

Southern Beaches

Foreshore Access Management Strategy

Lewisham to Connellys Marsh

Final Report March 2002



A co-operative project between Southern Beaches Landcare/Coastcare Inc, Sorell Council and the Parks and Wildlife Service, funded by Coastcare

Prepared by Wendy Leewood



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1. Introduction

In 1997 and 1999 a two-stage assessment was made of a range of management issues along the coast between Lewisham and Susans Bay in southeast Tasmania. This Southern Beaches Coastal Management Strategy Stage One (Jones Bay to Spectacle Head) and Stage Two (Spectacle Head to Susans Bay) initiated a broad look at the uses, values and management of the coastal zone, with attention paid specifically to cultural heritage, coastal hazards, marine farming, tourism, camping, urban and residential development, waste management, aesthetics and visual amenity, quality of open space, native flora and fauna, development of infrastructure, foreshore erosion, spread of weeds and recreation.

2. Overview of the Project

This Foreshore Access Management Strategy has arisen from recommendation made in the Southern Beaches Coastal Management Strategy and has been funded by Coastcare, through Natural Heritage Trust funding as the result of a grant submission made in 1999 by the Parks and Wildlife Service in conjunction with Southern Beaches Landcare/Coastcare and Sorell Council. It is managed by a steering committee comprising an officer of the Sorell Council (Robert Farmer), a Parks and Wildlife Service Ranger (Brian Campbell), the Southern Coastcare Facilitator (Kim Willing) and a representative of Southern Beaches Landcare/Coastcare (Sallie Clark). The Tasmanian Environment Centre has hosted the project¹.

3. Purpose of the Study

The purpose of this study is to assess the current track and foreshore accesses throughout the study area, with management, access, equity and conservation criteria in mind, and with a view to developing recommendations that enhance the use options of those living by, and visiting, this spectacular length of coast.

¹ Contact details of the Project Officer and Steering Committee authorities are included at the beginning of this report

4. Objectives of the Study

The objectives of the study as identified in the project description are to:

- develop a specific access strategy to prevent the further ad hoc unplanned development (and loss) of walkways
- provide safe quality coastal access for various levels of fitness and ability whilst protecting and enhancing the biodiversity and geodiversity of the coastal zone between Jones Bay and Connellys Marsh
- raise the level of awareness of adverse affects of uncontrolled access on the coast and
- link the community and land managers (Parks and Wildlife Service and Sorell Council) in the implementation of an integrated plan for rationalising (and maintaining) access to the coastal zone.

5. Background

The Study Area is located in southeast Tasmania (see Figure 1) and extends from Jones Bay at Lewisham near the mouth of the Pitt Water estuary, to Connellys Marsh at the entrance to Norfolk Bay (1:25,000 Carlton map No. 5425).



Figure 1. Map of Tasmania showing the location of the Sorell Municipality

The area lies in what used to be the country of the Moo.mair.re.me.ner people and the Pye.dare.rer.me peoples whose country extended from Richmond to the Derwent Valley, and from Maria Island to the Tasman and Forestier Peninsulas, respectively². Significant cultural modification of the landscape and ecosystems occurred in the area during the time of aboriginal occupation of the land.

With the advent of European settlement, Lewisham, Dodges Ferry, Carlton, Primrose Sands and Connellys Marsh became wheat and farming areas, with the main route to the Tasman Peninsula along Carlton River Road. From the 1930's Dodges Ferry developed into a holiday cottage settlement with the subdivision of land by "Pappy" Reardon, and in the next four decades the settlements in Primrose Sands, Carlton and Connollys Marsh followed suit. At this time a large proportion of the ratepayers in the area were temporary occupants, who visited the area during holiday periods.

In 1977, approximately one half of the Municipality's 2826 ratepayers' dwellings were coastal cottages occupied only occasionally, and most of these were in the Dodges Ferry area³. The Municipality of Sorell is now one of Tasmania's fastest growing municipalities: there are now 5105 dwellings in the area⁴. In the recent decades, the proportion of permanent householders has increased dramatically, putting pressure on the infrastructure of the area, such as roads, waste water, waste disposal and so on. There has also been a parallel increase in pressure on the coastal environment.

5.1 Geomorphology of the area

The area as a whole is an example of a "Ria" coastline: a complex system of drowned river valleys, with rocky arms extending into the bay areas. Tasmania's Ria coastlines were formed during periods of glaciation such as the Mid-Late Tertiary period (36 million years ago) and in the last glacial period 20,000 years ago. Most of Tasmania's sandy landforms have formed since sea levels reached their present levels 6500 years ago. During earlier times of low sea levels, sand dune deserts formed as wind

² see the Aboriginal heritage report, Appendix 5 section 2.1

³ Municipality of Sorell, 1977, *Report to Ratepayers*, Municipality of Sorell, Sorell.

⁴ 5/02/02, Sorell Council Rates Database

borne sand was blown inland, making sands available to be carried down rivers and then for wave action to transport sands along today's coastline.

The coastal landforms in the area include sandy spits (Sandy Point at the tip of Seven Mile Beach, the east end of Carlton and Connellys Beaches), some rocky Jurassic dolerite points (for example Tiger Head, Spectacle Head, Carlton Bluff and Renards Point), and embayments of Triassic sandstone and marine deposits (in the backshore zones of Okines and Carlton Beaches). There are long sandy beaches with recent sand dunes (Park, Carlton and Primrose Beaches) between the rocky headlands, and a series of wetlands and saltmarshes including Townsend's Lagoon, Blue Lagoon, the wetlands associated with Carlton Beach and Carlton River, and the wetlands behind the dunes at Primrose Sands.⁵

Carlton, Park, Primrose and Connellys Marsh Beaches were formed from sands brought down the Derwent River into Storm Bay during earlier periods of glaciation. During the present Inter-glacial period, the prevailing SW swells coming into Fredrick Henry Bay worked the sands onto the coastline forming systems of parallel dunes. Longshore drift from west to east has led to an accretion of sands at the eastern ends of the beaches forming the spits at the entrance to Pitt Water estuary, Carlton River and to a lesser extent, Connellys Creek.

The large area of Marine deposits overlaid by cover sands inland from Okines Beach probably formed during the Last Inter-glacial, 125,000 years ago, when sea levels were slightly higher than at present. Tiger Head and Spectacle Head have at one time been islands, but were subsequently joined to the mainland by tombolos.⁶

5.2 Aboriginal Heritage

This stretch of coastline is rich in Aboriginal Heritage. The area lies in what used to be the country of the Moo.mair.re.me.ner people and the Pye.dare.rer.me peoples whose country extended from Richmond to the Derwent Valley, and from Maria Island to the Tasman and Forestier

⁵ Derived from Hurburgh, W., 1973, The Geomorphology of Dodges Ferry District, South Eastern Tasmania, unpublished honours thesis, Geography Department, University of Tasmania

⁶Hurburgh, W., 1973, The Geomorphology of Dodges Ferry District, South Eastern Tasmania, unpublished honours thesis, Geography Department, University of Tasmania, p.5

Peninsulas, respectively⁷. Evidence of their habitation is found in the many midden deposits along the coast, particularly in Dodges Ferry on Spectacle Head and Tiger Head and Steeles Island by Carlton River. The area was a rich area for harvesting shellfish –warrener, abalone, mussel, oyster and whelk– hunting native animals and gathering plant foods.⁸

5.3 Flora of the area

The coastal zone in the study area is characterised by the dynamic interaction of the maritime environment on the terrestrial environment. Active erosion and accretion processes occur on different parts of the coast. There are high inputs of salt, diverse soil conditions given the range of geomorphological features of the coastline, and therefore a wide range of remnant floristic communities⁹.

The character, values and condition of the vegetation of the area have been described, and key management issues discussed in a number of documents and reports that have been developed over the last 6-8 years (Gilfedder¹⁰, Harris¹¹, Kirkpatrick¹², De Gryse and Hepper¹³). Key values and significance of the vegetation of the area fall into a number of categories:

- intrinsic values
- ecological and conservation values
- scientific value
- town and rural maintenance values
- sense of place values
- recreation and education values and
- economic values¹⁴

⁷ see the Aboriginal heritage report, Appendix 5 section 2.1

⁸ South East Coast- Tasmania Integrated Coastal Management Strategy. Coastal Values Paper, July 2000, p.9

⁹ Harris, S in Kirkpatrick et al, (1991) *Tasmanian Native Bush: A Management Handbook*, The Tasmanian Environment Centre, Hobart, p.141

¹⁰ Gilfedder, L. (2000), *Vegetation Management at the Southern Beaches: A Report to the Southern Beaches Coastcare Group*, DPIWE, Tasmania, p.1

¹¹ Harris, S., *A Botanical Reconnaissance of the Southern Beaches with Recommendations for Vegetation Management*, p. 1

¹² *ibid*

¹³ Inspiring Place Pty. Ltd, *Native Vegetation Strategy Sorell and Tasman Municipalities*, p. 79

¹⁴ *ibid*, p.21

Aerial photographs and anecdotal reports suggest that the density of vegetation along the dune systems particularly along Park and Carlton Beaches has increased markedly in the last 5 decades. However, this has occurred alongside a simultaneous decrease in native vegetation as a result of the increased housing density along the coastline.

Coastal sand dune scrub dominates the dune systems of the area, with banksia (*Banksia marginata*) and coastal wattle (*Acacia sophorae*) appearing as dominants. These areas are prone to weed invasion particularly by marram grass (*Ammophila arenaria*), boneseed (*Chrysanthamoides monilifera*), mirror bush (*Coprosma repens*) and radiata pine (*Pinus radiata*). The exception to these weed infestations is the low energy dune system at Connellys Marsh where marram grass (*A. arenaria*) dominates the system, with 75-100% coverage,¹⁵ so sensitive management of these dunes is particularly important.

Other floristic communities in the study area include grassy she-oak (*A. verticillata*) woodland and forest, heathy black peppermint (*Eucalyptus amygdalina*) coastal forest and shrubby manna gum (*E. viminalis*) forest. Saltmarshes in the area are of particular significance given that saltmarsh habitat is poorly reserved in Tasmania with only 8% of current distribution in secure reserves¹⁶.

In short, Gilfedder, Harris, Kirkpatrick and De Gryse and Hepper all recommend the retention and conservation of remnant native vegetation wherever possible together with positive actions to increase community awareness of the importance of these communities.

5.4 Fauna of the area

The native fauna of the area includes a range of species identified by Bryant and Jackson in *Tasmania's Threatened Fauna Handbook*.¹⁷ Migratory waders use the habitat of Townsends Lagoon, Carlton River mudflats, Orielton Lagoon and the wetlands in the rear of Primrose Sands and many coastal birds are found foraging on the beaches.

¹⁵ Gill, NR (2001) *Predicting Exotic Species Invasions on Tasmanian East Coast Beaches*, Department of Geography and Environmental Studies, pp 116-120

¹⁶ Kirkpatrick, JB, (1995), *The Dodges Ferry-Carlton Vegetation Map and its Implications for Conservation Planning*, Utas Pty Ltd, p. 7

¹⁷ Bryant, S & Jackson, J (1999) *Tasmania's Threatened Fauna Handbook* Threatened Species Unit, Hobart

Foredune vegetation is habitat for hooded plovers (*Charadrius cacullatus*) in coastal areas such as this, though nesting of these coastal birds has not been witnessed in the area for some years¹⁸. The migratory red-necked stints (*Calidris ruficollis*) have been recorded in the area. Other coastal birds occurring in the area include pacific gulls (*Larus pacificus*), black-faced shags (*Leucocarbo fuscescens*) and fairy terns (*Sterna nereis*) and a permanent population of pied oyster-catchers (*Haematopus longirostris*) nests north of Steeles Island.

Colonies of short-tailed shearwaters (*Puffinus teneurostris*) occur on Carlton Bluff, and Spectacle Island supports colonies of short-tailed shearwaters (*P. teneurostris*), little penguins (*Eudyptula minor*) and white-fronted terns (*Sterna striata*).

The white-breasted sea eagle (*Haliaeetus leucogaster*) is known to nest near Connellys Marsh.

Pardelotes, (possibly the spotted pardolote, *Pardolotus punctatus* or the striated pardolote, *Pardolotus striatus*) nest in the banks of Okines Beach and in the she-oak (*A. verticillata*) woodlands near Lewisham where manna gum (*E. viminalis*) is still a dominant.

The eastern barred bandicoot (*Perameles gunnii gunnii*) still occurs in the area.

5.5 Management

It is important to recognise that the management of this coastal zone is conducted by a number of stakeholders: the Sorell Council, Parks and Wildlife Service and the community.

As has been mentioned, the Municipality of Sorell is one of Tasmania's fastest growing municipalities. This puts pressure on the infrastructure of the area with a parallel increase in pressure on the coastal environment.

¹⁸ Pers comm. Sharon Prior, 02/02

Integrated Coastal Zone Management (ICZM) is recognised in the Tasmanian State Coastal Policy 1996¹⁹ as essential to the effective management and conservation of the coastal zone. This project endeavours to link the stakeholders through a common vision and co-operative management practices. Changes in management practices are imperative given the changes of use in the past decades.

It is fair to say that the management practices of the past (often lenient and impaired by lack of funding) have contributed to the access issues that face the project today. Integrated management and shared responsibilities are therefore imperative if new outcomes are to be achieved.

5.6 Legislative framework

A number of local, state and federal government legislative mechanisms are relevant to the management of the coastal zone. These include the Sorell Council Planning Scheme 1993, Local Government Planning Use and Approvals Act 1994, Environmental Management and Pollution Controls Act 1994, Aboriginal Relics Act 1975, Crown Lands Act 1976, Historical and Cultural Heritage Act 1995, National Parks and Wildlife Act 1995, the Tasmanian State Coastal Policy 1996 and the Environmental Protection and the Biodiversity Conservation Act 1999.

The Tasmanian State Coastal Policy 1996 defines three major sets of outcomes for the coastal zone

- protection of natural and cultural values of the coastal zone
- sustainable development of coastal areas and resources and
- shared responsibility for Integrated Coastal Zone Management of coastal areas and resources.²⁰

The recommendations of this report are in part guided by these coastal zone outcomes.

¹⁹ 3.1.5 "planning authorities. . . will use their best endeavours to function in a collaborative manner. . . " and 3.1.6 "Councils will prepare strategic and operational plans for their municipal areas having regard to the principles, objectives and outcomes of this Policy and will be encouraged to function in a coordinated and collaborative manner with adjacent councils and other planning authorities" *Tasmanian State Coastal Policy, 1996*, DPIWE, Hobart, p. 14

²⁰ *Tasmanian State Coastal Policy, 1996, Outcomes*

6. Methodology

6.1. Stage One: Assessment of Current Situation

The first stage of the project was to assess the existing situation. This required an inventory and assessment of tracks and was achieved by:

- identifying walkways, and roads for foreshore access from the council cadastre
- ground truthing these, identifying the existence (or not, for example, where tracks have been adhered by private landowners), condition and level of use of these tracks
- where necessary, confirming the ownership of tracks with the Lands Titles information on the LIST²¹, and
- mapping walkways, footpaths and roads that provide foreshore access.

Mapping was done using the council cadastre, with unique identifying numbers for each walkway or road accessing the foreshore reserve. These were described by zone and access type. Access types include walkways, roads, and slips or jetties. Zones were determined with two main parameters in mind: firstly, the geomorphology of the zone, and secondly, by the kind of land tenure and levels of residential development of the areas. Typically the access issues were found to change as the geomorphology of the coastline changed. Zones are:

- 1 Connellys Marsh
- 2 Jones Bay to Gary Street and Okines Beach
- 3 Seventh Avenue to Red Ochre Beach North, and Jetty Road to Seventh Avenue
- 4 Red Ochre Beach South to Park Beach
- 5 Carlton Beach and the Carlton River mouth, and
- 6 Primrose Sands.

²¹ LIST stands for Land Information System Tasmania, and is a database of Lands Title Information

6.2 Stage Two: Consultation and Negotiation

A range of activities and advertising avenues were utilized to achieve comprehensive community consultation, negotiation and education outcomes.

6.2.1 Advertising

- 1 Advertising the project in newspapers and newsletters took the form of:
 - notice in the Sorell Council Newsletter to ratepayers in the Municipality advertising that the project was coming up in January, though times had not yet been set
 - The Mercury newspaper in the Public Notices section (Saturday 15th December 2001 and 5th January 2002)
 - The Mercury, Community Notice-board section, and
 - the Dodges Ferry Primary School and Sorell School newsletters
- 2 A letterbox drop advertising the beach walk and forum times to all letterboxes
- 3 Posters at local shops, Sorell Library and Surf Life Saving Club
- 4 Copies of advertising materials are included in Appendix 7

6.2.2 Education

- 1 Large public education displays advertising the project, the issues it hoped to address, and the opportunities for community input, were erected at the Sorell Library and the Carlton/Park Surf Lifesaving Club rooms from January 7th 2002 for one month
- 2 Beach walks provided an opportunity for the sharing of both historical and environmental knowledge. Brochures with information about dune habitats, caring for dunes, environmental weeds and responsible 4WD use were available at most of the walks
- 3 A comprehensive display of environmental weeds was prepared and presented at the community forum
- 4 A slide presentation at the forum gave an overview of the access issues in the project area.

6.2.3 Consultation

- 1 The Project Officer was contacted by stakeholders by phone, fax and email, and for individual on site consultation throughout the project period

- 2 A series of beach walks at six locations provided an opportunity for community consultation, giving the Project Officer the opportunity to hear the concerns of residents who know the area well. The beach walks were chosen to be representative areas rather than comprehensive of the entire coastline. The walks conducted were at:
 - Connellys Marsh
 - Lewisham/Gary Street
 - Avenues/Tiger Head/Blue Lagoon/Red Ochre North
 - Red Ochre South/Spectacle Head/Park Beach
 - Carlton Beach/Carlton River mouth and
 - Primrose Sands.
- 3 A public forum extended the opportunity for input of public concerns as well as the chance to develop and propose solutions supported by those from each of the zones. A copy of the forum design is included in Appendix 4
- 4 State Emergency Services were contacted for input into the strategy. No submission has been forthcoming from the Carlton/Park Surf Lifesaving Club. Consultation with the Volunteer Fire Brigade and Coastal Patrol both provided useful input
- 5 A summary of main council issues was made and posted to all councillors prior to the 5th February 2002 council meeting, and a briefing session held with councillors on the day of the meeting
- 6 This report was made available for feedback from the public before its final production.

6.3 Stage Three: Production of Strategy Document

The final Strategy document with copies in electronic and hard form was provided to the authorities represented by the Steering Committee. Further copies are available by contacting members of the Steering Committee or the document may be viewed on the Sorell Council web site at <http://www.sorell.tas.gov.au> and selecting "council business".

7. Site Descriptions

7.1 Connellys Marsh

Connellys Marsh is a small settlement of about 50 dwellings about halfway between Dodges Ferry and Dunalley on the Fulham Road. The settlement comprises a linear development of shacks, boat sheds and houses along a

small shelly beach approximately 1 km long facing south-west into Norfolk Bay, and extends another 350 metres west along a rocky shoreline. Renard and Primrose Points largely protect the beach from the prevailing south-westerly winds that dominate the wave energy patterns of Carlton, Park and Primrose Beaches in Frederick Henry Bay. As such, Connellys Marsh has a low beach profile: the sand dune at the western end of the beach is only one metre high, while at the eastern end there is a more developed dune system of up to five metres high.

Coastal sand dune scrub dominates the dune system, with coastal wattle (*A. sophorae*), banksia (*B. marginata*) and sagg (*Lomandra longifolia*) appearing as dominants. The weed marram grass (*A. arenaria*) dominates the system, with 75-100% coverage²² so sensitive management of these dunes is particularly important. The area is also prone to weed invasion particularly by radiata pine (*P. radiata*) a number of pasture grasses and garden exotics.

The beach is accessed from Connellys Marsh Road, Knights Road and Beach Road, which run off Fulham Road with four points of public access to the foreshore reserve. The Sandy Track and the Beach Road walkway are part of the subdivision, and are managed by Council and Crown, respectively. The two other access points are both unused. One of these is a walkway provided for in the subdivision in Connellys Marsh Road next to No. 17-19 Connellys Marsh Road and has fallen into disrepair. Public access should also be possible from the end of Connellys Marsh Road. However, a fence with a locked gate containing a shack, shed, jetty and slipway blocks off this access. The licence for these structures specifically provides for public access in condition #7, which states, "public access is not to be debarred"²³.

A number of properties have high water titles along the western rocky part of the coast with a variety of launching and boatshed facilities. The area is notable for the number of dwellings abutting the foreshore reserve that have created their own "private" paths and launching points across the dune system to the beach. Twenty-one properties have a boundary on the foreshore reserve, and nearly all of these have their own private walkway to the foreshore: twelve of these are constructed to facilitate launching small boats.

²² Gill, NR (2001) *Predicting Exotic Species Invasions on Tasmanian East Coast Beaches*, Department of Geography and Environmental Studies, pp 116-120

²³ Crown Lands Services file, Shack plate No. 3290, Licence No. 1121, folio 38

There is a lot of energy and goodwill within the community to care for this foreshore²⁴, but little to recognise the ownership issues of the foreshore. The Crown Land Services file on the area shows a lengthy correspondence with residents prior to, and since, the subdivision of the Lots by Leslie and others, completed in 1972²⁵. Compensation was paid by the Crown to the subdividers for the foreshore reserve, and the Crown Lands Department and subsequent Parks and Wildlife Service has had ownership and management responsibility for the foreshore since this time.

Clearly this continues to be a thorn in regard to the management issues of the foreshore at Connellys Marsh, and I believe the community needs to take a serious "reality check" and recognise the change of ownership that took place 30 years ago.

7.2 Jones Bay to Okines Beach

7.2.1 Jones Bay to Gary Street.

This strip of coastline is Jurassic dolerite, with a well-established narrow band of she-oak (*A. verticillata*) grassy woodland extending from 101 Lewisham Scenic Drive to Gary Street. The coastline from Jones Bay to 101 Lewisham Scenic Drive has a series of private land titles to the high water mark: the *A. verticillata* grassy woodland is not evident along this stretch.

101 Lewisham Scenic Drive is a piece of Council owned land designated Public Open Space. This site is an example of poorly managed land in that its functions are ill defined. The range of activities that occur on this land include:

- parking for Flippers Swim Centre
- parking for the launching ramp
- launching small boats

²⁴ as demonstrated by the "Existing Management Plan: Connellys Marsh Beach", submitted to the Project Officer by the community representative, David Langlois. This document has been passed on to the PWS who hope to continue to consult with the community on foreshore management issues

²⁵ A letter from Dobson, Mitchell and Allport to Director of Lands acting for the subdividers, dated 26/4/72 leading to this subdivision, stated: ". . . our clients are agreeable to the requirements relating to foreshore reserve and wish to take advantage of your offer of compensation". This compensation payment was receipted on 1/7/72.

- access to the northern end of the Gary Street track
- an undefined walkway provided for in the council cadastre should run along the northern boundary, and
- access to private dwellings that also have frontage to Gwynns Point Lane.

The effect of this lack of definition is that the Public Open Space has been seriously eroded due to the ad hoc development that has occurred across the land.

This part of the coast is subdivided as an urban development with properties with (approximately) 20-metre frontages. There are sixteen foreshore access points along this stretch, and half of these are obstructed or adhered (in most cases unofficially) to adjacent properties. Many of the properties abutting the foreshore reserve have encroached on the reserve with private developments of paths, gardens, sheds and so forth. A number of the paths have fallen into disrepair and rusting infrastructure and poorly defined paths create serious safety risks.

The Lewisham-Gary Street foreshore track has been developed by private residents and is maintained in cooperation with the Parks and Wildlife Service. The track is well used and greatly appreciated by those who use it. At the Lewisham end of the track, where the track is near the water's edge, unofficial paths have developed from most of the houses through the 100ft reserve. Closer to Gary Street where the track reaches higher ground and forms a lateral track at the rear of the properties, fewer tracks cut through the foreshore reserve to the water's edge, though those that do still have a significant erosion impact on the reserve.

7.2.2 Gary Street to Okines Beach.

China Beach and Okines Beach are separated by only a small rocky headland on the south side of China Creek. The she-oak (*A. verticillata*) grassy woodland evident up to Gary Street is severely degraded along this stretch of coastline, in part because the width of the foreshore reserve has diminished, but also due to the proliferation of individual paths through the reserve and private gardens encroaching onto the reserve.

These beaches have historically had serious erosion problems, and there is no reason at this point to think that this will change. Dobson and

Williams, 1978²⁶, identified advanced erosion problems at that time. A current explanation for the continuing erosion is related to the marram grass (*A. arenaria*) and radiata pine (*P. radiata*) vegetation on Sandy Point on the other side of the Pitt Water. Sand replenishment is no longer occurring at the same rate as in the past on the east side of the estuary, since sand from the sand budget is now tied up by *A. arenaria* and *P. radiata* on Sandy Point.²⁷ Okines and China Beaches have been receding for approximately 30 years, with major erosion occurring along these shores.

There are nine access points to the beach, and of these, only one is closed.

7.3 Okines Beach to Red Ochre Beach

The erosion problem at Okines Beach continues past the Avenues and the Promenade to Tiger Head Beach. At this point the cliffs rise in an outcrop of Triassic sandstone²⁸, and a dangerous drop of up to six metres occurs²⁹. Advice has been sought in the past about ways to address this problem by both Council and PWS, but the costs of putting in place a revegetation or hard engineering solution have been prohibitive, and Mike Pemberton³⁰ suggests that hard engineering solutions may exacerbate the erosion.

At two points along this stretch, formal vehicular access to private dwellings has developed over the crown reserve: at Rantons Road and the Promenade. In light of the serious nature of the erosion described above, and the recession of the cliff face, this access to the Promenade is thought to be inappropriate.

Density of housing in this zone continues with 20 metre boundary intervals: a few property titles extending to the high water mark obstruct linear access along the foreshore reserve.

²⁶ Dobson JE and William GJ (1978) *Managing The Erosion Problem Of Small Coastal Settlements: A Proposal for Dodges Ferry, South-Eastern Tasmania*, University of Tasmania Occasional Paper no.8

²⁷ Pers comm. Chris Sharples, Consultant Geomorphologist, 29/01/02

²⁸ Dobson JE and William GJ (1978) op cit, p.20

²⁹ Visitors to this beach are confronted by signs that say "Caution, hazardous foreshore area, some boatsheds unstable, eroded banks may collapse. Please stay clear or risk personal injury"

³⁰ 1997, Memo from Mike Pemberton, DELM *Tiger Head Beach Erosion*

An outcrop of Jurassic dolerite forms Tiger Head, which has she-oak (*A. verticillata*) and some manna gum (*E. viminalis*) and silver peppermint (*E. tenuramis*) as dominants amongst the remnant vegetation. Blue Lagoon is a natural wetland that has formed behind the dunes at the northern end of Red Ochre Beach. The management plan for this area developed by community members³¹ has been receiving funding from the Adopt a Patch program amongst others. It seeks to tackle the spread of radiata pines (*P. radiata*) planted on the original Bally Park farm in the 1800's and boneseed (*C. monilifera*) in the hope of establishing more viable wetland habitat.

7.4 Red Ochre Beach to Park Beach

Red Ochre Beach is divided through the middle by a Triassic sandstone outcrop with recent dunes to the north and south. The laterite deposits that give the beach its name, bound the northern face of Spectacle Head. A very narrow band of woodland adjacent to the beach is dominated by she-oak (*A. verticillata*) and native hop (*Dodonea viscosa*), with weed infestations of boneseed (*C. monilifera*), lucerne (*Medicago sativa*) and radiata pine (*P. radiata*).

Holocene sand dunes have formed the beach at Park and Carlton Beaches. The dunes of this 2½ kilometre long beach have become over-steepened with a 30-35 degree slope due to colonisation by marram grass (*A. arenaria*).

The main pedestrian access to Red Ochre Beach is onto the Triassic sandstone outcrop through the coastal reserve opposite Rotuli Street. This access is dangerously damaged, and urgently needs repair. Other access points include the gravel road to the southern end of Red Ochre Beach, which leads to the remnants of a track to the point on Spectacle Head. The Headland track is now very overgrown and unable to be utilised. In some places garden weeds have inundated the track. This also occurs throughout the dune system of Carlton and Park Beaches.

Many individual properties with boundaries onto the reserve have created private accesses to the reserve around Spectacle Head and over the dunes along Carlton and Park Beaches. Encroachment onto the reserve and

³¹ Moya Sharp from Sorell District School is the contact person with whom future liaisons on this location should take place

into council roads that (used to) provide access points to the foreshore reserve is a major problem. An example of this practice is the northern end of Warrantena Street, Cruddah Street and (to a lesser extent) the southern end of Poina Street which have all been taken over for private use. Other types of encroachments include private accesses, extensions of private gardens, substantial structures such as decks (for example No.19 Parnella Road) and adhering of walkways.

Between Spectacle Head and Carlton River, there are twenty-eight points of access allocated on the council cadastre. Only ten of these are open: in most cases this is due to the unofficial adhering of tracks to adjacent properties.

7.5 Carlton Beach to Carlton River mouth

The eastern end of the Holocene sand dune system at Park and Carlton Beaches forms a spit where Carlton River enters Frederick Henry Bay, opposite the Jurassic dolerite outcrop that forms Carlton Bluff. Steeles Island, within the Carlton River estuary, was once joined to Carlton Bluff to the east, and the river ran to the west of the island. A series of storm events about 50 years ago³² led to the redirection of the river between the bluff and Steeles Island (which was not an island in recent history until this event).

Steeles Island itself is largely a hardened deposit of midden shells that built up over centuries of aboriginal habitation. The middens demonstrate the richness of the marine shellfish of the area, and the recent changes in the flow of the river demonstrate the dynamic nature of this estuarine system. Mudflats in riverine estuaries traditionally support a wide range of flora and fauna, particularly wader and other seabirds. A permanent population of pied oyster-catchers (*Haematopus longirostris*) nests north of Steeles Island.

Foredune vegetation is habitat for hooded plovers (*Charadrius rubicollis*) in coastal areas such as this, though nesting of these coastal birds has not been witnessed in the area for some years³³. The migratory red-necked stints (*Callidris ruficollis*) have been recorded in the area. Other coastal birds seen frequently feeding along the beaches and in the

³² Pers comm. Gwen Egg, 14/02/02

³³ Pers comm. Sharon Prior, 02/02

mudflats, but have not been seen nesting here for some time include pacific gulls, (*Larus pacificus*) and fairy terns (*Sterna nereis*).

The density of the residential development lessens east of the Carlton/Park Surf Lifesaving Club, though several substantial houses have been built at the end of Thagenna Street, above one of the beach's major sand blowouts. The spit itself is dominated by coastal scrub, with banksia (*B. marginata*) and coastal wattle (*A. sophorae*) as dominants. marram grass (*A. arenaria*), boneseed (*C. monilifera*) and Spanish heath (*Erica lucitanica*) are the major weeds in the area.

7.6 Primrose Sands

The residential area of Primrose Sands includes the several rocky dolerite outcrops (Carlton Bluff in the west, Primrose and Renard Points to the east) and a 1 $\frac{1}{2}$ km long sandy beach with a wetland area behind the dune. The settlement follows the coastline and extends onto the headlands. It is subdivided with properties of (approximately) 20-metre frontages. The subdivision contains a network of walkways feeding down the subdivision to the foreshore reserve, though the distribution of these tracks is not even.

Unlike the other areas in the study, a significant stretch of the dune system has no residential development abutting the foreshore reserve. As a result, the dunes here are colonised by banksia (*B. marginata*) and coastal wattle (*A. sophorae*) scrub.

The $\frac{1}{2}$ km of beach at the westernmost end does have residential properties abutting the foreshore reserve. The dune system at this location is significantly modified by the tracks and other encroachments that have developed from the properties and shows little evidence of the native dominants further down the beach. Marram grass (*A. arenaria*) dominates this part of the dune system. An encroachment of particular note is the deck built over the dune from the property at Lot 1 Grebe Street.

8. Principles underlying the recommendations of the strategy

Principle 1: Maintenance and management

The public has the right to expect consistent and regular maintenance of foreshore access points by the managing bodies. Co-ordinated management practices involving land managers and the community are likely to be most efficient and effective.

Principle 2: Crown land is Public land

Crown land is Public land. Encroachments onto this land are not the entitlement of individual residents that have property boundaries that abut this land. Inherent to these locations is a responsibility to respect and care for the land they abut in a way that honours the legal and environmental requirements of that land.

Principle 3: Equity

All residents and visitors have an equal right to regular, safe and equitable access to the foreshore.

Principle 4: Integrity of Public land

The erosion or loss of the amenity of public open space, whether on Crown or Council managed land, should be curbed.

Principle 5: Preservation and conservation of bio and goe diversity

The preservation and conservation of habitat on the foreshore reserve should be given paramount status in all decisions relating to foreshore management.

Principle 6: Integrated Coastal Zone Management

Management of the foreshore and abutting land can be most effectively achieved if accessible and effective advice is available to landowners. Clear procedures within and between the land-managing organizations would facilitate this.

Principle 7: Letting go the past

As David Keeling elegantly puts it "if landscape is to survive as a form then we cannot rely on the Romantic or the Nostalgic any longer"³⁴.

Principle 8: Vision for the future

Viewing this project over a long timeframe allows for visions of coastal access development to be far-sighted and optimistic, for-seeing changes that can be made over time.

9. Main Issues for the Sorell Council

The specific issues cited in each subsection are representative examples of problems. An exhaustive set of recommendations can be found in Appendix 1.

9.1: "Undeveloped" walkways in the Council subdivision

Many of the walkways provided for in the Council cadastre have never been developed. Adjacent landowners have in many cases informally adhered the walkway land into their abutting properties and either accidentally or deliberately discouraged or obstructed public thoroughfare. In some cases previous walkways may have been formally acquired and adhered to the adjacent property.

The effect of this adherence of walkways into private properties is to diminish the number of possible access points available for visitors to the area and residents uphill in the subdivision. As with residents on the

³⁴ David Keeling, Artist's Statement, from an exhibition catalog at the Dick Bett Gallery, Hobart in Nov 2000

foreshore side of the road, others come to live in the area because of proximity to the beach. Removal of access in this way becomes an issue of safety as well as equity.

As the number of vacant lots along the coastal strip diminishes and house construction nears its maximum capacity, access to the beach –that formerly occurred through vacant lots in lieu of undeveloped walkways– can no longer take place. When the last vacant lots have been developed, these informal access points will no longer be available.

Future development of land currently zoned reserve residential or rural will further pressure on the limited number of walkways.

The issue of “undeveloped” walkways is most significant along Lewisham Scenic Drive and on Carlton Beach Road between Nguna Street and Ocean Grove (see Table 1). Walkways in other zones have similarly been built over or are not in use, but nowhere else in the study area is the problem so concentrated.

Location	Number of walkways in the subdivision	Number of accessible walkways	Number of adhered walkways
Nguna Street to Ocean Grove	14	3	11

Table 1: “undeveloped” walkways in Lewisham and Carlton

These examples have the effect of reducing public access along these stretches of road, and disadvantaging those on the side of the road away from the foreshore.

A large area of reserved residential land is yet to be developed in the precinct north of Lagoon Road. This will ultimately increase pedestrian movements through the subdivision to the beach across Carlton Beach Road at Lyeena Street and nearby links.

9.1.1 Lewisham Scenic Drive

Specific recommendations are offered here for Lewisham Scenic Drive and Nguna Street to Ocean Grove. For the remainder of the study area the principle of access every ~200m has been applied. Recommendations for other walkway actions appear in Appendix 1.

Recommendations

101 Lewisham Scenic Drive is Council owned land designated Public Open Space. This site is an example of poorly managed land in that its functions are ill defined. The effect of this lack of definition is that the Public Open Space has been seriously eroded through the ad hoc development occurring on the land.

- 1 Clearly define the management and functions of this site The range of activities that should be redefined and formalised include:
 - Parking for Flippers Swim Centre
 - Parking for the launching ramp
 - Launching small boats
 - Access to the northern end of the Gary Street track
 - Identify walkway # 6 along the northern boundary, and
 - Access to private dwellings that also have frontages to Gwynns Point Lane should no longer be permitted access from 101 Lewisham Scenic Drive
 - Revegetate site, and improve facilities as Public Open Space.
- 2 Make an official walkway available at 139 Lewisham Scenic Drive (a council owned lot) provide limited parking, and possibly develop the lot as Public Open Space
- 3 Open one of the following: walkway number (WW#) 9, 10 or 11: Council to negotiate with landowners: preferably WW# 10
- 4 Develop a continuous pedestrian footpath along Lewisham Scenic Drive
- 5 Improve fencing of WW# 16 so it doesn't get "lost" in the encroaching garden
- 6 Conduct regular maintenance of open walkways throughout the area

9.1.2. Nguna Street to Ocean Grove

Council has lack firmness in dealing with the adhering of walkways and construction of infrastructure on council in the past, and has consequently contributed to the problem.

Recommendations

- 1 Council needs to take a tough position where private infrastructure has been built over walkways. This tough position should have the effect of discouraging further unofficial structures being built.
- 2 Open WW# 74: provides access for Bally Park Road
- 3 If this proves impossible, open one of WW# 72, 73, 74
- 4 Open one of WW# 80, 81, 82, 83: preferably #82
- 5 Conduct regular maintenance of open walkways throughout the area

9.1.3. Generic issues

These include

- sale of walkways
- new subdivisions
- fencing walkways
- assuring that "undeveloped" walkways are not absorbed or adhered in the future

Recommendations

- 1 Where walkways are to be formally closed, sale of the walkway adjacent landowner is recommended
- 2 Any proceeds of sales of walkways by the Council to private landowners should go into a walkway establishment/maintenance fund
- 3 Council needs to ensure that walkways are provided on new subdivisions, with a minimum of one track to the foreshore reserve every 200 metres. Walkways should also be planned to act as feeder tracks to the beach
- 4 A one off budget amount is suggested to allow for the basic fencing of presently undefined walkways
- 5 Council to ensure as a matter of procedure that walkways are clearly defined and established or re-established by adjacent property owners as building approvals and subdivisions come to Council for approval.

9.2: Signage

Lack of adequate signage throughout the area affects the easy and equitable access to the foreshore by local residents and the visiting

public alike. Lack of signage on the beaches means visitors are unable to identify tracks to return by. This has the environmental effect of a "death by a thousand cuts" to the foredunes.

9.2.1. Beach and jetty signage

- 1 No signs identify entry into or departure from the suburbs of Dodges Ferry, Park Beach or Carlton
- 2 Beach tracks are not identified from the beach
- 3 Of the 100 or so walkways to the beach only a handful identified by signs as walkways from the road
- 4 Jetties and launching ramps are generally poorly signposted from the road.

Recommendations

- 1 Signage to be installed which identifies the beginning and end of suburbs
- 2 Develop a system of signage which is mindful of not creating a signage "litter" problem, that identifies:
 - the walkway from the road
 - the name/location/# and possibly the Australian Standard (AS) path and the minimum grade of the path according to AS 2156.1-2001
 - the path to the beach with markers showing the route through the dunes, eg a coppers log with a stencil of a "walking person" and an ID number at the top
 - the return routes by a system of markers (with identifying path name/location/# AS category) at the top of the foredune
- 3 All official walkways to be signposted and regular inventories of signage to be undertaken
- 4 Signpost all public jetties and launching ramps and ensure clear parking and launching instructions are available.

9.2.2. Visitor information

There is no comprehensive roadside information for visitors about the type of beaches that they are visiting, or the relationships between beaches, activities, weather and facilities. The Visitor Information booth

on Lewisham Road opposite the fire station is unattractive and out of date and possibly in the wrong location.

Recommendations

- 1 Develop helpful visitor information about the types of beaches (swimming, fishing, surfing, paddling, windsurfing, unsafe sites such as the Carlton River mouth, and local ecosystems) their most suitable uses, where to go depending on wind direction, facilities such as toilets and coastal patrol, and so on
- 2 Relocate the Information booth to near the butchers/bakers in Dodges Ferry.

9.3: Maintenance

9.3.1 Maintenance regime

In all zones, the public consultation process identified a unanimous view that the Council is inconsistent and tardy with the maintenance of walkways. This develops into a safety issue in some places

Recommendations

- 1 Develop a tight maintenance program with a separate budget item for walkway works, maintenance and signage
- 2 Develop acceptable minimum Australian Standards for walkways
- 3 Develop formal agreements for walkway maintenance with adjacent or other willing landowners, SBLCCCG, Adopt-a-track (see 10.5.2) or with Green Corps or other community work force options: many are willing!!
- 4 Close some formal walkways: a number of closures have been recommended in this document (see section 9.1 and 9.2 and Appendix 1)

9.3.2. Rubbish dumping and removal

Rubbish on the beach and dumped over the foreshore reserve needs to be managed. Dumped garden waste is appearing more regularly since the closure of the local tip: this is of grave concern for the spread of exotic weeds, increased fire hazard and the appearance of the area.

Recommendations

- 1 Develop a program of education and penalties to prevent and manage the escape of garden plants that can become weeds
- 2 Develop an education program regarding rubbish on the beach along the lines of "bring it in, bring it out"
- 3 Clear and space rubbish bins more regularly: for example Red Ochre Beach North, Primrose Beach walkway points, Gypsy Bay, Arnott Street and at each end of the Gary Street track
- 4 Provide Connellys Marsh residents with a couple of additional wheelie bins for those who regularly collect rubbish from the foreshore
- 5 Investigate a green waste disposal site in the vicinity: weekend only privately run green waste at the old tip site, or mobile green waste mulchers are options. The challenge for the council is to be creative about solutions for this issue.

9.4: Track erosion due to storm water outlets

There are many cases where stormwater easements have been established in common with walkways in the subdivision, or stormwater runoff has a significant effect on nearby tracks and the foreshore. In the first instance, both the pedestrian traffic and the stormwater exacerbate erosion effects, leading to significant erosion, and in some instances, landslip.

9.4.1. Septic seepage

- 1 The northern end of Red Ochre Beach informal access point from Tiger Head track is eroding into a gully with septic seepage

Recommendations

- 1 Establish whether stormwater outlets affect this site and divert: Council share costs with PWS for establishing good wooden stairs

9.4.2. Stormwater erosion

- 1 Red Ochre Beach: access to the foreshore near Rotuli Street is severely eroded by stormwater from an outlet under Carlton Beach Road: steps are damaged and dangerous with exposed star pickets

- 2 Red Ochre Beach foreshore south of Rotuli Street is being eroded by storm water
- 3 Walkway #65 adjacent to No. 81 Carlton Beach Road has a broken stormwater pipe running onto the foreshore reserve. Water escapes before the end point, leading to significant erosion of track in the foreshore reserve, making the track unsafe
- 4 Primrose Sands pedestrian track west of the shop was dug up (20 meters) to take away stormwater from the shop parking area (see photo 10 in Appendix 6).

Recommendations

- 1 Council should urgently consider redirecting stormwater at this point, and developing a soakage pit for the product of significant storm events. Redirecting to the north by reconstructing the gravel berm to the south of the outlet would be a good first step. It is recommended that Council take the burden of the cost to build new timber stairs at their current location, that the current infrastructure be signposted as dangerous in the interim, and star pickets removed. No other location is considered appropriate for the establishment of alternative access to the centre of Red Ochre Beach
- 2 Some engineering works are recommended at this point to distribute the stormwater from the exit point of the pipe. Small rocks embedded and secured in the bank in a fan shape down the hillside may provide a simple solution
- 3 Immediate repair of stormwater pipe in WW# 65 next to 81 Carlton Beach Road: this has been brought to the attention of the council in the past on a number of occasions. Close the current track through foreshore reserve and use another to the east with well-established steps
- 4 Repair the track and solve drainage problem
- 5 Establish and maintain an inventory of the erosion effects of all stormwater outlets in the area.

9.5: Major sand blowouts

- 1 There is a major sand blowout on Council land behind and to the east of Carlton/Park Surf Life Saving Club that potentially threatens the built environment in Thagenna Street (see photo 12, Appendix 6).

Recommendations

- 1 Rehabilitation through re-vegetation with native species is required here urgently. Options for replanting include pigface (*Carpobrotus rossii*) coastal wattle (*A. sophorae*) or native spinifex (*Spinifex sericeus*), which, though slower to spread, is recommended in conjunction with other species since native spinifex is re-colonising naturally in other blowouts in the rear of these dunes. Initial plantings should make use of geotextile or brush to hold the sand as plants begin to establish.

9.6: Access to boatsheds

Access to boatsheds in many locations has developed in a random way over many years. Access is through both Council and Crown managed land. At Gypsy Bay, the Crown now has responsibility for the management of the coastal reserve and the Council has proposed establishing improved access and launching ramp facilities. At Red Ochre Beach access is through Crown land.

- 1 Access to boatsheds is dangerous and has developed in an ad hoc manner. The bank at Gypsy Bay is progressively eroding as vegetation is removed and traffic increases (see photo 3, Appendix 6)
- 2 Some of the trees overhanging the Gypsy Bay boatsheds are dangerous, and ringbarking has killed some recently making them more dangerous.

Recommendations

- 1 Boatshed owners should be actively discouraged from any further disturbance of the area. Planned solid infrastructure (stairs and raised walkway) should be established from 101 Linden Road (Council land) to the rear of the sheds, connecting with access from walkway in Primrose Point Road (between No.6 and No.8).
- 2 Risk assessment and removal of thinned or dead trees should be conducted urgently and rehabilitation of groundcover undertaken.

9.7: Building approvals

Building approvals have clearly been given in the past (and not so distant past) without enough regard for the mobile landforms and dynamic systems on which buildings are located. Setbacks required have been

minimal or ignored and often on sites where it is imperative that setbacks be honoured or increased, for example near China Beach.

Recommendations

- 1 Approvals for dwellings near mobile landforms such as sand dunes are against the Tasmanian State Coastal Policy 1996, section 1.4.2 that states: "development on actively mobile landforms such as frontal dunes will not be permitted". Although buildings along the China Beach foreshore and south end of Thagenna Street are not on frontal dunes, they are on mobile landforms: dynamic and changing over relatively short time frames. Such approvals should not be permitted.
- 2 Maximum setbacks should be applied or increased rather than minimized in these situations.

9.8: Land tenure

Property titles that currently extend to the high water mark obstruct linear access along the foreshore reserve. Breaks in linkages along the foreshore occur in a number of cases, and some may be able to be resolved. Private landowners officially or unofficially take over walkways of other council managed land.

Poor management of Council owned land designated Public Open Space has seriously eroded the use or development of that land for its public function. Examples of this include 101 Lewisham Scenic Drive, 139 Lewisham Scenic Drive, the reserve in Lourah Street, near Red Ochre Beach, and Parnella Reserve

Recommendations

- 1 Investigate the formal acquisition of land from the isolated high water title of No. 30 Seventh Avenue that currently obstructs foreshore access along Tiger Head Beach. Walkway # 34 adjacent to the boundary of the property is "undeveloped", and a land swap may be able to be negotiated
- 2 All future subdivisions should avoid private land tenure where titles extend to the high water mark
- 3 The 5% entitlement to land for Public Open Space that is part of subdivision requirements should always be taken by the Council and

applied to access to the foreshore reserve where subdivisions abut that reserve. A recent example of a missed opportunity is in the subdivision at the end of Erle Street, Carlton: an access point adjacent to No. 39 should have been provided for

- 4 Where walkways are to be closed as a result of recommendations of this report, formalize the tenure of walkways through the sale of the walkways. This should only be done after the successful re-establishment of nearby walkways that the project recommends for opening
- 5 Where future submissions for the purchase of Council land are received, consultation with the local community and reference to this report and its principles should take place
- 6 All proceeds from sales of walkways or other council land to private landowners (eg the current enquiry to purchase walkway at No. 189 Lewisham Scenic Drive) should go to a fund for walkway maintenance
- 7 Clearly define the use of these Public Open Spaces, and be diligent about serving notice to those who are not respectful of the public status of these sites.

9.9 Public Consultation and Education

There have been many representations made asking for advice on how to manage and care for the foreshore reserve and private land in a way that enhances the natural environment. Concerns about weed management, endemic species to plant to enhance private property, sourcing endemic plants at a low cost and so on are not currently addressed adequately or consistently through the Council.

Recommendations

- 1 Appoint a Native Vegetation Facilitator to make it provide accessible, consistent and up-to-date technical information and advice on matters to do with weeds, natural vegetation management and so on. The Native Vegetation Facilitator would be able to develop an education program to implement in the area, and could liaise with property owners who encroach on land on the foreshore reserve
- 2 Use council rates notices to begin an environmental education program as a simple and expedient way to bring access and other environmental and management issues to public attention
- 3 Utilize existing networks and officers in other departments, for example:

-
- Southern Coastcare Facilitator (Kim Willing 6233 6427)
 - Project Co-ordinator for the South East Weed Strategy (Stuart Smith, 6227 1124)
 - Regional Weed Management Officer for DPIWE (Andrew Crane 6233 3650)
 - Southern Beaches Landcare/Coastcare Group (Gwen Egg 6265 8335)
 - Parks and Wildlife Service South East (Brian Campbell 6248 4053)
 - Bushcare Community Extension Officer (at Greening Australia, Jodie Epper 6223 6377)
 - Adopt-a-track Facilitator (at Wildcare, Jo Field, 6336 5454)
- 5 Utilize opportunities to disseminate educational information:
- at the point of granting building applications
 - through Real Estate Agents
 - to new residents, and
 - through information booths at the local Service Tasmania.

10. Main Issues for Crown Land

10.1: Unofficial access over Crown land

There appears to be a common misconception about the ownership of Crown land. As stated in Principle 2 of this document, "Crown land is Public land. Encroachments onto this land are not the entitlement of individual residents that have properties that abut this land. Inherent to these locations is a responsibility to respect and care for the land they abut in a way that honours the legal and environmental requirements of that land". The old Crown Lands Department and subsequent Parks and Wildlife Service has management responsibility for the foreshore.

Many dwellings abutting the foreshore reserve around the coast have created their own "private" paths and launching points across the dune systems to the beach. In Connellys Marsh, for instance, twenty one properties have a boundary on the foreshore reserve, and nearly all of these have their own private walkway to the foreshore: twelve of these are constructed to facilitate launching small boats.

It must be noted that one significant underlying reason for rationalization of unofficial access over the foreshore reserve is the issue of public liability.

Recommendations

These are broad recommendations and will need to be applied to each specific site.

- 1 Where unauthorised individual tracks come through the foreshore reserve, negotiate a one in six property rationalization, using formal walkways wherever possible
- 2 Where public access has been debarred through private infrastructures such as fencing and gates, specific recommendations are found in Appendix 1.

10.2: Signage

Signage is a serious omission in affording easy and equitable beach access to local residents and the visiting public alike. Lack of signage on the beaches means visitors are unable to identify tracks to return by. This has the environmental effect of a "death by a thousand cuts" to the foredunes.

Recommendations

- 1 Use a system of signage consistent with recommendations for the Council (see section 9.2) and is mindful of not creating a signage "litter" problem, that identifies:
 - the walkway from the road
 - the name/location/# of the path and the minimum grade of the path according to Australian Standards AS 2156.1-2001
 - the path to the beach with markers showing direction through the dune
 - the return routes by a system of markers (with identifying path name/location/#/AS) at the top of the foredune
- 2 All official PWS walkways should be marked with a sign and inventories of these should be conducted on a regular basis
- 3 Signpost all public jetties and launching ramps and ensure clear parking and launching instructions are available
- 4 Develop helpful visitor information about the types of beaches (swimming, fishing, surfing, paddling, windsurfing, local ecosystems, and unsafe areas such as the Carlton River mouth) their most suitable uses, where to go depending on wind direction, facilities such as toilets, coastal patrol, and so on

- 5 Relocate Information booth to near the butchers/bakers in Dodges Ferry
- 6 Remove Crown Lands sign at the Sandy Track Connellys Marsh access # 142 and replace with new sign at the start of the track, reading: "Vehicle access to the beach is provided for launching and retrieval of small boats only. Do not park on access track. Deep loose sand may be present on this track".

10.3 Erosion

The causes of the erosion problems within the study area can be divided into

- Natural erosion processes
- Removal of native vegetation eg to obtain views
- Impact on vegetation by use of unauthorised tracks and paths (see 10.1)
- Encroachments of infrastructure on the foreshore reserve (see 10.4)

Historically, China, Okines and Tiger Head Beaches have had serious natural erosion problems, and there is no reason at this point to think that this will change. Dobson and Williams conducted a study in 1978³⁵ that identified advanced erosion problems at that time. Okines and China Beaches have been receding for approximately 30 years, with major erosion occurring along these shores.

A current explanation for the continuing erosion is related to the colonization of marram grass (*A. arenaria*) and radiata pine (*P. radiata*) on Sandy Point on the other side of the Pitt Water. Sand from the sand budget is now tied up by *A. arenaria* and *P. radiata* on Sandy Point³⁶ and sand replenishment is no longer happening at the same rate as in the past.

Where the cliffs rise in an outcrop of Triassic sandstone³⁷, at the Promenade and a dangerous drop of up to six metres occurs.³⁸

³⁵ Dobson JE and William GJ (1978) *Managing The Erosion Problem Of Small Coastal Settlements: A Proposal for Dodges Ferry, South-Eastern Tasmania*, University of Tasmania Occasional Paper no.8

³⁶ Pers comm. Chris Sharples, Consultant Geomorphologist, 29/01/02

³⁷ Dobson JE and William GJ (1978) *op cit*, p.20

Recommendations

- 1 Advice has been sought in the past about ways to address the erosion problem by both Council and PWS, but the costs of putting in place a revegetation or hard engineering solution have been prohibitive, and Mike Pemberton³⁹ suggests that hard engineering solutions may exacerbate the erosion
- 2 Develop plan for erosion at China/Okines: revegetate where possible
- 3 Continue to consult with engineers and geomorphologists to determine the best long term solution
- 4 Fore dunes along Carlton/Park and Red Ochre beaches need rehabilitation where children slide down face of dunes. These should be fenced temporarily where restoration is to take place
- 5 Make plants available upon request for those approaching PWS for revegetation plants. Revegetation work may be able to be extended to community groups who continue to show a willingness to be involved in this kind of work.

10.4 Encroachments onto foreshore reserve

The encroachment of all manner of private infrastructure onto the foreshore takes place all around the coastline, eg septic tanks, washing lines, private boat ramps, private walkways, decks (see photo 9 Appendix 6), barbeque areas, gardens and so on. This occurs all along the coastal zone and there is a general position taken that there is some inalienable right for this to continue.

An example of this in practice occurs in Connellys Marsh. During the public consultation phase of the project the community made it clear that all landowners whose land abuts the foreshore reserve, (with one exception⁴⁰), wish to retain their privately developed accesses through the reserve. The 24 accesses across the foreshore reserve are not legal

³⁸ Visitors to this beach are confronted by signs that say "Caution, hazardous foreshore area, some boatsheds unstable, eroded banks may collapse. Please stay clear or risk personal injury"

³⁹ 1997, Memo from Mike Pemberton, DELM Tiger Head Beach Erosion

⁴⁰ Mr Raoul Kochinowski approached the project officer about the rehabilitation of the track across the foreshore reserve from his property at the beach walk, and had previously corresponded with the Crown Lands Services department of DPIWE on the matter)

(the subdivision that took place in 1972 does not provide for individual legal accesses to the foreshore).

The land managers have for some years been attempting to rationalise these tracks. The somewhat "heavy handed" approach used in the past met with resistance and the removal of the rehabilitation and restrictive works in most cases. Most residents with a vested interest in maintaining the status quo do not want any changes in the management of the foreshore reserve and have expressed this strongly. However, it would be in the interests of all parties for residents to reach some agreement to share more of the accesses currently in use and identify accesses that could be rehabilitated. There has been a great deal of resistance to this in the past, but if the group could see this as an opportunity rather than a threat, there might be some real movement on the matter.

10.4.1. Public education

Public education and consultation are essential to developing public perceptions and behaviour, and negotiating mutually agreeable outcomes into the future.

Recommendations

- 1 A co-ordinated approach from Council and the Parks and Wildlife Service should be made to continue dialogue with residents all around the coastline regarding foreshore ownership and management and the removal of encroachments from Crown land
- 2 PWS should utilize council rates notices to begin an environmental education program as a simple and expedient way to bring access and other environmental and management issues to public attention
- 3 Networks and officers in other departments should be utilized, for example:
 - Southern Coastcare Facilitator (Kim Willing 6233 6427)
 - Project Co-ordinator for the South East Weed Strategy (Stuart Smith, 6227 1124)
 - Regional Weed Management Officer for DPIWE (Andrew Crane 6233 3650)
 - Southern Beaches Landcare/Coastcare Group (Gwen Egg 6265 8335)
 - Parks and Wildlife Service South East (Brian Campbell 6248 4053)

- Bushcare Community Extension Officer (at Greening Australia, Jodie Epper 6223 6377)
- Adopt-a-track Facilitator (at Wildcare, Jo Field, 6336 5454)

10.4.2. Continued negotiation with stakeholders

At Lewisham, Park Beach, Primrose Sands, Tiger and Spectacle Heads and Connellys Marsh:

- 1 Continue on-going negotiation with landowners with the aim of reducing the number of privately developed tracks and private infrastructure dramatically
- 2 In Connellys Marsh, develop link tracks so that one in every four houses retains private access for common use with other householders. The community argues that linkage tracks would be harmful to the tops of the dunes, but careful location of such tracks can minimise this. Consider giving priority to houses occupied by elderly residents over others
- 3 As sales of properties that bound the foreshore reserve take place, negotiate the removal of accesses and rehabilitation
- 4 Residents should be informed so that they are aware that future sales will bring these conditions and linkages formed with remaining tracks
- 5 Where firebreaks occur or have to be put in place to meet statutory requirements, use these as walkway links at the rear of properties between official foreshore access tracks.

10.4.3. Dangerous infrastructure and built encroachments

Detailed recommendations for these appear in Appendix 1.

Recommendations

- 1 Remove dangerous unused infrastructure from old paths across foreshore reserve, for example, rusty handrails along the Gary Street track
- 2 Remove Parnella Road and Petrel Street decks built over the foreshore reserve.

10.5 Upgrading and rationalizing official foreshore track access

10.5.1. Headland tracks

The Headland Tracks on Tiger Head and Spectacle Head have been lost over the last few years as they have become overgrown by she-oak (*A. verticillata*) and weeds such as boneseed (*C. monilifera*) and garden plants in particular. These tracks were greatly valued when they were accessible and would add greatly to the recreational amenity and place value of the area.

Recommendations

- 1 Re-established these tracks in a way that is sensitive to the narrow bands of remnant vegetation along the cliff edges, and according to the recommendations of the Aboriginal Heritage Officer, see the report attached in Appendix 5. (Although it is recognized that PWS has a statutory obligation to manage the foreshore environment for the risk of fire, it is not possible for this document to recommend that these tracks be formed along with the removal of a major vegetation strip. Around these headlands and at the southern end of the Gary Street track the vegetation strip is only 5-10 metres wide)
- 2 Build a handrail from WW# 36 at Tiger Head Road to the fishing area at the point.

10.5.2. Maintenance

In all zones, the public consultation process identified the view that the PWS is inconsistent and tardy with the maintenance of foreshore tracks. This develops into a safety issue in some places

Recommendations

- 1 Develop a tight maintenance program with a separate budget item for foreshore tracks, maintenance and signage
- 2 Develop acceptable minimum Australian Standards for walkways
- 3 Develop formal agreements for track maintenance with adjacent or other willing landowners, SBLCCCG, or with Green Corps or other

community work force options: many have voiced a willingness to be involved in this kind of work

- 4 Approach Jo Field at the Adopt a Track program to officially list foreshore tracks for this program and enable PWS to seek funding and working bee labour
- 5 Close foreshore tracks associated with the formal closure of council walkways identified in this document (see Appendix 1).

Red Ochre Beach

Access to the middle of Red Ochre Beach near Rotuli Street is severely eroded by stormwater from an outlet under Carlton Beach Road: steps are damaged and dangerous with exposed star pickets.

Recommendations

- 1 Urgently redirect stormwater to the north (Council). Replace timber stairs at their current location. Current infrastructure should be signposted as dangerous in the interim and star pickets removed.

Primrose Sands

- 1 Dangerous and too frequent tracks in Primrose Sands
- 2 Track #110 at 9 Petrel Street is very dangerous

Recommendations

- 1 Close track #114 on dangerous corner (see photo 6, Appendix 6) and open #115. Close track #116
- 2 Close immediately until repair work can be done

10.5.3. Scenic Lookouts

View points over Park Beach and Jump Rock from Spectacle Head, and over point on Tiger Head.

Recommendations

- 1 Develop small parking area and duckboarded path to viewing area across midden and erect an information board. Any works to be

conducted in consultation with an Aboriginal Heritage Officer, and according to recommendations in the Aboriginal Heritage Officer's Report in Appendix 5

- 2 Develop a parking area at the top of Riawena Street using coppers logs to define the parking area. Fence to feed pedestrian traffic down to a viewing point over Jump Rock: connect all with the Headland Track

10.6 Boatsheds and boatshed access

Boatsheds all around the coast are in various states of disrepair. Access to boatsheds in many locations has developed in a random way over many years. Access is through Council and/or Crown land. The Crown now has responsibility for the management of the coastal reserve at Gypsy Bay where the Council has proposed to establish improved access and launching ramp facilities.

- 1 Boatsheds are in various states of disrepair and a number are extremely dangerous
- 2 Access to boatsheds is dangerous and has developed in an ad hoc manner. The bank at Gypsy Bay is progressively eroding as vegetation is removed and traffic increases
- 3 Some of the trees overhanging the Gypsy Bay boatsheds are dangerous, and ringbarking has killed some recently making them more dangerous
- 4 The track to boatsheds at the south end of Red Ochre Beach is eroding

Recommendations

- 1 Assess the condition of boatsheds and serve notice on owners to repair or proceed with removal of these. Where ownership cannot be ascertained, remove dangerous boatsheds, for example, those remaining on Okines Beach and Red Ochre Beach north in particular
- 2 Boatshed owners should be actively discouraged from any further disturbance of the area. Planned solid infrastructure (stairs and raised walkway) should be established from 101 Linden Road (Council land) to the rear of the sheds, connecting with access from walkway in Primrose Point Road (between No.6 and No.8).
- 3 Risk assessment and removal of thinned or dead trees should be conducted urgently and rehabilitation of groundcover undertaken.

- 4 Close track to vehicular access, and widen the track at the rear of the boatsheds for foot traffic

10.7 Foreshore access: public jetties and parking areas

10.7.1. Tiger Head Jetty

Recommendations

The jetty at Tiger Head requires a number of actions:

- 1 Concrete stairs to north side of jetty to allow access at beach level.
- 2 Coppers log fencing to contain parking & direct pedestrian flow

10.7.2. Lewisham jetty

Recommendations

- 1 Improve signage
- 2 Re-evaluate lie of the road,
- 3 Formalise turning circle, with coppers logs barrier

10.7.3. Park Beach

Recommendations

- 1 Install signage at the head of the road indicating beach, facilities, type of recreational use
- 2 Define overflow carpark with coppers log barriers
- 3 Continue revegetation program near carpark & on bank at rear
- 4 Establish a safe pedestrian path adjacent to the road
- 5 Establish good, convincing management regime for the carpark overflow
- 6 Establish a wheelchair access at the westernmost track where the track profile is lowest and the beach sand is hardest. Use a hinged end to accommodate slight variations in beach gradient
- 7 Install toilet facilities with wheelchair access
- 8 Re-establish track profile of WW # 61 to original level & harden surface possibly reorientating exit point to the SE
- 9 Close, fence, rehabilitate and revegetate WW# 62, and council to redirect stormwater.

10.8 Public education and consultation

10.8.1. Community education

Many representations were made seeking advice on the care and management of the foreshore reserve and private land in ways that enhance and protect the natural environment. Concerns about weed management, endemic species to plant to enhance private property and so on are not currently addressed adequately or consistently through the Council or PWS and there needs to be a dedicated staff member for this task.

Recommendations

- 1 The appointment of a Native Vegetation Facilitator to make accessible, consistent, up-to-date technical information and advice on natural vegetation management readily available through Council/Parks and Wildlife Service. Tasks of the Native Vegetation Facilitator would include the development of an education program for the area and liaising with property owners who encroach onto the foreshore reserve. This kind of appointment has already been established in other Councils, such as Kingborough Council and the Hobart City Council and was recommended in the *Native Vegetation Strategy Strategy, Sorell and Tasman Municipalities* referenced in this document⁴¹
- 2 Parks and Wildlife Service utilize the Council rates notices to begin an environmental education program would be a simple and expedient way to bring access and other environmental and management issues to public attention
 - As identified in sections 9.9 and 10.4.1 it is important to utilize existing networks and officers in other departments.

10.8.2. Public consultation

Where changes to infrastructure, facilities and patterns of behaviour are planned or expected to take place, clear and accessible public consultation processes need to take place. Residents expressed concern that public

⁴¹ *Native Vegetation Strategy Strategy, Sorell and Tasman Municipalities* p. 105

consultation processes in the past have been inadequate: residents need to see this is being done satisfactorily.

Some of the issues that have arisen during this process and need further consultation are:

- 1 Residents at Connellys Marsh propose a track and access point at the east end of the beach. This needs further consultation between the community and PWS
- 2 Residents have developed an "Existing Management Plan, Connellys Marsh" which indicates the community's care and concern for the area. This document should be considered for comment on the content by PWS and may give direction and assist in developing the community contacts necessary for joint management of some aspects of the foreshore reserve
- 3 If the above document can be ratified in full or in part by PWS, then annually review "Existing Management Plan, Connellys Marsh" in consultation with the PWS and/or Council
- 4 Negotiate pedestrian access to the foreshore from Nos. 36 and 38 Beach Road to the side fences abutting the Beach Road access track
- 5 Rationalization options for tracks in Primrose Sands at the west end of the beach need to be further investigated.

Recommendations

Follow these concerns through in the short term while "the iron is hot"

10.9 Providing wheelchair access to the beaches

Wheelchair access is not possible at the moment, with the exception of access by mini-van to the Carlton River mouth: at least one organization that supports people with disabilities comes to this access point at present. It has been indicated that people in wheelchairs will come to an area if facilities are available: several people also made representation during public consultation with this access need in their families.

Recommendations

Establish access for wheelchairs and others with disability at (in order of priority):

- the westernmost access track at Park Beach, ensuring that toilet facilities for the disabled are part of the new toilet facility plans
- each end of an upgraded Gary Street track, ensuring at this point in time that the China Creek bridge is wide enough for future wheelchair access
- Carlton River mouth
- WW#21 in Richards Ave

11. Conclusion

Having spent three months immersed in the issues that are the focus of this project, it is clear that the management of access to the foreshore needs to be improved and some tough decisions need to be made. Each of the stakeholder groups have, in their own ways, contributed to the development of the problems, and each needs to contribute to their amelioration.

Council and the Parks and Wildlife Service have each tacitly allowed the continued adhering of walkways and the development of tracks and infrastructure on Council and Crown land, and many members of the public have seen fit to exploit this leniency.

The problems need to be addressed with a firmness and clarity of vision that has not previously been brought to the task. Integrated and co-operative management between the Council, the Parks and Wildlife Service and the community, together with a long-term view of the issues will lead to better planning and more consistent development and use decisions. Individuals and community groups such as the local schools, the adopt-a-patch and the Southern Beaches Landcare/Coastcare have already shown a long-term commitment to the area, and all have proven their willingness to work in co-operation and partnership with the Parks and Wildlife Service in the past.

While many individual issues have been addressed at length in this report, others, and those yet to arise, of course, have not. It is hoped that this document will be utilized to its limits, rather than become dusty on a shelf, and that the principles and broad recommendations between its covers can be applied to the access problems that arise in the future. To preserve the built environment and the bio and geophysical integrity of

the area is imperative and will consolidate the recreational, environmental and residential amenity of this beautiful area.

As David Keeling elegantly puts it "if landscape is to survive as a form then we cannot rely on the Romantic or the Nostalgic any longer"⁴².

⁴² David Keeling, Artist's Statement, from an exhibition catalog at the Dick Bett Gallery, Hobart in Nov 2000

12. Appendices

Appendix 1: Walkway and access inventory and recommended actions

Appendix 1 is an inventory of access points to the foreshore. It is also intended as a working table for recommended actions alongside those more general actions outlined in body of the report. The table comes in two forms, the first organized by walkway number, the second sorted by time frame.

Timeframes for actions are also included. Time frames are:

Immediate	Now
Short term	Now to eighteen months
Medium term	Eighteen months to five years
Long term	Five to ten years

Codes used to categorize walkways are as follows.:

PWS managed tracks and access points are any of the following:

Codes	Description
PWW	PWS walkway
CRRD	Crown land road
PWRD	Parks and Wildlife Road
CRUT	Crown Land Unofficial Track
PWS	Parks and Wildlife Service track

Council managed walkways and access points are any of the following:

Codes	Description
VWW	Visible Walkway
NVWW	No Visible Walkway
SVWW	Semi Visible Walkway
CORD	Council Road

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
1	Jones Pde	Private gate can close off access	CORD	Short	Confirm with Council authorisation for boom gate: owner to remove if unauthorised
2	Jones Pde & LSD	Ad hoc track used a lot	CRUT	Medium	Formalise track at corner
3	LSD	Access & public jetty	CRRD	Medium	Signage, re-evaluate lie of the road, formalise turning circle, with coppers logs barrier
4	77-79 LSD	Garden & shed	NVWW	Medium	Confirm ownership, open if still public ownership
5	LSD/Mary St	Private garden/garage	NVWW	Short	Close: lease or sell to adjoining blocks
6	101 LSD WW & boat ramp access	Poorly maintained roadway, WW not visible In danger of losing public facility here.	CORD	Short	Formalise WW & Flippers, & lots 3-7 Gwynn's Pt Lane access arrangements through block.
6	101 LSD WW & boat ramp access	Poorly maintained roadway, WW not visible In danger of losing public facility here.	CORD	Medium	Upgrade parking & turning circle for launching ramp users.
7	Lewisham / Gary St track	Much used & appreciated track	PWW	Medium	Reveg work & fencing to seaward China Crk end.

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
7	Lewisham / Gary St track	Much used & appreciated track	PWW	Short	Upgrade signage & China Crk bridge
7	Lewisham / Gary St track	Much used & appreciated track	PWW	Long	Upgrade track to wheelchair/bike standard
8	Gwynn's Pt Lane	Reserve access blocked by private gate easy access to south	CORD	Short	Confirm with Council authorisation for boom gate: remove gate if possible: alternatively, fit pedestrian gate to side
9	115-117 LSD	Very steep access from road	NVWW	Medium	Close
10	127-129LSD		NVWW	Medium	Open
10A	139 LSD	No WW now.		Short	If WW established through council block, recommendations for WW 9, 10, 11 hold. If not open #11
11	151-159 LSD		NVWW	Medium	Close
12	171-3 LSD	Remnant steps mown as part of 173, very dangerous at bottom	SVWW	Immediate	Open

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
13	187-189 LSD	Adhered to adjacent blocks: very steep	NVWW	Short	Close
14	197-199 LSD	Bush block		Medium	Close
15	205-211 LSD	Fenced to reserve, steps down. Rubbish on reserve	VWW	Medium	Upgrade WW with steps to foreshore
16	243-245 LSD	Fenced $\frac{1}{2}$ way, then garden, steps & path down	VWW	Short	Establish WW fencing so garden doesn't adhere WW
17	Gary St	Parking & access from dead end	PWW	Immediate	Upgrade signage & China Crk bridge
17	Gary St	Parking & access from dead end	PWW	Short	Reveg work & fencing to seaward China Crk end.
17	Gary St	Parking & access from dead end	PWW	Long	Upgrade track to wheel chair/bike standard,
18	7-9 Richards Ave	Fenced & mown	VWW	Short	Provide handrails
19	17-19 Richards Ave	Short St extension, rotting wooden steps to beach	CORD	Immediate	Replace rotting stairs

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
20	31-33 Richards Ave	Fenced on one side then visible WW	VWW	Short	Remove tree at start of track which hides track, formalize & gravel track to the rear of 35-37: wheelchair access possible
21	Richards Ave- Rantons Rd		CORD	Medium	Formalise access between Richards Ave & Rantons Rd with post and rail fence
22	Rantons Rd corner	Unofficial boat launching, & access for vehicles to beach	PWRD	Medium	Council to consider whether Rantons Rd should be relocated off the foreshore reserve due to continuing erosion of beach. Coppers log fencing to direct access to beach at three points along this stretch
23	63-65	Fenced	VWW	Short	Sign
24	73-75 Rantons Rd	Private garden	NVWW	Short	Close provided Rantons Rd is not to relocate formally to rear of houses
25	School		CORD	Medium	Formalise parking so WW feeds pedestrians past wetlands to single beach access
26	19-21 First Ave	Wide, mown, fenced individual accesses to beach at this point	VWW	Medium	Fencing needed to feed into common tracks (one per 6 houses)

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
27	9 Jetty Rd	Mown & fenced to foreshore	VWW	Medium	
28	Jetty Rd	Parking & turning circle	PWW	Short	Barriers around end Jetty Rd
28	Jetty Rd	Parking & turning circle	PWW	Medium	Track at end of Jetty Rd formalised around headland
29	27-31 Fourth Ave	Fenced & mown, dangerous at cliffs	VWW	Short	Handrail & steps cut into sandstone
30	39-41 Fourth Ave	Fenced, overgrown	VWW	Immediate	Close & lease or sell land
31	Beside 47 Fourth Ave	Crown land track with FBRs opened to remove sheds from Okines Beach	PWW	Long	Establish as a formal access point
31A	10-12 Second Ave	Vehicle access to crown land road	CRUT VWW	Medium	Close to vehicle access on Promenade
32	Promenade & Seventh Ave	PWS stairs to foreshore & unofficial access along foreshore reserve	PWRD	Long term	Close vehicular access along the Promenade: erosion at base of cliffs continuing. When steps need repairing, relocate to face in a northerly orientation to allow access to the

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
					beach at high tide.
33	Gravelled rocky track		PWW	Immediate	Repair to jetty: veg program for banks above to limit erosion
34	28-30 Seventh Ave	Garden	NVWW	Short	Negotiate land swap between No. 30 & Council to gain foreshore access in front of No. 30
35	16-18 Eighth Ave	Mown & fenced	VWW	Short	Well used feeder track, feeds into Webb St access
36	Pargonee St	Webb St & Eighth Ave tracks all feed together	VWW	s	Upgrade steps at this point & fence Tiger Head Webb & Pargonee St parking to feed pedestrian traffic to a single access point
37	Public jetty, Tiger Head	Parking & jetty recently upgraded	CORD	Short	Concrete stairs to north side of jetty to allow access at beach level.
37	Public jetty, Tiger Head	Parking & jetty recently upgraded	CORD	Medium	Coppers log fencing to contain parking & direct pedestrian flow.

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
37	Public jetty, Tiger Head	Parking & jetty recently upgraded	CORD	Medium	Negotiate official access beside property no. 27 TH Rd to allow for access to Tiger Head Headland Track
38	5-8 Tiger Head Rd	Fenced to foreshore no safe path down reserve	VWW	Medium	Upgrade maintenance. Link to Headland Track
39	55-53 Tiger Head Rd	Actually at 74-76, fenced & mown	VWW	Short	Confirm WW tenure: shown on map as between 53-55 Tiger Head Rd. Negotiate to stay as is.
39	55-53 Tiger Head Rd	Actually at 74-76, fenced & mown	VWW	Medium	Fishing common off rocks, handrailed path to rocks
39	55-53 Tiger Head Rd	Actually at 74-76, fenced & mown	VWW	Long	Develop view point
40	Tiger Head Rd Headland Track	Almost completely overgrown. Consensus is that track would be valued: inaccessibility has lead to lack of recent use	PWW	Short	Reclaim Crown land at rear of properties where encroachments occur

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
40	Tiger Head Rd Headland Track	Almost completely overgrown. Consensus is that track would be valued: inaccessibility has lead to lack of recent use	PWW	Long term	Re-establish Headland Track with linkages to Tiger Head jetty & Blue Lagoon
41	56-58 Tiger Head Rd	Not very useful	NVWW	Medium	Exchange land with No. 10 Lourah St to allow access through POS Formalise WW track through POS
42	Access to west end Blue Lagoon Beach	Access off Headland Track not safe	PWW	Immediate	Formalise with short set of handrailed stairs. Remove remaining boatshed from north end of beach. Very hazardous.
43	2 Kannah St	Newly trampled track across dune, another track available to the north	PWW	Immediate	Block with coppers log barrier at end of Lourah St & direct to north track through dune or back to entrance beside Blue Lagoon
44	End Kannah St	Toilets, parking, degraded	CORD	Immediate	Sand ladder over due, in consultation with Moya Sharp management plan

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
44	End Kannah St	Toilets, parking, degraded	CORD	Short	Boom gate across existing access point
44	End Kannah St	Toilets, parking, degraded	CORD	Medium	Move toilet block away from dunes: restrict parking to area not inundated by stormwater.
45	End Kannah St	eroded track to the LHS from CBR		Im	Close & rehabilitate track to south of toilet block: possibly use sand ladder
46	Edge of Blue Lagoon reserve	Trampled track not on cadastre	?	Medium	Develop WW through reserve to CBR beside No. 51
47	Next to No. 4 Wibur St	Trampled unofficial track	CRUT	Medium	Develop parking & access with sand ladder through dune
48	55a-57 CBR	Walkway closed: letter to Council in 1986? actually beside 57 access to the foreshore near Rotuli St is severely eroded by stormwater	NVWW	Immediate	Close officially. And formalise current track to Red Ochre Beach <u>Urgently</u> redirect stormwater. Redirecting to the north would be a good first step. Council take the burden of the cost to build new timber stairs at their current location, that the current

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
		from an outlet under CBR: steps damaged & dangerous with exposed star pickets.			infrastructure be signposted as dangerous in the interim & star picket removed.
49	Lineal track beside CBR	Remnant tracks beside road	CRUT	Short	Define track with coppers logs from Rotuli to Parnell Sts and revegetate where damaged
50	Red Ochre south on crown land	Boatshed & vehicle access eroding access and landslip on cliffs	CRRD	Short	Reveg program to continue on eroded Red Ochre cliffs below No. 3-5 Parnella Rd Boom gate across at access to boatsheds
51	5-7 Parnella	Fenced & mown, stairs, some rot, exotics on path. Track redirected by owners of 5 Parnella	VWW	Short	Remove exotics from WW
52	11 Parnella Rd	Access taken over by owners of No. 11, garden extension, agreement sought, but not reached	NVWW	Immediate	Council establish as POS & reveg as part of reserve with endemic species, WW not recommended into bank due to steepness of bank. Area to be managed in a similar way to

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
		to "care for" land in lieu of road taking edge of property			Parnella Reserve: several tall <i>E. viminalis</i> trees
53	Cruddah St	In private use as "boat yard" & garden: deck built into reserve No. 19 Parnella Rd	CORD	Immediate	Council to instruct for removal of deck at No. 19 Parnella St, Council re-establish ownership of land: use as feeder track to Headland Track via upgraded stairs at rear of No. 4 Cruddah. Close steps from No. 19 Parnella through reserve
54	Reserve road	Access to Spectacle Head Pt with viewing station & fencing	CRRD	Medium	Improve & allow parking with coppers logs
54	Reserve road	Access to Spectacle Head Pt with viewing station & fencing	CRRD	Long	Feed pedestrian traffic to viewing station & join with Headland Track
55	Reserve road extension		CRRD	Immediate	Close off
56	15-17 Warrantana St	Not established: bush block	NVWW	Short	Establish track formally through unbuilt block Marina, Steve, Sallie will keep clear

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
57	15 Poina St	Road finishes short at start of No. 15 Spectaculat vantage point	CORD	Long	Develop small parking area & duckboarded path to viewing area across midden. Information board at this location in conjunction with AHO
58	Park Beach Rd, access to Park Beach	Road access to beach	CORD	Short	Signage at head of road indicating beach, facilities, type of recreational use. Barrier to overflow carpark. Continue reveg program near carpark & on bank at rear. Foot path beside road.
59	Park Beach parking		COUNCIL?	Short	Establish good, convincing management regime for carpark overflow
60	Park Beach track 1	Westernmost track	Council?	Short	Lowest profile track & hardest sand suitable for wheelchair access: possible hinged end to accommodate slight variations in beach gradient
61	Park Beach track 2	Main track from first carpark:	Council?	Medium	Re-establish track profile to original level & harden surface. Reorientate exit point to the SE
62	Park Beach	Very degraded and dangerous track beside	Council?	Immediate	Close, fence & rehab & reveg: redirect stormwater

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
	track 3	toilet block			
63	Park Beach track 4	From overflow carpark	Council	Immediate	Close
63A	Park Beach track 5	From overflow carpark	Council		
64	Steps from Payeena reserve	Steps need repair	PWW	Short	Repair & upgrade with handrails space steps more regularly
65	81 CBR	Much used track. Fenced, not maintained, broken stormwater pipe causing significant erosion of track in the foreshore reserve, making the track unsafe	VWW	Immediate	Immediate repair of stormwater pipe. Close current track through foreshore reserve & use another to the east with well-established steps or negotiate with Mrs Hawker to utilise & upgrade steps from rear of No. 81 CBR
65	81 CBR	Much used track. Fenced, not maintained, broken stormwater pipe	VWW	Short	Council evaluate stress on stone retaining wall: this may need to be rebuilt with reinforcing.

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
		causing significant erosion of track in the foreshore reserve, making the track unsafe			
66	93-95 CBR	Fenced & mown: on dangerous bend, below "No Standing" sign	VWW	Immediate	Close
67	105-107 CBR (East St)	Well-used track, fenced & mown, steps through reserve, deep track profile	VWW	Short	Sand replenishment & steps to avoid deepening profile. Negotiate with No. 107 CBR to enter track from side fence: erosion where private access meets main track
68	121 CBR	Fenced & mown, joins WW 69	VWW	Medium	Close due to adjacent track one house block away
69	Nguna St	Fenced, not mown, joins WW 68	VWW	Immediate	
70	129-131 CBR		NVWW	Short	Close officially: sell land to adjacent owners
71	End Arnott St		VWW	Medium	Upgrade small parking bay & sand ladder path
72	153-155 CBR	Private garden built over	NVWW	Short	Close officially & sell

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
73	169-171 CBR	Bush blocks, could establish WW	NVWW	Immediate	Establish WW
74	177-179 CBR	End Bally Park Rd, fenced off & "joined to" one of the blocks	NVWW	Short	Open will be difficult
75	185-187 CBR	Well used track, blowout forming, 2m profile here joins another track	VWW	Immediate	Close track while rehabilitating: keep open in the long term
76	197-199 CBR	Deep cut through dune beside fence & dune.	VWW	Immediate	Close while rehabilitating: track profile cut beside fence: dangerous. Upgrade: this track has potential for a good deal of traffic from reserve residential land north of Lagoon Rd
77	201-203 CBR	Single fence between two houses	NVWW	Immediate	Close and sell
78	207-209 CBR	Bush blocks with vehicular track	NVWW	Short	Establish walkway
79	213-215 CBR	Single fence	NVWW	Short	Close
80	221-223 CBR	Single fence	NVWW	Short	Close
81	229-231	$\frac{1}{2}$ private drive WW	NVWW	Immediate	Close if 82 is opened

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
	CBR	fenced over dune top. No track through dune		ate	
82	237-239	Single fence	NVWW	Immediate	Open or 81 if not possible
83	243-245	Single fence	NVWW	Short	Close
84	259-261 CBR	Bush block 259. Fenced not mown, low impact track over dunes	NVWW	Short	Open as formal walkway Bush block is used:
85	5-7 Ocean Grove	$\frac{1}{2}$ fenced not mown: joins perpendicular to WW84	SVWW	Immediate	Keep open
86	14-16 Ocean Grove	Trampled track fence one side dead end	SVWW	Immediate	Bush block. Establish formally: house about to be constructed.
87	Tracks in front of ocean grove over dunes		PWW	Medium	Ensure that private tracks are reduced to become one common track
88	Sand ladder at	SLSC	PWW	Immediate	Sand ladder very dangerous: location, orientation & design need to be rethought. Dig

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
	SLSC				sand out from beneath ladder at the top of the dune on a weekly basis
89		SLSC boat access	CRRD		
90	Dead end Moomere St Thagenna St	No visible access boat yard, excavation where track used to be	CRRD		
91	33-31	Bush block 33	NVWW	Long	Establish WW but bring into use once rehabilitation of the dunes on the south face has taken place.
92	19 Thagenna St	From road end - access to reserve at No. 19	NVWW	Long	Alternative to 91: same conditions. Establish WW but bring into use once rehabilitation of the dunes on the south face has taken place.
93	11-13 Thagenna St	Single fence	NVWW	Medium	Close & sell
94		Not a walkway, but stormwater easement			
95	Carlton River				Coronor's report relating to the deaths of three swimmers in 1999-2000 discourages use

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
	mouth access				in the area. Close carparking facility & bring back to area where sand is excavated
96		Not a walkway: private access			
97	End Gate Five Rd	Garden on foreshore reserve	NVWW	Medium	Establish access to the foreshore reserve
98	Esplande, Gate Five	Foreshore reserve: garden weeds & mown edge	NVWW	Medium	Establish official access to foreshore
99	14-16 Esplande	Fenced not mown: well used track	VWW		
100	13-15 Esplande	Fenced steps to single boat shed - but access to high water mark	VWW	Short	Develop access to high water mark with good steps
101	14-16 Erle St	Private garden	NVWW	Medium	Check subdivision at rear: open if subdivision provided for
102	33-35 Midden Rd	Mown & fenced	VWW	Long	Keep open with a view to this as access to riverside foreshore access
103	37-41 Midden	Bush vacant lot	NVWW		POS Crown land

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
	Rd				
104	14-16 Kestrel St	Garden	NVWW	Medium	Close
105	13-20 Kookaburra	Bush block	NVWW	Medium	Establish WW officially through block
106	Private access, not a walkway	Bush			
107	27-29 Carlton Bluff Rd	Steep, good stairs land @ 27 subsided from storm water	VWW PWW	Short	Useful walkway , needs properly constructed PWS stairs
108	9 Petrel St	Carpark, access to launching ramp	CORD	Medium	Extend carpark to increase capacity to provide parking closer to ramp
109	Foreshore in front of 9 Petrel St	Launching ramp	PWS		
110	9 Petrel	Beach access	PWW	Immedi	Very dangerous erosion led to the exposure of

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
	St			ate	stair treads with no substructure. Close immediately pending restoration
111	19-21 Petrel St	Fenced mown	PWW		
112	2-5 Grebe St	Mown	PWW		
113	Grebe St to Tamarix Rd	Mown	CORD	Long	Road reserve may need to be established in the future
114	next to No.14 Nerine St	Hand rail & stairs	PWW	Immediate	Close: on dangerous corner
115	opposite Hakea	Closed off & tramped around	PWW	Immediate	Open in lieu of WW 114
116	opposite Banksia	Handrails & stairs	PWW	Immediate	Close: too frequent access along the Esplanade
117	opposite Veronica	Handrails & stairs	PWW	Short	
118	19-56 Primrose	Fenced both sides	VWW	Long	Keep open

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
	Rd				
119	72-77 Primrose Rd	Bush block FBRs undeveloped but open	SVWW	Medium	Establish formally through block
120	44 Tecoma Rd	Carpark, stairs	PWW	Short	More frequent treads may alleviate slippery problems on stairs
121	32-34 Tecoma Rd	Not fenced	SVWW	Short	Close
122	20-18 Tecoma Rd	Not developed but visible	SVWW	Medium	Open: track offers wider access for fire access
123	10-12 Linden Rd	Vacant lot but open	NVWW	Medium	Establish
124	15-7 Linden Rd	Vacant lot but open	NVWW	Medium	Establish
125	67-71 Linden Rd	Single fence, private gardens	NVWW	Medium	Establish ownership and WW to open if not in private ownership
126	3-5 Primrose	Fenced & gravelled	VWW	Medium	Keep open

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
	Pt Rd				
127	6-8 Primrose Pt Rd	Fenced & bush block	VWW	Medium	Keep open
128	101 Linden Rd	Gypsy Bay launching ramp access	CORD	Immediate	Make safe dead limbs and trees overhanging boatsheds.
128	101 Linden Rd	Gypsy Bay launching ramp access	PWS	Immediate	Curb all vegetation removal from bank at rear of boatsheds
128	101 Linden Rd	Gypsy Bay launching ramp access	CORD	Short	Develop clearly defined parking area with clear signage
129	Boatshed access	Access currently along NE boundary of No.101 Linden Rd & through No.2 Primrose Pt Rd Access dangerous due to erosion through loss of veg	PWS	Short	Build timber stairs to rear. Establish good access
130	131-135 Linden Rd	Stormwater or access Garden	NVWW	Short	Open WW: only access pont to NE end of Gypsy Bay
131	11-15 Susans	Bush block one side	NVWW		Close

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
	Bay Rd				
132	25-27 Susans Bay Rd	Blocked by rubbish	NVWW		Close
133	41 Susans Bay Rd	Council land	NVWW	Medium	Open Depending on topography, establish WW through Council land
134	59-61 Susans Bay Rd	access at corner			
135	67 Susans Bay Rd	Almost adhered to garden	SVWW	Short	Establish WW with signage, upgrade path at rear No. 67-69-71
136	77-79 Susans Bay Rd		VWW		Establish connecting track at rear of Susan's Bay Rd
137	85-87 Susans Bay Rd		NVWW		Close officially
138	302-309 Susans Bay Rd		NVWW	Medium	Open
139	323-25		SVWW	Medium	Open

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
	Susans Bay Rd				
140	17-19 Connellys Marsh Rd	Fenced, not maintained, stormwater eroded	SVWW	Long	Re-establish WW & link to foreshore track from No. 43 to Sandy Track
141	43 Connellys Marsh Rd	Foreshore access fenced with locked gate	CRRD	Immediate	Licence for this "boatshed & jetty" has the condition "public access must not be debarred". Open access for public: remove gate or add pedestrian gateway to one side. Alternatively, establish steps to foreshore to Australian Standards at licencees expense
142	The Sandy Track, Connellys Marsh	Small boat & vehicle access	VWW	Immediate	Remove old sign from Sandy Track & replace with one with recommended wording in body of document
142	The Sandy Track, Connellys Marsh	Small boat & vehicle access	VWW	Short	. Upgrade track to remove problem of occasional washout & soft sand

Access #	Location	Descriptive comment	WW code	Time-frame	Recommendations
143	36-38 Beach Rd	PWS track	PWW	Short	Rehabilitation of the track in front of property #38 Beach Road Fill in blowout with sand from Connellys Marsh Creek entrance and revegetate with endemic species. Erect a temporary fence along the PWS track to keep horses from straying into the dunes.

WW #	LOCATION	DESCRIPTIVE LOCATION	WW CODE	TIME FRAME	TF RE F	RECOMMENDATION
17	Gary St	Parking & access from dead end	PWW	Immediate	0	Upgrade signage & China Crk bridge
19	17-19 Richards Ave	Short St extension, rotting wooden steps to beach	CORD	Immediate	0	Replace rotting stairs
30	39-41 Fourth Ave	Fenced, overgrown	VWW	Immediate	0	Close & lease or sell land
33	Gravelled rocky track	Erosion problem	PWW	Immediate	0	Repair to jetty: veg program for banks above to limit erosion
42	Access to west end Blue Lagoon Beach	Access off Headland Track not safe	PWW	Immediate	0	Formalise with short set of handrailed stairs. Remove remaining boatshed from north end of beach. Very hazardous.
43	2 Kannah St	Newly trampled track across dune, another track available to the north	PWW	Immediate	0	Block with coppers log barrier at end of Lourah St & direct to north track through dune or back to entrance beside Blue Lagoon
44	End Kannah St	Toilets, parking, degraded	CORD	Immediate	0	Sand ladder over due, in consultation with Moya Sharp management plan
48	55a-57 CBR	Walkway closed: letter to Council in 1986? actually beside No. 57. Access to the foreshore near Rotuli St is severely eroded by stormwater from an outlet under CBR: steps damaged & dangerous with exposed star pickets.	NVWW	Immediate	0	Close officially. And formalise current track to Red Ochre Beach. Urgently redirect stormwater. Redirecting to the north would be a good first step. Council take the burden of the cost to build new timber stairs at their current location

52 11 Parnella Rd	Access taken over by owners of No. 11, garden extension. Agreement sought, but not reached to "care for" land in lieu of road taking edge of property	NVWW	Immediate	0 Council establish as POS & reveg as part of reserve with endemic species, WW not recommended into bank due to steepness of bank. Area smaller than Parnella Reserve, but should be managed in the same way: several tall E. viminalis trees
53 Cruddah St	In private use as "boat yard" & garden: deck built into reserve No. 19 Parnella Rd	CORD	Immediate	0 Council to instruct for removal of deck at No. 19 Parnella St, Council re-establish ownership of land: use as feeder track to Headland Track via upgraded stairs at rear of No. 4 Cruddah. Close steps from No. 19 Parnella through reserve
55 Reserve road extension		CRRD	Immediate	0 Close off
62 Park Beach track 3	Very degraded and dangerous track beside toilet block	Council?	Immediate	0 Close, fence & rehab & reveg: redirect stormwater
63 Park Beach track 4	From overflow carpark	Council	Immediate	0 Close
65 81 CBR	Much used track. Fenced, not maintained, broken stormwater pipe causing significant erosion of track in the foreshore reserve, making the track unsafe	VWW	Immediate	0 Immediate repair of stormwater pipe. Close current track through foreshore reserve & use another to the east with well-established steps or negotiate with Mrs Hawker to utilise & upgrade steps from rear of No. 81 CBR
66 93-95 CBR	Fenced & mown: on dangerous bend, below "No Standing" sign	VWW	Immediate	0 Close
69 Nguna St	Fenced, not mown, joins WW 68	VWW	Immediate	0

73 169-171 CBR	Bush blocks, could establish WW	NVWW	Immediate	0 Establish WW
75 185-187 CBR	Well used track, blowout forming, 2m profile where joins another track	VWW	Immediate	0 Close track while rehabilitating: keep open in the long term
76 197-199 CBR	Deep cut through dune beside fence & dune.	VWW	Immediate	0 Close while rehabilitating: track profile cut beside fence: dangerous. Upgrade: this track has potential for a good deal of traffic from reserve residential land north of Lagoon Rd
77 201-203 CBR	Single fence between two houses	NVWW	Immediate	0 Close and sell
81 229-231 CBR	½ private drive WW fenced over dune top. No track through dune	NVWW	Immediate	0 Close if WW# 82 is opened
82 237-239 CBR	Single fence	NVWW	Immediate	0 Open or WW# 81 if not possible
85 5-7 Ocean Grove	½ fenced not mown: joins perpendicular to WW#84	SVWW	Immediate	0 Keep open
86 14-16 Ocean Grove	Trampled track fence one side dead end	SVWW	Immediate	0 Bush block. Establish formally: house about to be constructed.
88 Sand ladder at SLSC	SLSC	PWW	Immediate	0 Sand ladder very dangerous: location, orientation & design need to be rethought. Dig sand out from beneath ladder at the top of the dune on a weekly basis
110 9 Petrel St	Beach access	PWW	Immediate	0 Very dangerous erosion led to the exposure of stair treads with no substructure. Close immediately pending restoration
114 next to No.14	Hand rail & stairs	PWW	Immediate	0 Close: on dangerous corner

Nerine St					
115	opposite Hakea	Closed off & tramped around	PWW	Immediate	0 Open in lieu of WW# 114
116	opposite Banksia	Handrails & stairs	PWW	Immediate	0 Close: too frequent access along the Esplanade
128	101 Linden Rd	Gypsy Bay launching ramp access	CORD	Immediate	0 Make safe dead limbs and trees overhanging boatsheds.
128	101 Linden Rd	Gypsy Bay launching ramp access	PWS	Immediate	0 Curb all vegetation removal from bank at rear of boatsheds
141	43 Connellys Marsh Rd	Foreshore access fenced with locked gate	CRRD	Immediate	0 Licence for this "boatshed & jetty" has the condition "public access must not be debarred". Open access for public: remove gate or add pedestrian gateway to one side. Alternatively, establish steps to foreshore to Australian Standards at licencees expense
142	The Sandy Track, Connellys Marsh	Small boat & vehicle access	VWW	Immediate	0 Remove old sign from Sandy Track & replace with one with recommended wording in body of document
12	171-3 LSD	Remnant steps mown as part of No.173, very dangerous at bottom	SVWW	Immediate	0 Open
5	LSD/Mary St	Private garden/garage	NVWW	Short	1 Close: lease or sell to adjoining blocks
6	101 LSD WW & boat ramp access	Poorly maintained roadway, WW not visible In danger of losing public facility here.	CORD	Short	1 Formalise WW & Flippers, & lots 3-7 Gwynn's Pt Lane access arrangements through block.
7	Lewisham/ Gary St track	Much used & appreciated track	PWW	Short	1 Upgrade signage & China Crk bridge to wheelchair/bike standard
8	Gwynn's Pt Lane	Reserve access blocked by private gate easy access to south	CORD	Short	1 Confirm with Council authorisation for gate: remove gate if possible: alternatively, fit pedestrian gate to side

10A 139 LSD	No WW now.		Short	1 If WW established through council block, recommendations for WW# 9, 10, 11 hold. If not open #11
13 187-189 LSD	Adhered to adjacent blocks: very steep	NVWW	Short	1 Close
16 243-245 LSD	Fenced ½ way, then garden, steps & path down	VWW	Short	1 Establish WW fencing so garden doesn't adhere WW
17 Gary St	Parking & access from dead end	PWW	Short	1 with reveg work & fencing to seaward China Crk end.
18 7-9 Richards Ave	Fenced & mown	VWW	Short	1 Provide handrails
20 31-33 Richards Ave	Fenced on one side then visible WW	VWW	Short	1 Remove tree at start of track which hides track, formalize & gravel track to the rear of No. 35-37: wheelchair access possible
23 63-65	Fenced	VWW	Short	1 Sign
24 73-75 Rantons Rd	Private garden	NVWW	Short	1 Close provided Rantons Rd is not to relocate formally to rear of houses
28 Jetty Rd	Parking & turning circle	PWW	Short	1 Barriers around end Jetty Rd
29 27-31 Fourth Ave	Fenced & mown, dangerous at cliffs	VWW	Short	1 Handrail & steps cut into sandstone
34 28-30 Seventh Ave	Garden	NVWW	Short	1 Negotiate land swap between No. 30 & Council to gain foreshore access in front of No. 30
35 16-18 Eighth Ave	Mown & fenced	VWW	Short	1 Well used feeder track, feeds into Webb St access
36 Pargonee St	Webb St & Eighth Ave tracks all feed together	VWW	Short	1 Upgrade steps at this point & fence Tiger Head Webb & Pargonee St parking to feed pedestrian traffic to a single access point

37	Public jetty, Tiger Head	Parking & jetty recently upgraded	CORD	Short	1 Concrete stairs to north side of jetty to allow access at beach level.
39	55-53 Tiger Head Rd	Actually at No. 74-76, fenced & mown	VWW	Short	1 Confirm WW tenure: shown on map as between No. 53-55 Tiger Head Rd. Negotiate to stay as is.
40	Tiger Head Rd Headland Track	Almost completely overgrown. Consensus is that track would be valued: inaccessibility has lead to lack of recent use	PWW	Short	1 Reclaim Crown land at rear of properties where encroachments occur
44	End Kannah St	Toilets, parking, degraded	CORD	Short	1 Boom gate across existing access point
49	Lineal track beside CBR	Remnant tracks beside road	CRUT	Short	1 Define track with coppers logs from Rotuli to Parnell Sts and revegetate where damaged
50	Red Ochre south on crown land	Boatshed & vehicle access eroding access and landslip on cliffs	CRRD	Short	1 Reveg program to continue on eroded Red Ochre cliffs below No. 3-5 Parnella Rd Boom gate across at access to boatsheds
51	5-7 Parnella	Fenced & mown, stairs, some rot, exotics on path. Track redirected by owners of No.5 Parnella	VWW	Short	1 Remove exotics from WW
56	15-17 Warrantena St	Not established: bush block	NVWW	Short	1 Establish track formally through unbuilt block Marina, Steve, Sallie will keep clear
58	Park Beach Rd, access to Park Beach	Road access to beach	CORD	Short	1 Signage at head of road indicating beach, facilities, type of recreational use. Barrier to overflow carpark. Continue reveg program near carpark & on bank at rear. Foot path beside road.

59	Park Beach parking	Car Park	COUNCIL?	Short	1 Establish good, convincing management regime for carpark overflow
60	Park Beach track 1	Westernmost track	Council?	Short	1 Lowest profile track & hardest sand suitable for wheelchair access: possible hinged end to accommodate slight variations in beach gradient
64	Steps from Payeena reserve	Steps need repair	PWW	Short	1 Repair & upgrade with handrails space steps more regularly
65	81 CBR	Much used track. Fenced, not maintained, broken stormwater pipe causing significant erosion of track in the foreshore reserve, making the track unsafe	VWW	Short	1 Council evaluate stress on stone retaining wall: this may need to be rebuilt with reinforcing.
67	105-107 CBR (East St)	Well-used track, fenced & mown, steps through reserve, deep track profile	VWW	Short	1 Sand replenishment & steps to avoid deepening profile. Negotiate with No. 107 CBR to enter track from side fence: erosion where private access meets main track
70	129-131 CBR		NVWW	Short	1 Close officially: sell land to adjacent owners
72	153-155 CBR	Private garden built over	NVWW	Short	1 Close officially & sell
74	177-179 CBR	End Bally Park Rd, fenced off & "joined to" one of the blocks	NVWW	Short	1 Open will be difficult
78	207-209 CBR	Bush blocks with vehicular track	NVWW	Short	1 Establish walkway
79	213-215 CBR	Single fence	NVWW	Short	1 Close
80	221-223 CBR	Single fence	NVWW	Short	1 Close
83	243-245 CBR	Single fence	NVWW	Short	1 Close

84	259-261 CBR	Bush block No. 259. Fenced not mown, low impact track over dunes	NVWW	Short	1	Open as formal walkway Bush block is used:
100	13-15 Esplande	Fenced steps to single boat shed - but access to high water mark	VWW	Short	1	Develop access to high water mark with good steps
107	27-29 Carlton Bluff Rd	Steep, good stairs land @ No.27 subsided from storm water	VWW	Short	1	Useful walkway , needs properly constructed PWS stairs
107	27-29 Carlton Bluff Rd	Steep, good stairs land @ No.27 subsided from storm water	PWW	Short	1	Useful walkway , needs properly constructed PWS stairs
117	opposite Veronica	Handrails & stairs	PWW	Short	1	
120	44 Tecoma Rd	Carpark, stairs	PWW	Short	1	More frequent treads may alleviate slippery problems on stairs
121	32-34 Tecoma Rd	Not fenced	SVWW	Short	1	Close
128	101 Linden Rd	Gypsy Bay launching ramp access	CORD	Short	1	Develop clearly defined parking area with clear signage
129	Boatshed access	Access currently along NE boundary of No.101 Linden Rd & through No.2 Primrose Pt Rd Access dangerous due to erosion through loss of veg	PWS	Short	1	Build timber stairs to rear. Establish good access
130	131-135 Linden Rd	Stormwater or access. Garden	NVWW	Short	1	Open WW: only access pont to NE end of Gypsy Bay
135	67 Susans Bay Rd	Almost adhered to garden	SVWW	Short	1	Establish WW with signage, upgrade path at rear No. 67-69-71
142	The Sandy Track, Connellys Marsh	Small boat & vehicle access	VWW	Short	1	. Upgrade track to remove problem of occasional washout & soft sand
143	36-38 Beach Rd	PWS track	PWW	Short	1	As per other doc

1 Jones Pde	Private gate can close off access	CORD	Short	1 Confirm with Council authorisation for boom gate: owner to remove if unauthorised
3 LSD	Access & public jetty	CRRD	Medium	2 Signage, re-evaluate lie of the road, formalise turning circle, with coppers logs barrier
4 77-79 LSD	Garden & shed	NVWW	Medium	2 Confirm ownership, open if still public ownership
6 101 LSD WW & boat ramp access	Poorly maintained roadway, WW not visible In danger of losing public facility here.	CORD	Medium	2 Upgrade parking & turning circle for launching ramp users
7 Lewisham/ Gary St track	Much used & appreciated track	PWW	Medium	2 Reveg work & fencing to seaward side of track at China Crk end.
9 115-117 LSD	Very steep access from road	NVWW	Medium	2 Close
10 127-129 LSD		NVWW	Medium	2 Open
11 151-159 LSD		NVWW	Medium	2 Close
14 197-199 LSD			Medium	2 Close
15 205-211 LSD	Bush block			
	Fenced to reserve, steps down. Rubbish on reserve	VWW	Medium	2 Upgrade WW with steps to foreshore
21 Richards Ave- Rantons Rd		CORD	Medium	2 Formalise access between Richards Ave & Rantons Rd with post and rail fence
22 Rantons Rd corner	Unofficial boat launching, & access for vehicles to beach	PWRD	Medium	2 Council to consider whether Rantons Rd should be relocated off the foreshore reserve due to continuing erosion of beach. Coppers log fencing to direct access to beach at three points along this stretch
25 School		CORD	Medium	2 Formalise parking so WW feeds pedestrians past wetlands to single

					beach access
26	19-21 First Ave	Wide, mown, fenced individual accesses to beach at this point	VWW	Medium	2 Fencing needed to feed into common tracks (one per 6 houses)
27	9 Jetty Rd	Mown & fenced to foreshore	VWW	Medium	2
28	Jetty Rd	Parking & turning circle	PWW	Medium	2 Track at end of Jetty Rd formalised around headland
31A	10-12 Second Ave	Vehicle access to crown land road	CRUT	Medium	2 Close to vehicle access on Promenade
31A	10-12 Second Ave	Vehicle access to crown land road	VWW	Medium	2 Close to vehicle access on Promenade
37	Public jetty, Tiger Head	Parking & jetty recently upgraded	CORD	Medium	2 Coppers log fencing to contain parking & direct pedestrian flow.
37	Public jetty, Tiger Head	Parking & jetty recently upgraded	CORD	Medium	2 Negotiate official access beside property no. 27 TH Rd to allow for access to Tiger Head Headland Track
38	5-8 Tiger Head Rd	Fenced to foreshore no safe path down reserve	VWW	Medium	2 Upgrade maintenance. Link to Headland Track
39	55-53 Tiger Head Rd	Actually at No.74-76, fenced & mown	VWW	Medium	2 Fishing common off rocks, handrailed path to rocks
41	56-58 Tiger Head Rd	Not very useful	NVWW	Medium	2 Exchange land with No. 10 Lourah St to allow access through POS Formalise WW track through POS
44	End Kannah St	Toilets, parking, degraded	CORD	Medium	2 Move toilet block away from dunes: restrict parking to area not inundated by stormwater.
45	End Kannah St	Eroded track to the LHS from CBR		Medium	2 Close & rehabilitate track to south of toilet block: possibly use sand ladder
46	Edge of Blue Lagoon reserve	Trampled track not on cadastre	?	Medium	2 Develop WW through reserve to CBR beside No. 51

47	Next to No. 4 Wibur St	Trampled unofficial track	CRUT	Medium	2 Develop parking & access with sand ladder through dune
54	Reserve road	Access to Spectacle Head Pt with viewing station & fencing	CRRD	Medium	2 Improve & allow parking with coppers logs
61	Park Beach track 2	Main track from first carpark:	Council?	Medium	2 Re-establish track profile to original level & harden surface. Reorientate exit point to the SE
68	121 CBR	Fenced & mown, joins WW 69	VWW	Medium	2 Close due to adjacent track one house block away
71	End Arnott St		VWW	Medium	2 Upgrade small parking bay & sand ladder path
87	Tracks in front of ocean grove over dunes		PWW	Medium	2 Ensure that private tracks are reduced to become one common track
93	11-13 Thagenna St	Single fence	NVWW	Medium	2 Close & sell
97	End Gate Five Rd	Garden on foreshore reserve	NVWW	Medium	2 Establish access to the foreshore reserve
98	Esplande, Gate Five	Foreshore reserve: garden weeds & mown edge	NVWW	Medium	2 Establish official access to foreshore
101	14-16 Erle St	Private garden	NVWW	Medium	2 Check subdivision at rear: open if subdivision provided for
104	14-16 Kestrel St	Garden	NVWW	Medium	2 Close
105	13-20 Kookaburra	Bush block	NVWW	Medium	2 Establish WW officially through block
108	9 Petrel St	Carpark, access to launching ramp	CORD	Medium	2 Extend carpark to increase capacity to provide parking closer to ramp
119	72-77 Primrose Rd	Bush block FBRs undeveloped but open	SVWW	Medium	2 Establish formally through block
122	20-18 Tecoma Rd	Not developed but visible	SVWW	Medium	2 Open: track offers wider access for fire access
123	10-12 Linden Rd	Vacant lot but open	NVWW	Medium	2 Establish

124	15-7 Linden Rd	Vacant lot but open	NVWW	Medium	2 Establish
125	67-71 Linden Rd	Single fence, private gardens	NVWW	Medium	2 Establish ownership and WW to open if not in private ownership
126	3-5 Primrose Pt Rd	Fenced & gravelled	VWW	Medium	2 Keep open
127	6-8 Primrose Pt Rd	Fenced & bush block	VWW	Medium	2 Keep open
133	41 Susans Bay Rd	Council land	NVWW	Medium	2 Open Depending on topography, establish WW through Council land
138	302-309 Susans Bay Rd		NVWW	Medium	2 Open
139	323-25 Susans Bay Rd		SVWW	Medium	2 Open
2	Jones Pde & LSD	Ad hoc track used a lot	CRUT	Medium	2 Formalise track at corner
17	Gary St	Parking & access from dead end	PWW	Long	3 Upgrade track to wheel chair/bike standard,
31	Beside 47 Fourth Ave	Crown land track with FBRs opened to remove sheds from Okines Beach	PWW	Long	3 Establish as a formal access point
32	Promenade & Seventh Ave	PWS stairs to foreshore & unofficial access along foreshore reserve	PWRD	Long	3 Close vehicular access along the Promenade: erosion at base of cliffs continuing. When steps need repairing, relocate to face in a northerly orientation to allow access to the beach at high tide.
39	55-53 Tiger Head Rd	Actually at 74-76, fenced & mown	VWW	Long	3 Develop view point
40	Tiger Head Rd Headland Track	Almost completely overgrown. Consensus is that track would be valued: inaccessibility has lead to lack of recent use	PWW	Long	3 Re-establish Headland Track with linkages to Tiger Head jetty & Blue Lagoon

54	Reserve road	Access to Spectacle Head Pt with viewing station & fencing	CRRD	Long	3	Feed pedestrian traffic to viewing station & join with Headland Track
57	15 Poina St	Road finishes short at start of No. 15 Spectaculat vantage point	CORD	Long	3	Develop small parking area & duckboarded path to viewing area across midden. Information board at this location in conjunction with AHO
91	33-31	Bush block 33	NVWW	Long	3	Establish WW but bring into use once rehabilitation of the dunes on the south face has taken place.
92	19 Thagenna St	From road end - access to reserve at No. 19	NVWW	Long	3	Alternative to 91: same conditions. Establish WW but bring into use once rehabilitation of the dunes on the south face has taken place.
102	33-35 Midden Rd	Mown & fenced	VWW	Long	3	Keep open with a view to this as access to riverside foreshore access
113	Grebe St to Tamarix Rd	Mown	CORD	Long	3	Road reserve may need to be established in the future
118	19-56 Primrose Rd	Fenced both sides	VWW	Long	3	Keep open
140	17-19 Connellys Marsh Rd	Fenced, not maintained, stormwater eroded	SVWW	Long	3	Re-establish WW & link to foreshore track from No. 43 to Sandy Track
7	Lewisham/ Gary St track	Much used & appreciated track	PWW	Long	3	Upgrade track to wheelchair/bike standard
89		SLSC boat access	CRRD		4	
90	Dead end Moomere St Thagenna St	No visible access boat yard, excavation where track used to be	CRRD		4	
94		Not a walkway, but stormwater easement			4	

95	Carlton River mouth access			4	Coronor's report relating to the deaths of three swimmers in 1999-2000 discourages use in the area. Close carparking facility & bring back to area where sand is excavated
96		Not a walkway: private access		4	
99	14-16 Esplande	Fenced not mown: well used track	VWW	4	
103	37-41 Midden Rd	Bush vacant lot	NVWW	4	POS Crown land
106	Private access, not a wqlkway			4	
109	Foreshore in front of 9 Petrel St	Launching ramp	PWS	4	
111	19-21 Petrel St	Fenced mown	PWW	4	
112	2-5 Grebe St	Mown	PWW	4	
131	11-15 Susans Bay Rd	Bush block one side	NVWW	4	Close
132	25-27 Susans Bay Rd	Blocked by rubbish	NVWW	4	Close
134	59-61 Susans Bay Rd	access at corner		4	
136	77-79 Susans Bay Rd		VWW	4	Establish connecting track at rear of Susan's Bay Rd
137	85-87 Susans Bay Rd		NVWW	4	Close officially
63A	Park Beach track 5	From overflow carpark	Counci l	4	

Appendix 2: Collated comments from public consultation

Collated comments and issues received at beach walks, through phone calls, emails, faxes and at the public Forum on Monday 21 January 2002. These issues include comments from all stakeholders. New issues and concerns raised at the forum are indicated with an asterisk *. Suggested solutions and non-access related issues are appended at the end of each zone summary.

Zone 1: Connelly's Marsh

Management	Access
<ul style="list-style-type: none"> • Consultation processes need improving: past experience with PWS damaging • Fire management plan needed: co-operative agreement possible • Better management of foreshore • Track maintenance: timber end of Beach road WW slippery, horses shy away and go through dunes and down Raoul's track • Information: re 4WD and veg: good practices, weeds, endemic plants • Money: is there any? • A place for Coastcare group to form? • Default Management plan available by residents <p>Responsibility: whose is it?</p> <ul style="list-style-type: none"> • Residents want rubbish bins for collected rubbish 	<ul style="list-style-type: none"> • Rationalise access boat access and tracks from private dwellings • Parking area on Knights Rd not signed • Signage: road to beach and vice versa, but signage encourages extra use • Sign re bather's beach only queried • Signage for day-trippers for beach protocol, eg no cars/trailers left/drive on beach • Sandy track needs upgrade to all weather track: may lead to 4WD accessing beach • Public are lazy: need regular of tracks • Access at end of Connellys Marsh Rd restricted by boatshed/title? • Filled in boat accesses lead to some erosion • Off shore breeze requires launching sites along the beach for emergencies

<p>Conservation Values</p> <ul style="list-style-type: none"> Erosion amongst sand dunes where tracks and boat launching variable along beach <p>Scenic value</p> <ul style="list-style-type: none"> Appreciation of beauty of foreshore and keep the integrity of the small settlement 	<p>Equity</p> <ul style="list-style-type: none"> Many want all left as is, favouring residents and their needs One will do as he pleases!! No aged/wheelchair access Individual tracks from properties inequitable
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Zone 1: Priorities and/or Solutions arising at the Forum

1. Knights Rd sign to read" Vehicle access to the beach is provided for launching and retrieving boats only. DO not park on access track. Deep loose sand mayn be present
2. Move sign to beginning of track
3. Rebuild public WW from Bach Rd with volunteer labour
4. Public WW will be mown by residents: make an official arrangement
5. Future access track across the dunes to the east
6. Beach care by residents
7. Extra wheelie bins to be requested from Council
8. Review management plan annually
9. No public toilets to be developed

Other issues arising on issues document at meeting:

- Current residents' Management plan to be adhered to
- New rules on dogs on beaches too restrictive

Zone 2: Lewisham to Gary Street

<p>Management</p> <ul style="list-style-type: none"> • Fire • Better management • Track maintenance: logs across track, dangerous and irregular surface • Money: is there any? <p>Responsibility: whose is it?</p> <ul style="list-style-type: none"> • * To maintain walkways and Lewi/Gary St WW in particular? • Rubbish dumped • Septic tank leakage onto track • Cost of fencing official walkways • Weeds: pines/garden exotics • Need upgrading of tracks through the foreshore reserve from Council walkways 	<p>Access</p> <ul style="list-style-type: none"> • Rationalise access tracks • Parking • Signage: road to beach and vice versa • Public are lazy: need regular tracks • Access along f/s restricted by high water mark titles • Lewi/Scenic Dr needs footpath link • Develop access and parking from Council land @ 139 LSD • Fire Services identify WW #'s 9 and 12 to open, close none • * Brush fence groynes on China Beach now a safety hazard • * LSD hazardous for pedestrians so backyard access preferable • * WW between 7-9 Richards Ave needs upgrading down bank • * WW at 33-35 Richards Ave could be developed for wheelchair access
<p>Conservation Values</p> <ul style="list-style-type: none"> • Geomorphology: unofficial accesses at rear of houses in LSD dangerous due to gravelly surface • Erosion at China Beach • Erosion at Gary St beach access • Vegetation: exotics along WW, spread, pines from Sandy point • * How should foreshore be rehabilitated: decide this first <p>Scenic value</p> <ul style="list-style-type: none"> • Appreciation of beauty of foreshore and desire to upgrade track 	<p>Equity</p> <ul style="list-style-type: none"> • No wheelchair access • Individual tracks from properties inequitable • Gate at end of Gwynns Point Rd deters public, though on foreshore reserve • Need regular spacing of footpaths

<ul style="list-style-type: none"> Coastal link path to Dodges Ferry 	
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Zone 2: Priorities and/or Solutions arising at the Forum

1. High Fire risk
2. Maintenance of Lewisham-Gary Street walkway a high priority
3. Access at China Creek
4. Develop Car Park/access from 139 LSD - only!
5. Opening other walkways will create maintenance problems: steep areas with poor access

Other issues arising on issues document at the Forum

- Stormwater problems
- Septic tank leakage
- Okines Beach to be restored as dog exercise area: dog poo collection bags on exercise beaches
- Pacific oyster effect on beach
- Work order (work for the dole?) people to work on tracks
- Green waste dumping/burning: Council should supply/hire mulchers/compost bins as needed as part of rates perhaps

Zone 3: Promenade to Red Ochre Beach North

<p>Management/Maintenance</p> <ul style="list-style-type: none"> Track maintenance: WW#36 end Pargonee St eroded and dangerous Money: is there any? Tiger Head track almost totally overgrown Boat shed access at Tiger Head Beach dangerous and eroding <p>Responsibility: whose is it?</p> <ul style="list-style-type: none"> Management of end of Kannah St 	<p>Access</p> <ul style="list-style-type: none"> Path along Tiger Head Beach eroding No safe access at Jetty Rd Parking Signage: road to beach and vice versa: no signage at WW#39, top of Tiger Head Rd Public are lazy: need regular of tracks Access along foreshore restricted by high water mark title at No. 30 Seventh Ave Beach access at boat ramp difficult at low tide Fire services recommend: close no WW *Improve gradient at approach to ramp, dredge at the bottom of ramp as indicated by Council *Create extra parking in wetland area and rear of Blue Lagoon *Extend jetty at boat ramp
<p>Conservation Values</p> <ul style="list-style-type: none"> Erosion through dunes at rear of houses in CBR Vegetation: exotics spread through foreshore reserve Pines at Lourah St spreading Mowing of foreshore reserve leads to erosion and invasion *Foreshore encroachments of private garden threatening the integrity of the native vegetation <p>Scenic value</p> <ul style="list-style-type: none"> Appreciation of beauty of 	<p>Equity</p> <ul style="list-style-type: none"> No wheelchair access Foreshore access around No. 30 Seventh Ave precluded by high water title Query setback at rear of No. 22-23 Eighth Ave No access for older people at boat ramp Individual tracks from properties inequitable *Remnant Headland Track around Tiger Head re-directed by private encroachments into

foreshore and desire to upgrade track <ul style="list-style-type: none">• Desire to develop and upgrade track around Tiger Head	the foreshore reserve and dumping of rubbish
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Zone 3: Priorities and/or Solutions arising at the Forum

1. Toilet sign directing people to Blue Lagoon
2. Access and repair of path along Tiger head Beach from Seventh Ave steps to boat ramp: erosion of bank above path a real concern
3. Redirect steps at end of Seventh Ave to the north to enable beach access

Other issues arising on issues document at the Forum:

- Build stonewall marina and import sand to form new kids bathing area to north of jetty

Zone 4: Red Ochre Beach to Park Beach

<p>Management</p> <ul style="list-style-type: none"> • Stormwater drainage along path at main Red Ochre access, opp 120 CBR and WW# 58 • * Council uses access tracks for stormwater outlets • *Council needs to establish regular ongoing maintenance regime for existing tracks • *Appears that PWS don't manage or maintain walkways either, so private landowners do • Track maintenance: eroding track rear of boatsheds at end of beach • Money: is there any? <p>Responsibility: whose is it?</p> <ul style="list-style-type: none"> • Rubbish dumped • Weeds: garden exotics • Need upgrading of tracks through the foreshore reserve from Council walkways • Rock pile barrier at top of spec head ugly and no consultation? 	<p>Access</p> <ul style="list-style-type: none"> • Rationalise access private tracks • Signage: for all accesses *including from the beach • Safety of access ways. Upgrade track opposite Rotuli Street: 110-12 CBR unofficial track dangerous, but necessary • *Roads dangerous from lack of footpaths: private tracks safer option • Access taken over by private residents eg end Cruddah and Warrantena Streets • Scenic Lookout safety rail/track/viewing platform • WW# 49 at south end of Warrentena st not developed on bush block: formalize. • *Disabled access for a range of disabilities • *Signage on Park Beach to find return routes needed • *All WW's 72-82 inclusive need to be re-opened
<p>Conservation Values</p> <ul style="list-style-type: none"> • Geomorphology/veg: why the concern? More veg on dunes than 40 years ago • Veg: request for veg information and reveg plants for planting at rear of No.57 CBR • Erosion at rear of No. 57 CBR concern for years • Vegetation: exotics in foreshore reserve • Veg: Boobyalla cut by resident 	<p>Equity</p> <ul style="list-style-type: none"> • No wheelchair access • Individual tracks from properties inequitable • Foreshore access blocked by boatsheds on Red Ochre • Want to keep private access • *Concern that State/National policy is not concerned with equity

<p>and exotics planted in WW# 51</p> <ul style="list-style-type: none"> • Boneseed all around Spectacle Head and Park Beach • Education: aggressive removal of Boneseed causes problems • * Concern that this management plan is designed to protect a manmade environment, not a natural one, particularly imported weeds, eg, marram grass <p>Scenic value</p> <ul style="list-style-type: none"> • Appreciation of beauty of Spec head & desire to upgrade track 	
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Zone 4: Priorities and/or Solutions arising at the Forum

1. Public access walkways require regular maintenance and clear signage, especially at beach end

Other issues arising on issues document at the Forum

- What problem is the strategy trying to fix?
- "Plan is damaging the beach and not a restorative or preservative plan for the original (mainly un-vegetated) coastal dunes"
- Re-vegetation and weed management information would be welcome: who is the legitimate authority on this?
- Challenge made that beach walks notes were not accurate. This responded to clarify that the summary of notes presented at the Forum were for all stakeholder comments received on the area including phone calls, emails, faxes etc
- Less damage from moderately or infrequently used tracks
- Uncertainty about who can access Crown Land: Can the public walk across it
- Green waste dumping/burning: Council should supply/hire mulchers/compost bins as needed as part of rates perhaps
- Fire risk along the Park Beach of great concern given experience of 1967 fires and increasing fire load and boneseed proliferation.
- Confusion about the responsibility for weed removal: Council discouraged removal in the past.

Zone 5: Carlton Beach/ Carlton River Mouth

<p>Management</p> <ul style="list-style-type: none"> • Weeds: not many except at rear of houses • Some official tracks need to be opened particularly for fire services access • Need upgrading of tracks through the foreshore reserve from Council walkways • Information booth for whole beach area needs revamp/relocate • Toilet facilities need upgrading • Why have a carpark at Carlton River mouth at all if people need to be discouraged from going there • "legitimate users" should still have boom gate access • *Regular maintenance of sand ladder at SLSC 	<p>Access</p> <ul style="list-style-type: none"> • Rationalise access tracks from private dwellings • Signage: at surf club, road to beach and vice versa, also descriptive of area: ve and safety • Vehicle access on beach need to be curbed: safety for children, foreshore habitat • SLSC vehicle access should be boom gated • Carlton River mouth access questioned re safety (coroner's report requires restrictions and signage for all users) • Reduce size of carpark and placement to discourage use • Concern to keep same access at river mouth for old folks fishing • Fire services identify WW #'s 72, 73, 74, 78, 81 and 82 to open: close none • *All WW 72-82 to open • *Maintain vehicular access at Carlton River mudflats • * mark beginnings and ends of beach access tracks
<p>Conservation Values</p> <ul style="list-style-type: none"> • Erosion at rear of SLSC • Vegetation: exotics along WW, spread, pines from Sandy point <p>Scenic value</p> <ul style="list-style-type: none"> • Desire to walk around Steeles Island: check tenure of foreshore • *Lack of tip leading to rubbish and garden waste dumping 	<p>Equity</p> <ul style="list-style-type: none"> • No wheelchair access • *Disabled access at Carlton River mouth • Individual tracks from properties inequitable • Need regular spacing of footpaths

Zone 5: Priorities and/or Solutions arising at the Forum

1. Mark beginnings and ends of access ways with subtle and inexpensive markers, perhaps treated pine posts with ends dipped in blue paint
2. Sand flats at the Carlton River mouth provide a flat access compatible with access for people with disabilities. Restricting access will restrict their lifestyle/leisure choices
3. Lift sand ladder and rake out sand near the top to lessen the fall at the lower end. Remove every second plank in the lower end so the rails create a stepped effect onto the beach

Other issues arising on issues document at the Forum:

1. Restoration of dog exercise status: unrestricted

Zone 6: Primrose Sands

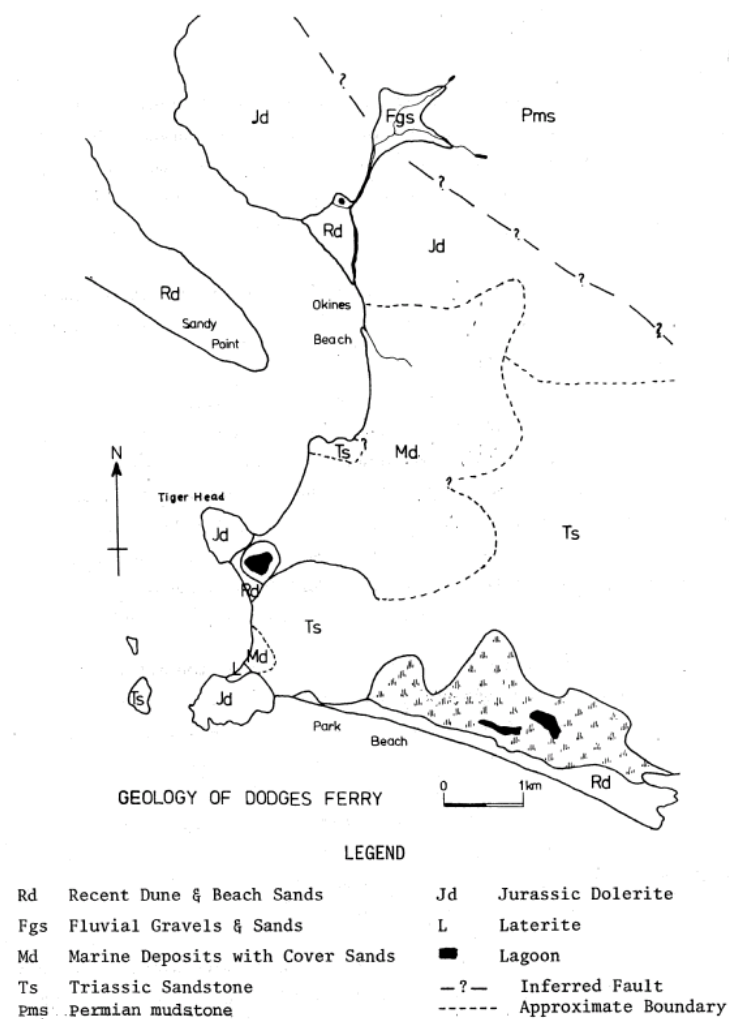
<p>Management</p> <ul style="list-style-type: none"> • Better management • Track maintenance: annually at least: clearing veg, mowing: residents currently mow OK? • Garbage bins at end of tracks on beach • Public path from shop dug up to use as drain!! • Fire Station track: handrail stops before the beach • WW# 103 closed, but infrastructure still there • WW corner of Nerine St dangerous : open other? • Carpark track to beach dangerous <p>Responsibility: whose is it?</p> <ul style="list-style-type: none"> • Rubbish dumped in reserve • Widow-makers at Gypsy Bay 	<p>Access</p> <ul style="list-style-type: none"> • Rationalise access tracks including privately established paths • Path surface dangerous • Parking needs to be rationalised and closer to ramp at west end of Primrose beach: Council land • Safety: dangerous path between 9-11 Petrel Street • Signage: road to beach and vice versa • Signage at boat ramp needs improvement: cars left on beach still or block access • Car access still to beach: not too bad now • Access tracks at rear of Gypsy bay boatsheds needs rationalising
<p>Conservation Values</p> <ul style="list-style-type: none"> • Erosion: blowout at rear of lot 4 Grebe street: reveg?? • Erosion at Linden Rd, Gypsy Bay behind boatsheds 	<p>Equity</p> <ul style="list-style-type: none"> • No wheelchair access • Individual tracks from properties inequitable and causing dune erosion at west end of Primrose beach • Some conflict between boat users and others

Zone 6: Priorities and/or Solutions arising at the Forum

1. All public beach access to be duckboarded to Australian Standards
2. All private beach access to be duckboarded to Australian standards at owners' cost in consultation with PWS

Appendix 3: Geology of the Dodges Ferry Area

as per Hurburgh, W (1973) *The Geomorphology of the Dodges Ferry District, South Eastern Tasmania*, Unpublished Honours Thesis, Geography Department, University of Tasmania



Appendix 4: Design of Public Forum

Dodges Ferry Primary School General Purpose Room

21/1/02, 7.45 pm

Rational Objectives

- Bring together the information from the beach walks from different zones to see overall issues
- Provide an opportunity for people who didn't attend beach walks the chance to be informed
- Provide an opportunity for people who didn't attend beach walks the chance to make a contribution and express their fears and concerns and delight in this situation
- Give an opportunity to those who did and didn't to reflect and reconsider issues, leading to an increased quality of input and thinking
- Develop and extend thinking and feedback
- Negotiate outcomes, agreements, strategies for particular areas/zones/issues
- Assure everyone that information and contributions that arise from this evening's forum will be used in the development of the strategy for the area

Emotional Objectives

- Honour those who have had an input so far for their time and concern
- Information that we will share is the result of the input of those who have participated so far
- Acknowledge that we all love and care for and wish the beauty and amenity of this place to continue
- The bigger picture of the project needs the support of the community to work

Introduction

- Introduce myself
- Thank everyone for coming

- Acknowledge those who have attended and participated in the beach walks and thank them, and thank those who have come this evening with the intention of participating in the process

What the evening was about

The History of the Project: the Broad Picture

- The Project is called the Foreshore Access Management Strategy from Lewisham to Connellys Marsh
- It is funded by Coastcare
- It is a partnership project between Coastcare, PWS, SBLCCCG and Sorell Council
- It has arisen out of an earlier study, which also had a high level of community consultation, the Southern Beaches Coastal Management Strategy. Foreshore Access was identified by the community as being a major concern which needed early action
- Introduce self as the Project Officer appointed to develop the strategy in consultation with the community and land managers

Aims of the Evening

It was not to:

- Move motions
- Make decisions

It was to:

- Bring together the information from the beach walks from different zones to see overall issues
- Provide an opportunity for people who didn't attend beach walks the chance to be informed
- Provide an opportunity for people who didn't attend beach walks the chance to make a contribution and express their fears and concerns and delight in this situation
- Give an opportunity to those who did and didn't to reflect and reconsider issues, leading to an increased quality of input and thinking
- Develop and extend thinking and feedback
- Negotiate outcomes, agreements, strategies for particular areas/zones/issues

- Assure everyone that information and contributions that arise from this evening's forum will be used in the development of the strategy for the area

Why are we all here?

Why did we bother coming here tonight? Why is the project important?

- Because there IS a problem: The rate of coastal erosion along the Southern Beaches has increased over the years mainly due to the proliferation of private paths and walkways: particularly tracks constructed vertically down primary dune faces, throughout the secondary dunes and along cliff tops. This is a degradation of the environmental and aesthetic amenity of the area
- The rate of growth of the population in the Sorell Municipality adds pressure to the situation each year
- Destabilisation of the foreshore, dune erosion, blow-out and vegetation and habitat loss are increasing problems
- Access to the foreshore is in many cases random, unsafe and difficult to negotiate for people of all ages and levels of fitness
- Crown land is frequently encroached upon by private residents, and treated as if it is private land, when it is not, and the public feels that they do not have the right to access in such cases
- Walkway access is often not present where it has been allowed for in the subdivision and where it is present tracks may be accessible as far as the reserve, then either a jungle of cliff is ahead.
- The fact that we are all here tonight indicates that we DO all care about our place, have a love for the beaches and want to be able to continue to have safe easy access to this beautiful asset

Why is everyone's input important?

- It is certainly arrogant if not impossible for a project officer to take a point of view without information from the community who are familiar with and concerned for the area
- A Strategy of this kind simply cannot work in the long term without the support of the community and the land managers PWS and Council
- Imposed solutions instead of solutions arising from a community process will be limited in their effectiveness

- Community members who don't feel that their concerns are being heard or taken into account will not be willing to change their behaviour or support the strategic initiatives
- Engineering works will be unused or not protected by the community if they are not supported solutions

The plan for the evening

Bringing everyone up to speed: MY ROLE WAS AS A **COLLATOR OF IDEAS**

- Present information from the beach walks to all so that those who attended know that the issue and concerns they identified on the walks have been accurately reflected and noted, and those who did not attend can be brought up to speed
- Slides
- Handouts

Take a moment to reflect

- What's missing?
- What's been overlooked?
- Give those who haven't participated a chance to speak out their concerns, joys issues: but not to solve anything or explain, just hear: this input helps move through the emotions of people, and may trigger other reflective responses
- Perhaps also consider a reference to the need for people to listen to opposing views in order to improve the quality and significance of their own views?

Input on issues: for the next five minutes. Don't try to figure out solutions or go into debate at this point: just check if anything is missing

- The room is broken into zones with a map for each zone, summary of issues that arose from the beach walks and a piece of paper on the wall for additional concerns to be listed
- Invitation for people to go to each zone or the zone of their concerns and add any additional concerns not covered by the summary

HAVE A CUP OF TEA

Powerpoint presentation

Come back to the group while I explain what we plan to do now.

Now to Actions and Strategic solutions

- Identify a scribe for each zone group

Now ask:

- Individuals to take a piece of paper and in their zone of most interest, identify the three (or more if there is time) most significant issues that need immediate attention. These may be prioritised by
 1. most achievable, or
 2. most risky if not dealt with, or
 3. etc
- Now come together and identify issues that are common in the group. Have the scribe identify these and again prioritise for the group for the same criteria
- Identify possible actions or solutions that can have some consensus in the group
- List these actions, keeping in mind and identifying the resources required
 - community agreements to change habits (doesn't cost much!)
 - labour (eg Council, PWS, Green Corps, school groups community groups)
 - materials (eg, free or in kind materials, costly materials etc)
 - money
- Report back to the group as a whole

Recap

- Congratulate the group for the thoughtfulness and concern and attention they have brought to the evening
- Reiterate the agreements that emerged

-
- Reassure that the efforts of the evening will be reflected in the strategy
 - Thank everyone again for his or her contributions and have another cup of tea.

Appendix 5: Aboriginal Heritage Report

1.0 General Information

1.1 Introduction

This report describes both the methods used and the results of an Aboriginal heritage values assessment to determine Aboriginal issues associated with foreshore access between Lewisham and Connellys Marsh, and to give advice on any issues. This report has been produced as part of the consultation process involved in the writing of the Foreshore Access Management Strategy, Lewisham to Connellys Marsh.

Its purpose is to assess and document any Aboriginal heritage issues in the area where foreshore access is to occur and to also give advice on these issues. The survey was undertaken for Wendy Leewood, as part of Coastcare funding requirements.

The Aboriginal heritage survey was completed by Leigh Maynard, consulting Aboriginal Heritage Officer, in March 2002 to ensure that:

- any ground disturbance work involved with the creation or rehabilitation of access tracks will not interfere with, conceal, destroy or damage any Aboriginal heritage site.
- if concealment of, destruction of, damage to or interference of an Aboriginal site is to occur then to inform Wendy Leewood of the necessary permits under the Aboriginal Relics Act 1975, prior to the commencement of any ground disturbance involved with the creation or rehabilitation of any access track.
- the protection of all the Aboriginal community's interests concerning Aboriginal heritage are taken into account throughout the access track creation or rehabilitation.
- the protection of any Aboriginal landscape values identified within the study area occurs.
- the views of the Aboriginal community are taken into account by consulting with TALC as the Aboriginal heritage representative for the Aboriginal community.

1.2 Study Area

The survey area is located within a broader region known to contain a number and diversity of Aboriginal heritage sites with strong past Aboriginal landscape values,

both of which are important to the Aboriginal community. In the past this Aboriginal landscape, within the confines of the restraints of the area of the ground survey, was dry sclerophyll forest, dominated by eucalypts, with an open middle storey and understorey. The coastal vegetation in the study area was dominated by the oak.

Many of the plants in this landscape were utilised by Aboriginal people in the past and as such were part of what is described as an Aboriginal landscape. The best description of what an Aboriginal landscape is a landscape that was influenced by the presence of Aboriginal people, that is to say Aboriginal people either through selecting to use of one plant above another or through burning influenced the botanical make-up of the landscape.

The study area is number of foreshore access tracks and proposed tracks through coastal reserve which still have remnant native vegetation especially in the coastal reserves.

The access tracks, the proposed walking track and the location of the proposed viewing platforms that were surveyed in the field survey component for this report were

1. Access track to proposed viewing platform, at the end of Poina St, Spectacle Heads, and Dodgers Ferry.
2. Parking area and turning circle, Spectacle Heads, Dodgers Ferry.
3. Access tracks from existing carpark and turning circle to proposed viewing platform at Spectacle Heads, Dodgers Ferry.
4. Access track from Tiger Head Rd to Tiger Heads.
5. Proposed walking track through coastal Reserve at Tiger Head.
6. Access tracks off Gary St in Lewisham.

1.3 Methodology

Initially a desktop study was completed prior to the commencement of any fieldwork. This was to determine if the area had been surveyed previously. If ground surveys had been completed previously then the size and type of Aboriginal heritage site were recorded and noted for use in the field component of the survey.

The establishment or rehabilitation of the access tracks and the rehabilitation of the carpark at Spectacle Head and the proposed establishment of viewing platforms will occur on both council controlled land and coastal reserve at both Tiger Head, Spectacle Head and Lewisham. These were the areas that were surveyed by

myself in March 2002. This process involved an extensive examination of all the land within the confines of the survey as shown in figure 1, 2 & 3 and was conducted by walking all accessible locations within the study area with an emphasis on those areas of denuded ground caused by past or recent disturbances.

1.4 Constraints of Survey

There were no major constraints to a thorough survey as the survey areas were predominantly established and open tracks.

The ground visibility was approximately 80-90%, throughout all the survey areas. This was due to the exposure of the ground surface caused by previous disturbances. In the case of this survey the high visibility was by pedestrian and vehicle traffic with follow up water erosion exacerbating the problem further.

2.0 Management Information

2.1 Land Use Description

The survey area lies in what used to be the country of the Moo.mair.re.me.ner people, whose country extended from Richmond to the north and the Derwent River to the south. The Moo.mair.re.me.ner peoples country over lapped with the Pye.dare.rer.me people whose country was the Tasman and Forestier Peninsulas. This area included Maria Island, which was visited seasonally.

The original landscape of the study area in the time that the Moo.mair.re.me.ner and Pye.dare.rer.me peoples lived in the study area the landscape was very different than it is today. It was an open dry sclerophyll forest dominated by eucalypts, a great variety of mid storey plants with an understorey of saggs and native grasses. This landscape though appearing static was being influenced by the Moo.mair.re.me.ner and Pye.dare.rer.me peoples and as such was identified as an Aboriginal landscape. The presence of the Moo.mair.re.me.ner and Pye.dare.rer.me peoples in the landscape altered the make-up of the ecosystem; as they were the dominant players in the ecosystem. The Moo.mair.re.me.ner and Pye.dare.rer.me peoples by eating the plants they preferred altered the numbers of certain plants. So though the landscape can be said to very different as it was in the time of the Moo.mair.re.me.ner and Pye.dare.rer.me peoples it is exact makeup will never be the same because the Moo.mair.re.me.ner and Pye.dare.rer.me peoples have been removed from the ecosystem and without them the original Aboriginal landscape can never be duplicated.

The landscape provided for the Moo.mair.re.me.ner and Pye.dare.rer.me peoples with their favoured animal food the macropods and possums, these two animals were the main staples as protein sources for the Moo.mair.re.me.ner and Pye.dare.rer.me peoples. The macropods were hunted solely by the men, this was done with tea tree spears which had been straightened and hardened in a fire, these spears were short compared to mainland tribes being some 6-7 foot long. Possum were captured by the women, they done this by climbing a tree, known to contain a possum, aided by notches cut into the tree with stone hand axes as foot holds, plus a grass rope looped through their leg at the knee. Once located the animal was flushed from its daytime hole and harassed until it attempted to flee to another tree, but upon it reaching the ground it was quickly dispatched by other women waiting below. Wombat, echidna and smaller marsupials, mice and rats supplemented these main stays. As the study area is in a coastal environment the diet of the Moo.mair.re.me.ner and Pye.dare.rer.me peoples also contained substantial numbers of shellfish and crustaceans.

The diversity of the landscape also supplied the Moo.mair.re.me.ner and Pye.dare.rer.me peoples with several fruiting understorey shrubs, these plants along with the saggs and grasses and the high protein of the shellfish, crustaceans and the other macropods and possum etc allowed a varied and diverse diet.

This landscape changed with the advent of Europeans, the creation of farms and the building of shacks in the dodgers ferry area depleted the native vegetation of the location. Though most people would not notice the change in the landscape, it must be said that the change is permanent as the dominant people, the Moo.mair.re.me.ner and Pye.dare.rer.me peoples have been removed from the landscape.

2.2 Findings

The desktop study showed that the study areas had not previously been surveyed for Aboriginal heritage values. The field survey of this study showed that 4 identified sites occur within the study areas, these site were given the Tasmanian Aboriginal Site Index (TASI) numbers 9086, 9087, 9088 & 9089. The locations of these sites are shown in figures 3-4.

TASI 9086 is a shell midden that has been impacted in part by pedestrian traffic and animal burrowing. This site traverses the northern side of Tiger Head. The site contains warrener, oyster, mussel, abalone and whelk shell. There are two distinct layers in this site, the first being approximately 10 cm and the second layer is approximately 40-50cm thick. The individual layers are approximately 15-20cm apart, which means that there was an extended period where visitation of this area ceased.

TASI 9087 is a shell midden that has only impacted upon in a small section located close to a new house under construction. The impact is occurring on the track that traverses Tiger Head, but is not a major concern as the shell deposit in the impact area has almost totally disappeared. The main body of the site is shown in Figure 3 and is not in danger of major future impacts.

TASI 9088 is a shell midden that has been heavily impacted upon in the past the remnant in situ sections of this site are on the sides of the two tracks that access the headland at Spectacle Head. TASI 9088, which is on the tracks, which commence at the carpark and the turning circle, has been deflated by pedestrian traffic. The only *in situ* section of the site are between the two tracks and on both sides of each and the site in some section the deflated sections have been totally or partially washed away due to water run off from the headlands.

TASI 9089 is a large linear shell midden deposit that contains warrener, abalone, mussel, oyster and whelk shell. These shells are of unusually large size for the area and the shell source most have been rich. TASI 9089 has been impacted in the past by vehicle and pedestrian traffic. These impacts have occurred along two vehicle tracks

that have previously accessed the area in the past. At present these two tracks have been blocked off with large rocks which is proving effective at stopping vehicle access and limiting further impacts to pedestrian traffic only.

The majority of TASI 9089 is *in situ* and as such is the more important archaeologically speaking of the four sites that have been identified. TASI 9086 is also of importance as most of the site is sub-surface and would be harder to determine what information can be gleamed from this site. These two sites are therefore the most significant of the four.

2.3 Site Impacts

Pedestrian traffic is the major impact that is occurring to all sites within the study areas. These impacts are ongoing and attention should be paid to methods of reducing or stopping these impacts in the future.

Formalising and redirecting users of the tracks will reduce impacts and will hopefully stop impacts all together. If tracks are formalised in a practice that is friendly to Aboriginal heritage the formalisation will also protect the site.

2.4 Statement of Significance

All Aboriginal relics and artefacts are considered to be significant by the Tasmanian Aboriginal community and all Aboriginal sites are protected under the Aboriginal Relics Act 1975. The Act states that it is illegal to destroy, damage, deface, conceal or otherwise interfere with an Aboriginal relic. There is provision within the Act for these actions mentioned above to occur. The process involves seeking written authorisation from the Minister of the DPIWE for a permit to either to destroy, damage, deface, conceal or otherwise interfere with an Aboriginal relic or a combination there of.

3.0 Recommendations

After the completion of the field component of this study there were four Aboriginal heritage sites identified, TASI 9086, 9087, 9088 & 9089. All these sites were shell middens and all were being impacted in some way or another by pedestrian traffic, three, TASI 9086, 9087 & 9089, occur on walking tracks and the fourth, TASI 9088 is at a location that is a well used lookout point.

For ease of reading and summarising individual recommendations for each area surveyed in this study will be made under their individual headings.

Access track to proposed viewing platform, at the end of Poina St, Spectacle Head, and Dodges Ferry.

There was one site identified at this location, TASI 9088. This site is a shell midden and its contents can easily be crushed and broken by pedestrian traffic and especially vehicle traffic. This site is very much in situ and is important from an archaeological perspective and needs to be protected.

For the above reason it must be recommended that no construction of the proposed viewing platform go ahead at this location. The construction of a viewing platform would destroy large sections of the site and the information that these sections contain will be lost.

If the proposed viewing platform is to go ahead then the following recommendation must be made.

1. A permit to destroy and conceal must be obtained from the Minister of DPIWE prior to the commencement of any work on the project.
2. All works must be done in a sensitive manner, aimed at protecting the site as much as possible. Any part of the construction work that requires sub-surface stabilisation ie poles for the platform. Then these should be driven into the ground removing the need for excavation.
3. The entire area for 30m around the viewing platform should be covered with geo-fabric over which a 30-40cm layer of soil should be placed to protect the site from the increase in pedestrian traffic.

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4. The old vehicles tracks should be rehabilitated by again placing geo-fabric over the deflated sections of the midden that occur in the tracks and covering the fabric with backfill or more soil.

Parking area and turning circle, Spectacle Head, Dodges Ferry.

This area has been so degraded in the past that there is little to no remnant midden material in this area so no recommendation will be necessary.

Access tracks from existing carpark and turning circle to proposed viewing platform at Spectacle Heads, Dodges Ferry.

1. These tracks need to be formalised with balustrades erected in some sections. The balustrades will encourage most people who visit the area to remain on the track and would also be a safety measure. At present the only *in situ* section of the midden is that section between the two tracks. This will require a permit to conceal and disturb. The balustrades should be driven into the ground so that the minimum disturbance occur to TASI 9089
2. The formalisation should be done with geo-fabric firstly being laid over the tracks as they are at present over which the formalisation material, ie gravel, can then be laid. The sides of the track should be defined with treated pine logs or rocks so that people will stick to the tracks. The defining of the track should be higher than the level of the midden layer that can be seen in the banks of the eroded tracks. This will protect the site if people do walk off the defined track.
3. The Aboriginal community would not object to the construction of the proposed viewing platform, as there is no remnants of TASI 9089 left at the location to warrant any objections.

Access track from Tiger Head Rd to Tiger Head.

No objection to this being used as it no Aboriginal heritage sites was identified along its course.

Proposed walking track through coastal Reserve at Tiger Head.

This track at presently goes through two Aboriginal heritage sites, TASI 9086 & 9087. The major impact of the track occurs to TASI 9086, which is on the northern side of Tiger Head.

The recommendations for the construction of or upgrading of the existing walking track in regards to aboriginal heritage are:

1. Prior to the commencement of any work on the existing or proposed walking track a permit to conceal TASI 9086 & 9087 must be obtained from the Minister for DPIWE. This will allow the formalisation of the entire track, which will involve the covering of both Aboriginal heritage sites.

2. The track formalisation must be done by building up the lower side of the track. This will ensure that no destruction of the midden lens or layer on the high side occurs.
3. If the building up of the low side is not feasible as it may well be in some cases, as the track is not very wide, then a permit to destroy TASI 9086 will need to be applied for again to the Minister of the DPIWE. This will allow the high side bank can be cut away to widen the track in places. It would not appear that any destruction of TASI 9087 would be necessary at this time as the thin layer of shell that is actually on the track is located at a wide point and I feel that only a permit to conceal is necessary.
4. The formalisation of the track must involve the laying of geo-fabric to protect the shell that is presently on the track. The gravel or other material can then be layed over the fabric.

Access tracks off Gary St in Lewisham.

There are no Aboriginal heritage sites within this survey area so no recommendations need be made.

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5.0 Photographs

Photo 1: Shows the steps that lead directly from Gary St to the foreshore.

Photo 2: Northern track leading off Gary St.

Photo 3: Southern track leading off Gary St.

Photo 4: TASI 9086 on existing walking around Tiger Head Coastal Reserve.

Photo 5: TASI 9086 highlighting erosion occurring to the site.

Photo 6: Erosion caused to TASI 9088 cause by vehicle tracks.

Photo 7: Density of TASI 9088.

Photo 8: Access track to Spectacle Head.

Photo 9: Denuded proposed location of viewing platform at Spectacle Head.



Photo 1: Shows the steps that lead directly from Gary St to the foreshore.



Photo 2: Looking north along foreshore track leading off Gary St.



Photo 3: Looking south along foreshore track that leads off Gary St foreshore Access track.



Photo 4: Shows the flow of midden material that is occurring along the present track that is used around Tiger Head Coastal Reserve.



Photo 5: Shows the extent to which TASI 9086 extends down the slope.



Photo 6: Shows a cross section of the lens of TASI 9088 located in the bank of badly eroded vehicle track leading to the proposed location of the viewing platform off Poina St.



Photo 7: Shows the density of TASI 9088 at proposed location of the viewing platform at the end of Poina St.



Photo 8: Shows the scattering of shell contained in TASI 9089 along the access track to Spectacle Head.



Photo 9: Shows the proposed location of the viewing platform at Spectacle Head and highlights the lack of any remnant material from TASI 9089 which has been eroded away long ago.

Appendix 6: Photographs



Photos 1 & 2: Education display at the Sorell Municipal Library



Photo 3: Erosion behind Boatsheds at Gypsy Bay



Photo 4: Dumping garden rubbish on the foreshore



Photo 5: Informal stairs with the start of erosion



Photo 6: Dangerous Walkway at Nerine St Primrose Sands on dangerous bend



Photo 7: Primrose Sands beach access WW# 110



Photo 8: "Private" infrastructure from Petrel St



Photo 9: Deck built over sand dunes, Grebe St



Photo 10: Solving a drainage issue for the shop by digging up the walkway, making it unsafe



Photo 11: Sand ladder at SLSC Carlton Beach



Photo 12: Erosion at the rear of SLSC, Carlton Beach



Photo 13: More garden rubbish, Park Beach



Photo 14: Obscured signage



Photos 15 & 16: Obscure walkway on dangerous bend with no standing signs and down bank



Photo 17: Death by a thousand cuts by ad hoc paths through the sand dunes



Photo 18: "Welcome to Okines Beach?"



Photo 19: "Undeveloped WW# 34 in Seventh: possible land swap with No.30 Seventh Ave



Photo 20: Access to the foreshore reserve blocked by private gate

Appendix 7: Advertising material used during the consultation process



Advertisement in the Sorell Council
Newsletter, December 2001



Advertisement in The Mercury
newspaper 20th February, noting the
report available for public perusal

Advertisement in the
Dodges Ferry School
newsletter, 5th and 12th
December 2001, same
ad in Sorell School
newsletter in the week
of 12th December



Vednesday 12th December, 2001. Newsletter Number 34

BEACH ACCESS PROJECT

An Invitation

Foreshore Access Management Strategy: Lewisham to Connellys Marsh

A Foreshore Access Management project is being undertaken by the Southern Beaches Landcare Coastcare Group, Sorell Council and the Parks and Wildlife Service over the summer. The project is designed to tackle some of the access problems to the beaches and foreshores in our area.

As part of this project all members of the community are invited to join us for a series of beach walks and a public forum in January. We hope to gather information from community members about beach access concerns, and thus develop a strategy that will have the backing of the local community. Some tracks may need to be developed, some closed, and certainly some improved. Random access across the dunes in the Foreshore Reserve is one focus of the project.

Dates for beach walks are:

Saturday Jan. 5th, 11am: Connellys Marsh, meet at the Sandy Track off Knights Rd

Monday Jan. 7th, 7pm: Lewisham to Gary St, meet at boat ramp near Flippers Swim Centre

Tuesday Jan. 8th, 7pm: Avenues/Tiger Head/Blue Lagoon/Red Ochre east, meet at the corner of 2nd Avenue and the Promenade

Wednesday Jan 9th, 7pm: Red Ochre west/Spec Head/Park Beach, meet 57 Carlton Beach Rd

Monday Jan. 14th, 7pm: Carlton Beach/River mouth, meet Carlton Surf Lifesaving Club

Tuesday Jan. 15th, 7pm: Primrose Sands, meet at the shop

The Public Forum will take place on Monday 21st January at 7.30 pm, venue to be confirmed.

Please come and let us know your concerns and help create some solutions!

For any further information, please contact the project officer, Wendy Leewood, on 62659983.

Advertisement in The Mercury
newspaper, December 15th
2001 and January 5th 2002



DEPARTMENT of PRIMARY INDUSTRIES,
WATER and ENVIRONMENT

Foreshore Access Management Strategy: Lewisham to Connelllys Marsh

A Foreshore Access Management project is being undertaken by the Southern Beaches Landcare Coastcare Group, Sorell Council and the Parks and Wildlife Service. The project is designed to tackle some of the access problems to beaches and foreshore.

As part of this project all members of the community are invited to join us for a series of beach walks and a public forum. We will gather information from community members about beach access concerns, and develop a strategy that will have the backing of the local community. One focus of the project is to eliminate random access across the foreshore Reserves.

Dates for beach walks are:

Saturday Jan. 5th, 11am: Connelllys Marsh, meet at the Sandy Track off Knights Rd

Monday Jan. 7th, 7pm: Lewisham to Gary St, meet at boat ramp near Flippers Swim Centre

Tuesday Jan. 8th, 7pm: Avenues/Tiger Head/Blue Lagoon/Red Ochre east, meet at the corner of 2nd Avenue and the Promenade

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Tuesday Jan. 15th, 7pm: Primrose Sands, meet at the shop

The Public Forum will take place on Monday 21st January at 7.45 pm, in the general-purpose room, Dodges Ferry school.

Please come and let us know your concerns and help create some solutions!

For any further information, please contact the project officer, Wendy Leewood, on 62659983.



Southern Beaches
Foreshore Access
Management Strategy
for
Lewisham to Connellys Marsh



Beach Walks and Public Forum

Beach Walks:

Saturday Jan. 5th, 11am: Connellys Marsh, meet at the Sandy Track off Knights Rd

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Tuesday January 15th, 7pm: Primrose Sands, meet at the shop

Public Forum:

Monday 21st January at 7.45 pm, in the GP room, Dodges Ferry Primary School.

Please come along to let us know your concerns and help create some solutions!

For further information, contact the project officer, Wendy Leewood, on 6265 9983



Appendix 8: Maps with action time frames and walkway and access numbers

Map 1	Jones' Parade to Gwynns Point Lane
Map 2	Gwynns Point Lane to Gary Street
Map 3	Gary Street to Jetty Road
Map 4	Jetty Road to Wibar Street
Map 5	Wibar Street to Arnott Street
Map 6	Arnott Street to Thagenna Street
Map 7	Thagenna Street to Erle Street
Map 8	Colleen Crescent to Acacia Street
Map 9	Nerine Street to Tecoma Road
Map 10	Tecoma Road to Susans Bay Road
Map 11	Lantana Place to Susans Bay Road
Map 12	Connellys Marsh

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