.

People

Council has sufficient staff resources to deliver the works. Project Delivery Group and City Assets Group will utilise existing contract resources to manage the project, including delivery coordination and contract administration during the delivery of the project.

Environmental

Environmental requirements for delivery of the project have been documented in the recommended option and will be managed during the construction phase. There are no significant environmental impacts anticipated as part of these works due to the construction methodology chosen.

Social

These works are designed to protect public assets managed by Council, including the esplanade road and walking track. These are assets that contribute to the liveability of the city for residents and visitors. The reopened loop track offers a valuable bush experience for Wellington Point residents and visitors. Petitioners emphasised that this bush experience is crucial for the community's physical and mental health benefits.

Human Rights

There are no known human rights implications associated with the delivery of the project.

Alignment with Council's Policy and Plans

This report supports Council's *Our Future Redlands – A Corporate Plan to 2026 and Beyond* strategic theme of City Leadership.

Display quality leadership by our elected Council through transparent and accountable processes and effective communication that builds community trust.

- Strong Communities

Contributing to key initiatives improving sports and recreational facilities.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Esplanade Residents – Letter box drop	17 - 19 June 2024	Project update letter to be provided to affected residents along the Esplanade.
Councillor Division 1, Head Petitioner, Group Manager City Assets and Service Manager Civil and Traffic Infrastructure	14 June 2024	Meeting on site to discuss the ideas raised by the principal petitioner on June 7, 2024. Reinforcing why any routes across the mesh are not viable due to the instability of the underlying uncompacted material and stabilisation mesh integrity.
Councillor Division 1, Head Petitioner, Group Manager City Assets and Service Manager Civil and Traffic Infrastructure	7 June 2024	Meeting with principal petitioner to discuss the findings from the follow-up investigations after our meeting on May 3, 2024. Also presented details about the Ramsar wetland boundary and information from the constructor regarding mesh integrity/alteration.
Councillor Division 1, Head Petitioner, Group Manager City Assets and Service Manager Civil and Traffic Infrastructure	3 May 2024	Meeting with principal petitioner to discuss outcomes of petition. Petitioner raised several concerns he wanted council to further investigate.
Councillor Division 1, General Manager Infrastructure and Operations, Group Manager City Assets and Service Manager Civil and Traffic Infrastructure	18 April 2024	Meeting to discuss the outcomes of the investigations for the Wellington Point Track.
Group Manager Communication, Engagement & Tourism, Service Manager Civil and Traffic Infrastructure and Program Manager Infrastructure Asset Planning	28 March 2024	Consultation with the Communication, Engagement and Tourism Group regarding engaging with the public regarding the installation of stairs.
Councillor Division 1, Group Manager City Assets and Service Manager Civil and Traffic Infrastructure	14 March 2024	Meeting to discuss the outcomes of the investigations for the Wellington Point Track.
Community	8 February 2024	The corflute sign installed, and project information page published on Council website.
Service Manager Infrastructure Projects, Parks and Conservation Service Manager and Service Manager Civil and Traffic Infrastructure	8 February 2024	On-site meeting with Alder to discuss feasibility and rough costs.
Residents	End of January 2024	The resident letters were delivered by Councillor Division 1, following a meeting with City Assets

Consulted	Consultation Date	Comments/Actions
		Group on 22 January 2024.
Councillor Division 1, Group Manager City Assets and Service Manager Civil and Traffic Infrastructure	22 January 2024	Discuss proposed works for the walking track / stairs at Wellington Point Esplanade and residents' concerns.
Park and Conservation	19 January 2024	Onsite meeting Senior Asset Engineer, Senior Conservation Officer and Parks and Conservation Service Manager to discuss the new stairs option and develop scope.
Councillor Division 1 and Service Manager Civil and Traffic Infrastructure	17 January 2024	Discuss on Wellington Point Esplanade walking track, Esplanade remediation works and Traffic Issues.
Councillor Division 1, Group Manager Project Delivery, Program Manager Infrastructure Asset Planning and Service Manager Civil and Traffic Infrastructure	12 December 2023	Discuss on Wellington Point Recreation Reserve Walkway and fencing/bollards reestablishment works.
Parks and Conservation Service Manager, Senior Asset Engineer, Service Manager Design and Technical Services and Service Manager Civil and Traffic Infrastructure	27 November 2023	Onsite meeting to discuss options.
Councillor Division 1, General Manager Infrastructure and Operations, Senior Asset Engineer	14 November 2023	On site discussion regarding challenges of reinstating track in original location due to mesh and environmental issues in tidal zone.

OPTIONS

Option One

The Council resolves to note the contents of this report relating to the Wellington Point Esplanade walking track.

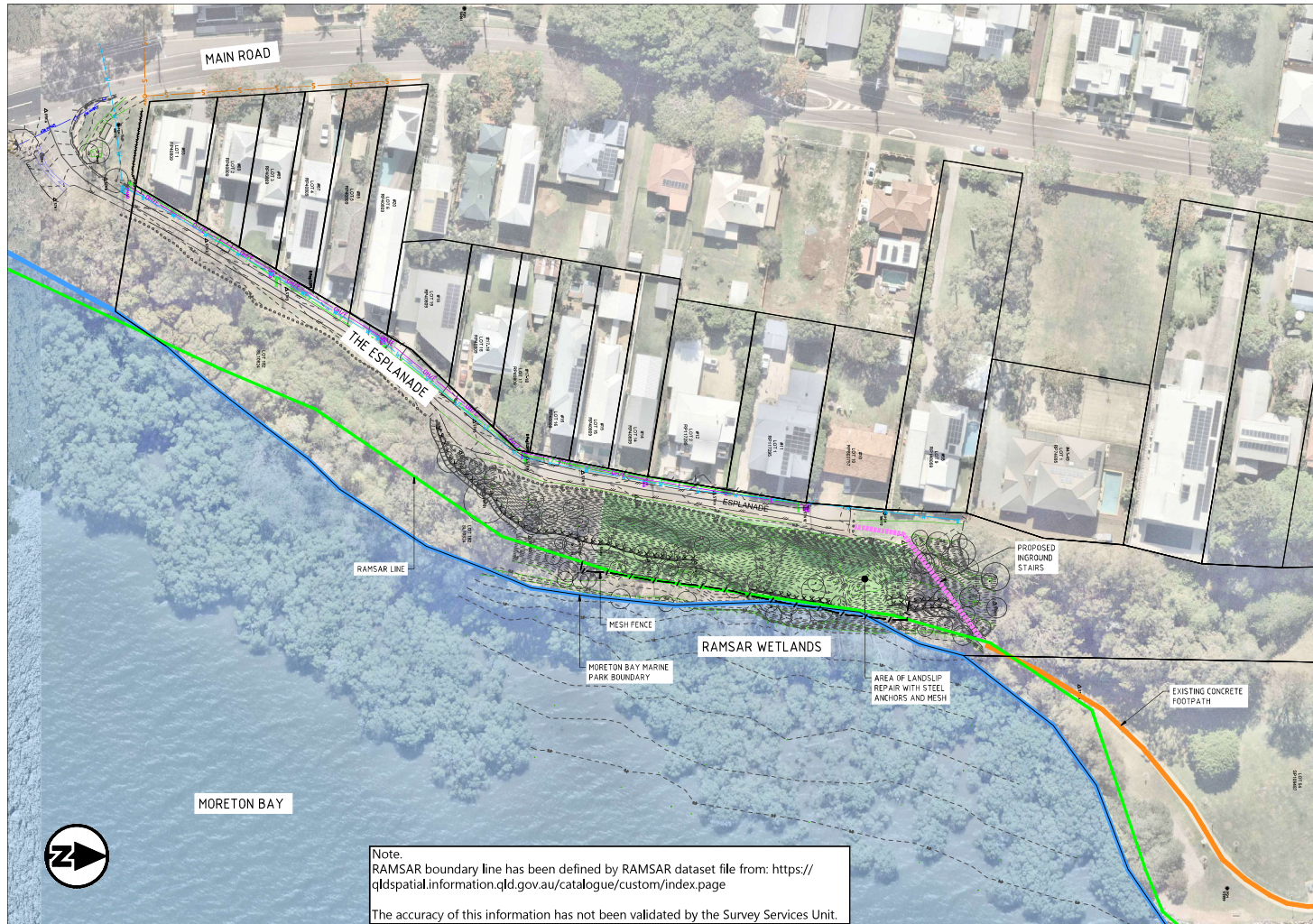
Option Two

That Council resolves to request further information relating to the Wellington Point Esplanade walking track.

OFFICER'S RECOMMENDATION

The Council resolves to note the contents of this report relating to the Wellington Point Esplanade walking track.

Attachment 1 - Wellington Point Landslide Layout Plan



Attachment 2: Wellington point esplanade walking track reinstatement options analysis

Option One – Reinstate boardwalk in its original position.

To reinstate the boardwalk to its original position via an elevated walkway was considered across the area affected by the slip. Construction would entail building a 90-meter-long boardwalk with footings installed through the mesh, along with handrails for safety.

Costs

After consultation between Council and a Contractor, it has been estimated that the installation of a 90-meter-long boardwalk with railings on both sides, would amount to approximately \$1.5 million. This estimation encompasses costs associated with project management, contingencies, environmental studies, and approvals, all of which are anticipated prerequisites for commencing construction.

Additionally, the projected timeline for detailed design, procurement, obtaining permits, and project delivery is anticipated to exceed 12 months.

Associated Risks

- Council officers consulted a construction contractor on site to assess, obtaining the following key information:
 - The site's isolation due to vegetation and steep slope would make machine access challenging and risky.
 - Cutting holes in the structural mesh for support piles raises significant design certification concerns.
 - Installation of piles risks damaging the structural mesh and piles.
 - Reshaping the ground for access and establishment of a walkway is not feasible due to the structural mesh.
- Any alteration or damage to the existing stabilisation mesh and piles would make any current engineering certification and product warranty null and void, requiring engineering re-certification necessary for ensuring the safety and longevity of the embankment, as damage to the mesh and piles not only complicates the re-certification process but also raises doubts about the embankment's overall viability.
 - Compromising the integrity of the surface mesh and the securing piles carries significant risks. The surface mesh serves as a crucial layer of protection, shielding the embankment from slip, erosion, weathering, and other forms of degradation. Altering it in any way not only undermines the aesthetic appeal of the structure but also compromises its structural stability.
 - Furthermore, the securing piles, often installed deep within the ground, play a pivotal role in anchoring the embankment and distributing its weight effectively. Any compromise to these piles can lead to a cascade of issues, from increased risk of erosion to potential structural failure.

COUNCIL UPDATE ON WELLINGTON POINT ESPLANADE WALKING TRACK REINSTATEMENT – Attachment 2

- In essence, compromising the mesh and pile of the embankment is to weaken its very foundation. The potential consequences are not only immediate, such as increased vulnerability to environmental factors, but also long-term, including challenges in obtaining recertification and ensuring the embankment's continued safety and functionality.
- The Ramsar wetland boundary lies within very close proximity of stabilisation works. Due to the location of this boundary, a walking track on the lower side of the embankment cannot be positioned outside the slip as it would encroach into the Ramsar wetland boundary.
- With alternative viable options for the reinstallation of the track, Council is unlikely to receive support from the Federal Government, via a required EPBC referral process, due to reasonable alternative options.
- Several large regrowth trees would be at risk of removal, where the current preference is to retain these trees from a stabilisation and environmental perspective.
- It appears that some asbestos-containing material was disposed in the area from the road above, as part of past practices by the surrounding community as occasionally in the past, fragments have been uncovered and removed by suitably qualified personnel. This was the result of unauthorised dumping activity that occurred historically, dating back to the mid-1900s
- It is crucial to acknowledge that the amounts of asbestos found are small and only sporadically discovered in the area after bank erosion during weather events. While the mesh stabilisation works will assist in containing materials from migrating further out of the embankment, disturbing the area through associated excavation would likely uncover further asbestos fragments and additional rubbish, posing a health risk to both workers and the public.
- In addition to the outlined costs and associated risks, it's crucial to acknowledge the extended timeframe that would be required for the construction, procurement, and EPBC approvals for Option One.
 - Construction timeframes only (excluding permits, assessment, and design and EPBC approvals) is estimated at approximately 9 months due to the complexity and the procurement requirements for a contract over \$1.5M.
 - Obtaining EPBC approvals would add at least a further 12 months to the project timeline, along with additional costs for environmental studies required for submission.
 - This extended timeframe would impact the overall project schedule and potentially delay the reinstatement of the boardwalk, further complicating the situation and delaying community access to the reserve.
- The whole of life asset costs, including maintenance, depreciation, and renewal of this infrastructure would be significant, and can be expected to increase over the life of the asset.

Benefits

- Constructing a boardwalk across the land slip site would closely replicate the experience of the original walkway prior to the land slip occurring.

Option Two – Construct gravel track across or below landslip area

Construction of a new gravel track across the landslip area was considered. This construction would entail laying a new gravel path across the slip zone, in a manner that ensures safe and sustainable access for pedestrians.

Costs

It would be estimated that costs for this option would be very similar as those proposed in Option one. As in addition to the construction costs, the estimation would also need to encompass costs associated with geotechnical assessment, design and engineering, safety measures, project management, contingencies, environmental studies, and approvals, all of which are anticipated prerequisites for commencing construction.

Additionally, the projected timeline for assessment, design, procurement, obtaining permits, and project delivery is anticipated to exceed 12 months.

Associated Risks

- Associated risks itemised against option one would be replicated for this option also, as although the construction type is different the locality of the pathway and site attributes are the same.
- Additional risks associated with the creation of a gravel pathway directly over or below the landslip area would include:
 - Excavation of the track location to a suitable depth to ensure a stable base is not feasible due to the structural mesh.
 - Installation of a retaining wall designed to retain the soil and support the gravel track, especially in steep sections would require deep footings into the landslip area that would damage the stabilisation mesh.
 - The weight of the gravel (equivalent to several tons) over the 90-meter stretch would exert significant downward pressure on the uncompacted landslip area. This would lead to continuous settlement and compaction, causing the gravel path to sink over time, necessitating frequent topping up to maintain a level surface.
 - The steel mesh is not designed to support the concentrated load of the gravel path, potentially leading to uneven load distribution and localised stress points. This can cause deformation of the mesh and further destabilise the landslip area.
 - The inherent instability of the landslip area, compounded by the added weight of the gravel, increases the risk of further slippage or landslides. This poses a significant safety hazard for path users.
 - Ensure that the track and retaining wall was able to withstand extreme weather events, such as heavy rain and erosion would be difficult to achieve.

Benefits

- Constructing a boardwalk across the land slip site would closely replicate the experience of the original walkway prior to the land slip occurring.

Option Three – Construction of Inground Stairs

Inground stairs can be constructed from the Northern end of the Esplanade to the existing concrete footpath connecting the Wellington Point Reserve. This option involves pedestrians walking along approximately 130m of roadway to access the proposed stairs. Construction at this location would include 30m of inground stairs to connect to the existing concrete footpath.

Costs

Installation of stairs would be in the order of \$60k and be achievable by mid-2024, depending on approval for the construction. A contractor has been engaged and a quotation has been received for the required works.

Associated Risks

- Roadway access to proposed stairs.
 - The area is a low-speed environment with limited traffic, which is a benefit for shared car and pedestrian area.
 - Investigations are underway to propose that the associated road (Esplanade) be reclassified as a 'Shared Zone' and speed limits reduced.
- The proposal to direct pedestrians via a section of public road has encountered some opposition from some landowners along the Esplanade adjacent to the landslip area, who may express concerns about potential disruptions to the properties public access road.
 - Implementing an effective communication plan and actively engaging with residents would be implemented.
 - It is worth noting that the residents at the beginning of the public roadway are accustomed to pedestrians using the road and shoulder area in front of their properties, as it is a public road meaning all members of the public have the right to use it, and many already do so. This demonstrates that pedestrian access can be integrated harmoniously into the existing environment, and, with time, other residents are likely to become accustomed to it as well.
 - Taking into consideration the popularity of this walking route, the benefits to the greater community are substantial. Encouraging walking and pedestrian activity not only promotes a healthier lifestyle, but also fosters a sense of community and connectivity within the neighbourhood.

Benefits

- Significantly lower construction costs.
- Lower whole of life asset costs, including maintenance, depreciation, and renewal of this infrastructure at end of life.
- The proposed new walking route would offer an enhanced user experience, blending diverse environmental wonders with breathtaking scenic vistas across the Moreton Bay area towards the Islands.
 - The lower section will traverse through captivating wetlands, meander amidst mangroves, and stroll along foreshore areas, immersing themselves in the natural beauty each habitat offers. The elevated section delivers awe-inspiring panoramas, treating walkers to sweeping

COUNCIL UPDATE ON WELLINGTON POINT ESPLANADE WALKING TRACK REINSTATEMENT – Attachment 2

views of North Stradbroke Island, and the waters which make up the Redlands Coast and Islands.

- The new walking route enhances the overall user experience by providing a combination of different vistas; the ability for immersion in the mangroves and Ramsar wetland via the loop stair and the scenic grandeur of the Bay Islands and Moreton Bay via the esplanade shared road.
- Reduced risk of disruption or disturbance of potential asbestos fragments within the embankment during construction. In addition, it mitigated and removes the risk of the public coming into contact with these remains as the mesh contains the material.
- Ensuring compliance with regulations regarding the Ramsar wetland boundary, preserving the integrity of the Ramsar wetland. In addition, this route minimises the need for costly studies and long timeframes for assessment under the EPBC Act.
- Council's Risk and Liability (R&L) team reviewed the documentation and recommended reinstating the walking track by constructing inground stairs from the Esplanade, citing concerns over the high costs and risks to recent stabilisation works associated with constructing an elevated walkway across the landslip.
- Faster project delivery and walkway reconnection due to reduced complexities and reduced costs allowing for a rapid procurement approach.
- Aligns closely with the desires and needs of the community, addressing concerns and fulfilling expectations regarding accessibility, safety, and environmental conservation.

Option Four - Do not reinstate the waking track - reliance on existing footpath network

Remove all access to the Wellington Point Recreation Reserve via the Esplanade, and redirect pedestrians via the existing footpath network along Main Road.

Costs

Nil

Associated Risks

- Does not meet community needs and expectations.
- The existing footpath network does not offer the same natural amenity and recreational value as the original track, although it still provides some environmental experience as sections travel parallel to bushland.

Benefits

- There is an existing concrete pathway along Main Road that extends from Birkdale Road to the Wellington Point Reserve. This path is suitable as an alternative route.
- No costs associated with redirecting foot traffic to existing footpath network.

END