

COUNCIL MEETING

MONDAY 1 DECEMBER 2025

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE
1.	ACKNOWLEDGEMENT OF COUNTRY.....	3
2.	APOLOGIES	3
3.	DECLARATIONS OF INTERESTS OF COUNCILLORS OR CLOSE ASSOCIATE.....	3
4.	OMNIBUS ITEMS	4
4.1	CONFIRMATION OF MINUTES	4
4.2	MAYOR’S COMMUNICATION	4
4.3	COUNCIL WORKSHOPS	4
4.4	TABLING OF PETITIONS	5
4.5	REPORTS FROM OUTSIDE BODIES	6
	REPORTS FROM SINGLE AND JOINT AUTHORITIES	6
	REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES	7
4.6	WEEKLY BRIEFING REPORTS	14
5.	PUBLIC QUESTION TIME	15
5.1	PUBLIC QUESTIONS ON NOTICE	15
5.2	ANSWERS TO QUESTIONS ON NOTICE	15
5.3	ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE.....	15
5.4	QUESTIONS WITHOUT NOTICE	16
6.	DEPUTATIONS BY MEMBERS OF THE PUBLIC	17
7	PLANNING AUTHORITY MATTERS	
7.1	PLANNING APPLICATION PDPLANPMTD-2025/053203 – 61 HOWRAH ROAD, HOWRAH – SECONDARY RESIDENCE AND OUTBUILDING (SINGLE DWELLING).....	19
8.	REPORTS OF OFFICERS - NIL ITEMS	
8.1	DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS - NIL ITEMS	
8.2	ASSET MANAGEMENT	
8.2.1	COASTAL ACCESS STRATEGY 2025 FOR ADOPTION	49
8.2.2	FOOD ORGANICS GARDEN ORGANICS (FOGO) KERBSIDE TRANSITION	205

8.3 FINANCIAL MANAGEMENT - NIL ITEMS**8.4 GOVERNANCE**

8.4.1	QUARTERLY REPORT TO 30 SEPTEMBER 2025	213
8.4.2	SUBMISSION IN RESPONSE TO REVISED DRAFT DEVELOPMENT ASSESSMENT PANELS BILL 2025 CONSULTATION	214

9. MOTIONS ON NOTICE - NIL ITEMS

10.	COUNCILLORS' QUESTION TIME	255
10.1	QUESTIONS ON NOTICE	255
10.2	ANSWERS TO QUESTIONS ON NOTICE	255
10.3	ANSWERS TO QUESTIONS WITHOUT NOTICE – PREVIOUS COUNCIL MEETING.....	255
10.4	QUESTIONS WITHOUT NOTICE	258
11.	CLOSED MEETING	259
11.1	APPLICATIONS FOR LEAVE OF ABSENCE	
11.2	APPOINTMENT OF Committee MEMBER	

BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE

COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL'S WEBSITE

1. ACKNOWLEDGEMENT OF COUNTRY

The Mayor will:

- make the following statement:

“Before proceeding, I pay my respects to the Mumirimina people as the traditional and original custodians of the lands on which we meet, and I acknowledge the continuing connection of the Tasmanian Aboriginal people to the skies, land and waterways.

I pay respect to Elders past and present.”

- invite those present to pause for a moment of quiet reflection and respect before commencing the council meeting.
- advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are livestreamed, audio-visually recorded and published to Council’s website. The meeting is not protected by privilege. A link to the Agenda is available via Council’s website.

2. APOLOGIES

Nil.

3. DECLARATIONS OF INTERESTS OF COUNCILLORS OR CLOSE ASSOCIATE

In accordance with Regulation 8 of the Local Government (Meeting Procedures) Regulations 2015 and Council’s adopted Code of Conduct, the Mayor requests Councillors to indicate whether they have, or are likely to have a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

4. OMNIBUS ITEMS**4.1 CONFIRMATION OF MINUTES****RECOMMENDATION:**

That the Minutes of the Council Meeting held on 10 November 2025, as circulated, be taken as read and confirmed.

4.2 MAYOR'S COMMUNICATION**4.3 COUNCIL WORKSHOPS**

In addition to the Councillor's Meeting Briefing (workshop) conducted on Friday immediately preceding the Council Meeting the following workshops were conducted by Council since its last ordinary Council Meeting:

PURPOSE**DATE**

Confidential Briefing

Speed Limit Review Consultation Results

Pre State Government Budget Consultation

Draft Development Assessment Bill

Workshop/Meeting Schedule 2025-2026

17 November

RECOMMENDATION:

That Council notes the workshops conducted.

4.4. TABLING OF PETITIONS

(Note: Petitions received by Councillors are to be forwarded to the Chief Executive Officer within seven days after receiving the petition).

Petitions are not to be tabled if they do not comply with Section 57(2) of the Local Government Act, or are defamatory, or the proposed actions are unlawful.

4.5 REPORTS FROM OUTSIDE BODIES

This agenda item is listed to facilitate the receipt of both informal and formal reporting from various outside bodies upon which Council has a representative involvement.

REPORTS FROM SINGLE AND JOINT AUTHORITIES

Provision is made for reports from Single and Joint Authorities if required.

Council is a participant in the following Single and Joint Authorities. These Authorities are required to provide quarterly reports to participating Councils, and these will be listed under this segment as and when received.

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**

Representative: Cr James Walker

Quarterly Reports

September Quarterly Report pending.

Representative Reporting

- **TASWASTE SOUTH**

Representative: Cr Warren (Mayor's nominee)
Cr Hunter (Proxy)

- **TASWATER CORPORATION**

- **GREATER HOBART COMMITTEE**

REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES**AUDIT PANEL – CHAIRPERSON'S REPORT**

The following is a report on activities of the Audit Panel from its last meeting on 19 November 2025.

The Panel received updates on the following.

Audit Projects

- **Project 51 Workforce Planning**

The Panel was satisfied with the work done on this project and agreed that the Project could be closed.

- **Project 51A Volunteer Management Framework**

Council's volunteer management policy and induction process have been updated and a handbook for volunteers is being developed.

- **Project 60 – Review of Council's Cyber Security**

The Chief Information Officer reported on recent activities.

Future Projects

- **Review of Council's Pricing and Terms of Lease Policy** – a provider has been engaged to undertake the project, and an initial meeting has been held with relevant staff.

Annual Financial Statements

The Tasmanian Audit Office has issued an unqualified Audit Opinion in respect of the financial statements for the period to 30 June 2025. The signed Independent Audit Report was issued on 29 September 2025 and a Report to those Charged with Governance for the year ended 30 June 2025 was issued on 26 September 2025.

The Financial Statements, Audit Opinion and Report to those Charged with Governance for the year ended 30 June 2025 were provided to the Panel and representatives from the Tasmanian Audit Office attended the meeting to discuss the outcomes of the audit.

Business Continuity Plan exercise – Rosny Early Learning

The Panel received a report on the business continuity planning exercise held on 28 October which tested several scenarios at the Rosny Early Learning Centre.

The exercise and outcomes were highly commended by the Panel.

Standing Items

In addition to specific items presented to the Panel, the following items are reported to the Panel at each meeting.

- Strategic Risks
- Management Action Plan, and
- Significant Insurance/Legal Claims.

My term with the Audit Panel concluded at the end of November 2025 and I would like to take this opportunity to thank the other Panel members, Council, and the Chief Executive Officer and staff for their work and support during my eight years as independent Panel Member and two years as Chairperson.

Attachments: Nil

Richard Easther
CHAIRPERSON

OTHER REPORTS

The following minutes from Special Advisory Committees are provided for information.

- The Cultural Creative Advisory Committee dated 13 November 2025 (Attachment 1).

**City of Clarence**

Cultural Creative Advisory Committee

Minutes

Thursday, 13 November 2025

3.30pm – 5.00pm

Clarence City Council offices 'Library Meeting Room' / Microsoft TEAMS

Formalities		
1	Acknowledgement of Country	The Chair provided the Acknowledgment of Country.
2	Record of Attendees	Councillor Wendy Kennedy (Chair), Tracey Cockburn (CCC), Councillor Heather Chong, Steve Harris (CCC), Georgia Kruse (CCC), Jane Longhurst (4:08pm), Councillor Beth Warren
3	Apologies	Mike Geard, Daryl Peebles
4	Declaration of conflict of interest	N/A
5	Confirmation of previous meeting minutes	Minutes confirmed read by all in attendance.

6	Actions arising from the minutes	• Liaise with City Culture Representative for the Bellerive Community Arts Centre 50th Anniversary – Completed, remove next agenda. • Head of Community and Culture to raise the need for understanding entire budget amounts with the CEO and Chief of Finance – In progress • Head of Community and Culture to share Dr Tony Brown's Recommendation Report with Committee for their information. Action completed – Remove next agenda
General business		
7	Committee Budget Requests 26/27FY	Manager City Culture presented the draft 26/27FY Budget Requests for the committee's information, explaining each item in detail and later endorsement, noting due to the meeting being brought forward the History Working Work upcoming scheduled meeting is Wednesday 19 November 2025. Once their budget requests have been received, Manager City Culture to add their items to the master Budget Request 26/27FY document and circulate via email with the committee for endorsement. The Head of Community and Culture added to the discussion, a couple of budget request items will end up sitting within the Capital budget (not within the Committee Budget Request). Next step is to start discussing with Manager Environment, Facilities and Recreation. Any questions throughout the Budget Request discussions to be directed to Manager City Culture. Action: Manager City Culture to attach evidence supporting each budget request

		Councillor Heather Chong left the meeting at 4.28pm.
8	Draft Public Art Policy Update	Manager City Culture provided an update, informing of slight delays due to awaiting Consultant's feedback. Aiming for workshops to be held in December 2025 and the draft policy completed by end of this year for council adoption in the new year. Expression of interest can then go out.
9	Cultural and Creative Industries Precinct (CCIP) Next Steps Update	Head of Community and Culture provided an update, advising the uPP funding application submitted back in February 2025 is still pending an outcome. However, in the past 4 – 5 weeks there has been movement, announcements made state by state, not yet reached Tasmania. Head of Community and Culture and Manager City Culture are anticipating bringing back partners for an update and further conversation about where to next.
10	Nupiri – ti – Palawa Art Festival Gallery Project Update	Manager City Culture provided a further update, since the Expression of Interest was advertised, we have received a number of strong submissions. Additional payment approved for applications to develop their concepts in more depth, once their refined concepts have been received, they will be provided to the Cultural Advisors for final decision. Work has also been progressing to identify and engage a website designer who can create the festival website.
11	Clarence Jazz Festival 30 th Anniversary Update	Manager City Culture provided the following updates: • Presented commissioned Jazz Artist, Janice Ross final artwork to the committee. • Work has commenced on developing the Jazz Festival 30th anniversary identity. • Looking at public launch date of Monday 8 December 2025. • Opportunity to bring the Committee, Executive Leadership Team and Council along the journey and get collateral prior to going to public. Currently working through timeline.

		The Clarence Jazz Festival Presents series delivered three sold-out nights of international jazz at The Barn at Rosny Farm, featuring Banksia Trio (Japan), Bill Frisell Trio (USA, two shows) and WhoAllGonBeThere (USA). Developed in partnership with the Melbourne International Jazz Festival (MIJF). Sell out show! The program is having global reach and outcome.
12	Other Business	- Manager City Culture provided an overview of upcoming events and exhibitions calendar. Refer to What's On - Rosny Farm for more information. - Manager City Culture seeking suggestions for sharing the Rosny Farm What's on Calendar with the Committee. Suggestion for a What's App Group to be considered. - Bellerive Community Arts Centre – Container located down on the waterfront has received a fantastic response. Plans commencing to extend the container by another week. Action: Manager City Culture to confirm if external committee members are on the Rosny Farm What's on Invite List and add missing committee members.

Concluding		
13	Review agreed actions	• Head of Community and Culture to raise the need for understanding entire budget amounts with the CEO and Chief of Finance – In progress • Manager City Culture to attach evidence supporting each budget request • Manager City Culture to confirm if external committee members are on the Rosny Farm What's on Invite List and add missing committee members.
14	Date, time and location of next meeting	Thursday 19 March 2025 at 3:30pm, located at the Clarence City Council Chambers Library / Microsoft TEAMS.
15	Meeting close	5.00pm

4.6 WEEKLY BRIEFING REPORTS

The Weekly Briefing Reports of 10, 17 and 24 November 2025 have been circulated to Councillors.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 10, 17 and 24 November 2025 be noted.

5. PUBLIC QUESTION TIME

Public question time at ordinary Council meetings will not exceed 15 minutes. An individual may ask questions at the meeting. Questions may be submitted to Council in writing on the Friday 10 days before the meeting or may be raised from the Public Gallery during this segment of the meeting.

The Chairman may request a Councillor or Council officer to answer a question. No debate is permitted on any questions or answers. Questions and answers are to be kept as brief as possible.

5.1 PUBLIC QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a member of the public may give written notice to the Chief Executive Officer of a question to be asked at the meeting). A maximum of two questions may be submitted in writing before the meeting.

Questions on notice and their answers will be included in the minutes.

Mr Thomas Chick of Mornington has given notice of the following question:

Ask AI

Council has recently implemented an “Ask AI” feature on their website, that uses a large language model to attempt to answer questions submitted to it, based on the contents of other pages on the website. What is the ongoing cost to Council for the provision of this feature?

5.2 ANSWERS TO QUESTIONS ON NOTICE

The Mayor may address Questions on Notice submitted by members of the public.

5.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE

The Chief Executive Officer provides the following answers to Questions taken on Notice from members of the public at previous Council Meetings.

At Council’s Meeting of 10 November Mr Victor Marsh of Bellerive asked the following question.

ECOLOGICAL ASSESSMENT – CHARLES HAND MEMORIAL PARK AND ROSNY PARKLANDS

On behalf of the people who attended the guided tour and walk on Rosny Parklands on 2 November, I would like to thank the two council officers for their professionalism and informative answers to our questions. My question is, is this Council going to do an ecological assessment on Charles Hand Memorial Park and Rosny Parklands to support the work of these officers?

/ contd on Page 16...

ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE /contd...**ANSWER**

Council officers have access to a Natural Values Assessment undertaken in 2023 (commissioned by Council) and redacted versions of ecological assessments commissioned by the Department of State Growth in 2024, which informed our work on the circuit track and Wild Park within the parklands. Additional assessments will be undertaken if and as required when Council implements other actions in the City Heart Plan moving forward.

At Council's Meeting of 10 November Mrs Joanne Marsh of Bellerive asked the following question.

INFRINGEMENTS ISSUED - CRICKET GAME BELLERIVE OVAL

Every day the local Bellerive Bluff community bear the brunt of illegal and nuisance parking due to the increasing number of retailers, events and services including the ferry service in this geographically restricted area. Would Council please provide a summary of the infringement fines that were issued for the 2 November cricket game at Bellerive Oval and the nature of any complaints made to the parking management team before 8pm?

ANSWER

A total of 96 parking infringement notices were issued by Council between 5pm and 8.45pm during the T20 cricket game at Ninja Stadium on 2 November this year. TASPOL were in attendance and issued infringement notices in disability spaces in Beach Street.

Three complaints were received through the Parking Phone Hotline before 8pm on 2 November. Of these, two were for a vehicle obstructing a driveway and the third was for a vehicle on a bus stop and too close to an intersection.

5.4 QUESTIONS WITHOUT NOTICE

The Chairperson may invite members of the public present to ask questions without notice.

Questions are to relate to the activities of the Council. Questions without notice will be dependent on available time at the meeting.

Council Policy provides that the Chairperson may refuse to allow a question on notice to be listed or refuse to respond to a question put at a meeting without notice that relates to any item listed on the agenda for the Council meeting (note: this ground for refusal is in order to avoid any procedural fairness concerns arising in respect to any matter to be determined on the Council Meeting Agenda).

When dealing with Questions without Notice that require research and a more detailed response the Chairman may require that the question be put on notice and in writing. Wherever possible, answers will be provided at the next ordinary Council Meeting.

Council's Public Question Time Policy can be found on Council's website at [Public Question Time - City of Clarence : City of Clarence \(ccc.tas.gov.au\)](https://www.ccc.tas.gov.au/public-question-time)

6. DEPUTATIONS BY MEMBERS OF THE PUBLIC

(In accordance with Regulation 46 of the Local Government (Meeting Procedures) Regulations 2025 and in accordance with Council Policy, deputation requests are invited to address the Meeting and make statements or deliver reports to Council)

7 PLANNING AUTHORITY MATTERS
--

In accordance with Regulation 29 (1) of the Local Government (Meeting Procedures) Regulations 2025, the Mayor advises that the Council intends to act as a Planning Authority under the Land Use Planning and Approvals Act 1993, to deal with the following items:

7.1 PLANNING APPLICATION PDPLANPMTD-2025/053203 – 61 HOWRAH ROAD, HOWRAH - SECONDARY RESIDENCE AND OUTBUILDING (SINGLE DWELLING)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a Secondary Residence and Outbuilding (Single Dwelling) at 61 Howrah Road, Howrah.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Safeguarding of Airports Code and the Parking and Sustainable Transport Code under the Tasmanian Planning Scheme - Clarence (the Scheme). In accordance with the Scheme the proposal is a Discretionary use and/or development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2025.

Council is required to exercise a discretion within the statutory period which expires on 9 December 2025.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and two representations were received raising the following issues:

- Privacy,
- Overshadowing, and
- Building height.

RECOMMENDATION:

A. That the Planning Application for Secondary Residence and Outbuilding (Single Dwelling) at 61 Howrah Road, Howrah (Cl Ref PDPLANPMTD-2025/053203) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. The development must meet all required Conditions of Approval specified by TasWater notice dated 7 October 2025 (TWDA 2025/00713-CCC).
3. The proposal is approved as a Secondary Residence and must:
 - have a maximum gross floor area of not more than 60m²,
 - be appurtenant to a single dwelling,
 - share all services, including access and parking, water, sewerage, gas, electricity and telecommunications connections and meters with the single dwelling, and
 - be contained on the same lot as the single dwelling and must not be located on a separate lot created under the *Strata Titles Act 1998*.

- B. That in addition to standard advice, the following advice be provided to the proponent:
- a. A Building Surveyor is required to be engaged, to create and certify an Application for Building Approval.
 - b. A class 1a dwelling must have a separate wash tub as per the NCC 10.4.1.
 - c. The dwelling above the workshop requires fire separation. Please consult with your building surveyor to ensure fire safety compliance is achieved.
- C. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of the matter.

ASSOCIATED REPORT

1. BACKGROUND

No relevant background for the assessment of this application.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned General Residential under the Scheme.
- 2.2.** The proposal is discretionary because it does not meet all the Acceptable Solutions under the Scheme.
- 2.3.** The relevant parts of the Planning Scheme are:
- Section 5.6 – Compliance with Applicable Standards,
 - Section 6.10 – Determining Applications,
 - Section 10 – General Residential Zones,
 - Section C2.0 – Parking and Sustainable Transport Code, and
 - Section C16.0 – Safeguarding of Airports Code.
- 2.4.** Council's assessment of this proposal must consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is a 964m², rectangular-shaped lot on the south-west side of Howrah Road. The site gently slopes downwards with a crossfall from the rear of the site to the frontage.

An existing single-level brick dwelling is centrally located on the site, with an existing single-car carport located to the front of the dwelling and other parking located on the existing driveway.

The surrounding area has a mix of predominantly 1960's housing stock with some newer multiple dwellings and two-storey constructions.

3.2. The Proposal

The proposal is to construct a two-storey structure, containing a Secondary Residence over a workshop space, with an outdoor patio area to the rear of the existing dwelling. The proposed building is to have a skillion roof design. The proposed Secondary Residence section of the building will have a floor area of 43.61m², the workshop area will have a floor area of 47.79m² and the patio will have a floor area of 19.92m². The proposed building will have a maximum height of 6.34m.

The proposal also includes a separate outbuilding. The proposed outbuilding will be 4m by 6m (total area of 24m²), with a maximum height of 2.94m.

The increase in site coverage would be 89.85m². The total site coverage when combined with the existing dwelling would be 255m² or 26% of the total site area.

4. PLANNING ASSESSMENT

4.1. Compliance with Applicable Standards [Section 5.6]

A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.

4.2. Determining Applications [Section 6.10]

In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:

- all applicable standards and requirements in this planning scheme, and
- any representations received pursuant to and in conformity with section 57(5) of the Act, but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

4.3. General Provisions

The Scheme contains a range of General Provisions relating to specific circumstances not controlled through the application of Zone, Code or Specific Area Plan provisions.

There are no General Provisions relevant to the assessment of this proposal.

4.4. Compliance with Zone and Codes

The proposal meets the Scheme's applicable Acceptable Solutions of the General Residential Zone, with the exception of the following.

General Residential Zone

- **Clause 8.4.2 Setbacks and Building Envelopes for all Dwellings** – the proposal is outside the building envelope, prescribed by the Acceptable Solution (A3).

The proposal must be assessed against Performance Criteria P3 of Clause 8.4.2.

Performance Criteria	Assessment
<i>“Clause P3</i>	The proposal is assessed as satisfying the performance criteria as outlined below.
<i>The siting and scale of a dwelling must:</i> <i>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</i>	The proposal is assessed as not causing an unreasonable loss of amenity to adjoining properties.

(i) <i>reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</i> (ii) <i>overshadowing the private open space of a dwelling on an adjoining property;</i> (iii) <i>overshadowing of an adjoining vacant property; or</i> (iv) <i>visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;</i>	The application included a shadow diagram illustrating the reduction in sunlight to 1/63 and 2/63 Howrah Road to the south-east of the proposed development on 21 June at 9am, 12pm and 3pm. The shadow diagrams show that at midday on 21 June, there is no overshadowing from the proposed development to the windows of habitable rooms of 2/63 Howrah Road. The shadow diagrams provided indicate minimal overshadowing from the proposed development to the private open space at 2/63 Howrah Road on 21 June between 9am and 12pm. At 12pm approximately 40m² of the 150m² rear outdoor area will be overshadowed by the proposal. This overshadowing increases throughout the afternoon. Accordingly, the extent of shadow cast from the proposal does not cause an unreasonable loss of amenity to the adjoining property. The shadow diagrams provide enough information to demonstrate that there is minimal overshadowing to both 8 and 10 Corinth Street, with no overshadowing of 4 Corinth Street between 9am and 3pm. Most of the overshadowing to 8 and 10 Corinth Street occurs before 12pm on 21 June. At midday there is overshadowing from the proposal to approximately 50m² (10 % of the total area) of the rear yard of 10 Corinth Street, including over an existing outbuilding. The rear yard of 8 Corinth Street experiences even less overshadowing, with approximately 20m² of overshadowing (5% of the total rear yard area) from the proposed development at 12pm. There are no adjoining vacant properties. The visual impact of the proposed dwelling to adjoining properties would be mitigated by a number of factors: • The proposal is located to the rear of 61 Howrah Road, with a setback from the frontage of over 34m.
--	--

	• A minimum 2.52m setback to the proposed workshop/secondary residence and proposed outbuilding from the south-western rear boundary. • A 2.54m setback to the proposed workshop/secondary residence to the south-eastern side boundary. The proposal is outside the building envelope along the south-eastern elevation by 200mm at the rear corner of the structure to a maximum of 650mm at the front of the workshop/secondary residence. The skillion roof limits the height of the proposal and minimises the visual bulk. The apparent scale of this facade is lessened by several window openings, effectively softening the visual appearance to adjoining properties. Accordingly, the visual bulk, scale and proportions of the proposal is assessed as reasonable when viewed from the adjoining properties. • In addition, when viewed from the rear of the proposed workshop/secondary residence, the expanse of the wall is again broken with window openings softening the visual appearance when viewed from adjoining properties. This elevation is almost entirely within the prescribed building envelope. • Regarding the siting of the proposed workshop/secondary residence, it is placed on the lower side of the backyard of the property to reduce the apparent scale when viewed from the adjoining properties. While the area is made up of predominantly one storey dwellings, two-storey buildings are common in the area, including 55 and 67a Howrah Road, and 8 Corinth Street.
<i>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and</i>	The proposal would result in a separation of more than 6m from the nearest dwelling at 2/63 Howrah Road. This would be more than that of many dwellings on River Street, including between the existing dwelling and 1/63 Howrah Road, the existing dwelling and 59 Howrah Road, and dwellings at 10 and 12 Corinth Street.

(c) <i>not cause an unreasonable reduction in sunlight to an existing solar energy installation on:</i>	There are no existing solar installations on adjoining properties that would be affected by the proposal.
(i) <i>an adjoining property; or</i>	The existing solar installation on the dwelling at 8 Corinth Street would not be overshadowed by the proposal
(ii) <i>another dwelling on the same site.”</i>	

The proposal satisfies exemption C16.4.1(a) of the Safeguarding of Airports Code, because the maximum height of the proposal would not exceed the prescribed obstacle limitation surface level of 147m AHD.

As no changes have occurred to the existing parking requirements, including the number of parks required, the Parking and Sustainable Transport Code has been satisfied. A secondary residence is considered to be part of a Single Dwelling and does not increase the requirements for parking spaces.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and two representations were received. The following issues were raised by the representors.

5.1. Building Height and Setbacks

Representors raised concerns that the proposal breached the building envelope to the south-western and south-eastern boundaries, leading to visual impacts including apparent bulk. Concerns were raised that the proposal would be insufficiently set back from the boundaries, considering its proximity to the boundary fence.

- **Comment**

This issue has been reviewed as part of the above assessment against Performance Criteria 8.4.2 (P3).

5.2. Overshadowing

Representors raised concerns that the proposal breached the building envelope to the south-western and south-eastern boundaries, leading to overshadowing. Concerns were raised that the shadow diagrams provided did not show the effects of the shadows on the properties to the south-west of the proposal along Corinth Street.

- **Comment**

This issue has been reviewed as part of the above assessment against Performance Criteria 8.4.2 (P3). The assessment considered the impact on the properties to the south-west of the proposal, using the information provided as part of the application and the performance criteria has been satisfied.

5.3. Privacy

Representors raised concerns that the proposal would impact on privacy to adjoining properties due to its upper-level windows.

- **Comment**

All windows meet the acceptable solution for 8.4.6 Privacy for all dwellings A2. Permanent fixed obscure glazing is proposed to the window on the south-western elevation, meeting the Acceptable Solution A2 (b) (ii). It is additionally noted that there are no privacy requirements for non-habitable rooms, as defined in the Scheme. The window on south-eastern elevation meets the Acceptable Solution A2 (b) (i) as it is offset not less than 1.5m from the edge of a window or glazed door of a habitable room of another dwelling.

5.4. Sediment Control Fence

The representation questions the need for a sediment control fence to the site.

- **Comment**

Stormwater, drainage, and construction impacts are broadly controlled under the *Urban Drainage Act 2013* and *Building Act 2016* and are not a relevant planning matter.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, who have provided a number of conditions to be included on the planning permit if granted.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with and furthers the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan or any other relevant Council Policy.

9. CONCLUSION

The proposal is recommended for approval subject to conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (16)
3. Site Photo (3)

Daniel Marr
HEAD OF CITY PLANNING

Council now concludes its deliberations as a Planning Authority under the Land Use Planning and Approvals Act, 1993.



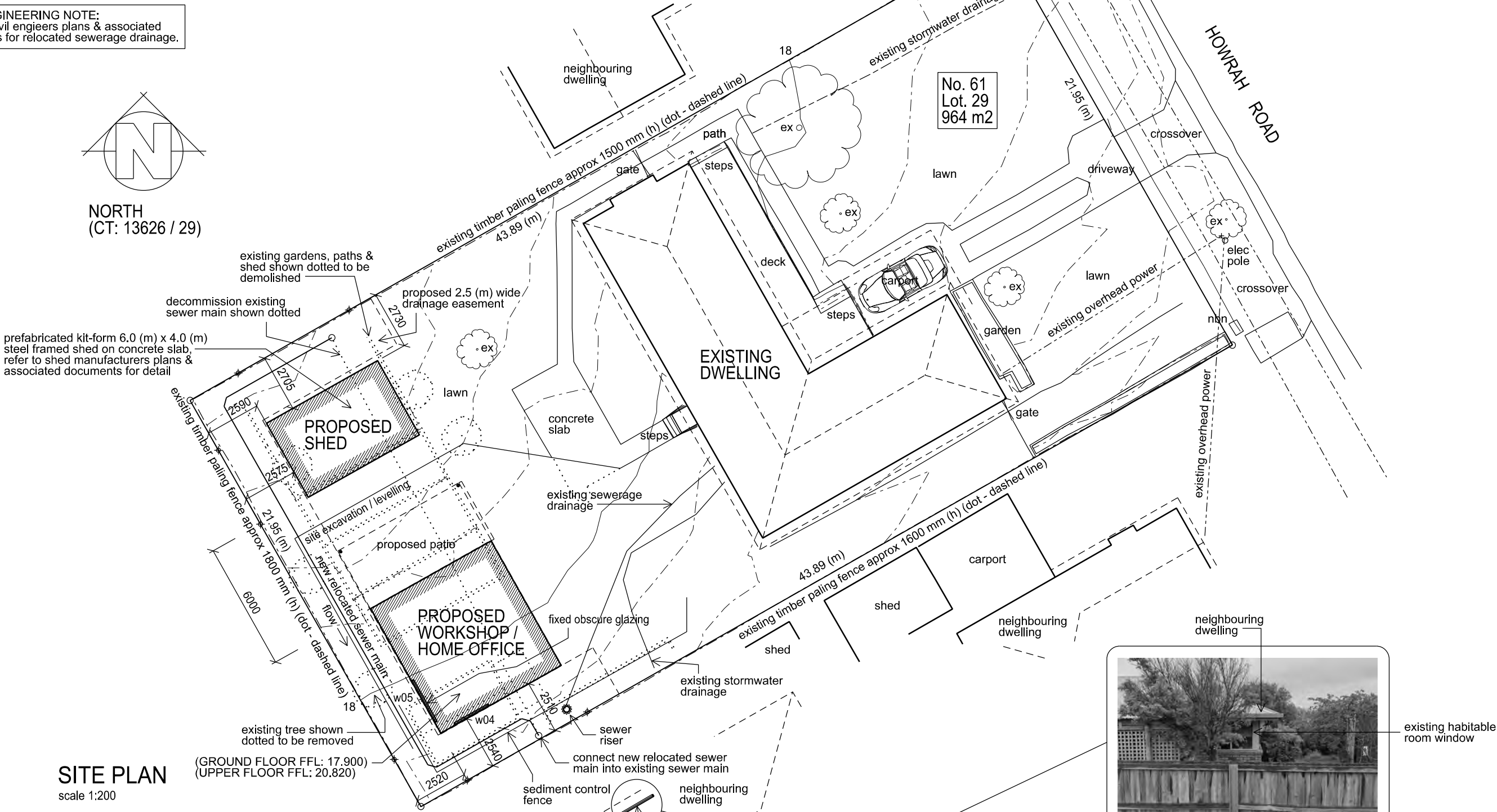
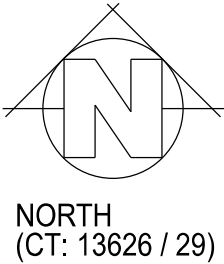
	This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.	19/11/2025	
		1:1000	

- MANDATORY SOIL & WATER MANAGEMENT STRATEGIES:**

 - 1 - Install sediment control fence on downslope side of all excavation or material stockpiles
 - 2 - Construct stabilised site access - recommended 200 mm thick layer of 40 mm aggregate or recycled concrete
 - 3 - Perform site rehabilitation as soon as possible following demolition
- RECOMMENDED SOIL & WATER MANAGEMENT STRATEGIES:**

 - 1 - Construct & provide a vehicle washdown area near the site access point where applicable (to prevent vehicles transferring mud & debris onto roadway)
 - 2 - All waste & excavated material to be removed when demolition works are complete
 - 3 - Construction vehicles to park on roadway whenever possible (to prevent transfer of mud & debris onto roadway)

CIVIL ENGINEERING NOTE:
Refer to civil engineers plans & associated documents for relocated sewerage drainage.



SITE PLAN
scale 1:200

SOIL AND WATER MANAGEMENT NOTES:

Site to be vegetated and planted according to the Hobart Regional soil and water management code of practice. Site to be disturbed as minimal as possible (ie: only building, drainage and immediate adjoining areas). Install all drainage lines prior to placement of roof and guttering. Connect immediately once dwelling is roofed. Apply temporary covering (eg: waterproof blankets, vegetation or mulch) to all disturbed areas where construction is only partially completed, which will remain exposed for a period of 14 days or more. Protect any nearby or on site drainage pits from sediment by installing sediment traps around them. Limit entry / exit to one point and stabilise. Install facilities to remove dirt / mud from vehicle wheels before leaving the site.

John Weston
Architectural Design
PTY LTD Unit. 1 / 18 Chllds Drive, Old Beach
p: 0427 040 343
e: johnwestonarchitecturaldesign@gmail.com

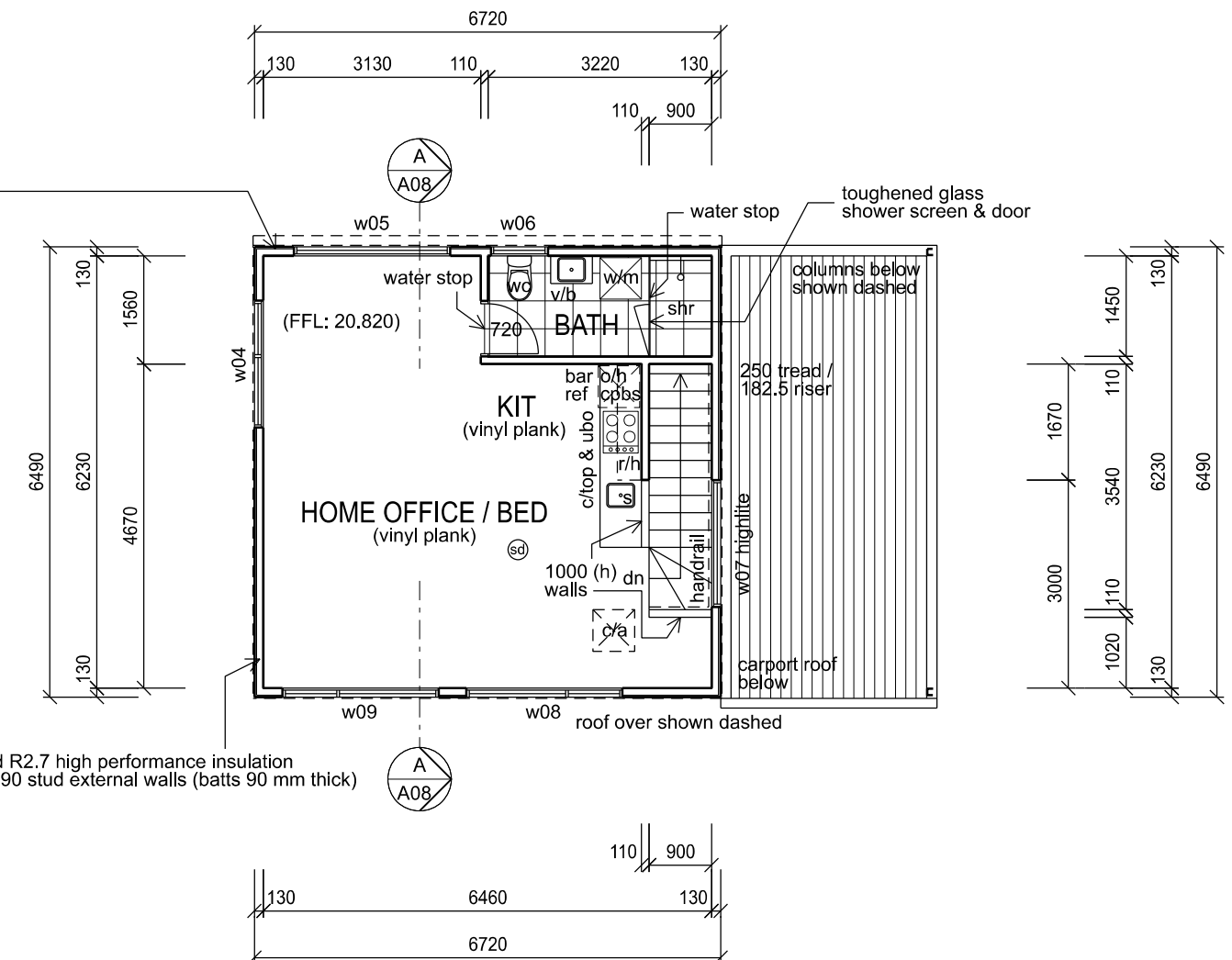


existing habitable room window

DRAWING: Site Plan		
CLIENT: Brent & Julie McIntyre	DRAWN: JW	DRAWING NUMBER: A01
PROJECT ADDRESS: 61 Howrah Road, Howrah Tasmania	DATE: April 2025	

STAIRS NOTE:
Slip resistant stair nosing to N.C.C throughout.

NOTE: Unless the substrate is installed with the appropriate fall it is noted that the screed is porous and moisture that passes through the grout will migrate below the screed and pond on the flat floor below the screed. The waterproof membrane will eventually be compromised and affect the flooring below the screed. In addition, without fall to the substrate (under the screed), the moisture cannot make it's way to a leak control / puddle flange, and ponding will occur. Drainage channels should be installed in the screed to facilitate direction of water to leak control / puddle flange. Waterproof membrane should always be placed over the screed to facilitate drainage (best practice).



UPPER FLOOR PLAN

scale 1:100

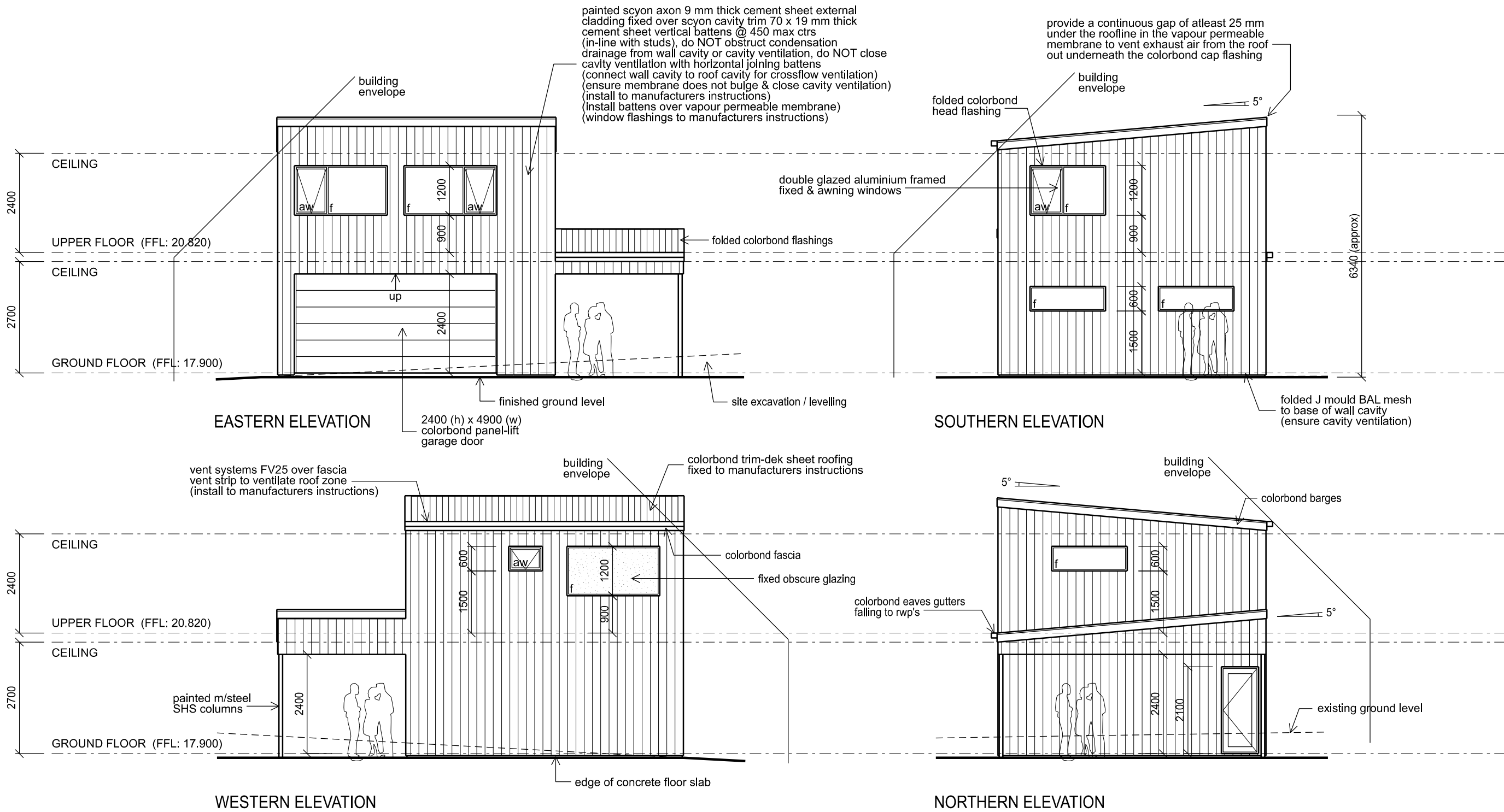
Copyright 2025

John Weston
Architectural Design
PTY LTD Unit. 1 / 18 Chllds Drive, Old Beach

p: 0427 040 343
e: johnwestonarchitecturaldesign@gmail.com

DRAWING NUMBER:

A03

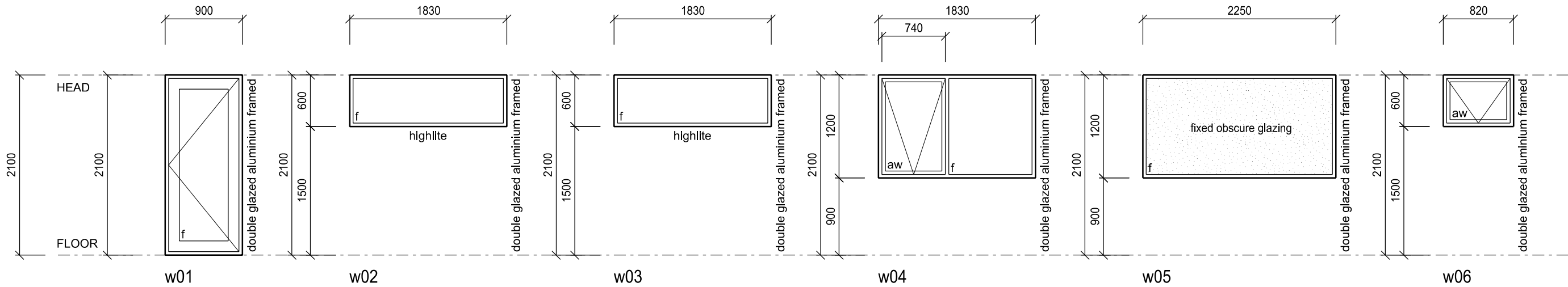


EXTERNAL ELEVATIONS
scale 1:100

John Weston
Architectural Design
PTY LTD Unit. 1 / 18 Childs Drive, Old Beach
P: 0427 040 343
E: johnwestonarchitecturaldesign@gmail.com

DRAWING: External Elevations		
CLIENT:	DRAWN:	DRAWING NUMBER:
Brent & Julie McIntyre	JW	A07
PROJECT ADDRESS:	DATE:	
61 Howrah Road, Howrah Tasmania	April 2025	

Copyright 2025



NCC Vol 2 2022 ABCB Housing Provisions Part 11.3.7 Protection of openable windows - bedrooms

A window opening in a bedroom must be provided with protection, where the floor below the window is 2m or more above the surface beneath.

Where the lowest level of the window opening covered by (1) is less than 1.7m above the floor, the window opening must comply with the following:

- (a) - The openable portion of the window must be protected with:
 - (i) a device capable of restricting the window opening, or
 - (ii) a screen with secure fittings
- (b) - A device or screen required by (a) must:
 - (i) not permit a 125mm sphere to pass through the window opening, or screen &:
 - (ii) resist an outward horizontal action of 250n against the:
 - (a) window restrained by the device, or
 - (b) screen protecting the opening, &
 - (iii) have a child resistant release mechanism if the screen or device is able to be removed, unscrewed or overridden.

Where a device or screen provided in accordance with (2) (a) is able to be removed, unlocked or overridden, a barrier with a height not less than 865mm above the floor is required to an openable window in addition to window protection.

A barrier covered by (3) must not:

- (a) permit a 125mm sphere to pass through it, &
- (b) have any horizontal or near horizontal elements between 150mm & 760mm above the floor that facilitate climbing

NCC Vol 2 2022 ABCB Housing Provisions Part 11.3.8 Protection of openable windows - rooms other than bedrooms

A window opening in a room other than a bedroom must be provided with protection, where the floor below the window is 4m or more above the surface beneath.

The openable part of the window covered by (1) must be protected with a barrier with a height of not less than 865mm above the floor.

A barrier covered by (3) must not:

- (a) permit a 125mm sphere to pass through it, &
- (b) have any horizontal or near horizontal elements between 150mm & 760mm above the floor that facilitate climbing

GENERAL NOTES:

Flyscreen to be fitted to all openable windows & sliding doors.

Glazing requirements as outlined in the attached energy assessment.

Alternative options from glazing supplier may be presented to the designer & registered building surveyor for approval.

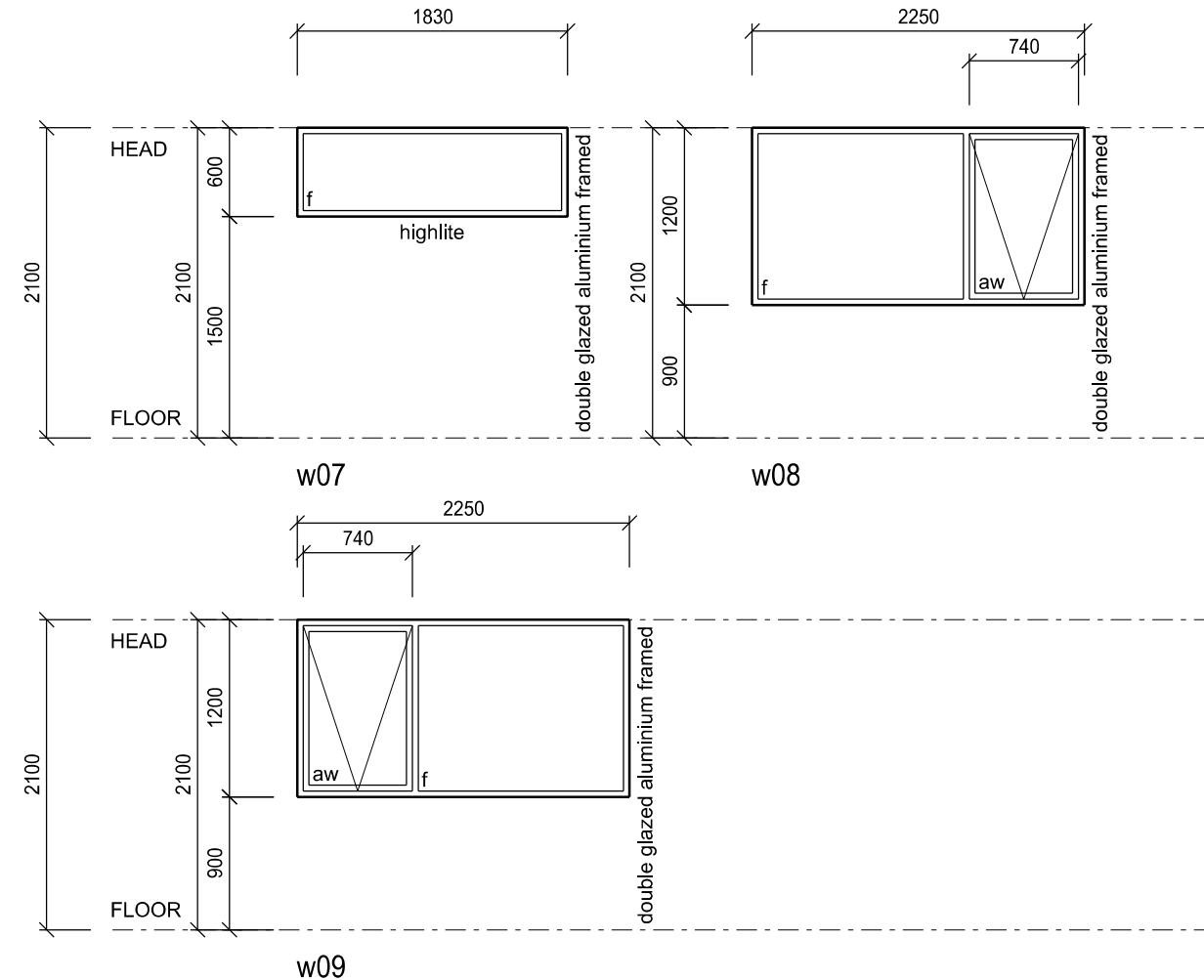
Where glazed doors & side panels are capable of being mistaken for a doorway or opening, the glass must be marked to make it readily visible in accordance with ABCB housing provisions part 8.4.7 as follows:

- marking in the form of an opaque band not less than 20mm in height
- the upper edge is not less than 700mm above the floor
- the lower edge is not more than 1200mm above the floor

Flashings to all wall openings. All openings must be adequately flashed using materials that comply with AS/NZS 2904.

Provide weather stripping to all external windows and doors.

All glazed window & door assemblies in external walls to comply with AS 2047:2014.



WINDOW SCHEDULE

scale 1:50

GLAZING NOTES:

Window sizes dimensioned are nominal only.
 Builder to verify window sizes on site before ordering.
 Flyscreens to all openable windows unless noted.
 Refer to window energy calculation sheets for glass / frame types.

Copyright 2025

John Weston
Architectural Design
PTY LTD Unit 1 / 18 Childs Drive, Old Beach
 p: 0427 040 343
 e: johnwestonarchitecturaldesign@gmail.com

DRAWING:		
Window Schedule & Window Notes		
CLIENT:	DRAWN:	DRAWING NUMBER:
Brent & Julie McIntyre	JW	A10
PROJECT ADDRESS:	DATE:	
61 Howrah Road, Howrah Tasmania	April 2025	

www.jwadedesign.com.au

CC 49710



Plan View

Order Reference
Sales Person
Client Name

Mr Harun Bhuiyan
CRS

Site Address

1 Howrah Road
Howrah

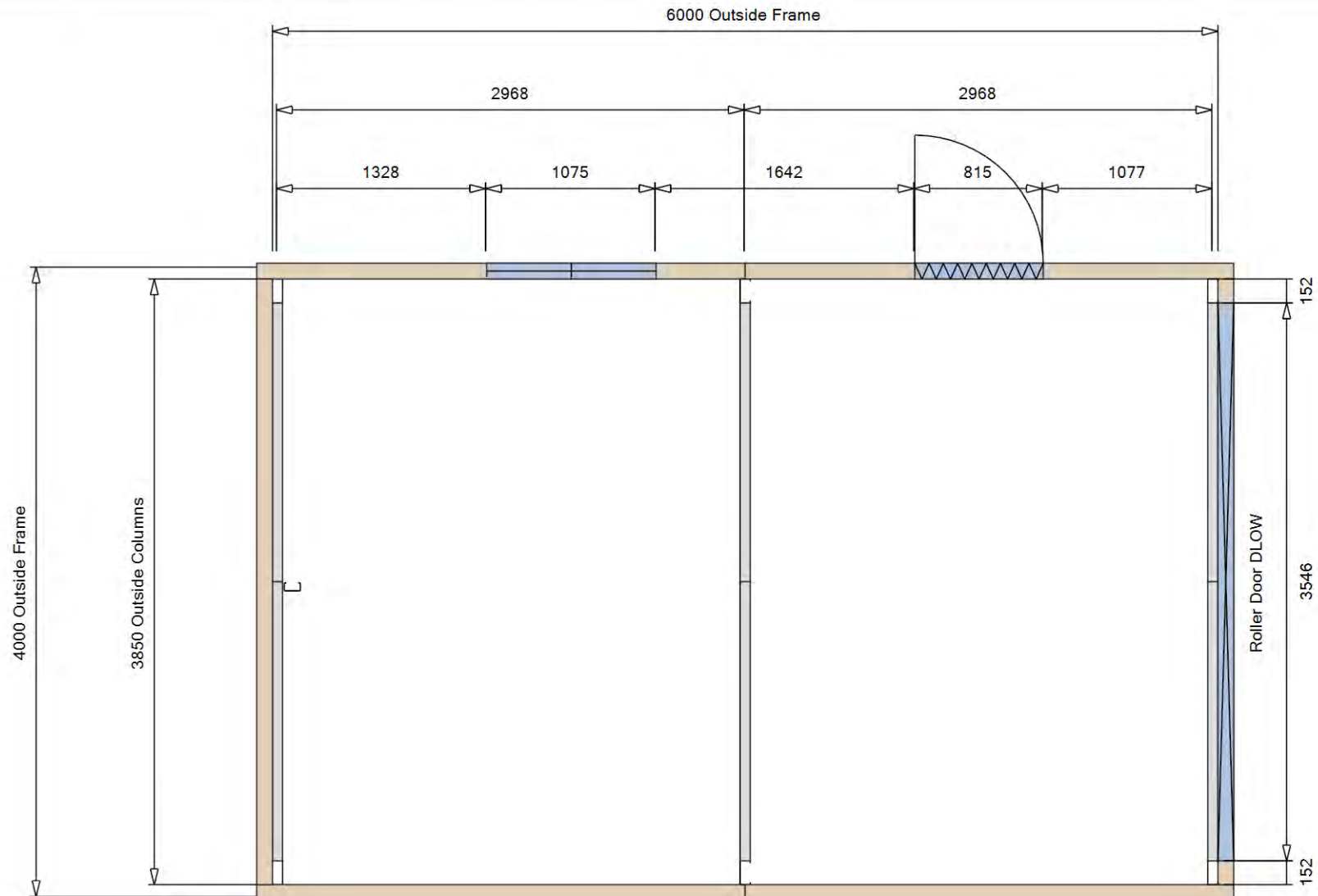
Design Number
Date

SQ335469
30/05/2025

Customer Signature

Front

Rear





Elevations

Order Reference
Sales Person
Client Name

Mr Harun Bhuiyan
CRS

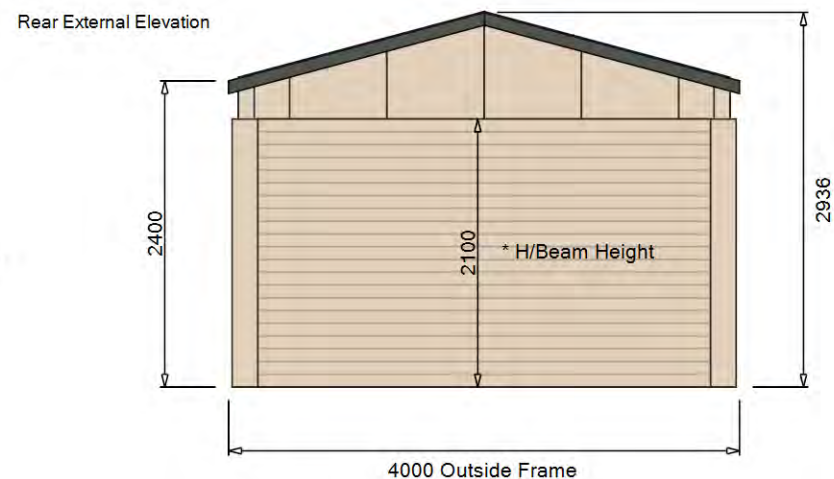
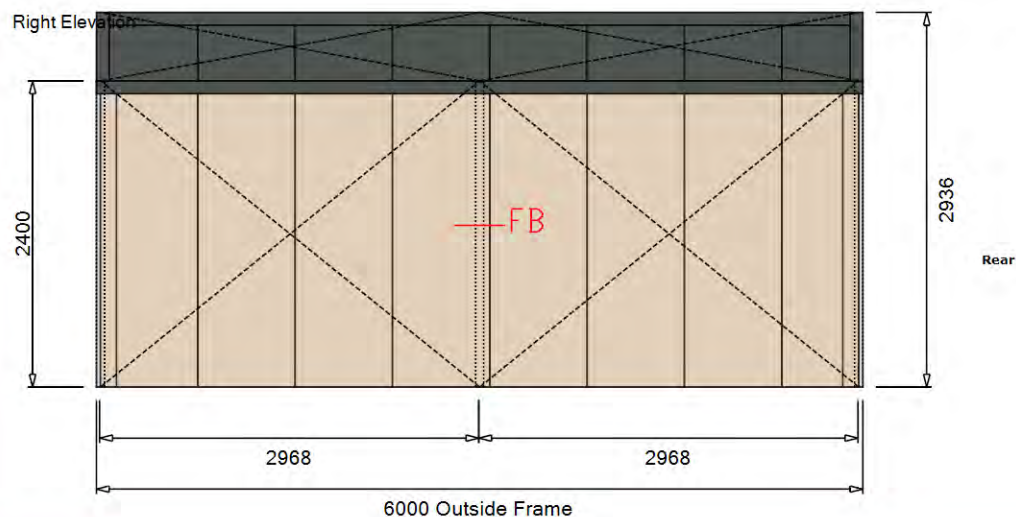
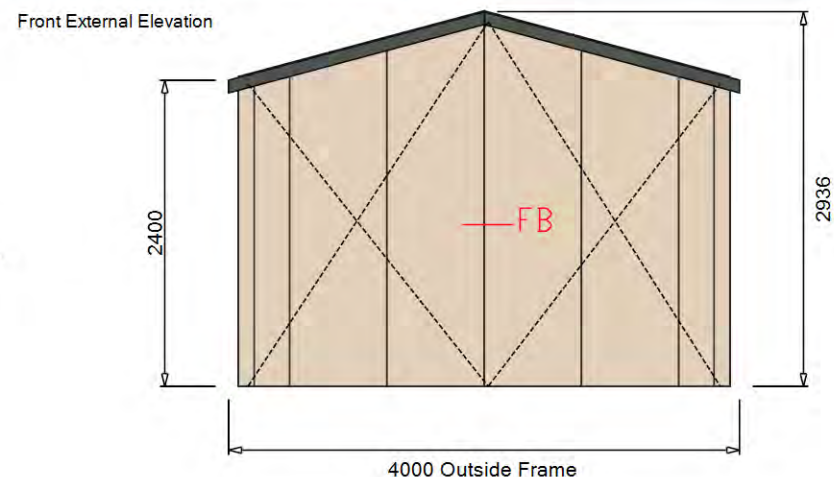
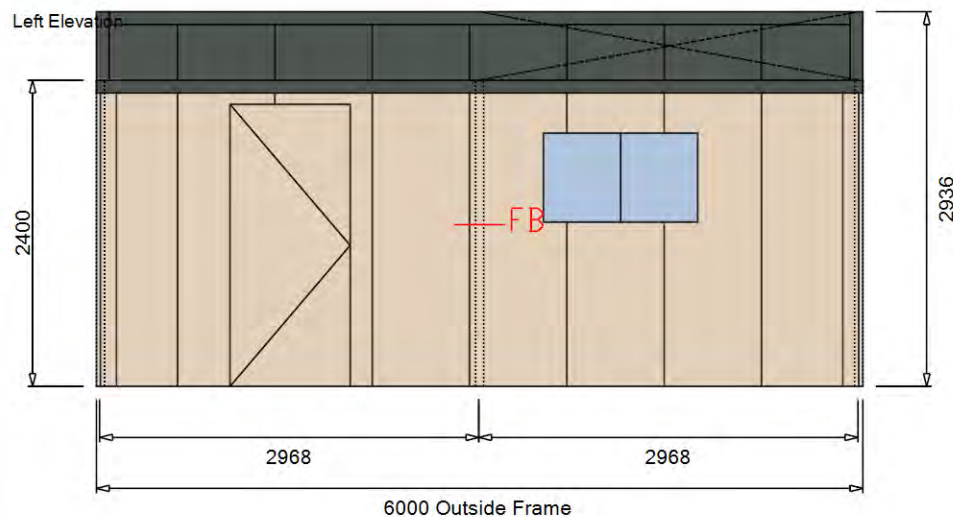
Site Address

1 Howrah Road
Howrah

Design Number
Date

SQ335469
30/05/2025

Customer Signature





Elevations

Order Reference
Sales Person
Client Name

Mr Harun Bhuiyan
CRS

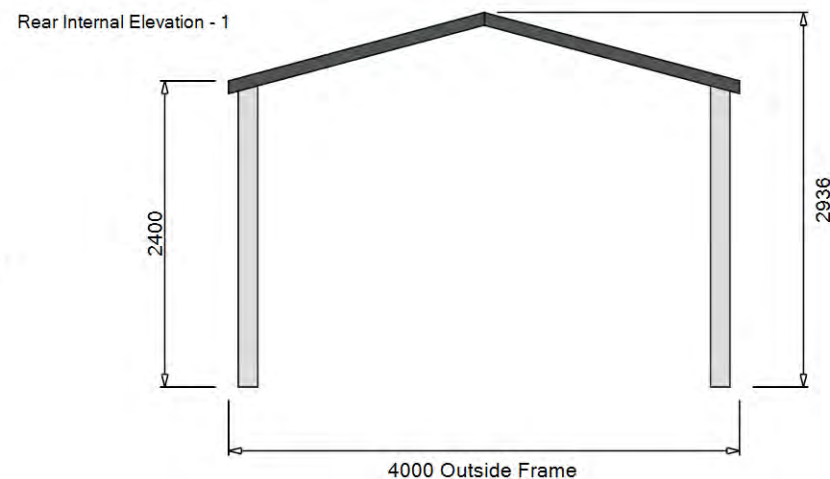
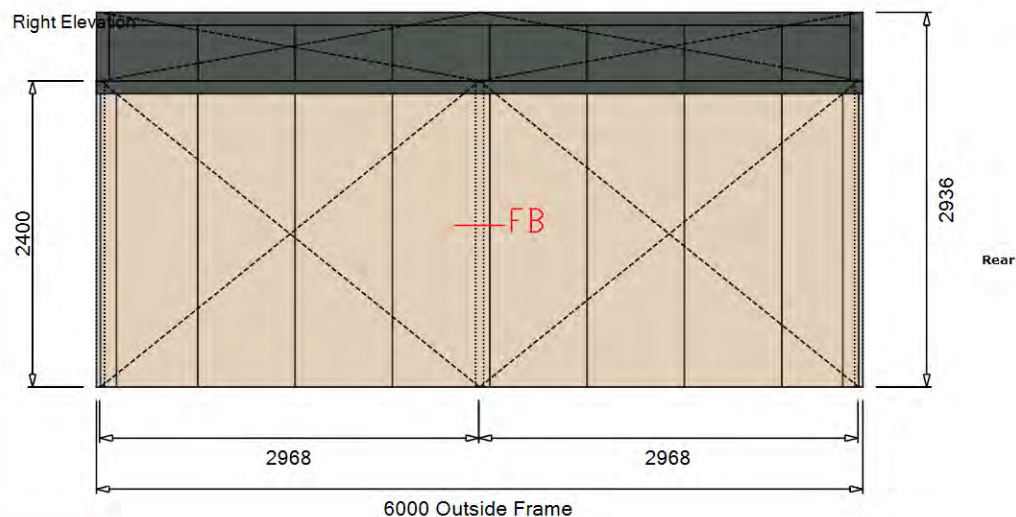
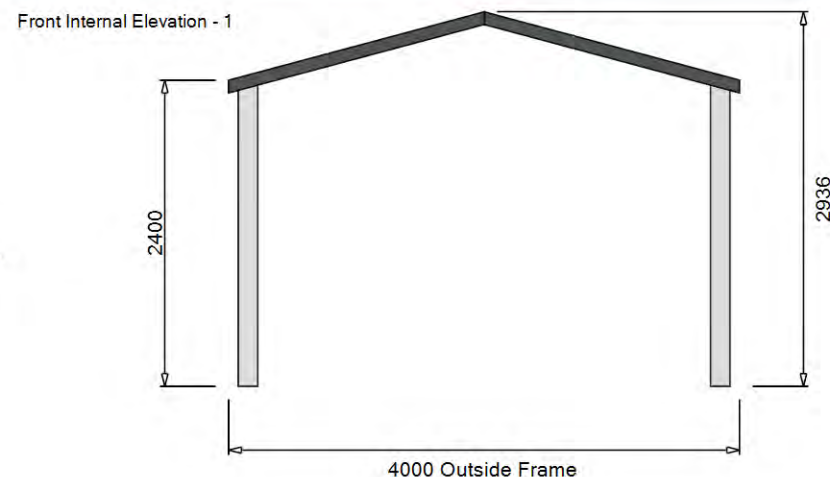
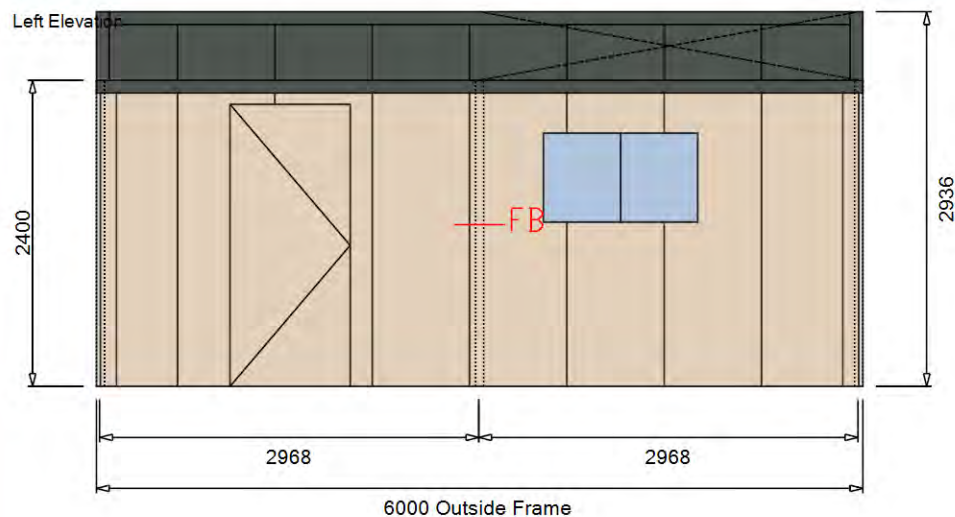
Site Address

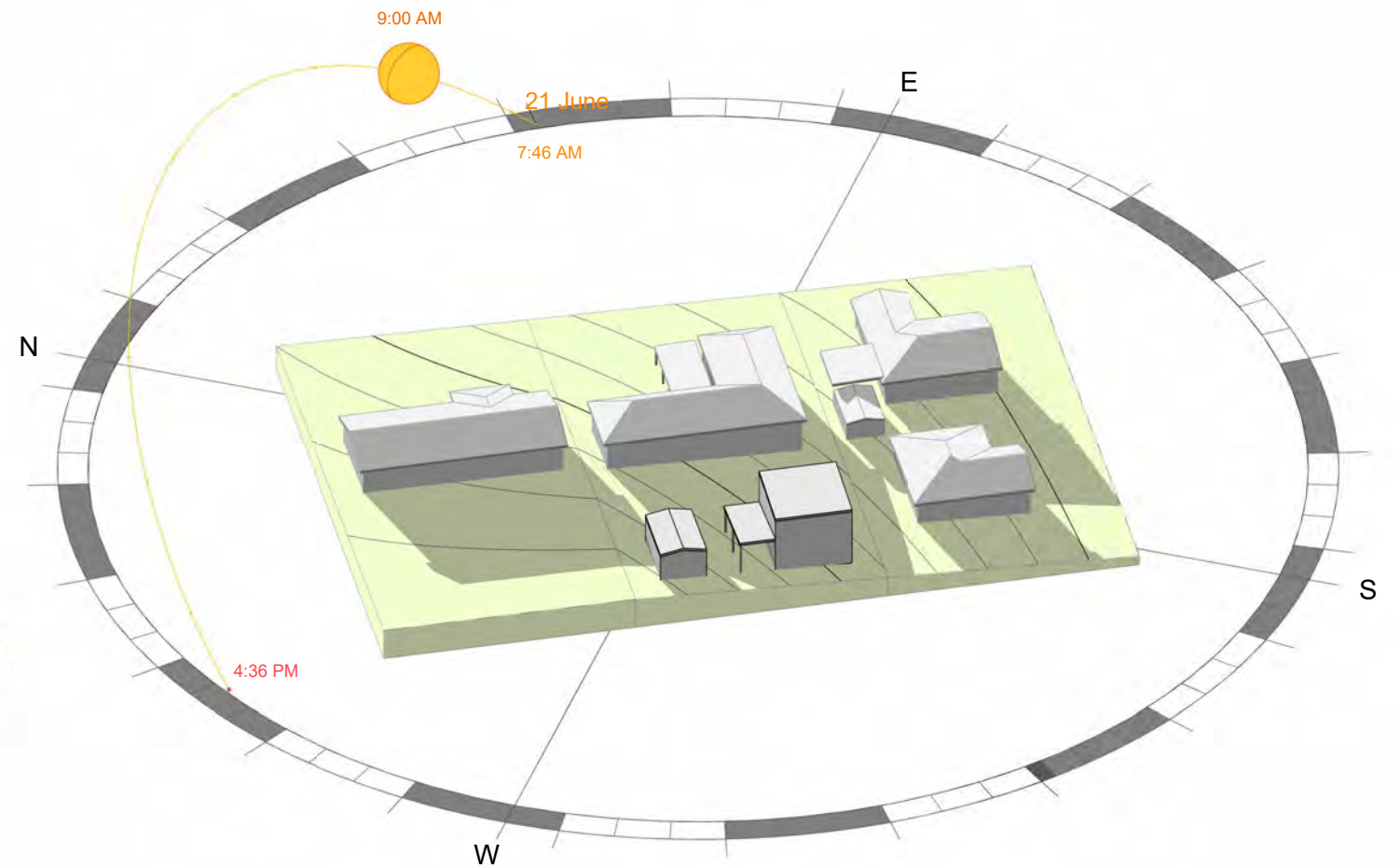
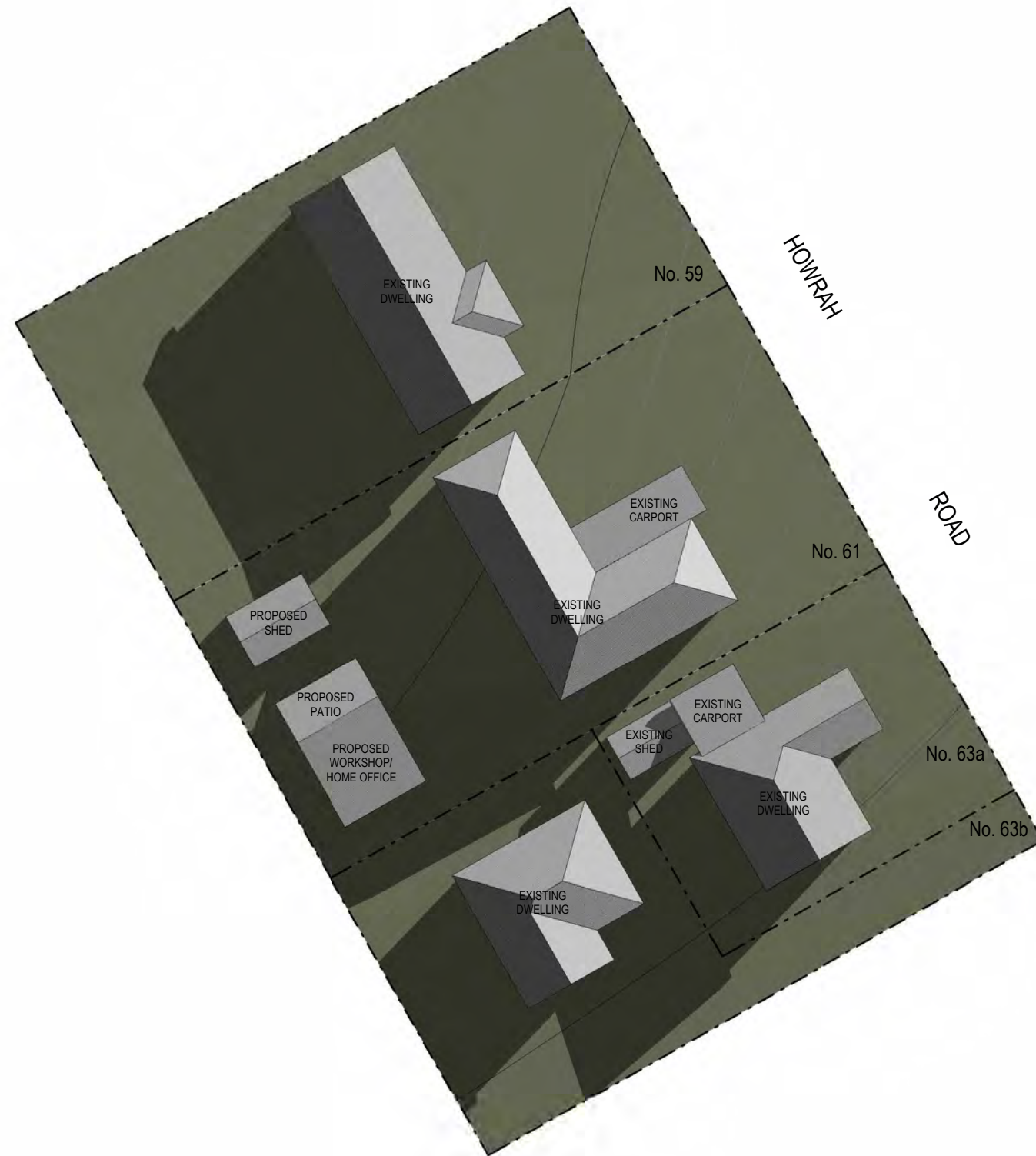
1 Howrah Road
Howrah

Design Number
Date

SQ335469
30/05/2025

Customer Signature



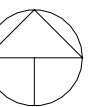


9.00am 21st June

DEVELOPMENT APPLICATION

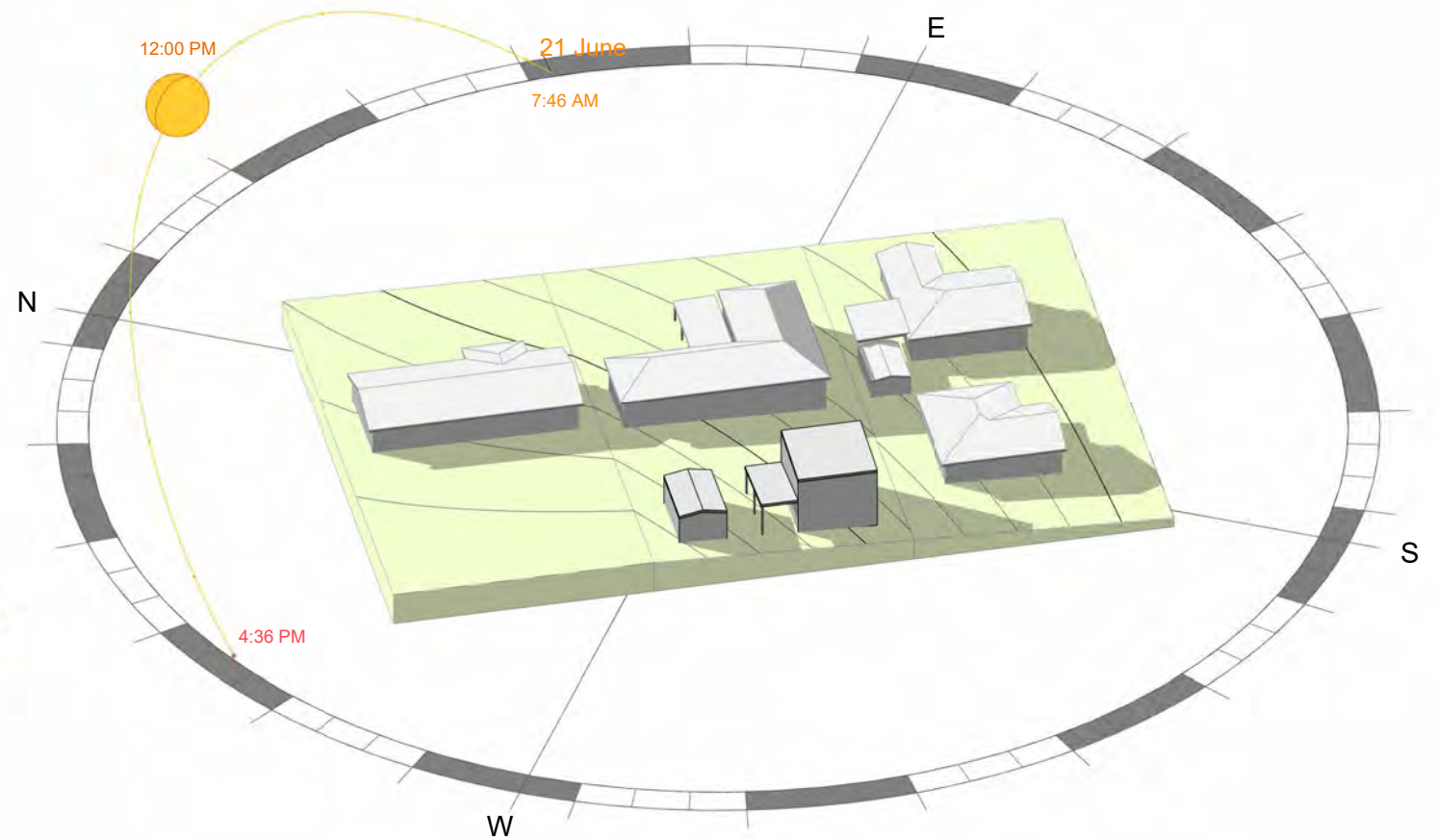
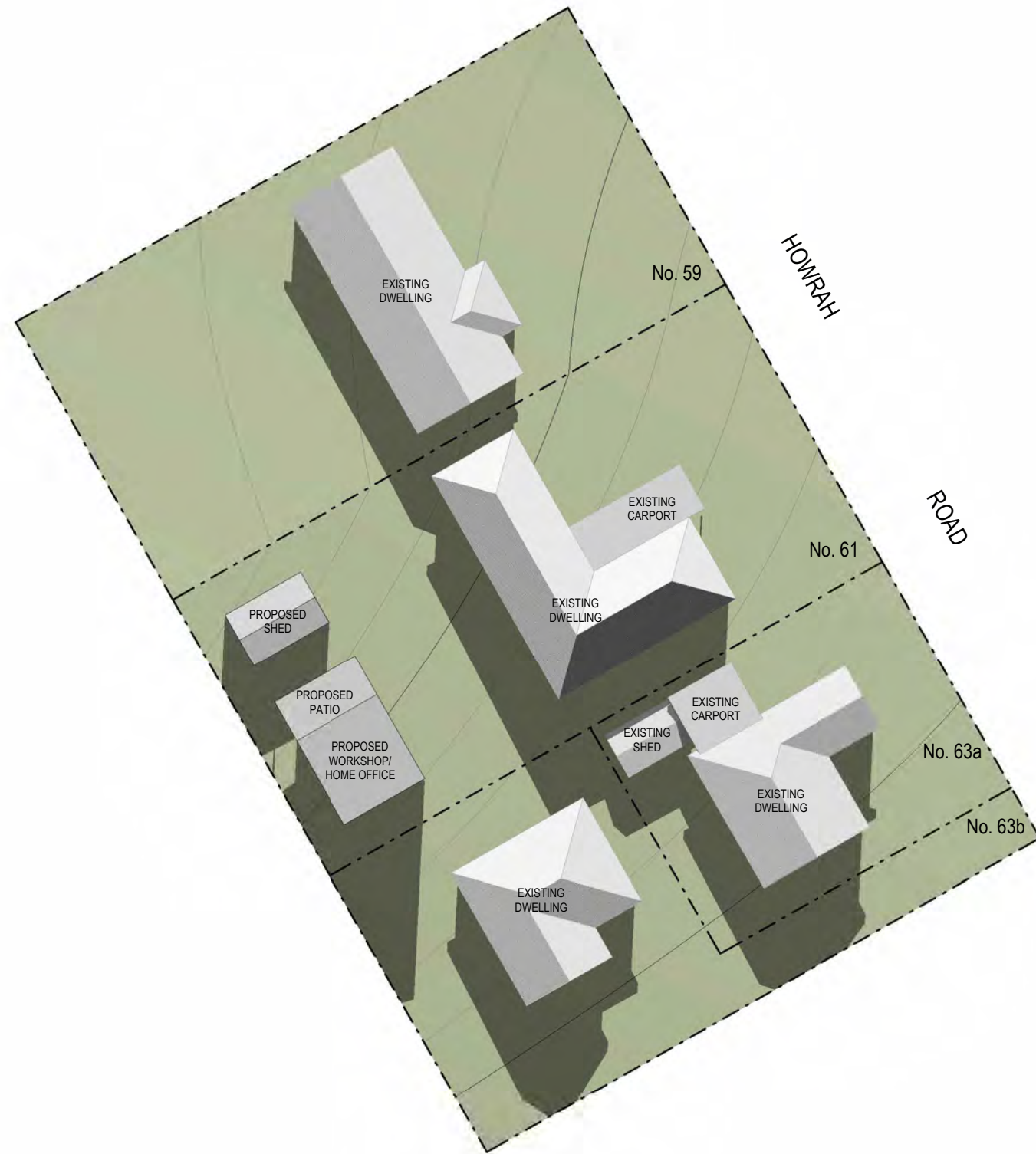


NOTE:
EXISTING DWELLING & SITE INFORMATION COMPILED FROM
• ARCHITECTURAL DRAWINGS BY JWAD DATED APRIL 2025
• GOOGLE MAPS,
• GOOGLE STREET VIEW,
• LIST MAPS DATA,
• STATE AERIAL PHOTOGRAPHY,
• CLARENCE CITY COUNCIL EXISTING BUILDING RECORDS
• SITE MEASUREMENTS



COPYRIGHT 2025

DRAWING: WINTER SOLSTICE			
CLIENT:	BRENT & JULIE MCINTYRE	DRAWN:	TH
PROJECT ADDRESS:	61 HOWRAH ROAD, HOWRAH	DATE:	16/07/24
			DRAWING NUMBER: A09 ₂

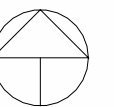


12.00pm 21st June

DEVELOPMENT APPLICATION

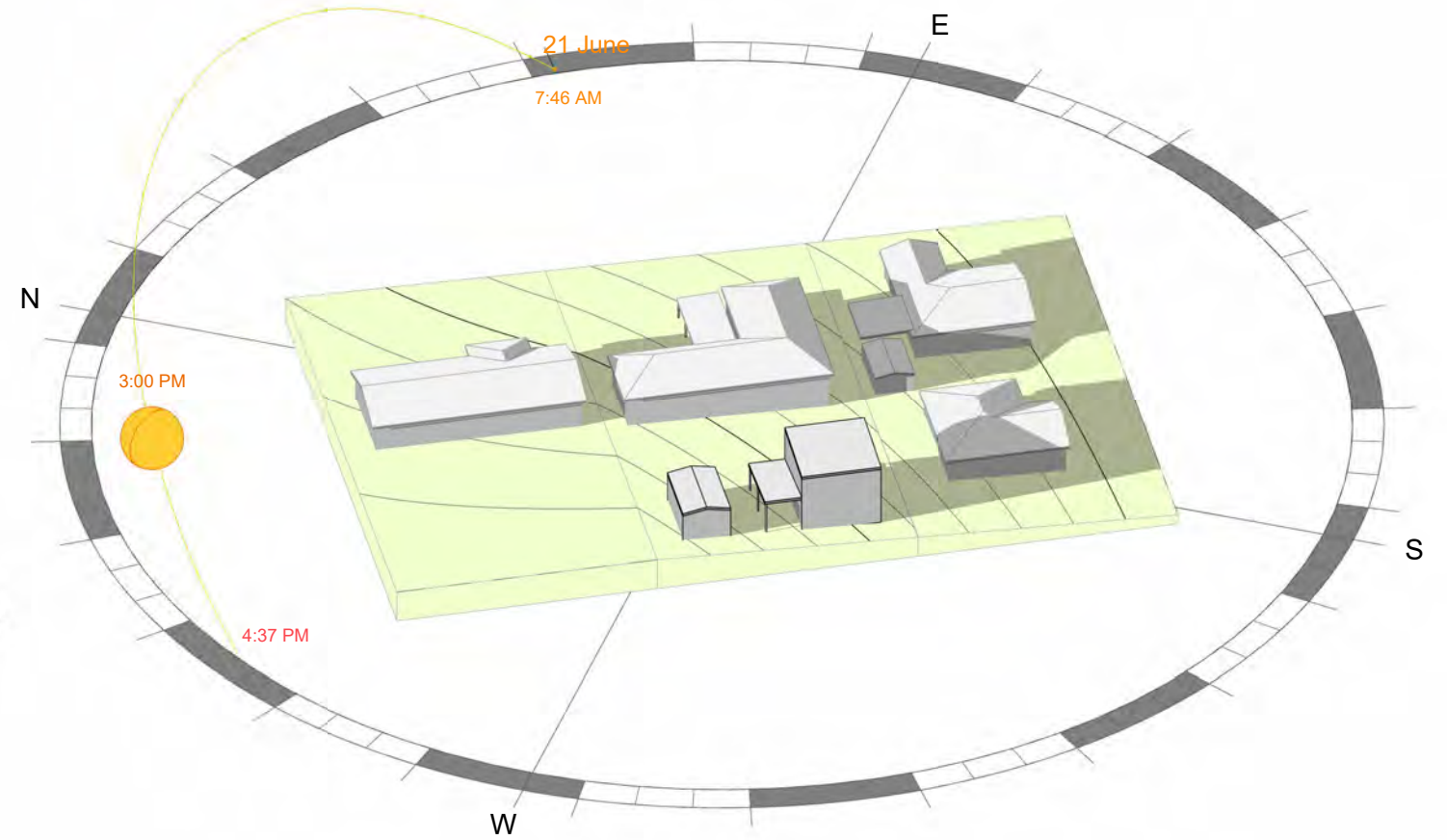
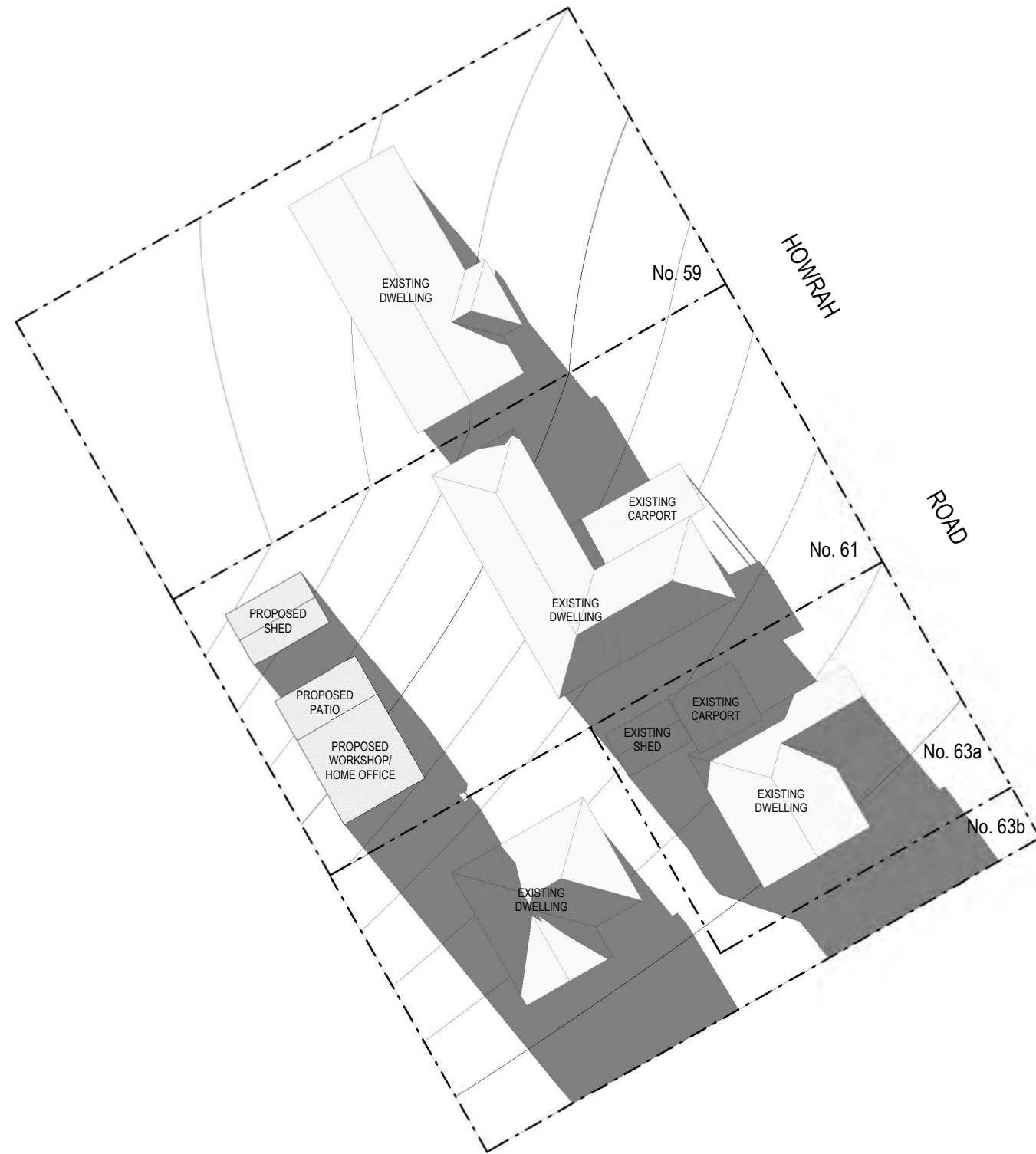


NOTE:
EXISTING DWELLING & SITE INFORMATION COMPILED FROM
• ARCHITECTURAL DRAWINGS BY JWAD DATED APRIL 2025
• GOOGLE MAPS,
• GOOGLE STREET VIEW,
• LIST MAPS DATA,
• STATE AERIAL PHOTOGRAPHY,
• CLARENCE CITY COUNCIL EXISTING BUILDING RECORDS
• SITE MEASUREMENTS



COPYRIGHT 2025

DRAWING: WINTER SOLSTICE			
CLIENT:	BRENT & JULIE MCINTYRE	DRAWN:	TH
PROJECT ADDRESS:	61 HOWRAH ROAD, HOWRAH	DATE:	16/07/24
			DRAWING NUMBER: A10 2

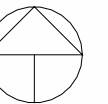


3.00pm 21st June

DEVELOPMENT APPLICATION



NOTE:
EXISTING DWELLING & SITE INFORMATION COMPILED FROM
• ARCHITECTURAL DRAWINGS BY JWAD DATED APRIL 2025
• GOOGLE MAPS,
• GOOGLE STREET VIEW,
• LIST MAPS DATA,
• STATE AERIAL PHOTOGRAPHY,
• CLARENCE CITY COUNCIL EXISTING BUILDING RECORDS
• SITE MEASUREMENTS



COPYRIGHT 2025

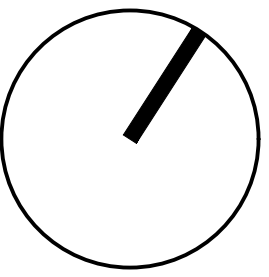
DRAWING: WINTER SOLSTICE			
CLIENT:	BRENT & JULIE MCINTYRE	DRAWN:	TH
PROJECT ADDRESS:	61 HOWRAH ROAD, HOWRAH	DATE:	16/07/24
			DRAWING NUMBER: A11 2



STORMWATER LEGEND	
	SWD PVC STORMWATER DN150 SN8 U.N.O.
	SSD SLOTTED PVC AG DRAIN
	TABLE DRAIN
	EX SWD EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GP1 - 450 SQ PIT ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP2 - 600 SQ PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GRATED TRENCH WITH PIT
SEWER LEGEND	
	S uPVC SEWER DN100 SN6 U.N.O.
	EX S EXISTING SEWER
	SEWER MAINTENANCE HOLE 10500 AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
	INSPECTION OPENING
	IOS INSPECTION OPENING TO SURFACE
	ORG OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER
SITE & EXISTING SERVICES LEGEND	
	26.0 DESIGN SURFACE CONTOUR (MAJ/MIN)
	26.0 EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
	OH EXISTING OVERHEAD POWER
	E EXISTING UNDERGROUND POWER
	OP EXISTING TELSTRA
	FOC EXISTING NBN
	G EXISTING GAS
PAVEMENT LEGEND	
	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL
NOTES	
THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION.	
THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.	
BEWARE OF UNDERGROUND SERVICES: THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.	

SITE PLAN
SCALE 1:100 (A1)

			DRAWN:	DE
			CHECKED:	LG
			DESIGN:	DE
			CHECKED:	
B	PLANNING APPROVAL	16/09/2025	VERIFIED:	
REV	ISSUE	DATE	APPROVAL	



Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: PROPOSED WORKSHOP/HOME OFFICE



ADDRESS: 61 HOWRAH ROAD
HOWRAH

CLIENT: BRENT & JULIE MCINTYRE

SHEET: SITE PLAN

SCALE: 0.111111111

PROJECT No: 25E65-2

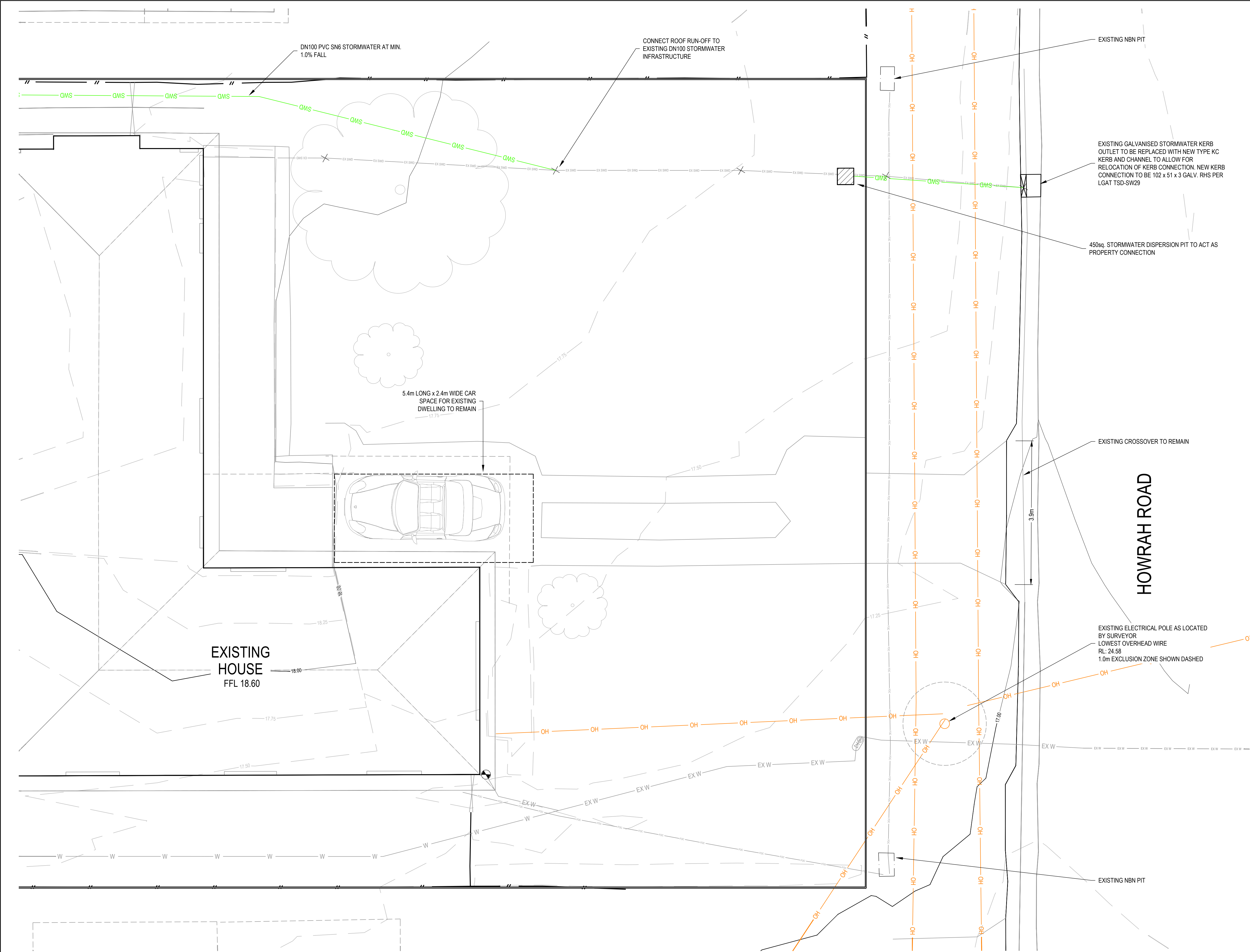
TOTAL SHEETS: 7

SHEET: C101

SIZE: A1

REV: B





STORMWATER LEGEND	
	PVC STORMWATER DN150 S/N8 U.N.O.
	SLOTTED PVC AG DRAIN
	TABLE DRAIN
	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRADED PIT
	GRADED TRENCH WITH PIT

SEWER LEGEND	
	uPVC SEWER DN100 S/N6 U.N.O.
	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	INSPECTION OPENING
	INSPECTION OPENING TO SURFACE
	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND	
	DESIGN SURFACE CONTOUR (MAJ/MIN)
	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
	EXISTING OVERHEAD POWER
	EXISTING UNDERGROUND POWER
	EXISTING TELSTRA
	EXISTING NBN
	EXISTING GAS

NOTES

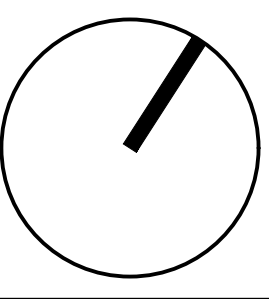
THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION.

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

BEWARE OF UNDERGROUND SERVICES:
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

ROAD AND STORMWATER PLAN - SHEET 1
SCALE 1:50 (A1)

			DRAWN:	DE
			CHECKED:	LG
			DESIGN:	DE
			CHECKED:	
B	PLANNING APPROVAL	16/09/2025	VERIFIED:	
REV	ISSUE	DATE	APPROVAL	



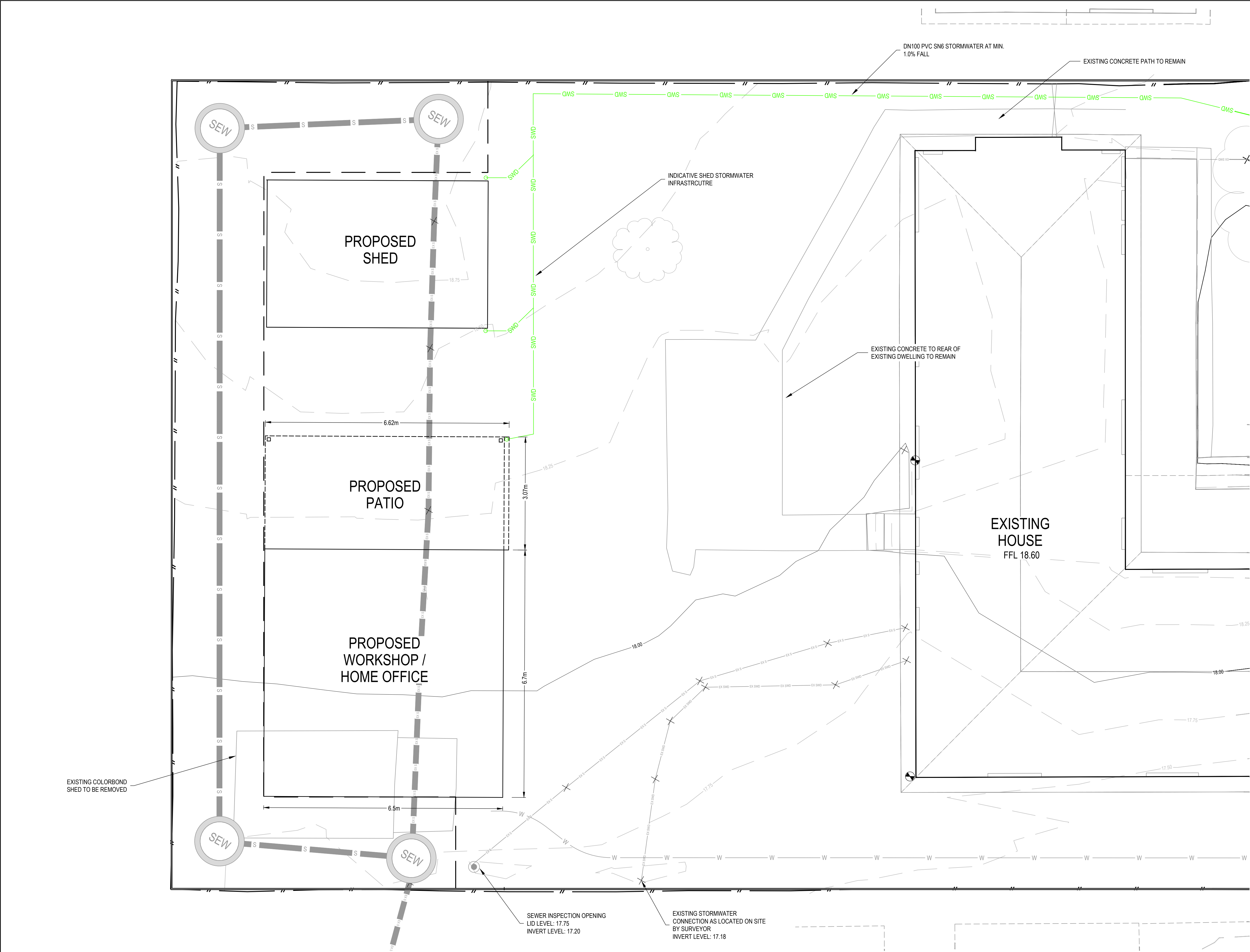
Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT:	PROPOSED WORKSHOP/HOME OFFICE

ADDRESS:	61 HOWRAH ROAD HOWRAH
CLIENT:	BRENT & JULIE MCINTYRE

SHEET:	ROAD AND STORMWATER PLAN - SHEET 1		
SCALE:	1:50	TOTAL SHEETS:	7
PROJECT No:	25E65-2	SHEET:	C102
REV:	B	SIZE:	A1





STORMWATER LEGEND	
	PVC STORMWATER DN150 SN8 U.N.O.
	SLOTTED PVC AG DRAIN
	TABLE DRAIN
	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRADED PIT
	GRADED TRENCH WITH PIT

SEWER LEGEND	
	uPVC SEWER DN100 SN6 U.N.O.
	EXISTING SEWER
	SEWER MAINTENANCE HOLE 10500 AS PER MRWA-S-307
	MAINTENANCE SHAFT
	INSPECTION OPENING
	INSPECTION OPENING TO SURFACE
	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND	
	DESIGN SURFACE CONTOUR (MAJ/MIN)
	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
	EXISTING OVERHEAD POWER
	EXISTING UNDERGROUND POWER
	EXISTING TELSTRA
	EXISTING NBN
	EXISTING GAS

NOTES

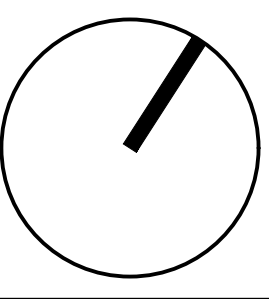
THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION.

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

BWARE OF UNDERGROUND SERVICES:
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

ROAD AND STORMWATER PLAN - SHEET 2
SCALE 1:50 (A1)

			DRAWN:	DE
			CHECKED:	LG
			DESIGN:	DE
			CHECKED:	
B	PLANNING APPROVAL	16/09/2025	VERIFIED:	
REV	ISSUE	DATE	APPROVAL	



Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

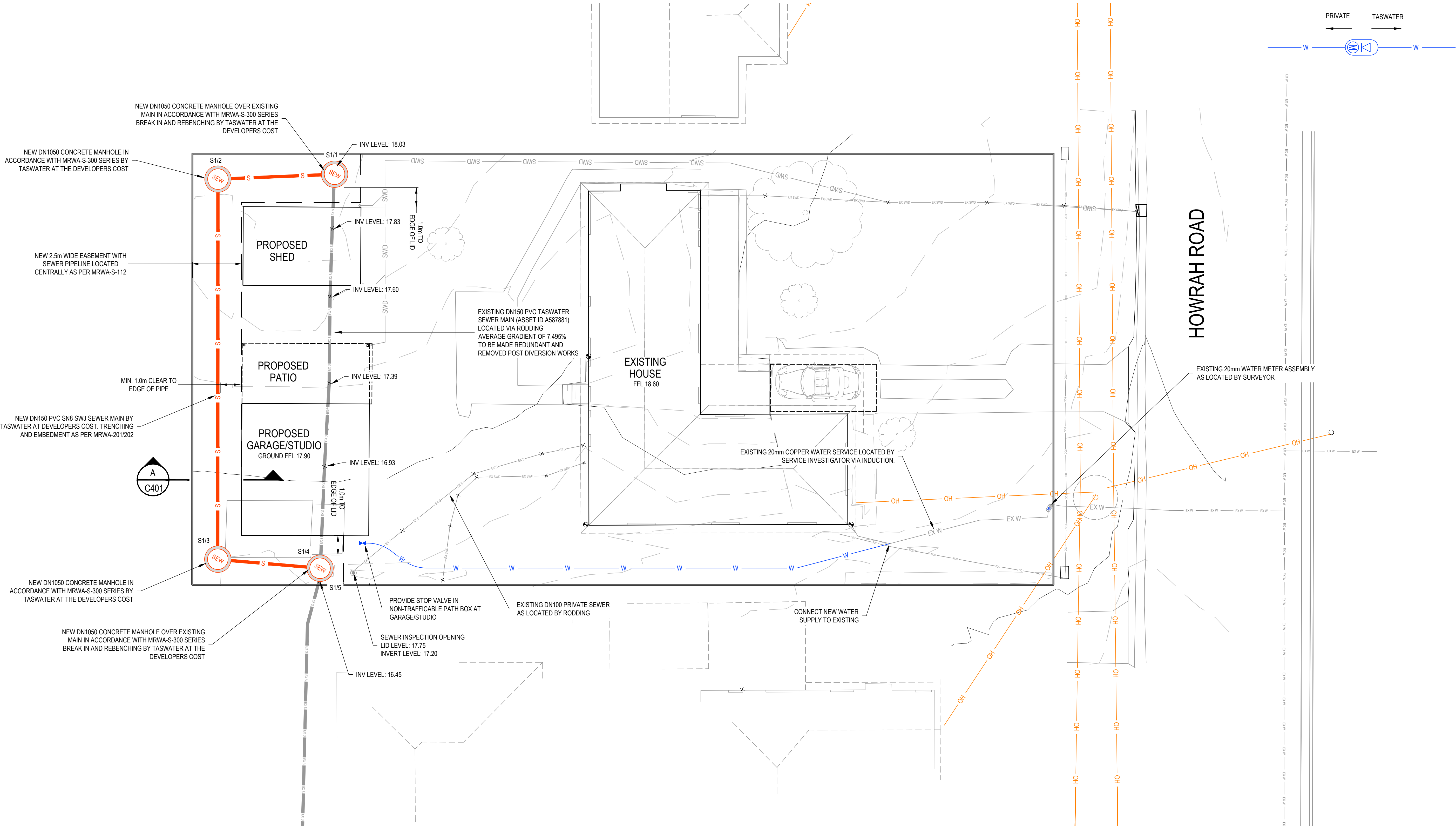
PROJECT:	PROPOSED WORKSHOP/HOME OFFICE
ADDRESS:	61 HOWRAH ROAD HOWRAH
CLIENT:	BRENT & JULIE MCINTYRE



SHEET:	ROAD AND STORMWATER PLAN - SHEET 2		
SCALE:	1:50	TOTAL SHEETS:	7
PROJECT No:	25E65-2	SHEET:	C103
REV:	B	SIZE:	A1



NOTES	SITE & EXISTING SERVICES LEGEND	WATER SERVICES LEGEND	SEWER LEGEND	STORMWATER LEGEND
THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION. THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT. BEWARE OF UNDERGROUND SERVICES: THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.	— 26.0 — — — — — DESIGN SURFACE CONTOUR (MAJ/MIN)	— W — — — — — DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO	— S — — — — — uPVC SEWER DN100 SN6 U.N.O.	— SWD — — — — — PVC STORMWATER DN150 SN8 U.N.O.
	— 26.0 — — — — — EXISTING SURFACE CONTOUR (MAJ/MIN)	— W — — — — — HDPE WATER	— EX S — — — — — EXISTING SEWER	— SSD — — — — — SLOTTED PVC AG DRAIN
	— — — — — BOUNDARY	— EX W — — — — — EXISTING WATER MAIN	⊙ SEWER MAINTENANCE HOLE 10500 AS PER MRWA-S-307	→ TABLE DRAIN
	— — — — — EASEMENT	— W — — — — — 250D POLY (20ID) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002	⊙ MAINTENANCE SHAFT	— EX SWD — — — — — EXISTING STORMWATER
	— // — — — — — EXISTING FENCE	— W — — — — — DN100 CONDUIT TO ROAD CROSSING	⊙ SEWER FIXTURE	⊙ STORMWATER MANHOLE
	— OH — — — — — EXISTING OVERHEAD POWER	— W — — — — — CHECK VALVE	⊙ INSPECTION OPENING	⊙ SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	— E — — — — — EXISTING UNDERGROUND POWER	— W — — — — — WATER VALVE	⊙ INSPECTION OPENING TO SURFACE	⊙ SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	— OP — — — — — EXISTING TELSTRA	— W — — — — — HYDRANT	⊙ OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER	⊙ SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	— FOC — — — — — EXISTING NBN			⊙ INSPECTION OPENING
	— G — — — — — EXISTING GAS			⊙ GRADED PIT
				⊙ GRADED TRENCH WITH PIT
WATER & SEWER NOTES				
ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 - 2011-3.1 VERSION 3.1 MRWA EDITION V2.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 - 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES				
WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST				



SEWER AND WATER PLAN
SCALE 1:100 (A1)

			DRAWN: DE			Lower Ground 199 Macquarie Street Hobart TAS 7000 03 6234 8666 mail@aldanmark.com.au www.aldanmark.com.au	PROJECT: PROPOSED WORKSHOP/HOME OFFICE	ADDRESS: 61 HOWRAH ROAD HOWRAH	SHEET: SEWER AND WATER PLAN - SHEET 1				
			CHECKED: LG							CLIENT: BRENT & JULIE MCINTYRE	SCALE: 0.111111111	TOTAL SHEETS: 7	SIZE: A1
			DESIGN: DE								PROJECT No: 25E65-2	SHEET: C104	REV: B
			CHECKED:										
B	PLANNING APPROVAL	16/09/2025	VERIFIED:										
REV	ISSUE	DATE	APPROVAL										

NOTES

THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TWSWATER) PRIOR TO CONSTRUCTION.

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

BEWARE OF UNDERGROUND SERVICES:
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

STRUCTURE DESCRIPTION	EXISTING DN150 SEWER MAIN INVERT FOUND BY RODDING		NEW DN1050 SEWER MANHOLE		NEW DN1050 SEWER MANHOLE		NEW DN1050 SEWER MANHOLE		NEW DN1050 SEWER MANHOLE		
STRUCTURE NAME	S1/5	S1/4	S1/3		S1/2		S1/1		S1/1		
DATUM RL 16.00											
PIPE SIZE / MATRIAL	EXISTING	DN150 PVC SN8 SWJ		DN150 PVC SN8 SWJ				DN150 PVC SN8 SWJ			
GRADE %	7.49%	3.98%		4.00%				4.00%			
DEPTH TO INVERT	1.30	1.29	0.93		1.15				0.75		
INVERT LEVEL	16.450	16.500	16.825		17.650				18.030		
FINISHED SURFACE	17.75	17.79	17.76		18.80				18.78		
EXISTING SURFACE	17.75	17.79	17.76		18.80				18.78		
CHAINAGE	0.00	0.67	5.90		25.27				31.21		
	0.67m	5.23m		19.36m				5.95m			

DRAINAGE LONGITUDINAL SECTION FOR LINE 1
 SCALES: HORIZONTAL 1:50 VERTICAL 1:50

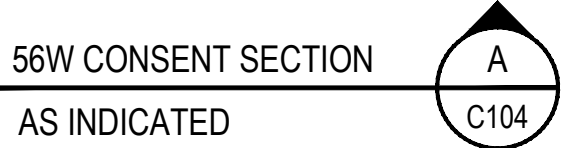
SEWER LONG SECTIONS - SHEET 1

SCALE 1:50 (A1)

			DRAWN:	DE	 ALDANMARK CONSULTING ENGINEERS Lower Ground 199 Macquarie Street Hobart TAS 7000 03 6234 8666 mail@aldanmark.com.au www.aldanmark.com.au	PROJECT: PROPOSED WORKSHOP/HOME OFFICE	ADDRESS: 61 HOWRAH ROAD HOWRAH	SHEET: SEWER LONG SECTIONS - SHEET 1		
			CHECKED:	LG						
			DESIGN:	DE						
			CHECKED:							
A	PLANNING APPROVAL	22/08/2025	VERIFIED:				CLIENT: BRENT & JULIE MCINTYRE	SCALE: AS INDICATED	TOTAL SHEETS: 7	SIZE: A1
REV	ISSUE	DATE	APPROVAL			AS INDICATED	PROJECT No: 25E65-2	SHEET: C302	REV: A	

NOTES

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.



SCALE AS SHOWN

 **ALDANMARK**
CONSULTING ENGINEERS

Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au



Photo 1: Subject property at 61 Howrah Road.



Photo 1: Street looking south east - towards Corinth Street



Photo 3: Street looking North West - towards Tranmere Road

8. REPORTS OF OFFICERS

8.1 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS

Nil Items.

8.2 ASSET MANAGEMENT**8.2.1 COASTAL ACCESS STRATEGY 2025 FOR ADOPTION****EXECUTIVE SUMMARY****PURPOSE**

To present the final City of Clarence Coastal Access Strategy 2025 for adoption following community consultation.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2021-2031 is relevant as well as the following strategic and policy documents:

- Active Living Strategy (2022-2032)
- Sustainability Strategy 2023-2033)
- Natural Areas Strategy (2024-2034)
- Coastal Hazards Policy (2021)
- Tracks and Trails Strategy (2021)
- Access and Inclusion Plan (2021-2025); and
- Reserve Management Plans intersecting with the coastline.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

Community consultation on the draft Strategy was undertaken in September and October 2025, as outlined in this report.

FINANCIAL IMPLICATIONS

There are no direct costs associated with the adoption of the Coastal Access Strategy. Implementation of the opportunities and recommendations set out in the Strategy will be considered by Council through annual budget processes.

RECOMMENDATION:

That Council:

- A. Notes the results of community consultation undertaken on the City of Clarence Coastal Access Strategy 2025 (Attachment 2 of the Associated Report).
- B. Adopts the City of Clarence Coastal Access Strategy 2025.

COASTAL ACCESS STRATEGY 2025 FOR ADOPTION /contd...

ASSOCIATED REPORT**1. BACKGROUND**

1.1. This report presents the City of Clarence Coastal Access Strategy (“**the Strategy**”) to Council and recommends its adoption. The Strategy is **Attachment 1** to this report.

1.2. The draft Strategy was approved for release for community consultation at the Council Meeting on 28 July 2025. Consultation was subsequently undertaken during September and October 2025, as outlined below. The outcomes of the community and stakeholder consultation process and proposed updates to the draft Strategy were presented to councillors at the 27 October 2025 workshop. The final Strategy, presented with this report, considers and incorporates feedback from consultation and other refinements to improve clarity and readability.

1.3. The Strategy sets out a 10-year framework to guide the planning, advocacy, and delivery of inclusive coastal access across the City of Clarence. The purpose of the Strategy (as reflected in the project vision) is as follows:

“The Coastal Access Strategy establishes a strategic planning framework to provide improved access to coastal areas across the city. Residents and visitors to Clarence will be provided diverse opportunities for physical and visual access to Clarence’s coastline.”

1.4. It aims to improve physical and visual access to the coast for people of all abilities, recognising and responding to the diversity of community needs and experiences.

1.5. The Strategy is not a capital works plan for each coastal area. If adopted, it will provide recommendations for each site to guide and inform future designs for works in coastal areas, as well as Council strategies, policies, master plans and management plans.

- 1.6. It is noted some of the beaches are not Council property and Council may have to be an advocate for access improvements rather than implement infrastructure works.

2. REPORT IN DETAIL

- 2.1. Phase 2 Community Consultation was undertaken from 2 September to 9 October 2025. It followed the initial Phase 1 of community consultation in March and May 2024, which set the key themes and informed development of the draft Strategy.
- 2.2. Consultation sought feedback on the draft Strategy. Its objective was to test the Strategy's vision and guiding principles, check support for the access classification systems and the proposed features of each, and identify any access requirements or other matters that may have been missed.
- 2.3. The consultation process and a summary of the feedback received are provided in the Consultation Report which is **Attachment 2**.
- 2.4. Overall, the feedback received from the community was positive and showed general satisfaction with the Strategy's vision and guiding principles. Support was also strong for the access features and supporting infrastructure proposed for each access category (T1-T5), as well as the geographical distribution of classification types across the Clarence coast.
- 2.5. Recurring themes and issues identified through consultation were:
- **Inclusive access and comfort:** Support for features such as beach wheelchairs, floating wheelchairs and Changing Places facilities (with adult change table and ceiling hoist, accessible toilet and shower).
 - **Toilets, showers and change rooms:** Suggestions for improved cleaning schedules for public toilets and upgrading of dated facilities, provision of more foot wash and beach showers, and access to hot water showers.

- **Providing multiple access points to spread use:** The need for quality access to be spread across the city was highlighted, with the provision of multiple access points and options to allow people to avoid busy or congested areas of popular beaches suggested.
- **Wayfinding and information:** Support for clearer local area maps showing access locations and level of accessibility, including information on other nearby access points to spread use and parking congestion on peak days.
- **Existing conditions and issues:** Reports of damaged existing beach access structures and concerns with a lack of facilities such as car parking and bins in some locations. This included some site-specific feedback on places considered difficult to access (including soft sand over dunes at Seven Mile Beach).
- **Other accessibility features:** Suggestions for defibrillators to be provided at beach locations and the provision of shaded platforms reserved for wheelchair users on or close to the sand. One suggestion was received for a nudist beach to be considered in Clarence.
- **Protection of existing values:** Desire for any new access facilities to be sensitive to existing natural and cultural values and the aesthetics of coastal places, along with consideration of climate change impacts.
- **Increased dog access and facilities:** Requests for increased access for dogs to coastal areas and beaches, including more off-lead locations and longer permitted times to allow wider options for dog walking. Also, requests for dog facilities (bins, water points, bags) to be included in typical features lists.
- **Reduced dog access to beaches and better enforcement:** Request for increasing “dog free” times on popular beaches and for stronger enforcement of dog control regulations to better support the comfort and safety of beach users.

- **Horse riding safety and access:** Requests for the needs of horse riders to be considered, including designing horse access points at permitted beaches to be safe and comfortable for users and to retain the existing natural aesthetics and informal infrastructure of Five Mile Beach and Mortimer Bay.
- **Vehicle access to properties on Pipe Clay Esplanade, Cremorne:** Submissions were received relating to tides impacting on and prohibiting vehicle access to properties on the sand spit at Pipe Clay Esplanade, Cremorne.

2.6. In addition to the feedback outlined above, many survey Respondents provided detailed feedback around possible access features and facilities at specific locations.

2.7. While this site-specific feedback is valuable, it did not relate directly to or result in changes to the overall structure or recommendations in the Strategy. Such feedback; however, has considerable value in further informing Council's understanding of community needs, and will be retained and provide additional guidance during the scoping and planning phases of future coastal access projects.

2.8. Updates Following Consultation

Considering all the feedback received, and the community's general satisfaction with the Strategy, the updates made in response to consultation are generally minor in nature. They include:

- addition of a defibrillator (AED) to "potential additional features" at T1 and T2 sites,
- addition of kayak and small vessel wash down facilities to the list of potential additional features at T3 sites,
- clarification on how "potential additional features" will be selected for inclusion at sites based on site analysis and audits, project constraints and community needs,

- additional “type description” text for each T-category to briefly explain the balancing of access provision with protection of natural and cultural values across each category,
- addition of facilities to support visitors with dogs to the “typical features” list to be considered at locations where dog access is permitted (e.g. bins, bags, and water points), and
- confirming in the “site opportunities” pages for Five Mile Beach and Mortimer Bay which acknowledges that any improvements to coastal access at these sites will consider the access and safety needs of horse riders, and that horse riders will be consulted as part of any future projects.

2.9. Other minor revisions have been made to the text to re-word or clarify content to improve its readability, and the document’s graphic design has also been updated to Council’s branding and style guide.

3. CONSULTATION

3.1. Community Consultation Undertaken

Development of the Strategy has involved extensive community and stakeholder consultation, undertaken in two phases:

- (a) Phase 1, undertaken from March to May 2024, which identified key themes and community priorities and informed development of the draft Strategy, and which was considered by Council at the 28 July 2025 meeting, and
- (b) Phase 2, as outlined above, and in the Consultation Report in Attachment 2.

3.2. State/Local Government Protocol

Relevant State Government agencies were directly invited to engage with both rounds of consultation.

3.3. Other

Internal workshops and meetings were held with staff from relevant Council departments to inform and review the draft Strategy.

3.4. Further Community Consultation

No further community consultation will be undertaken on the Strategy itself. Community consultation will be undertaken during future projects budgeted by Council.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

The Strategy is relevant to the following objectives in the City of Clarence Strategic Plan 2021 – 2031:

“A people friendly city:

1.2 *Building upon Clarence’s status as a World Health Organisation ‘Age Friendly City and Community’.*

1.11 *Continuing to develop and maintain a quality open space network.”*

“A well-planned liveable city:

2.13 *Enhancing natural and built amenities to create vibrant, accessible activity centres and community hubs through quality urban design.”*

An environmentally responsible city:

“4.1 *Protecting natural assets within council-managed land through the development and review of strategies in relation to bushfire, weed, land and coastal management.*

4.3 *Work collaboratively with relevant agencies to enhance and protect the natural environment.”*

5. EXTERNAL IMPACTS

The Strategy, once adopted, will support Council to advocate and work with external landowners (public and private) in relation to the implementation of the Strategy’s recommendations.

6. RISK AND LEGAL IMPLICATIONS

Nil.

7. FINANCIAL IMPLICATIONS

Implementation of the Strategy over time will have future budget implications, which will be assessed and prioritised through Council's budget estimates and capital delivery programs in future years.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

The City of Clarence Coastal Access Strategy 2025 has been developed with extensive input from the community and stakeholders over two rounds of consultation.

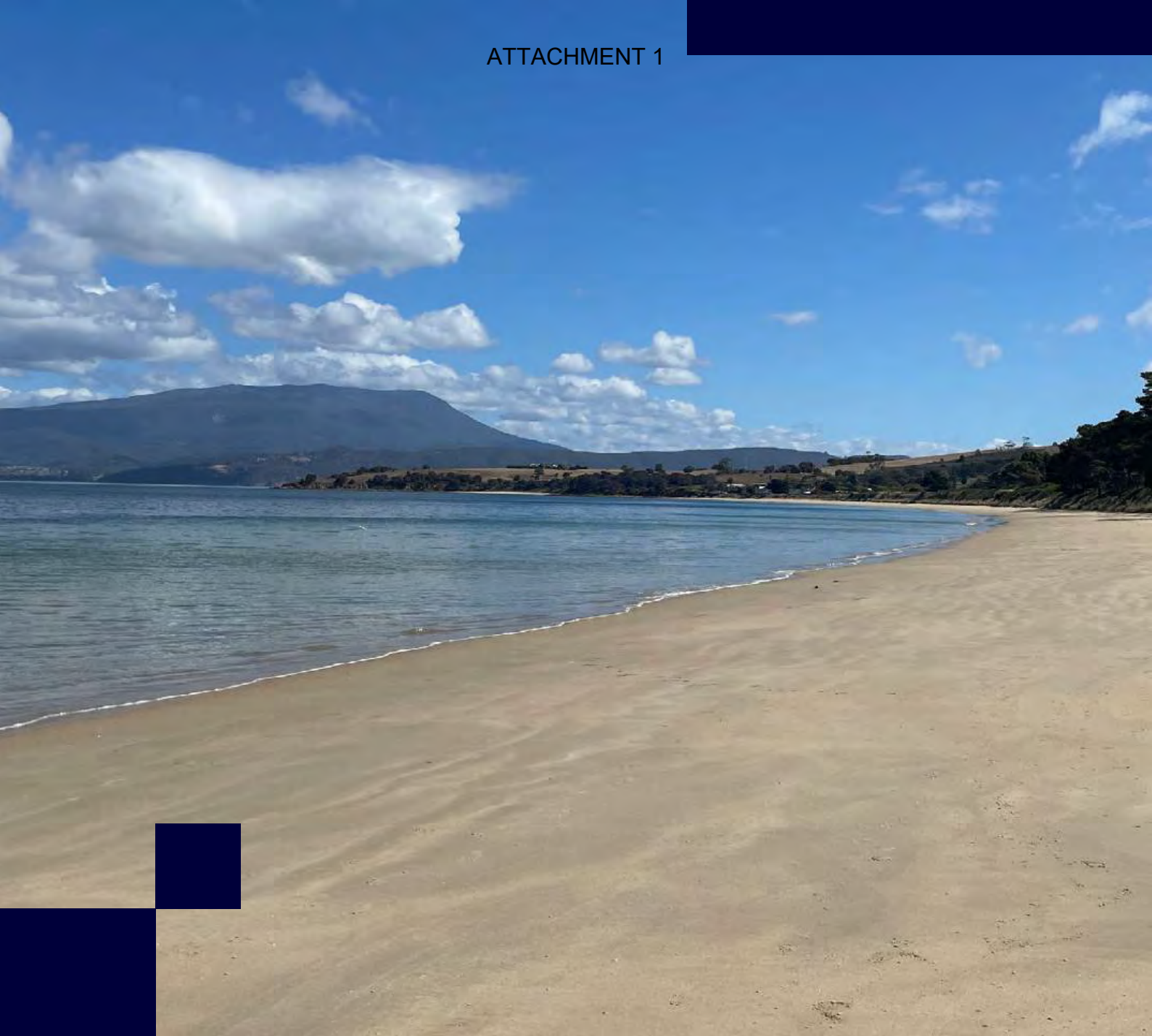
The Strategy provides a 10-year framework to guide Councils planning, advocacy, and delivery of inclusive coastal access across the city, to ensure everyone in the community has the opportunity for high quality physical and visual access to the coast.

The Strategy is recommended to Council for adoption.

Attachments: 1. City of Clarence Coastal Access Strategy 2025 (136)
2. Coastal Access Strategy Consultation Report (12)

Ross Graham

HEAD OF INFRASTRUCTURE AND NATURAL ASSETS



CITY OF CLARENCE

Coastal Access Strategy

November 2025



Clarence City Council pays respect to all First Peoples, including the Mumirimina (mu mee ree mee nah) of the Oyster Bay Nation whose unceded lands, skies, and waterways we are privileged to conduct our business on. We pay respect to Elders past and present, and we acknowledge the survival and deep spiritual connection of the Tasmanian Aboriginal People to their Country, and culture; a connection that has endured since the beginning of time.

Prepared by:



fitzgerald
frisby
landscape
architecture



Contents

1. The Project	4	9. Site Opportunities	52
1.1 Introduction	5	9.1 Site Wide Opportunities: Council Managed Coastal Areas	53
1.2 Study Area	6	9.1.1 Otago Lagoon Reserve	54
1.3 Project Approach	8	9.1.2 Bellerive Beach (West Of Beach Street)	56
1.4 Objectives	10	9.1.3 Bellerive Beach (East Of Beach Street)	58
1.5 Glossary Of Terms	11	9.1.4 Howrah Beach	60
2. Coastal Access	13	9.1.5 Little Howrah Beach	62
2.1 Why Do We Need A Coastal Access Strategy?	14	9.1.6 Rokeby Beach (West)	64
2.2 Benefits Of Quality Coastal Access	15	9.1.7 Mortimer Bay (Gorringes Beach)	66
2.3 Barriers To Coastal Access	17	9.1.8 Opossum Bay Beach	68
3. Clarence's Coastline	19	9.1.9 South Arm Beach	70
3.1 Coastline Typologies	20	9.1.10 Fort Beach	72
3.2 Coastal Tracks And Trails	23	9.1.11 Hope Beach (Roaring Beach Road)	74
3.3 Land Tenure	24	9.1.12 Clifton Beach	76
4. Context	26	9.1.13 Cremorne Beach	78
4.1 Strategic Context	27	9.1.14 Mays Beach	80
4.2 Review Of Existing Strategies and Plans	28	9.1.15 Roches Beach (Lauderdale)	82
4.3 Community Profile	29	9.1.16 Roches Beach (Roches Beach)	84
5. Consultation	30	9.1.17 Seven Mile Beach (To Plane Watching Area)	86
5.1 Preliminary Consultation Summary	31	9.2 Site Wide Opportunities: Council Managed Coastal Areas	89
5.2 Improvements To Coastal Access	32	9.2.1 Shelly Beach	90
5.3 Beach Usage	33	9.2.2 Mary Ann Bay Beach	92
6. The Vision	36	9.2.3 Mitchells Beach	94
6.1 Project Vision	37	9.2.4 Glenvar Beach	96
6.2 Guiding Principles	37	9.2.5 Calverts Beach	98
7. Coastal Access Classifications	38	9.2.6 Five Mile Beach	100
7.1 Assessment of Accessibility Potential	39	9.2.7 Musks Beach	102
8. Implementation	45	Appendices	104
8.1 Universal Design	46	A. Strategic Context	105
8.2 Design Guidelines	46	B. Demographics	114
8.3 Coastal Access Strategy Implementation Plan	50	C. Consultation Summary Report	116



1. The Project

1.1 Introduction

City of Clarence has 191km of coastline, which includes sandy beaches, rocky foreshores, urban esplanades and cliff tops. These coastal resources are a popular destination not only for local residents but are also a key tourist and visitor drawcard for the city.

Council's Strategic Plan 2021-2031, under the theme 'A People Friendly City,' states the following goal:

"Clarence values diversity and encourages equity, inclusiveness and accessibility. We aspire to create high quality public places for all people to live actively, engage socially and enhance our health and wellbeing."

Strategies within this goal area aim to facilitate Clarence residents and visitors to connect to the community and have opportunities to participate and engage with natural areas, including coastal areas.

During the development of Council's third and fourth Access and Inclusion Plans, it was identified that the community wanted the council to take action on providing more inclusive coastal access. As a result, improved beach access was incorporated into the Council's subsequent Access Plans and the need for a strategy specifically addressing coastal access was identified.

The Coastal Access Strategy (the Strategy) seeks to provide a strategic planning framework to guide Council in advocacy, planning, delivering, and maintaining access to the diverse Clarence coastline for people of varying needs and abilities.



Five Mile Beach

1.2 Study Area

The study area (as shown in Figure 1.1) extends along the coastline within the City of Clarence, focusing on the following key coastal locations:

Council managed

- Otago Lagoon Reserve
- Bellerive Beach
- Howrah Beach
- Little Howrah Beach
- Rokeby Beach (west)
- Mortimer Bay (Gorringes Beach)
- Opossum Bay Beach
- Spring Beach (73-93 Blessington Street)
- South Arm Beach
- Fort Beach (north of Defence land boundary)
- Hope Beach (Roaring Beach Road)
- Clifton Beach
- Cremorne Beach
- Mays Beach
- Roches Beach (Lauderdale)
- Roches Beach (Roches Beach)
- Seven Mile Beach (to plane watching area)

Managed by others

- Shelly Beach
- Mary Ann Bay Beach
- Mitchells Beach
- Glenvar Beach
- Musks Beach
- Fort Beach (Defence land)
- Hope Beach (South Arm Road)
- Calverts Beach
- Five Mile Beach

Many coastal areas within Clarence have a complex patchwork of land tenure types. These include privately owned, Council owned and Crown owned. The complexities of land tenureship along the coast is discussed further in section 3. The study area includes coastal areas managed by the City of Clarence and coastal areas managed by other governmental departments. Whilst this strategy discusses opportunities for improvement at locations not managed by Council, the focus of this strategy is on the coastal areas managed by City of Clarence. Recommendations outlined in this strategy that relate to coastal areas managed by others are intended for Council to advocate for, rather than implement.

The Coastal Access Strategy applies to the entire coastline, and will interact with all projects on or near the coast. This includes all coastline typologies, for example sandy, cobble or boulder beaches, cliffs and artificial shorelines. These varying typologies are affected in different ways by climate and coastal processes such as weather, changing sea levels and the expansion, movement, or recession of coastal areas over time. For further information and descriptions regarding coastline typologies, refer to section 3.



Hope Beach



Figure 1.1: Study area

Key:

- Coastal areas managed by Clarence City Council
- Coastal areas managed by others

1.3 Project Approach

There have been a number of key steps undertaken in the development of this project, that are briefly outlined below.

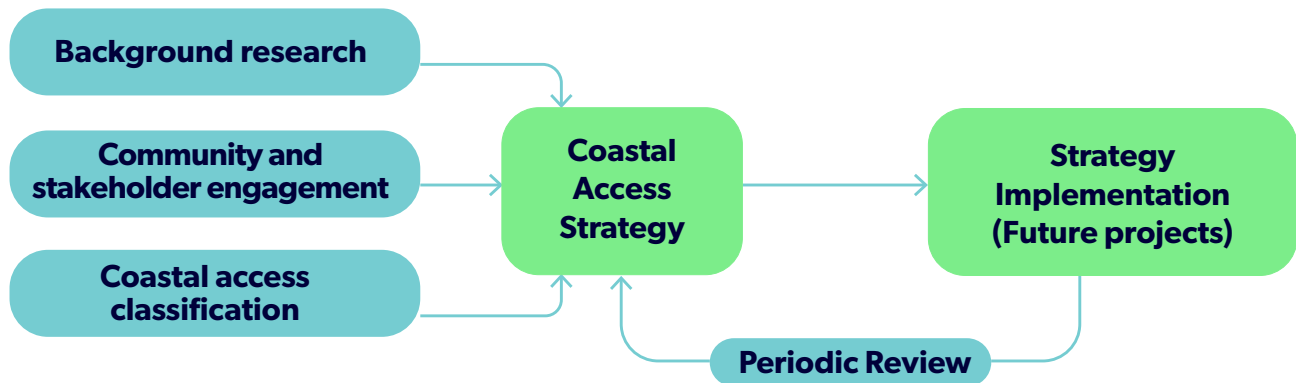


Figure 1.2: Project approach

Phase 1 - Strategy Development

Background research

- **Desktop assessment**
Including identifying the key characteristics and access points of coastal areas from maps and relevant Council strategies and documents.
- **Strategic context review**
Review of strategic documents and audit reports relevant to the provision of coastal access within City of Clarence. Key elements and information gathered from these, particularly the recommendations from Council endorsed strategies, provided a starting point for the proposed improvement projects for each coastal area.
- **Community profile analysis**
Analysis of relevant data relating to community profile, such as demographics information from the Australian Bureau of Statistics.
- **Coastal access audit/ site analysis**
Physical audit of key coastal access points for each of the coastal areas by foot including recording of data relating to coastal access, facilities, experience and potential improvement opportunities.

Community and Stakeholder Engagement

- **Consultation**
Community and stakeholder engagement was undertaken from March to May 2024, in order to understand and incorporate ideas and concerns into the Coastal Access Strategy. A range of methods and tools were used to engage with the community and key stakeholders including an on-line survey, community drop-in information sessions, targeted stakeholder meetings and workshops with partners, community groups and other interested parties.

Coastal Access Classification

- **Classification of coastal areas**
Development of a coastal access classification system identifying the typical features and level of access visitors can expect at a coastal location. Detailed analysis and mapping of the Clarence coastline to apply classifications to key beaches, coastlines, tracks and trails.

Phase 2 - Strategy Implementation

- **Design Guidelines**

Development of guidelines for consistent and best practice design, construction and maintenance of coastal access infrastructure and facilities, to ensure a consistent approach across all scales of coastal projects and through full life cycle of assets.

- **Site Opportunities**

Taking into consideration the outcomes of Phase 1, site specific analysis of key coastal areas has been prepared to identify future project opportunities to improve infrastructure and facilities to meet the coastal access classification attributed to each site.

- **Implementation Plan**

Priority list of projects, works and advocacy to be undertaken to deliver the recommendations of the Strategy.

- **Periodic review**

The study documents the current conditions and provides recommendations based on the present, and will therefore need to be reviewed by City of Clarence every ten years. It provides strategic direction for the management and planning of coastal access within the Clarence municipality for the next decade (ie. from 2025 to 2035).

Image: South Arm



1.4 Objectives

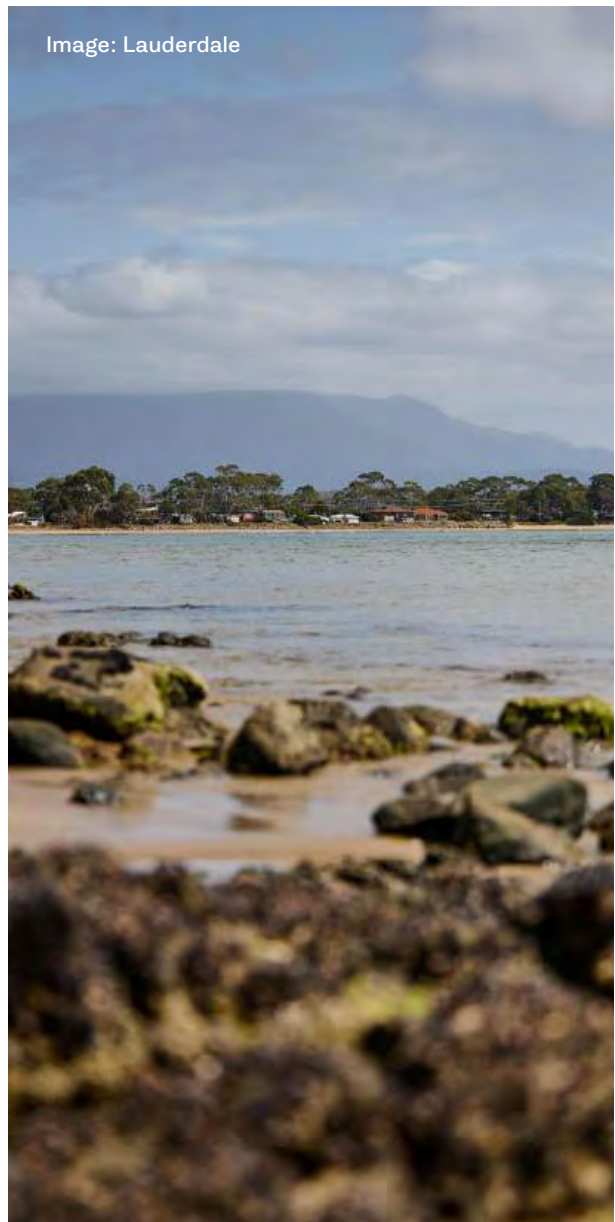
The Coastal Access Strategy seeks to provide a strategic framework to guide Council in advocacy, planning, delivering, and maintaining inclusive access to the diverse Clarence coastline for people of varying needs and abilities.

The purpose of this study is to provide a strategy addressing coastal access that meets the diverse needs of the Clarence community. The aim is to ensure coastal access is equitable, inclusive and welcoming, and meets the needs of all residents and visitors in Clarence, now and into the future.

Key objectives of the Strategy are:

- **Classify:** Provide classifications for existing and potential access to key coastal areas within Clarence;
- **Identify:** Identify and define potential opportunities or constraints to improving coastal access within Clarence;
- **Guide:** Provide guidelines for future coastal access development;
- **Inform:** Provide Council with information to further scope, prioritise and deliver future projects on the coastline; and
- **Advocate:** Provide Council with information required to serve as an advocacy tool to engage with other coastal land managers.

Image: Lauderdale



1.5 Glossary of Terms

For the purposes of this study, the key terms are defined as follows:

Disability Discrimination Act

The Disability Discrimination Act 1992 (DDA) is federal legislation that provides protection for everyone in Australia against discrimination based on disability. In relation to public space and design, the DDA mandates that public places must be accessible to people with disabilities.

(source: www.humanrights.gov.au/our-work/disability-rights/dda-guide-ins-and-outs-access)

DDA Compliant

DDA Compliance (Disability Discrimination Act Compliance) refers to ensuring that public spaces, buildings, and services are accessible to people with disabilities, as required by the Disability Discrimination Act 1992 (DDA). This includes adherence to AS 1428, the Australian Standard for Design for Access and Mobility, which provides guidelines on accessible pathways, ramps, doorways, signage, and other key infrastructure elements to promote inclusivity and equal access.

Universal Access

Universal access refers to the design and implementation of systems, environments, and services to ensure that they are usable by all people, regardless of their abilities. This concept aims to create inclusive spaces and services that accommodate diverse needs, promoting equal opportunity and participation for everyone.

(source: World Report on Disability 2011, World Health Organisation)

Accessibility

Accessibility refers to the design of products, devices, services, or environments for people with disabilities. In the context of public spaces, it means ensuring that all individuals, regardless of their physical or cognitive abilities, can access and use these spaces effectively and independently.

(source: Disability and Health, World Health Organisation)

Disability

In line with the United Nations Convention on the Rights of Persons with Disabilities, this strategy recognises the definition of disability as including those who have physical, mental, intellectual or sensory impairments. These impairments, when combined with various attitudinal and environmental barriers, can impede their full and effective participation in society on an equal basis with others.

(source: United Nations Convention on the Rights of Persons with Disabilities and Optional Protocol)

The DDA Legislation broadly defines eight different types of disability including:

- Physical disability: Impacts mobility or dexterity
- Intellectual disability: Impacts ability to learn or process information
- Mental illness: Impacts thinking processes
- Sensory disability: Impacts the ability to hear or see
- Neurological disability: Impacts the brain and central nervous system
- Learning disability: Impacts acquisition, organisation, retention, and understanding of information
- Physical disfigurement: Impacts physical appearance
- Immunological disability: Impact due to the presence of organisms causing disease in the body

Accessibility User

This strategy defines an accessibility user as anyone whose access to environments, activities or information is impeded, either permanently or temporarily, by a disability.

Coastal Access

For the purposes of this strategy, the term 'coastal access' refers to the provision of access to, or use of, beaches and the coast. Access can be either physical access to the foreshore and amenities, or visual access to sights and views.

Inclusive/ Inclusion

Inclusion, in the context of providing access, refers to designing environments, services, and experiences that accommodate people of all abilities, backgrounds, and needs. It ensures that everyone, including individuals with disabilities, can participate equally and independently by removing barriers and promoting accessibility, equity, and a sense of belonging

2. Coastal Access

2.1 Why Do We Need a Coastal Access Strategy

During the development of Council's Access and Inclusion Plans, it was identified that the community wanted Council to take action on providing more inclusive coastal access, especially to beaches. As a result, the need for a strategy specifically addressing provision of coastal access was identified and incorporated into Council's subsequent Access Plans. The key driver is the need to translate aspirational wellbeing outcomes to tangible actions in the form of future projects.

In Clarence to date, there has been a lack of strategic intent regarding delivery of inclusive access through coastal works projects. This has resulted in a number of issues with past and current coastal access projects including:

- Project delivery has been ad hoc in nature and often reactive to complaints or failing of end of life infrastructure;
- Projects often lack strategic backing and are inconsistent with Policy;
- There has been a lack of understanding of community desires and needs for inclusive access and how to translate community needs into built works;
- Projects often focus on engineering solutions instead of holistic solutions and opportunities for access improvements are missed;
- Resulting access infrastructure can be difficult to maintain;
- There is an absence of renewal and replacement plans; and
- Universal and inclusive design has not been a key driver across all types of projects interacting with the coast.



Roches Beach, Lauderdale.

Timber staircases are difficult to maintain in a coastal environment.



Opossum Bay Beach, Opossum Bay.

A heavily engineered access solution.

2.2 Benefits of Quality Coastal Access

What is good coastal access?

For this study, good coastal access refers to the ability for everyone to easily and safely reach and enjoy coastal areas. The aim to improve coastal access relates to providing the necessary resources and/or infrastructure, so that everyone can visit and experience the coast in a variety of ways. Good coastal access supports both physical and visual access to the coastline as key outcomes.

There are a multitude of ways in which coastal infrastructure and amenities could be made more accessible, thereby improving people's experience when visiting the beach or coast. Below is a selection of examples from around the country where access or facilities have been upgraded or enhanced to improve accessibility.

Noosa Main Beach (QLD)

To enhance beach access for visitors whose disabilities usually hinder their enjoyment, Noosa Shire Council installed an accessible beach mat at Noosa's Main Beach in 2022. The 50-meter-long mat, similar to the one installed at Bellerive, is made from 100% recycled materials and offers a firm, safe, cool, and stable surface with an accessible gradient for beachgoers. Positioned in front of the surf lifesaving club, it is available for use year-round, depending on coastal processes. The mat also accommodates visitors using strollers, wagons, or those seeking a stable surface to reach the hard sand.



Figure 2.1: Accessible beach mat at Noosa Beach
source: www.noosa.qld.gov.au/news/article/1418/access-mat-ensures-everyone-can-enjoy-a-trip-to-the-beach

St Kilda Beach (Vic)

The City of Port Phillip has introduced several improvements to improve accessibility at St Kilda Beach, a popular urban beach. During the summer months, accessible beach matting is provided for visitor use 24/7, floating and powered wheelchairs can be hired free of charge from the local surf lifesaving club, and accessible toilets, including those equipped with an adult hoist, are available. The surrounding area features wide, level footpaths and designated disabled parking bays, ensuring a safe and compliant route for all visitors.



Figure 2.2: Floating wheelchair at St Kilda Beach
source: www.accessiblebeaches.com/beach-directory/st-kilda-beach

Collaroy Beach, Northern Beaches (NSW)

Northern Beaches Council has recently installed a DDA-compliant ramp to accommodate visitors with mobility issues. The concrete ramp with stainless steel railings provides access from the foreshore trail to the beach. The area also includes a range of complementary amenities, such as beach wheelchairs available for hire, wheelchair-accessible public transport, accessible picnic settings, toilets equipped with hoists and change tables, change rooms, disabled parking bays, and an accessible playground.



Figure 2.3: Beach access ramp at Collaroy Beach
source: www.northernbeaches.nsw.gov.au/services/disability

Narrabeen Beach, Northern Beaches (NSW)

To improve visitor safety and beach access, Northern Beaches Council is undertaking a series of upgrades to existing stairs. The newly designed stairs include enhanced slip resistance, handrails, and kick rails on both sides, and are built from durable, low-maintenance materials such as fibre-reinforced polymer grating decks and stainless steel railings. While stairs represent a compromise on accessibility, since not all visitors can use them, they do enhance the current conditions by improving both access to the beach and user safety. These upgrades eliminate the need for visitors to use unsafe entry points when accessing the beach.



Figure 2.4: Beach stairs at Narrabeen Beach
source: www.architectureanddesign.com.au/suppliers/fleetwood-urban/fleetwood-staircase-provides-safe-access-to-narrab

Lammermoor Beach, Yeppon (QLD)

To improve accessibility, Livingstone Shire Council has introduced 'floating walkways' that enable visitors to reach the beach via a stable surface. These walkways, made from recycled plastic decking, are installed on top of existing sand pathways to minimise environmental impact. The design eliminates the need for intrusive footings, reduces excavation requirements, and protects the sensitive beach vegetation by encouraging visitors to stick to the path.



Figure 2.5: Floating walkway, Lammermoor Beach
source: www.livingstone.qld.gov.au/news/article/562/innovative-floating-walkways-made-from-recycled-plastic-increase-opportunities-for-beach-access

Port Kembla Lookout, Wollongong (NSW)

At the popular Port Kembla Beach, Wollongong Council has built a viewing platform that offers an accessible spot for visitors to enjoy the beach view. The lookout features shade, shelter, picnic tables, and seating, and is conveniently situated near disabled parking bays and the shared trail. While direct access to the beach may be challenging for some, this platform ensures that visual enjoyment of the beach is still achievable.



Figure 2.6: Accessible viewing area, Port Kembla Beach
source: www.illawarramercury.com.au/story/7064838/new-450k-platform-unveiled-at-one-of-wollongongs-top-beaches/

2.3 Barriers to Coastal Access

A key consideration of the Coastal Access Strategy is to ensure there is a wide range of access types across the region, so that everyone can visit and experience coastal areas in a way that suits their needs. There are a number of factors that create barriers for accessibility users in accessing the coast that need to be considered.

The types of access appropriate in different locations are dependent upon a number of factors, such as the physical, environmental and cultural aspects of each location. For example, certain

access improvements may not be practicable in some locations due to terrain, such as a very steep slope. Constructing accessible infrastructure in such conditions may require an unreasonable cost and unacceptable environmental and/or visual impacts. Additionally, the presence of archaeological and cultural features, as well as natural resources, habitats and protected species in coastal environments may limit construction. Some destinations, facilities and programs may not be suitable given the physical limitations and characteristics of the coast.

Barriers for accessibility users

The following are factors that can inhibit access to the coast for accessibility users:



Physical mobility barriers are a major factor causing the exclusion of people with varying conditions from accessing the beach. The presence of these barriers, often integral to coastal environments - such as loose sand and changes in elevation - make it difficult for accessibility users to traverse. Improvements can be made through the provision of adequate pathways and appropriate infrastructure such as ramps, stairs, handrails.



Visual barriers such as overgrown vegetation, poorly designed infrastructure, and poorly located viewpoints, can exclude people with varying conditions from fully enjoying the beach. Improving visual access to the coast can be achieved by removing unnecessary obstructions, ensuring clear sightlines, and providing well-positioned viewing platforms, seating areas, and accessible pathways that connect to key points of interest.



A lack of amenities can exclude or limit the duration and type of activities accessibility users can participate in. The provision of shade, seating, car parking, drinking water, toilets and other amenities can address this issue.



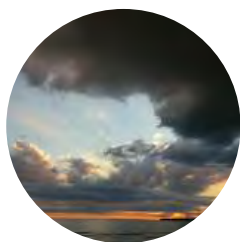
Lack of information can prevent trip planning and easy wayfinding on arrival. This can be addressed by providing meaningful information, such as maps and signage, in appropriate formats and locations.

Barriers for Council

Council faces challenges in delivering and providing access to coastal areas. Coastal areas are often challenged by multiple and overlapping barriers, such as:



Environmental impact: In some areas, new or upgraded access points may not be suitable due to potential environmental impacts. Additionally, beach access points may be limited or reduced in number in order to protect the surrounding fauna, dunes and coastal vegetation. Careful consideration of infrastructure location, material choices, and construction methods is essential to minimise these impacts whilst improving accessibility.



Climate and coastal processes: Coastal environments often face harsh weather conditions that can affect the durability of coastal infrastructure. Climate change, including global warming and rising sea levels, is expected to further challenge the structural and economic stability of infrastructure designed for coastal access. Moreover, maintaining this infrastructure is likely to become more resource-intensive and costly.



Land tenure: The land tenure of coastal environments is complex and difficult to resolve. In some locations within the municipality, coastal access is limited and challenging to establish due to factors like private properties situated at the high tide mark and the absence of formal or legal public access, a result of historical subdivision planning issues.



Planning overlays: can act as barriers by imposing restrictions on development, land use, and infrastructure upgrades. Overlays related to environmental protection, heritage conservation, or flood risk management may limit modifications to pathways, viewing platforms, and accessible facilities. While these regulations are essential for preserving coastal ecosystems and managing risks, they can create challenges in balancing accessibility improvements with compliance requirements, often requiring additional approvals, assessments, and design adaptations.



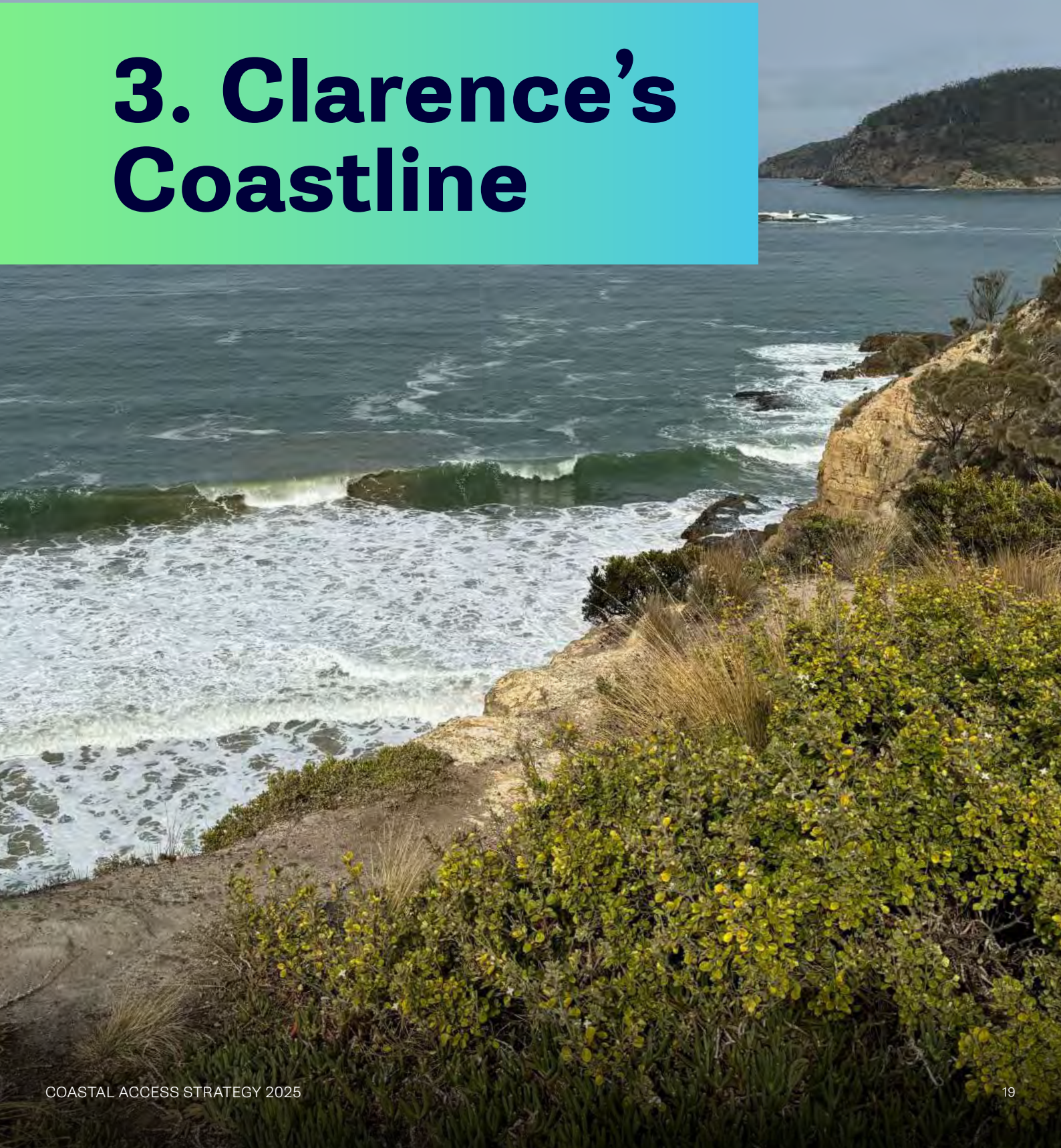
Cultural heritage: Coastline, dunes, rocky cliffs and foreshore contain significant sites for Aboriginal Heritage. Access to these areas needs to be carefully managed or restricted in order to conserve locations or objects of cultural significance.



Maintenance and lifecycle costs: Council has a budget allocated for the maintenance and lifecycle costs of coastal infrastructure, but these expenses limit what can be implemented. If a project requires significant ongoing costs, it may be unsustainable in the long term.

Equity of investment and provision: Site location and conditions, such as the physical characteristics of the land, access to services and remoteness, can make it difficult and costly to provide the same provision of access to all coastal areas.

3. Clarence's Coastline



3.1 Coastline Typologies

There are many types of coastline within the Clarence municipality, from sandy beaches and cliffs to artificial shorelines such as rip raps. Each of these types of coastline has different inherent opportunities and constraints for access. Figure 3.1 below indicates these various types.

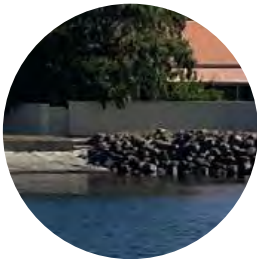


Cliffs (dominantly vertical or very steep to >5m above high water mark:

The cliffs along the coastline offer opportunities for visual access, including scenic lookouts and views from tracks and trails. However, this coastal typology presents challenges, the risks of being near steep drop-offs, which need to be carefully considered, and the difficulty of gaining physical access to the base of the cliffs, where steep topography creates further constraints.



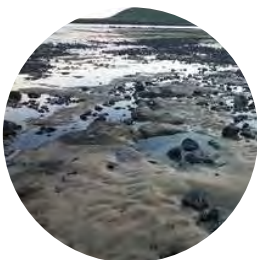
Impermeable artificial coastline: Impermeable artificial coastlines and/or shorelines are built to protect the coastline from the effects of various coastal processes. Most artificial coastlines, such as sea walls, have been constructed to protect existing shorelines from coastal erosion, to reduce the impacts of flooding, to stabilise shorelines, and to protect infrastructure such as tracks and trails. An advantage of such a structure is that they offer increased safety for residents and visitors who want to spend time along the shoreline, however, they can prevent accessible entry to the shoreline by blocking the path of travel to the sand or water edge.



Permeable artificial coastline: Permeable artificial coastlines are used for the same purpose as impermeable artificial coastlines, but they are often easier, quicker and more cost effective to construct. As mentioned above, there are both benefits and drawbacks to the implementation of artificial coastlines.



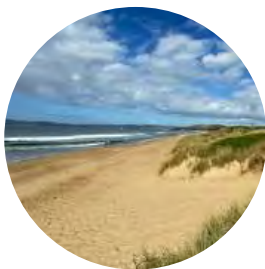
Pebble, cobble or boulder beach or coastline: Providing universal access to beaches and coastlines that are pebbly or rocky can be difficult, due to the uneven nature of the surface. Considerations could be infrastructure such as boardwalks, or lookouts that provide visual access.



Muddy or silty coastline (may be pebbly or cobbly): As mentioned above, providing universal access to beaches and coastlines with muddy or silty surfaces can be challenging due to their uneven terrain. Again, to address this, solutions such as boardwalks or lookouts could be considered, offering both physical and visual access to these areas.



Rocky coastline: Access to coastlines consisting of in-situ bedrock, including small cliffs, is limited due to the uneven, steep and dangerous nature of the topography. There are opportunities for visual access in the form of scenic lookouts and views along tracks and trails. There are inherent risks involved in being close to a steep dropoff that need to be taken into consideration.



Sandy beach or coastline: Sandy beaches are the most popular for recreation and have the highest demand for access. They provide opportunities to provide universal access, for example where the topography is gentle enough to implement accessible infrastructure such as ramps and beach mats. Constraints can include the changing nature of the landscape due to sand movement and erosion.



Mortimer Bay: Mixed sandy and rocky/ boulder beach



Figure 3.1: Coastline types

Key:

■ Cliffs (dominantly vertical or very steep to >5m above high water mark)	■ Other artificial coastline (including excavated coastline)
■ Impermeable artificial coastline	■ Pebble, cobble or boulder beach or coastline
■ Permeable artificial coastline	■ Rocky coastline (in-situ bedrock, may include small cliffs to <5m above high water mark)
■ Mixed sandy and pebble, cobble or boulder beach or coastline	■ Sandy beach or coastline
■ Muddy or silty coastline (may be pebbly or cobbly)	

3.2 Coastal Tracks and Trails

Below is a map of existing tracks and trails providing connection to and along the Clarence coastline. These tracks are popular for the visual access they provide to the water and often directly connect with physical access points connecting down to beaches and foreshores. Further information regarding their level of access can be found in Chapter 7: Coastal Access Classifications.



Figure 3.2: Existing Tracks and Trails

Key:

 Kayak trail	 South Arm Shared Path	 Clarence Foreshore Trail
 Clarence Coastal Trail	 Seven Mile Beach Shared Path	 Other tracks and trails

3.3 Land Tenure

The coastline of Clarence is a complex patchwork of land parcels, ownership types and management arrangements. Often, a single stretch of coastal land can have multiple different land titles and be subject to different leases, licences and access arrangements.

Land ownership boundaries are not always visible on the ground and it's common for there to be multiple land boundaries along a single stretch of beach or foreshore, some of which are privately owned and some of which are owned or managed by Council or the Tasmanian Government.

Land tenure plays a significant role in Council's ability to provide continuous and consistent access to the coast and can complicate processes related to approvals, construction, and maintenance of assets and infrastructure (such as paths or stairs) that provide access to the coast.

Coastal land tenure – common types

The three main types of land 'tenure' that impact coastal areas in Clarence are:

- **Private land** – also called 'freehold' this is land owned by private people or entities and is generally only able to be accessed with the permission of the owner.
- **Council land** – Land owned and managed by City of Clarence.
- **Crown land** – Land owned and managed by the State of Tasmania (i.e. the Tasmanian Government)

In general, the owner of a piece of land—whether privately or publicly owned—has the authority to determine who can access it and when. If the land needed to provide access to a beach or coastal area is not owned by Council, permission must be obtained from the landowner to allow public access. Council actively collaborates with the

Tasmanian Government and other landowners to identify and enhance coastal access opportunities, though this is not always feasible.

One way Council does this is by entering into leases or license agreements with the State Government, under which Council takes responsibility for maintenance and management of parcels of Crown Land in return for being given public access. Council can also lease areas or private land or negotiate permanent rights of access for the general public to ensure that coastal areas are accessible to everyone. However, this is not always possible and requires agreement from landowners to allow public access to or over their land.

The image below shows an example of a coastal area, at Clifton Beach, which has various different types of land tenure and access arrangements.



Land tenure at Clifton Beach, Clifton

Key:

- Private land
- Road casement (Council)
- Council owned
- Council owned - leased to Surf Lifesaving Club
- Crown owned land - Council licence agreement
- Crown owned land
- Crown owned land - tidal

At Clifton Beach, Council owns the land where the carpark, surf club, and road access are located. A portion of this land is leased to the Clifton Beach Surf Lifesaving Club (blue). However, both the Club and other beachgoers must cross Crown-owned land over the sand dunes (unshaded) to reach the beach. The area below the high-water mark (red) is also Crown land. Council holds a license agreement with the State Government to use and maintain the beach access paths through the dunes (pink). However, under the terms of this license, any significant upgrades require Crown approval, which involves various assessments and permissions.

To the average visitor of Clifton Beach and its carpark, reaching the beach may seem straightforward, but the example above highlights the underlying complexity.

What does this mean in practice?

Some of the challenges that these complex patterns of land tenure and ownership along the coastline create for Council include:

- Due to the often invisible nature of land boundaries, land owned and managed by others is often perceived as being owned by Council;
- Council's ability to make changes or improvements on land it does not own is limited. While it can advocate for development or maintenance, it must obtain permission from the landowners before taking any action;
- The community often mistakenly views past maintenance work carried out by Council on access paths or infrastructure located on privately owned land as setting a precedent for Council's ongoing responsibility for the land or works;
- Inclusive beach access infrastructure often requires more space in both length and width than standard footways and access paths. As a result, many Council-owned land corridors leading to beaches and foreshores are unsuitable for inclusive access development, even where there is community demand. For example, at Opossum Bay, many beach access points consist of long, narrow, and steep footways bordered by private land, leaving no room for expansion; and

- Existing boundary lines, such as narrow lease or license areas, can restrict Council's ability to implement inclusive access solutions and may necessitate renegotiating historical agreements. These negotiations can be time-consuming and may delay the timely delivery of priority projects.

It is evident that providing coastal access can sometimes be complex, challenging, or even unattainable. This Strategy considers these obstacles and various land tenure types in Council's coastal access objectives. However, in many cases, implementation would depend on negotiating agreements with landowners, including both the Crown and private entities.

The land tenure for each coastal area examined in this study is detailed in Chapter 9:

Site Opportunities, with maps highlighting the Council and Crown owned land.

4. Context



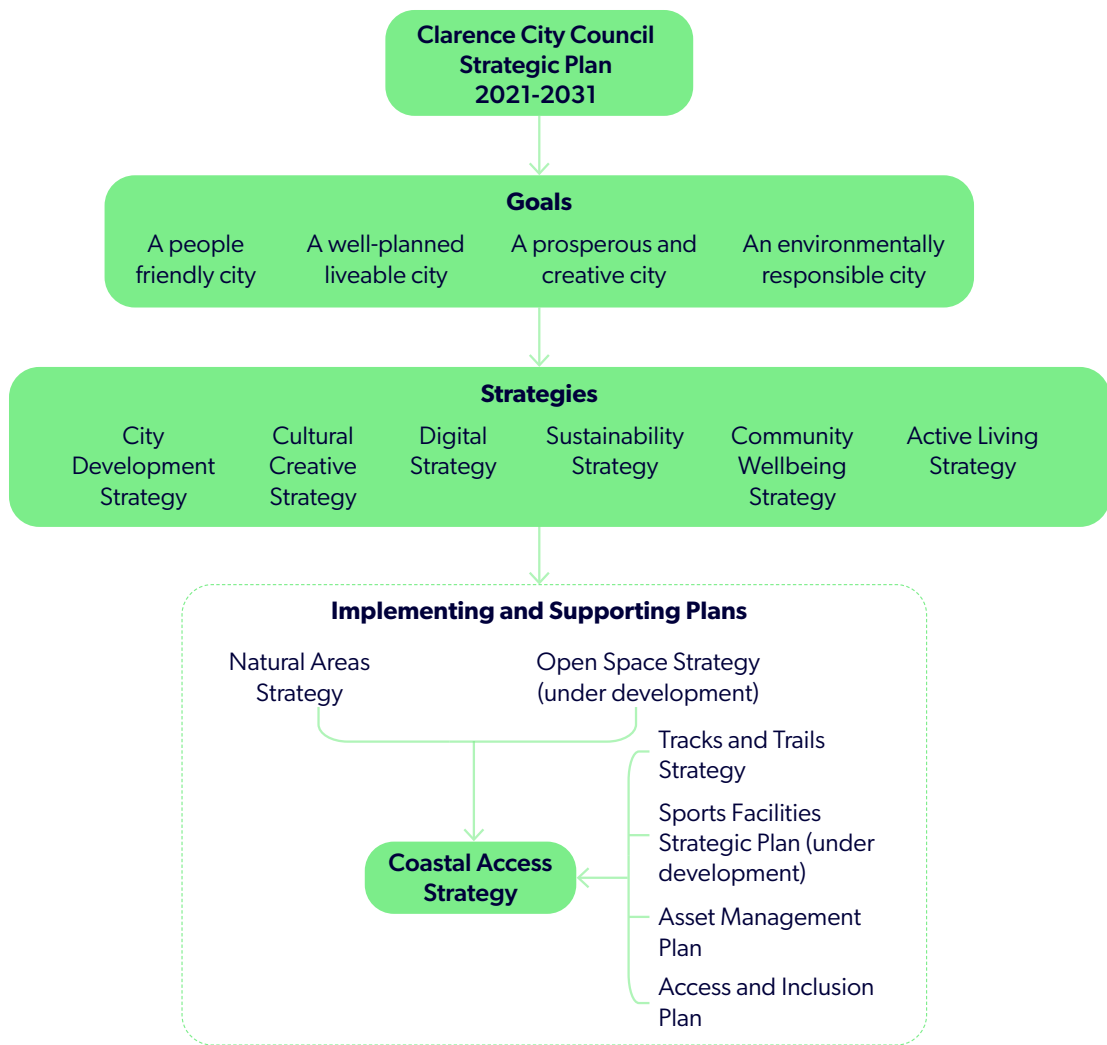
4.1 Strategic Context

Strategies and plans form a key part of Council’s overall strategic framework. They connect the aspirations set out in state government plans and Council’s overarching Strategic Plan to more detailed policies by translating broad objectives into clear guidelines. This assists Council to effectively achieve its long-term plans and priorities and ensure that the community’s needs and values are met.

Figure 4.1 below illustrates how the Coastal Access Strategy aligns with Council’s overall strategic framework. The Coastal Access Strategy delivers on the Active Living Strategy vision for Clarence for ‘...providing opportunities for healthy and active living, accessible to all in our community,

through enhancing amenity and access to our natural environment...’. It also builds on the objectives of the Sustainability Strategy, specifically the protection of natural values and assets along the coast, and monitoring of infrastructure to ensure continued operation does not adversely impact the environment.

The Strategy will be guided by Council’s Open Space Strategy (under development at the time of writing) and implemented in conjunction with other key strategic documents including the Natural Areas Strategy, Tracks and Trails Strategy, Access and Inclusion Plan and Sports Facilities Strategic Plan (under development).



4.2 Review of Existing Strategies and Plans

A number of existing strategies, plans, audits and policies relevant to this study were

reviewed as part of the background information analysis. A full list of the documents reviewed and their implications for the project are summarised in Appendix A.

Existing documents identified as key to the integrated, effective, and ongoing delivery of the Coastal Access Strategy are listed below.

- Coastal Hazards Policy (2021): Specifically, the principle that Council will aim to achieve a balance between providing safe access and recreational amenity while allowing natural processes to occur.
- Reserve Management Plans (RMP): The Strategy will work in tandem with RMPs to ensure a balance between protection and enhancement of natural areas and the provision of safe, sustainable, and inclusive access to the coastline.
- Track and Trails Strategy: The Coastal Access Strategy will inform, enhance and identify opportunities for inclusive design outcomes of tracks and trail projects interacting with or traversing the coastline.

The review of existing strategies and policies highlights a strong alignment between the objectives of this study and broader strategic directions at City of Clarence. Some recurring themes include:

- Recognition that the provision of quality coastal infrastructure is crucial in meeting open space planning objectives;
- Commitment to the protection, management and enhancement of natural areas, balanced with promoting community and visitor connection to nature for wellbeing;

- Identification of coastal areas as key recreational resources for the region;
- Strong support for coastal infrastructure and facilities development in local government strategies across the study area;
- An aim to provide diverse and sustainable recreational opportunities for residents and visitors;
- A clear policy and vision addressing social inclusion issues, including demonstrating a commitment to access and inclusion for people of all ages, abilities and social amenity; and
- Engaging the community in order to adequately understand and meet their needs.

4.3 Community Profile

Demographics

Australian Bureau of Statistics figures show the 2023 Estimated Resident Population for City of Clarence was 63,663, with a population density of 168.8 persons per square kilometre. Since the previous year, the population has grown by 0.92%, higher than the overall population growth in Tasmania, which was 0.37%.

Additionally, the City of Clarence has a larger percentage of children aged 0-11 and a significant number of residents aged 70 and older when compared to the Tasmanian average. This is anticipated to persist.

For further information, refer to Appendix B.

Disability

Disability impacts a significant percentage of the population. The Australian Bureau of Statistics Disability, Aging & Carers, Australia 2018 report found that 17.7% of the Australian population reported having a disability. 5.7% of Australians reported having either a profound or severe disability, requiring assistance or having difficulty with core day to day tasks. It also found that the prevalence of disability increases with age - almost half (49.6%) of people aged over 65 years old experienced disability.

Almost one-quarter (23.2%) of all people with a disability reported a mental or behavioural disorder as their main condition. Physical activity and access to natural environments has been shown to benefit mental health.

The implications on coastal access provision in the study area include:

- Steadily increasing populations create a strong argument for investment in community infrastructure, including coastal access points.
- According to Census results, Clarence has both a higher proportion of children and a higher proportion of people aged 70 and over compared to the Tasmania average. It can be seen that this will continue over time, necessitating the provision of infrastructure that meets the needs of people of a very diverse range of ages and abilities.
- People with a disability make up a significant part of the population especially in the older age groups. Access improvements made to the coast therefore have the potential to benefit large numbers of the community.
- Improving access to the coast has the potential to provide both physical health and mental health benefits.
- Coastal access provision should seek to reflect the diversity of needs and abilities within the community. For someone with an intellectual disability, for instance, barriers to coastal access are likely to be less about physical access, and instead relate to visual access, amenities, or information.

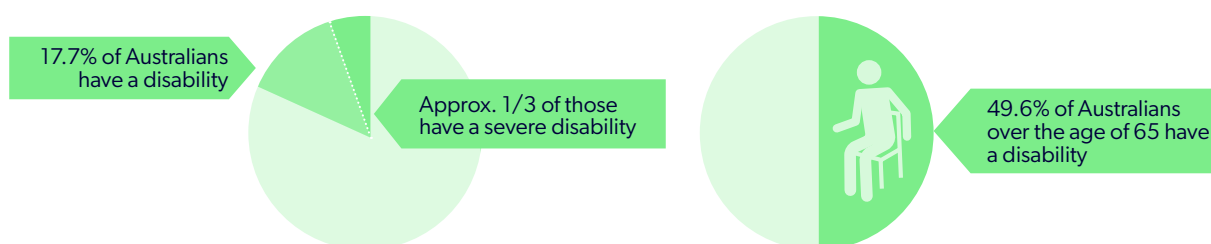


Figure 4.2 Disability in Australia

Source: Disability, Aging & Carers, Australia, The Australian Bureau of Statistics (2018)

5. Consultation

5.1 Preliminary Consultation Summary

Various community and stakeholder consultation activities were undertaken from March to May 2024 in order to understand and incorporate the concerns and ideas of residents into the Coastal Access Strategy. Engagement activities included an on-line survey, face-to-face stakeholder meetings, and community drop in sessions.

Throughout the consultation process, key stakeholders were targeted for engagement. This included community groups focused on accessibility and people with a lived experience of disability, such as Paraquad, the Clarence Disability and Inclusion Network, and Variety Tasmania. Additionally, stakeholders with strong ties to the coastal environment were consulted, including

groups such as Coastcare, the Derwent Estuary Program and the South Arm Peninsula Residents Association. This process provided a valuable insights into the needs of people most relevant to this study; however, it is important to note these results may not reflect broader society.

The results of the consultation process highlight the support from the local community and beyond for improved access to coastal areas in Clarence.

For a more detailed breakdown of community consultation findings, refer to Appendix C.



Community drop-in session held at Bellerive Beach Park

5.2 Improvements to Coastal Access

During the engagement process, the community was consulted regarding their priorities for improvements to coastal access. The results indicated the most desired improvements to coastal access are (in order) new or improved amenities, paths, ramps, carparks, then stairs, as illustrated below



New or improved amenities



New or improved paths



New or improved ramps



New or improved carparks



New or improved stairs

Figure 5.1: Improvements most desired by the community
Data gathered as a part of the community engagement undertaken for this project

The unique physical characteristics of each beach impose certain limitations on what can be implemented. Some locations may support extensive DDA-compliant infrastructure, while others may not. Community feedback shows a strong preference for Council to implement the best possible accessibility solutions given each location's opportunities and constraints. Even if outcomes are compromised, improvements in accessibility are preferred over none at all. Effective communication about the level and type of access at each beach is essential.

Below is a snapshot of comments received from the community regarding improvements to coastal access.

"Seating should be provided on or close to the beach. It could be incorporated into infrastructure such as garden bed edging, terraces or ramps."

"All busy and well attended beaches should have access mat to the hard sand so disability and aged people are not left out."

"Access points should be clearly visible, with markers or signage used where appropriate."

"Safe, solid, ramps and paths that are able to be used by people with mobility issues. Ones that don't get damaged or flooded by rain."

5.3 Beach Usage

Visitation

The community engagement activities that were undertaken provided information regarding the most visited beaches in the municipality. Results, as shown in Figure 5.3 indicate that Seven Mile Beach and Bellerive Beach are the most visited coastal areas in City of Clarence, followed by Clifton Beach and Howrah Beach. Respondents also noted that they visited the beaches regularly, with many indicating that they visit daily or several times a week.

It was also found that the most visited beaches, also have the most positive association regarding coastal access. Furthermore, as can be seen below, the beaches that are not managed by Council have the lowest visitation.

Equipment used

When accessing a beach or coastal area, many visitors needed or chose to visit with some form of equipment. This includes equipment related to personal movement and access (including wheelchairs, walkers, walking sticks and prams) as well as recreation-related equipment (such as beach trolleys and water craft). The community survey undertaken as a part of this project asked respondents about equipment they use when visiting the beach, with the outcomes graphed in Figure 5.2.

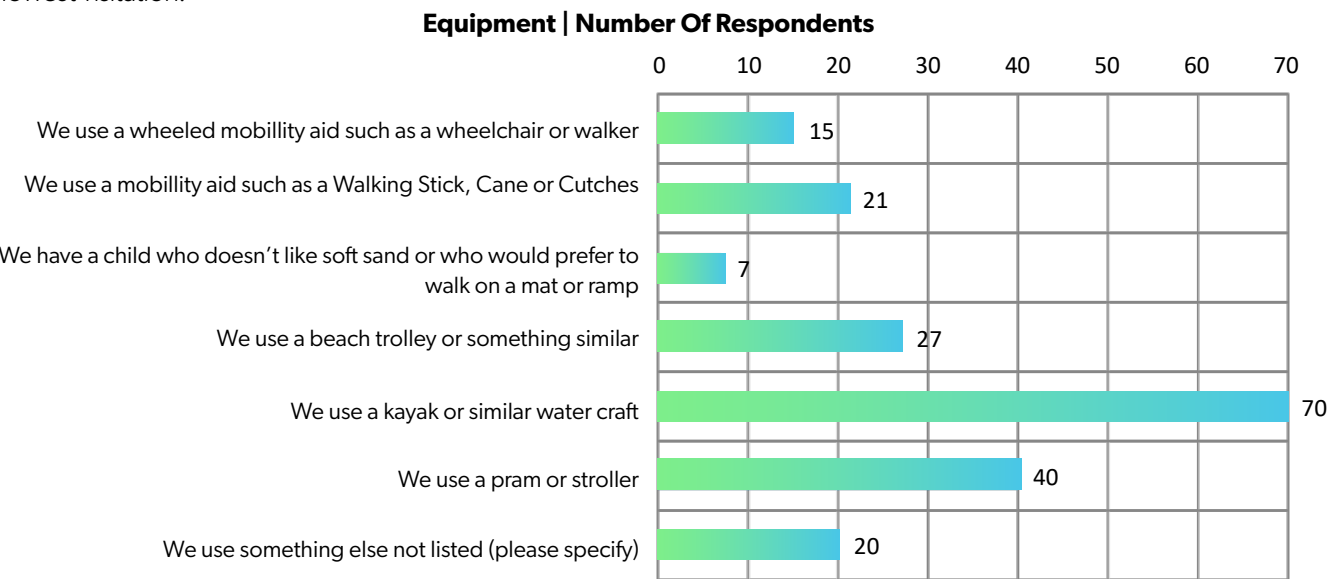


Figure 5.2: Equipment brought by visitors to beaches within the City of Clarence. Data gathered as a part of the community engagement undertaken for this project

How beaches are used

The community survey undertaken as a part of this project asked respondents how they used the coast/beaches in Clarence. In the below results it can be seen that the most popular activities when

visiting beaches in Clarence is walking or wheeling on the beach, followed by swimming, looking at the view and dog walking. Each of these top four activities were identified by over half of the respondents.

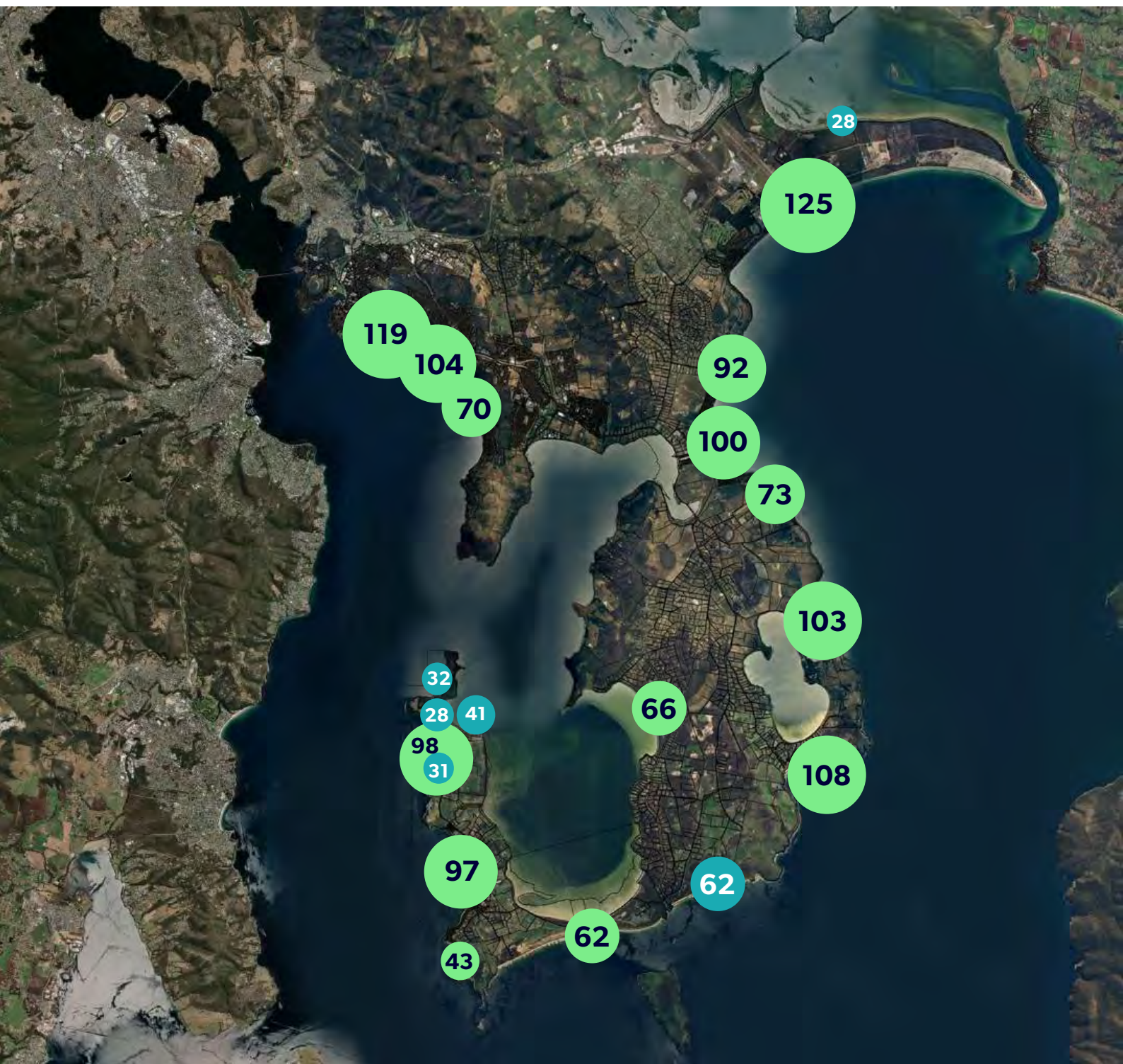


Figure 5.3: Number of respondents who visit the beaches in Clarence.
Data gathered as a part of the community engagement undertaken for this project.

* Not all coastal areas covered in this study are shown on the map, as it reflects the consultation results; additional sites were included following consultation.

Key:



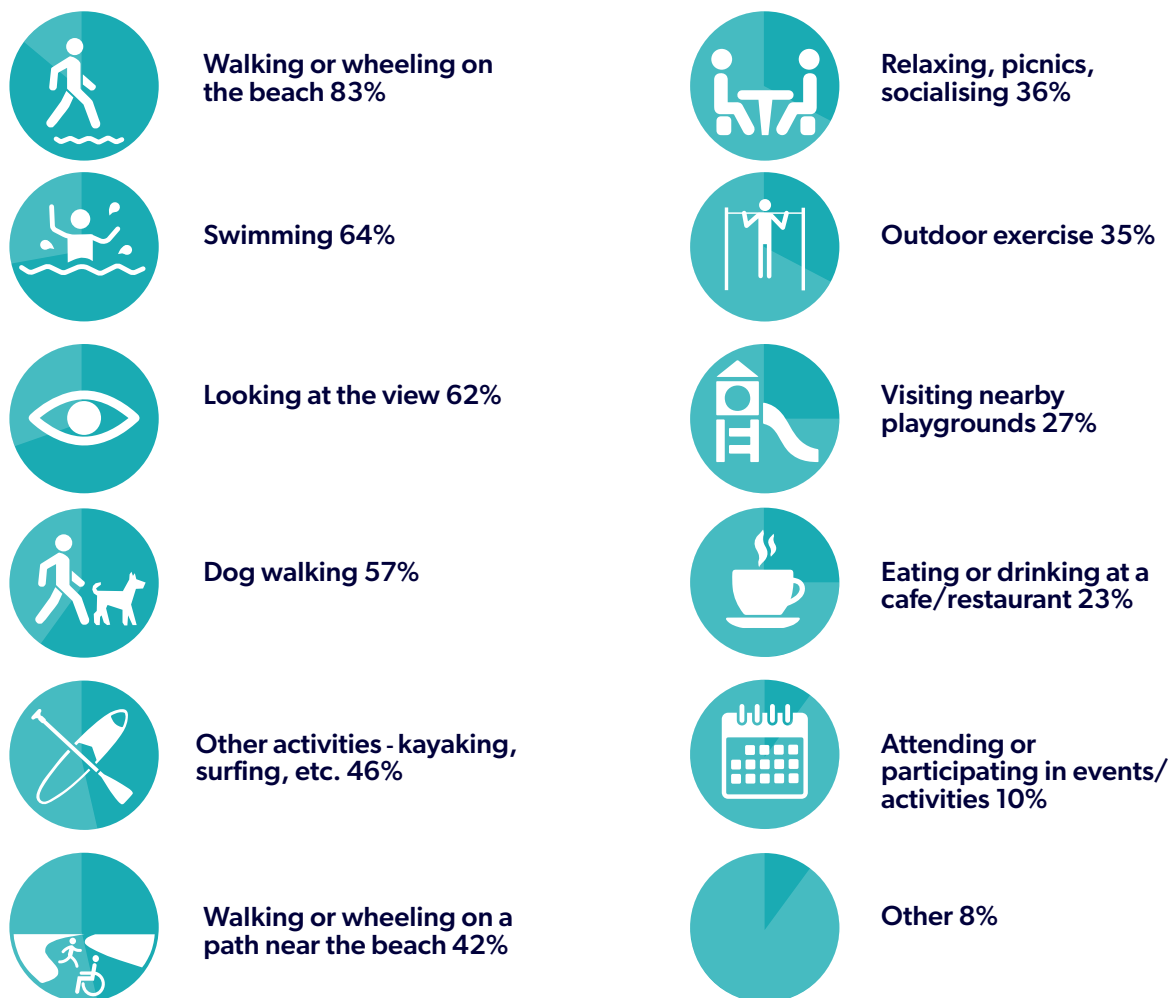


Figure 5.4: How people use the beaches within the City of Clarence.
Data gathered as a part of the community engagement undertaken for this project

Consultation Key Findings

- New and improved amenities, followed by paths, should be prioritised when it comes to improving coastal access.
- Currently, those beaches that are perceived to have the best accessibility are also the most visited. This indicates that accessibility likely influences visitation rates, highlighting the need to carefully plan access to preserve popular or sensitive locations.
- Beaches with the highest visitation are managed by Council. This indicates the importance of working with and advocating to other land managers in order to improve accessibility across the municipality.
- High numbers of people visit the beach with equipment related to both personal movement and access, as well as recreation. Any improvements to coastal access for people with a disability are likely to also benefit the significant numbers of visitors who access the beach with other equipment such as prams, beach trolleys and water craft.
- Walking and wheeling on the beach was identified as the primary activity undertaken when visiting the beach. This highlights the importance of improving physical access to or along the beach.

6. The Vision

6.1 Project Vision

The Coastal Access Strategy establishes a strategic planning framework to provide improved access to coastal areas across the city.

Residents and visitors to Clarence will be provided diverse opportunities for physical and visual access to Clarences coastline.

6.2 Guiding Principles

Complementing the vision, the Strategy is also guided by the following key principles:

- **Universal access**

Wherever possible, recommendations will maximise accessibility for people of all levels of ability.

- **Variety of Access**

Recommendations will connect people with the coast in a variety of ways through improved physical and visual access, communication, and the provision of amenities.

- **Diverse use**

Access must be designed to cater for the widest possible range of user modes and types.

- **User experience**

Where appropriate, access will be complemented by amenities that encourage use, safety and a positive user experience, such as signage, shade, seating, and car parking.

- **Environmental and cultural heritage management**

Access points should be located, designed and managed to protect environmental and cultural values while facilitating access and use where appropriate. This includes implementing measures that adhere to best practice management of coastal processes, native flora and fauna and cultural heritage.

- **Evidence based approach**

Recommendations should be guided by data (qualitative and quantitative) to ensure they are supported at a strategic level, by the community and from the findings of this study.

7. Coastal Access Classifications

There are a wide variety of coastal locations across the study area, making it impractical to provide high levels of accessibility to all of them. Additionally, as previously noted, it is desirable to offer different types of accessibility at different locations.

7.1 Assessment of Accessibility Potential

Coastal locations assessed as a part of this study have been categorised to define their accessibility potential. This potential has been assessed based on the following factors:

- **Existing conditions** - The opportunities and constraints of the site conditions and how they may impact accessibility, such as existing accessibility features, terrain, nearby facilities, and coastal processes.
- **Location and potential users** - How coastal locations are accessed based on their proximity to residential areas, population centres, and transport networks, as well as the current popularity of those locations (as observed on site and via the targeted user survey undertaken as a part of this project). This criteria also considers a sites potential for increased visitation if existing access constraints or barriers are removed.

- **Usage** - What activities are undertaken at the coastal location and what equipment might be needed or used whilst visiting (as identified in the targeted user survey conducted for this project).
- **Community expectations** - How the community would like to use the coastal location and what's currently lacking in order to facilitate that usage (as identified in the targeted user survey undertaken as a part of this project).
- **Maintenance considerations** - What level of service is the coastal location likely to receive and how this may differ between land managers.

Figure 7.1 offers a visual representation of the classification process and how it informs implementation of potential future works. It emphasises the potential of various beaches, coastlines, tracks and trails to support different levels of accessibility and showcases the diversity of access that could be achieved across the municipality.



Figure 7.1: Methodology for development of Site Opportunities

Classification of Beaches and Coastlines

Beaches and coastlines are classified according to their level of accessibility, ranging from T1 to T5. T1 indicates Optimal Accessibility, offering the highest level of access, while T5 represents Minimal Accessibility, with the lowest level of access. The different classifications and the typical

features visitors can expect at each coastal location are outlined in Figure 7.2. 'Potential Additional Features' refer to possible additional elements that may be incorporated depending on site conditions, suitability, and available funding.

Classification	Type Description	Typical Features	Potential Additional Features
T1: Optimal Accessibility	Highest level of physical and visual access and supporting infrastructure provided. Focus on inclusivity and convenience in an urban or modified coastal setting. Caters to broadest range of users and accessibility needs. Supports visitors to stay for longer periods of time.	• Carparking with DDA spaces • DDA compliant ramp access to the beach • DDA compliant step access to the beach • Level beach access paths with firm surfacing • Lookout and/or coastal viewing points • Accessible toilets • Beach shower and/or foot wash station • Seating • Shade and weather shelters • Wayfinding signage • Continuous path of travel between key arrival and destination points • Water bottle filling • Bins • Dog amenities where appropriate – subject to Dog Management Policy	• Beach access mat • Beach wheelchair for hire/loan • Changing Places facility with adult change tables • Hot water showers • Change room facility • Lighting • Trip planning information (eg. Site maps, Social stories, website) • Nearby to food/kiosk services • Public transport connections • Swim extending facility (eg. lap buoys, swim pontoon) • Kayak and small vessel wash down facility • Automated external defibrillator (AED)
T2: Highly Accessible	Developed foreshore with formalised access and facilities. High level of physical and visual access and supporting infrastructure. Caters to broad range of users and accessibility needs.	• Carparking with DDA spaces • DDA compliant step access to the beach • Level beach access path/s with firm surfacing • Lookout and/or coastal viewing points • Accessible toilets • Seating • Shade and weather shelters • Continuous path of travel between key arrival and destination points • Bins • Dog amenities where appropriate – subject to Dog Management Policy	• DDA-compliant ramp access to the beach • Beach shower and/or foot wash station • Change room facility. • Water bottle filling • Beach access mat • Trip planning information (eg. Site maps, Social stories, website) • Wayfinding signage • Public transport connections • Swim extending facility (eg. lap buoys, swim pontoon) • Kayak and small vessel wash down facility • Automated external defibrillator (AED)

T3: Moderately Accessible	Moderate level of physical and visual access and supporting infrastructure in a semi-natural setting. Caters to a range of users and accessibility needs to make use of some facilities and activities.	• Carparking • Step access to the beach • Level beach access path/s with firm surfacing • Lookout and/or coastal viewing points • Seating • Bins • Dog amenities where appropriate – subject to Dog Management Policy	• Carparking with DDA spaces • DDA compliant step access to the beach • Accessible toilets • Shade and weather shelters • Continuous path of travel between key arrival and destination points • Kayak and small vessel wash down facility
T4: Limited Accessibility	Largely natural site with limited level of physical and visual access and supporting infrastructure. Caters to a limited range of users and accessibility needs.	• Carparking • Step access to the beach • Dog amenities where appropriate – subject to Dog Management Policy	• Level beach access path/s with firm surfacing • Lookout and/or coastal viewing points • Seating • Continuous path of travel between key arrival and destination points • Bins
T5: Minimal Accessibility	Remote or undeveloped natural coastline. Minimal level of access, catering to the least range of users and accessibility needs.	• Step access to the beach • Dog amenities where appropriate – subject to Dog Management Policy	• Carparking

Figure 7.2: Characteristics of different beach/coastline types (continued from preceding page)

As can be seen in Figure 7.3, the classification process resulted in the majority of T1 to T3 classifications being assigned to beaches managed by the Council, which is advantageous as these locations offer greater feasibility for implementing improvements.

Classification	Managed by Council	Managed by others
T1	Bellerive Beach (west of Beach Street)	
T2	Bellerive Beach (east of Beach Street) Howrah Beach Little Howrah Beach Roches Beach (Lauderdale) Seven Mile Beach (to plane watching area) Clifton Beach	
T3	Roches Beach (Roches Beach) South Arm Beach Opossum Bay Beach Cremorne Beach Fort Beach (north of Defence land boundary) Rokeby Beach (west)	Shelly Beach Calverts Beach Five Mile Beach
T4	Hope Beach (Roaring Beach Road) Mortimer Bay (Gorringes Beach)	Hope Beach Mitchells Beach
T5	Spring Beach (73-93 Blessington Street) Mays Beach Otago Lagoon Reserve	Mary Ann Bay Beach Glenvar Beach Fort Beach (Defence land) Musks Beach
Excluded	Richardsons Beach Huxleys Beach	

Figure 7.3: Classification of beaches and coastline

Classification of Tracks and Trails

For tracks, trails, esplanades and urban edges, the classifications have been numbered according to their level of accessibility, with C1 indicating an Activated Coastline, which provides the highest level of access, and C3 representing a highly Constrained Site, which offers the least. The different classifications and the typical features visitors can expect at each classification type are outlined in Figure 7.4 below.

Classification	Type Description	Typical Features	Potential Additional Features
C1 Activated Coastline	Developed coastline areas associated with urban centres, esplanades or parklands and connected by concrete shared path network (eg. Clarence Foreshore Trail). High level of access provided for movement along the coastline, views and connecting key activity centres. Caters to broad range of users and accessibility needs with supporting infrastructure provided at key nodes along path.	Shared concrete path network parallel to coastline. Minimum width 2.5m. Shade and weather shelter Steps allowed only with alternate ramp access Track head facilities will generally include toilets, picnic facilities, car parking, drinking water and information shelters Facilities along the path generally include lookout platforms, seats, and barrier rails May contain sections of high-quality gravel track.	Wayfinding information Trip planning information Car parking (may include DDA at key nodes) Water bottle filling Bins Lighting Access to water, rock or sand level via DDA complaint step or ramp
C2: Semi- Activated Coastline	Coastline areas accessed by a less formal track network (eg. Clarence Coastal Trail), generally gravel surfaces with varying levels of accessibility. Beaches may form part of track Limited accessibility for movement along coastline due to topography and lack of supporting infrastructure.	Generally modified or hardened surface such as gravel. Various widths. Generally no steeper than 1:10. Minimal use of steps Track head facilities may include toilets, picnic facilities, car parking, drinking water and information shelters Facilities along the track may include lookout platforms, seats, and barrier rails	Wayfinding information Trip planning information Car parking (may include DDA at key nodes) Water bottle filling Bins Access to water, rock or sand level via step or ramp
C3: Highly Constrained Site	Difficult to provide visual or physical access. Unlikely to be further developed by council. Coastline typically inaccessible, not owned by Council, or a combination of both.	Informal or unformed track or trail, or use of road verge. No formal facilities Requires scramble over rocks or through bushland to access coast.	Informal seating (eg. Logs, rocks) Informal car parking (eg. Roadside verge or unformed gravel car park)

Figure 7.4: Characteristics of different track, trail, esplanade and urban edge types



Figure 7.5: Distribution of classification types across the municipality

Key:

- Managed by Council
- Managed by others
- C1 trails
- C2 trails
- C3 trails

Classification of Access Points

The following table provides prescriptive track specifications for three categories of coastal access points in Clarence. The coastal access point categories are intended to be applied to the section of track, trail or path connecting directly with the coastline from the surrounding pedestrian network. Examples of coastal access points include a path through a dune connecting a shared trail with the beach, or a section of track connecting a car park to a coastal lookout.

These categories will guide the development, maintenance and management of coastal access points and will be applied to coastal areas based on the coastal access classification attributed to each site in Section 7. Where appropriate, within the various constraints of each site, the objective should be to provide CAP1 or CAP2 standard access points. Where this is not appropriate or achievable, CAP3 should be provided.

The below categories are based on the Tasmanian Parks and Wildlife Services (PWS) track classification scheme and Australian Standard AS2156.1 Walking Tracks Part 1: Classification and Signage.

Category	CAP1	CAP2	CAP3
Description	Universal shared access point	Wheelchair standard access point	Standard access point
Width	1.8-3.0m Provide wheelchair passing bays where required.	1.2-2.5m Preferably 1.5m minimum.	0.6-2.5m Preferably 1.2m minimum over the majority of the track.
Surface and Drainage	Firm, even, well drained paved surface (concrete, asphalt or pavers) or boardwalk, clearly defined edges. Compacted gravel surfaces only to be considered on access points not intended for universal access and with no flooding or drainage issues.	Firm, even, well drained surface, clearly defined edge, "shoe" standard. Usually, compacted gravel may be concrete, asphalt or boardwalk structure.	Well drained, "shoe" standard, reasonably firm. Usually, compacted gravel may be natural surface or boardwalk structure.
Track Gradient Steps Ramps (formal)	<2 No steps Ramps <1:14 in accordance with AS1428	Max 5 (1:11) mostly <2 No steps Ramps <1:14 in accordance with AS1428	Mostly <8 (1:7), max 15 (1:3.7) over short sections (30m) Steps and stairs may be included. No formal ramps.
Obstacle Clearances (eg. Bollards, power poles, tree, rock)	No obstacles within path unless clear path of 1.2m minimum maintained.	No obstacles within path unless clear path of 1.2m minimum maintained.	No obstacles within path unless clear path of 1.0m minimum maintained.
Reference classifications	Based on PWS 'W1' and AS2156.1 'Class 1'	Based on PWS 'W1' and AS2156.1 'Class 1'	Based on PWS 'W2' and AS2156.1 'Class 2'

Figure 7.6: Categorisation of coastal access points

8. Implementation



There are a wide variety of elements that contribute to visitors accessing the coast and offering a pleasurable experience. Elements such as stairs, ramps, paths and handrails are a key feature but are also supported by other infrastructure such as signage, seats, shade, drinking fountains,

showers, toilets and change facilities. All of these facilities play a role in the way coastal locations are accessed. The type and quality of these elements have a significant impact on who can access coastal sites and can also influence the user experience.

8.1 Universal Design

Universal design should be prioritised in all upgrade works.

While it may not be possible for all beaches in the municipality to achieve universal access due to factors like physical limitations, environmental values, climate conditions, lack of services,

or heritage considerations, it's essential to apply universal design principles to coastal access points as a priority. This approach aims to maximise usability for as many people as possible.

8.2 Universal Guidelines

It is important to note that not all of the coastal areas addressed in this strategy are managed by City of Clarence, which limits the realistic application of these guidelines to those specific beaches. Nonetheless, these guidelines can assist Council in collaborating with and advocating to other land management entities.

Access points

The classifications outlined in Figures 7.2, 7.4 and 7.6 can be used to guide the development, maintenance, and management of coastal access in coastal areas and along trails. Where conditions permit—taking into account environmental,

cultural, heritage, and terrain factors—the goal should be to achieve T1/C1 or T2/C2. However, in some cases, maintaining a lower classification may be preferable, particularly if the area holds environmental or cultural significance or if the terrain does not support the necessary infrastructure.

The following pages present a series of prioritised design guidelines to inform the development of coastal access. These guidelines should be considered during the planning and implementation of opportunities.



Bellerive Beach accessible viewing area located on the shared use Clarence Foreshore Trail

Paths and Walkways



- **DDA Compliance:** Ensure paths and walkways are DDA complaint (AS1428) and designed to meet classification requirements.
- **Keep Paths Clear:** Maintain paths free of obstructions to prevent any physical barriers that could impede access.
- **Consider Coastal Processes:** Design infrastructure to ensure impact to natural coastal processes such as sand and tidal movement is minimised where possible.
- **Consider Dune Systems:** Where paths are located in dune systems, design to protect the natural values of the dune and prevent negative impacts on dune stability.
- **Install Tactile Ground Surface Indicators:** Use tactile ground surface indicators thoughtfully and selectively, as overuse can pose hazards for individuals with mobility impairments.

Ramps



- **Comply with Australian Standards:** Ramps must comply with Australian Standards.
- **Provide a Non-Slip Surface:** Ramps should have a non-slip surface to ensure user safety in environments subject to wind, water and sand.
- **Provide Handrails:** Provide handrails on both sides in accordance with Australian Standards and include an upper handrail for walkers and a lower one for wheelchair users.
- **Extend Ramp Length:** Consider extending the ramp length into the sand to accommodate future sand movement and prevent potential drop-offs.

Stairs



- **Comply with Australian Standards:** Stairs must comply with Australian Standards.
- **Non-Slip Surface:** Stairs should have a non-slip surface to ensure user safety in environments subject to wind, water and sand.
- **Provide Handrails:** Provide handrails on both sides in accordance with Australian Standards
- **Extend Stair Length:** Consider adding extra steps that extend into the sand to accommodate possible future sand movement and prevent potential drop-offs.

Beach mats and wheelchairs



- **Identify Suitable Locations:** Locate areas suitable for beach wheelchair storage and management, as well as for observing and maintaining beach mats. Ideal locations include beaches with surf lifesaving or yacht clubs, or beaches that have existing or potential storage opportunities, and high maintenance capabilities.
- **Ensure Supporting Infrastructure:** Beach mats should only be considered in areas where accessible infrastructure is available or proposed, such as accessible parking and suitable pathways.
- **Assess Terrain Suitability:** Ensure the terrain allows for a grade of 1:20 or less to facilitate wheelchair access.
- **Consider Coastal Processes:** Install beach mats only in locations where they will not be adversely affected by coastal processes such as tides, or sand movement. Alternatively, consider seasonal implementation or enhanced maintenance.

Car parking



- **Compliance with Australian Standards:** Designate disabled access parking bays that meet Australian standards.
- **Proximity to Access Points:** Provide disabled access parking within car parks that are close to access points, inclusive beach access points, views, or other accessible points of interest.
- **Implement Drop-Off Zones:** Where disabled access parking cannot be provided near access points or points of interest, establish a drop-off zone in close proximity to these areas.
- **Provide a Stable Surface:** Ensure car park surfaces are stable, and meet T1/C1 or T2/C2 standards.

Seating and furniture



- **Standardise Furniture:** Develop a consistent suite of DDA-compliant furniture, made from materials suitable for coastal environments.
- **Replace Existing Furniture:** At the end of its useful life, replace current furniture with a new, DDA-compliant suite.
- **Accommodate Mobility Aids:** Ensure provision for mobility aids, such as wheelchairs and walkers, by providing accessible picnic tables and paved area beside seats.
- **Locate seats at Key Activity Nodes:** Provide seats at all key activity nodes such as key access points, viewing areas, and points of interest.
- **Locate seats at regular intervals:** Locate seats at regular intervals to provide rest points.

Signage



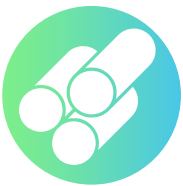
- **Standardise Signage:** Provide a consistent suite of signage to be used across all coastal locations within the municipality.
- **Ensure Clarity and Readability:** Signage should feature clear wayfinding and behavioral information, using simple language, accessible fonts, recognised symbols and braille.
- **Minimise and Consolidate Signage:** Keep signage to a minimum by consolidating information into one sign with all necessary information.
- **Strategic Placement:** Locate signage near all key access points to maximise visibility and utility.
- **Emergency Markers:** Add Emergency Markers at regular intervals in accordance with authorities' requirements.
- **Visible Markers:** Add visible markers at access points to inform visitors about entry and exit locations from the beach.
- **Provide Interpretive Signage:** Where appropriate, include interpretive signage to share information about local flora, fauna, and cultural or environmental significance. Consider consulting with local indigenous representatives for input on the signage suite and interpretive content.

Toilets and amenities blocks



- **Provide Inclusive Amenities:** Toilet blocks should include accessible facilities such as ambulant and disabled access cubicles, and cubicles with adult hoists
- **Prioritise Inclusive Locations:** Disabled access toilet blocks should only be considered in areas where accessible infrastructure is available or proposed, such as accessible parking, suitable pathways, and inclusive viewing areas and points of interest. Where supporting infrastructure is not available, toilets blocks with ambulant cubicles only will be necessary.
- **Ensure Easy Access:** Ensure toilets are located so they are easily accessible from beach access points, paths, and car parks.
- **Provide Additional Amenities:** Include baby change facilities and dedicated changing areas to accommodate the needs of all users
- **Consider Available Water Connection:** Prioritise implementation of toilets and showers where there is available water connections. Where mains water is not available, focus on locations where there are existing connections and infrastructure.
- **Replace Existing Facilities:** At the end of their useful life, replace existing toilet and amenities blocks with DDA-compliant facilities.

Material palette



- **Select Hard Wearing Materials:** Materials must be durable and hard-wearing in order to withstand the elements common in coastal environments such as wind, sand and salt water.
- **Select Location-Appropriate Materials:** Select materials and colours that are appropriate for coastal environments and can be applied to the furniture and signage suites.
- **Consider Specific Material Options:** Consider materials such as stainless steel, recycled plastic, fibre reinforced plastic (FRP) grating, concrete, and rock.

Trip planning resources



- **Provision by council of online and printed resources:** This includes location maps, site facility and access details, parking options, social stories, and video walkthroughs to enhance accessibility by supporting trip planning for individuals with specific needs.

8.3 Coastal Access Strategy Implementation Plan

The following implementation plan outlines the work identified to support the delivery of the Coastal Access Strategy. It provides a summary of each action, including its priority level, anticipated timeline for implementation, and additional

relevant information to guide planning and delivery. The plan is intended to assist with the coordination of efforts, ensuring that improvements to coastal access are delivered in a structured, efficient, and transparent manner.

Works/Project	Timeline	Further Detail
Undertake a structural audit of all Council owned coastal access infrastructure.	2025 High priority project	Project to deliver an audit of all Council owned step, ramp and access structures on the coastline.
Undertake priority coastal access infrastructure renewals identified in structural audit.	Commence in Q1 2025/26 Ongoing	Pending approval of ongoing funding in 25/26 capital works program.
Embed Strategy principles and access classification recommendations in all future planning, design and construction projects in coastal areas managed by Council.	Ongoing	Includes projects across all departments of Council – roads, stormwater, facilities, open space, natural areas, maintenance, etc.
Embed Strategy principles and access classification recommendations into all projects developing Master Plans for open space assets in coastal locations.	Ongoing	
Future Reserve Management Plan (RMP) reviews are to embed Strategy principles, access classification recommendations and design recommendations.	Ongoing in line with RMP review cycles	
Strategy principles and recommendations to inform development of Clarence Open Space Strategy (underway in 2025)	2025	
Strategy principles and recommendations to inform and be integrated into future review of Clarence Tracks and Trails Strategy	Due for review in 2025	
Review of Coastal Hazards Policy (2021) to consider embedding and/or referencing of Coastal Access Strategy as appropriate	2026	
Council advocacy to Crown lands, informing of Coastal Access Strategy recommendations for key sites owned and managed by Tasmanian Government.	Following Strategy adoption	Council officers to meet with Crown land officers and share recommendations and community priorities of Coastal Access Strategy.

Works/Project	Timeline	Further Detail
Council advocacy to private developers (residential, subdivision, industrial and commercial lands) for the recommendations of the Strategy and the role of key coastal development projects in delivering recommendations.	Ongoing	Work with planning department to ensure Coastal Access Strategy recommendations are considered in development of planning conditions and in early planning advice provided by Council.
Presentation of Strategy to all Council staff involved in the planning, design, delivery, management and maintenance of coastal access infrastructure and supporting facilities.	Following Strategy adoption	Present findings and recommendations of Strategy to ensure staff understand the vision, guiding principles, access and design recommendations and the role of each department/project in implementation.
Advocacy to special committees and working groups of Council to ensure the Coastal Access Strategy vision is embedded in all advice, activities and recommendations of the groups.	Following Strategy adoption. Ongoing	Inclusive of the Active Living, Community Wellbeing and City Development Advisory Committees and Disability Access and Inclusion, Tracks and Trails and Clarence Positive Ageing Working Groups.
Consult closely with community services department to ensure Strategy is embedded in all community development, positive ageing and access and inclusion projects, policy and strategy.	Ongoing	
Promote Coastal Access Strategy to inform Clarence community of Councils long term vision and priorities for coastal access.	Following Strategy adoption. Ongoing	

■ Construction/Consultant
 ■ Planning
 ■ Advocacy

9. Site Opportunities



9.1 Site Wide Opportunities: Council Managed Coastal Locations

The following pages address each of the coastal areas managed by the City of Clarence and outline site opportunities that will allow the location to achieve/maintain their desired classification, as well as provide a variety of access options to accommodate a range of different user needs.

Each coastal area is covered by this study individually, including:

- A summary of key findings of the community engagement relevant to each (further details are available in the Consultation Summary Report appendix).
- A list of identified site opportunities for each location (ordered based upon spatial location, not priority order).

Certain coastal locations within Clarence feature divided ownership and management responsibilities, with different portions under the control of separate entities (e.g. part of a beach managed by Council, part by Crown Lands). Opportunities relating to the section of Fort Beach under the management of the Commonwealth of Australia (Defence) are outlined in Section 9.1.10. Opportunities associated with the eastern carpark access to Hope Beach, managed by Crown Lands, are detailed in Section 9.1.11.

There are a number of items that are applicable to locations across the study area, as summarised below.

Items applicable to all Council managed coastal locations

Communication

- Provide clear, accessible signage, including parking, behavioural, wayfinding information and emergency markers.
- Provide interpretive signage, displaying relevant environmental and cultural information. Collaborate with local indigenous parties where possible.
- Develop an online trip planning resource to support visitors to understand the facilities available and plan a trip to the beach.

Operational and Infrastructure

- Assess existing access infrastructure for end of life or structural integrity and upgrade or remove existing damaged and/or degraded infrastructure. Including but not limited to seating, ramps, stairs, handrails, and showers.

Private access

- Private access ways can pose flooding and insurance risks, as well as harm sensitive dune environments. Council should collaborate with residents to close and revegetate informal private access points and prioritise using formal access points whenever possible.

9.1.1 OTAGO LAGOON RESERVE



Considerations

The reserve is accessible year-round to a small number of local visitors, primarily arriving on foot. It is commonly used for dog exercise, fishing, birdwatching at the lagoon, access to the water's edge, and appreciation of the river and surrounding environment.

Otago Lagoon is recognized as an Angler Access location for the River Derwent. The reserve also contains flora and fauna of ecological significance, as identified in the Otago Lagoon and Coastal Reserves Reserve Activity Plan.

There are no designated parking facilities within the reserve. Limited parking is available along the gravel road verge.

A narrow, Class 3 gravel track provides a connection from the road to the riverside, where a seating area is available on a grassed section for viewing the river. Access from the road is challenging due to steep grades. The track is also constrained by its narrow width and low-hanging trees and branches.

Alternatively, a more direct route to the water's edge is available by walking across the open grassed area beside the lagoon.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T5 Minimal level of access, catering to the least range of users and accessibility needs.	Unknown - not included in Round 1 Consultation	Unknown - not included in Round 1 Consultation



Figure: Land tenureship at Otago Lagoon Reserve

 Council owned

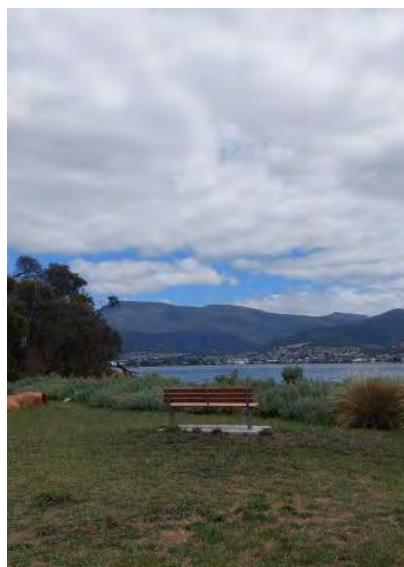
Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Ensure footpaths and trails are connected to amenities and consider provision of handrail to support access down steep sloping sections.
- Provide informal access for mobility devices such as wheelchairs and prams by removing obstructions along paths and trails.



Access point from road



Viewing area



Access path

9.1.2 BELLERIVE BEACH (WEST OF BEACH STREET)



Considerations

Bellerive Beach is a popular and highly visited urban beach. Existing facilities include a new all-abilities playground, BBQ and picnic area, showers, bike parking, car park (including disabled access parking bays) and shared use trail.

The existing beach mat is not without its issues, however the mat has been well received and is heavily used by the community.

Multiple access points along Bellerive Beach enable entry for visitors arriving by car, local residents walking from adjacent streets, and pedestrians along the Clarence Foreshore Trail.

The beach is popular for dog walking, beach walking, swimming, launching of small vessels and hosts a number of events such as the Schools Triathlon.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T1 Highest level of physical and visual access and supporting infrastructure provided. Caters to broadest range of users and accessibility needs. Supports visitors to stay for longer periods of time.	Negative Neutral Positive 79% positive	1. Amenities - new or improved 2. Carparking 3. Paths 4. Ramps - new or improved 5. Beach mat



Figure: Land tenureship at Bellerive Beach (west of Beach Street).

● Crown owned, council leased ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Future provision of disabled parking and/or drop off bays to provide physical and visual access to the beach.
- Upgrade/expansion of existing beach access mat to further enhance accessibility.
- Visual access points to include a wide, DDA compliant path with shade, shelter and seating.
- Provision of new accessible amenities located closer to main activity area, including beach showers, foot wash, baby change facilities, family friendly change rooms and a Changing Places facility.
- Existing beach access step infrastructure to be replaced with DDA compliant access solutions when at end of useful life.
- Upgrade coastal access points connecting with shared path network to CAP1 or CAP2 standard.
- Provide DDA compliant ramp and step access to sand level near the main activity area and connect to wider path network. Design to accommodate accessibility users as well as kayak and small watercraft users. Manage end of ramp transitions and connection to hard sand with beach access mat.
- Consider provision of beach wheelchair onsite for booking and use by community.



Lookout on Victoria Esplanade



Beach Street entry

9.1.3 BELLERIVE BEACH (EAST OF BEACH STREET)



Considerations

The eastern end of Bellerive Beach is often protected from prevailing sea breezes, quieter than the active western end and is popular for beach walking, dog walking, swimming and launching of small watercraft such as kayaks. The eastern end lacks supporting infrastructure such as beach showers and public amenities.

Multiple access points along the eastern stretch of Bellerive Beach enables entry for visitors arriving by car, local residents walking from adjacent streets, pedestrians along the Clarence Foreshore Trail and people walking or wheeling along the beach. Existing access points are gravel tracks through the dunes, connecting with timber stairs down to the beach.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T2 High level of physical and visual access and supporting infrastructure. Caters to broad range of users and accessibility needs	Negative Neutral Positive 79% positive	1. Amenities - new or improved 2. Carparking 3. Paths 4. Ramps - new or improved 5. Beach mat



Figure: Land tenureship at Bellerive Beach (east of Beach Street).

● Crown owned,
council leased
 ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Upgrade informal car parking areas on Alexandra Esplanade to include formalised spaces, including DDA compliant car parks where possible.
- Provision of visual access points at key locations including wide, DDA compliant path connections, shade, shelter and seating.
- Existing beach access step infrastructure to be replaced with DDA compliant access solutions when at end of useful life.
- Upgrade coastal access points connecting with shared path network to CAP1 or CAP2 standard.
- Investigate options for replacing one set of existing steps with a DDA compliant ramp at eastern end of beach.
- Provision of beach shower and/or footwash facility at eastern end.



Existing stairs at High Street entry



Car park south of River Street

9.1.4 HOWRAH BEACH



Considerations

Howrah Beach is an urban beach featuring three main access points: one in the west, one in the centre in Wentworth Park, and one from the community centre to the east. Each access point includes car parks, making it easy for visitors to access the beach from their vehicles.

Community feedback has identified the need for new or improved amenities as a top priority. Existing facilities include a playground, BBQ and picnic area, and car park.

The Clarence Foreshore Trail runs alongside the beach, providing a shared path that connects Howrah Beach to Bellerive Beach to the west and Little Howrah Beach to the southeast. This trail offers accessible views of the beach and links to parking areas and access points.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T2 High level of physical and visual access and supporting infrastructure. Caters to broad range of users and accessibility needs	Negative Neutral Positive 72% positive	1. Amenities - new or improved 2. Paths 3. Carparking 4. Ramps - new or improved 5. Beach wheelchair

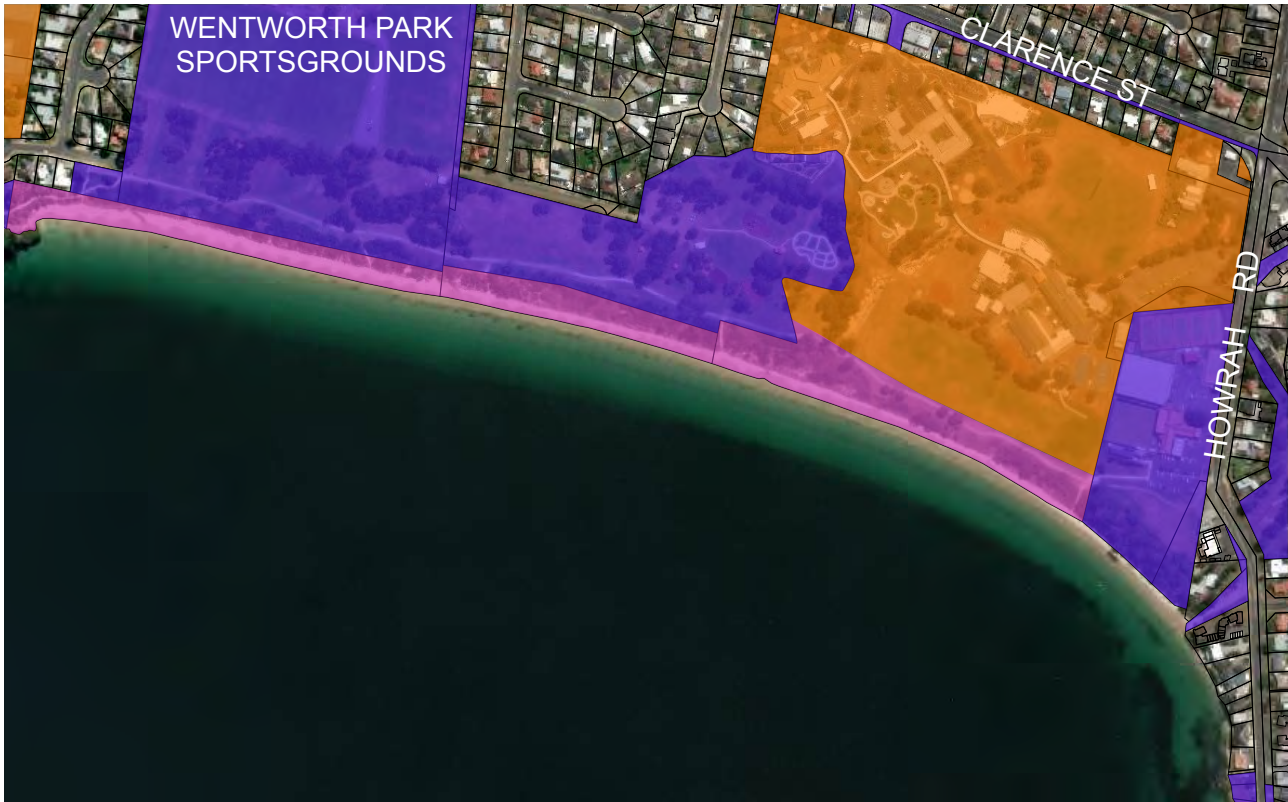


Figure: Land tenureship at Howrah Beach



Crown owned,
council leased



Crown
owned



Council
owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Upgrade and formalise carparking areas to provide disabled spaces and drop off bays to provide physical and visual access to the beach.
- Consider provision of beach wheelchair onsite for booking and use by community.
- Provide visual access points with wide, DDA compliant path access, shade, shelter and seating.
- Upgrade of toilet amenities to improve accessibility and consider inclusion of beach showers, foot wash, baby change facilities, family friendly change rooms. Investigate suitability of site for provision of a Changing Places facility.
- Existing beach access step infrastructure to be replaced with DDA compliant access solutions when at end of useful life.
- Upgrade coastal access points connecting with shared path network to CAP1 or CAP2 standard.
- Investigate options for providing ramp access to sand level and suitability of beach for roll out of beach access mats. Design ramps to accommodate accessibility users as well as kayak and small water craft users.
- Connect car parks, parklands and playground area with beach via continuous paths of travel so community can easily access and enjoy all facilities.

9.1.5 LITTLE HOWRAH BEACH



Considerations

During 2023 and 2024, Council developed a Master Plan for Little Howrah Beach. The Master Plan included actions that would improve both physical and visual accessibility to the beach.

Little Howrah Beach is a popular and highly visited urban beach, especially for families and kayak users. Existing facilities include informal off road car parking, an accessible ramp to the sand and an accessible public toilet.

At the northern and southern ends of the beach, there are portions of private land that hinder public access.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T2 High level of physical and visual access and supporting infrastructure. Caters to broad range of users and accessibility needs.	Negative Neutral Positive 56% positive	1. Paths 2. Amenities - new or improved 3. Ramps - new or improved 4. Carparking 5. Beach wheelchair



Figure: Land tenureship at Little Howrah Beach

● Crown owned
 ● Council owned



Existing track to Howrah Beach



Existing lookout area



Existing car park on Howrah Road

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Provision of DDA compliant carpark and drop off bays to provide physical and visual access to the beach.
- Consider provision of beach wheelchair onsite for booking and use by community.
- Provision of improved visual access points with shade, shelter and seating.
- Provision of wash down facilities for small watercraft and access equipment.
- Provision of new, accessible amenities including beach showers, foot wash, baby change facilities, family friendly change rooms. Investigate suitability of site for provision of a Changing Places facility.
- Ensure all footpaths and shared path connections are DDA compliant and provide continuous access to all areas of the foreshore.
- Provide DDA compliant ramp and step access to sand level near the main activity area and connect to path network. Design to accommodate accessibility users as well as kayak and small water craft users.

9.1.6 ROKEBY BEACH (WEST)



Considerations

The only public access point for Rokeby Beach is located on Council land at the western end of the beach. An existing boat ramp and two informal tracks provide access to sand level from a large gravel car park area.

Rokeby Beach is identified as a kayak launch point on the Clarence Kayak Trail and is a popular beach for walking, sitting and viewing the water and for launching of small vessels.

In 2024 a Master Plan was prepared for the Council owned land at Rokeby Beach to improve beach access, car parking and supporting infrastructure, especially for kayak users. The upgrade works will be delivered in 2025.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities and activities.	Unknown - not included in Round 1 Consultation	Unknown - not included in Round 1 Consultation



Figure: Land tenureship at Rokeby Beach

● Crown owned
 ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Following implementation of 2024 Master Plan, investigate potential for roll out of a beach access mat at Rokeby Beach to extend accessibility user access along the sand.
- Implementation of the Master Plan, including formalisation of the car park, new kayak wash down facilities, seating with views of the beach, general landscaping and improved beach access points.

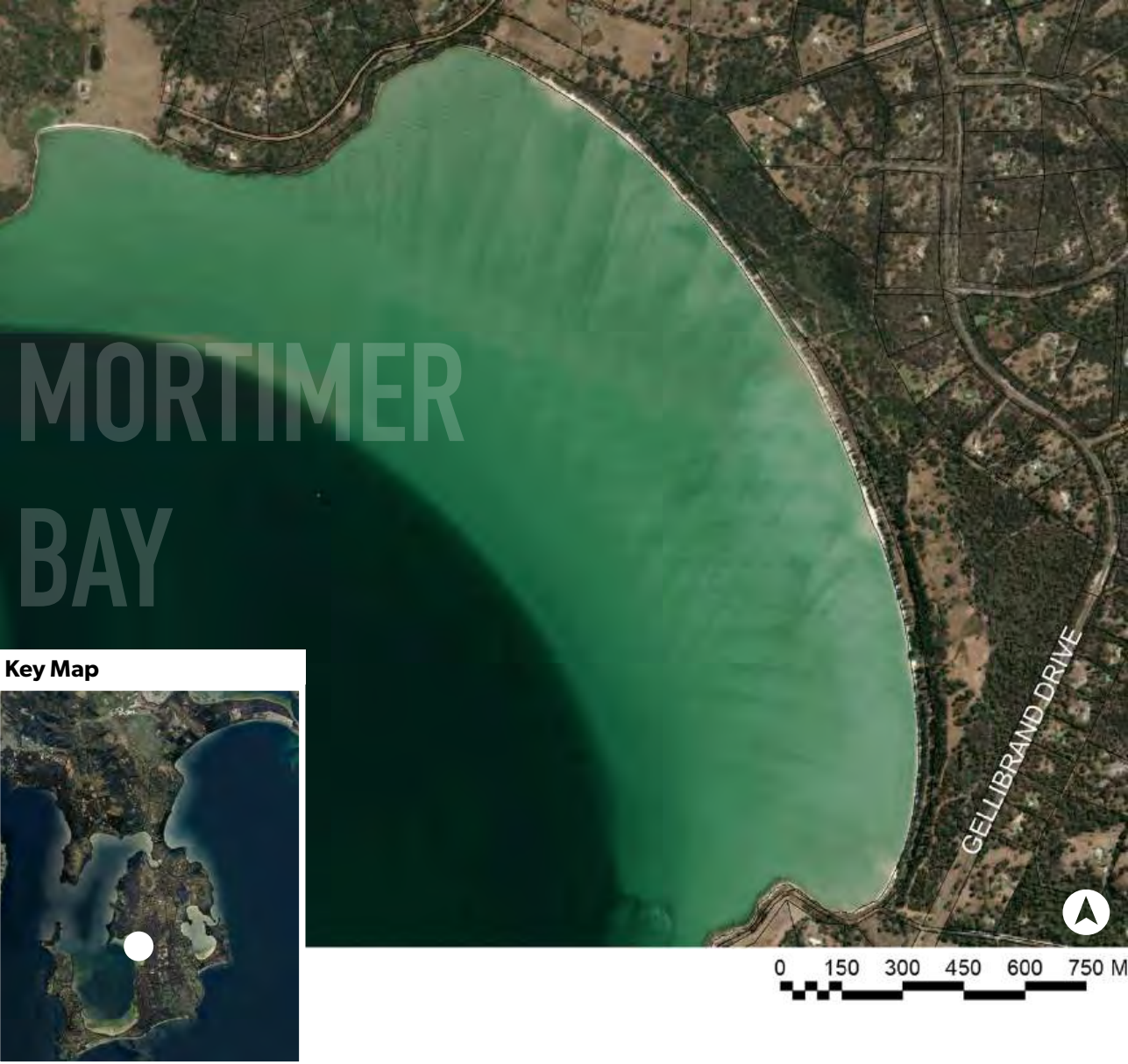


Existing beach access



Existing car park

9.1.7 MORTIMER BAY (GORRINGES BEACH)



Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities and activities.	Negative Neutral Positive 53% positive	1. Paths 2. Viewing areas 3. Maps/brochures 4. Social stories 5. Beach wheelchair



Figure: Land tenureship at Mortimer Bay

● Crown owned
 ● Council owned

Considerations

Mortimer Bay, located along the Tangara Trail, is enjoyed by pedestrians, cyclists, and horseback riders. With car parking available at both ends of the trail, visitors have convenient access to beach, the trail and the bird watching areas.

The flat terrain of Mortimer Bay presents an excellent opportunity for improved access to the beach, making it more inclusive for accessibility users, in particular, the car park at Rifle Range Road which offers both physical and visual access to the beach.

Any proposed works to the area must consider the Mortimer Bay Coastal Reserve Activity Plan to ensure they align with the natural, recreational and cultural values of the area.

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Provision of visual access point with seating at Rifle Range Road car park.
- Improve coastal access point from Rifle Range Road car park to beach to a CAP2 standard.
- Horse access will continue to be provided. Any changes to beach access will be consulted with horse riding groups.

9.1.8 OPOSSUM BAY BEACH



Considerations

Visitors can reach the beach from two main locations owned and managed by Council: Opossum Bay Park and the car park at 24 Spitfarm Road.

There are three additional access points along Spitfarm Road owned and managed by Council, and a staircase to the western corner of the beach from Pier Road that is located on privately owned land. For all access points to Opossum Bay Beach, the steep drop from the street to sand level allows for access via stairs only, or non-compliant sections of ramped path. The existing stairs are narrow and steep, which makes full DDA compliance challenging. However, there are opportunities for improving these stairs to enhance accessibility, ease of use and user safety.

Private land tenure to the high tide mark, steep topography and narrow land parcels are the biggest barriers to provision of compliant access to Opossum Bay Beach.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities and activities.	Negative Positive 47% positive	1. Paths 2. Ramps - new or improved 3. Amenities - new or improved 4. Carparking 5. Viewing areas



Figure: Land tenureship at Opossum Bay Beach

● Crown owned ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Formalisation of Spitfarm Road car park to provide disabled carpark spaces and improved physical and visual access to the beach.
- Provision of comfortable and accessible lookout or beach viewing point for visitors unable to access the beach, including seating, shade and shelter and DDA compliant path connections.
- Investigate options for improving compliance and comfort of users of existing stair access points such as via addition of handrails, tactile indicators, landings and rest points, or improved stair profile design.
- Investigate options for providing step-free access from Opossum Bay Park down to the beach, acknowledging provision of a DDA compliant ramp is unlikely to be possible.



Stair access from Pier Road



Ramp access from Opossum Bay Park



Access from Spitfarm Road

9.1.9 SOUTH ARM BEACH



Considerations

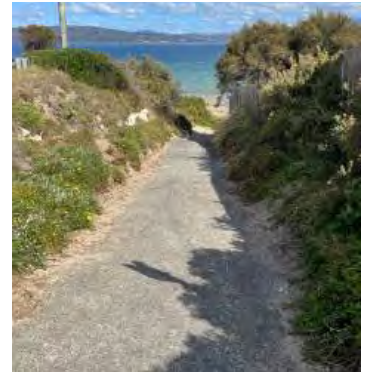
Access to South Arm Beach is via two main points: the northern end at Algona Street and the southern end at Jetty Road. At Algona Street, there is a small informal car park and stair access to the beach located on Crown owned and managed land. The southern end features a car park with disabled parking and public amenities servicing beach users and the South Arm jetty and boat ramp. An existing ramp to the beach from Jetty Road is non-compliant and requires upgrades to enhance accessibility and safety. There are a few smaller access points along South Arm Beach from local streets, as well as a considerable number of informal access points from private properties through the dune environment.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities and activities.	Negative Positive Neutral 54% positive	1. Paths 2. Carparking 3. Ramps - new or improved 4. Amenities - new or improved 5. Viewing areas



Figure: Land tenureship at South Arm Beach

● Crown owned
 ● Council owned



Access from Jetty Road carpark



Saltair Court stairs



Algona Street access point

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Improve pedestrian connections, separation and safety between Jetty Road carparks, public amenities and beach access point.
- Investigate options for providing DDA compliant pedestrian ramp at Jetty Road beach access point.
- Investigate potential locations for provision of beach viewing points with seating overlooking South Arm Beach.
- Existing beach access step infrastructure to be replaced with DDA compliant access solutions when at end of useful life.
- Upgrade informal carparking areas to include formalised car parks and disabled parking bays.

9.1.10 FORT BEACH



Considerations

Fort Beach is accessed via Council land at Blessington Coastal Reserve and a narrow accessway along Blessington Street. Enhancements to the park space at Blessington Coastal Reserve, including improved car parking, pathway connections, and a designated beach access point, would significantly improve both accessibility and the overall user experience of Fort Beach. Additionally, upgrading the secondary access point from Blessington Street would further improve accessibility for local residents.

Currently, access to potable water is limited due to the absence of a water main, posing challenges for the installation of toilet facilities or beach showers; however this issue should be addressed in future planning efforts.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities and activities.	Negative Positive Neutral 29% positive	1. Paths 2. Ramps - new or improved 3. Amenities - new or improved 4. Car parking 5. Viewing areas



Figure: Land tenureship at Fort Beach

● Crown owned
 ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Formalisation of carparking at Blessington Street Park including DDA spaces and footpaths connections to park facilities and beach access point.
- Investigate options for providing DDA compliant ramp access to Fort Beach, or improved step free access to sand level.
- Consider provision of visual access to Fort Beach for visitors unable to access the beach, via seating or small lookout point.
- Existing beach access step infrastructure to be replaced with DDA compliant access solutions when at end of useful life.



Beach access point from Blessington Street Reserve



Beach access path from Blessington Street

9.1.11 HOPE BEACH (ROARING BEACH ROAD)



Considerations

Hope Beach can be reached from two main access points: Roaring Beach Road carpark (owned by Council) and a small parking area off South Arm Road (on Crown owned and managed land). Both points of access present challenges due to their difficult terrain, land tenure, and surface conditions (as illustrated in the photos opposite), which complicate any potential upgrades. While the recommended improvements to the parking area and pathways may not fully meet DDA compliance, they would greatly enhance accessibility for many users.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T4 Limited level of physical and visual access and supporting infrastructure. Caters to a limited range of users and accessibility needs.	Negative Positive Neutral 28% positive	1. Paths 2. Amenities - new or improved 3. Ramps - new or improved 4. Viewing areas 5. Car parking



Figure: Land tenureship at Hope Beach

● Crown owned
 ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Improved car parking areas including upgraded surfacing and layout.
- Improved beach access points between car parks and dunes to remove barriers and provide level, firm surface to support the widest possible range of visitors. Consider options for improving track surface through soft, sandy sections from Roaring Beach car park.
- Consider provision of seating for resting or coastal viewing at suitable locations.



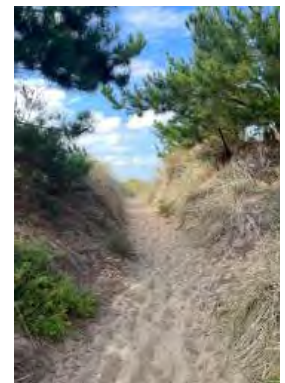
Access point



Existing car park on South Arm Road



Access from Roaring Beach Road car park



9.1.12 CLIFTON BEACH



Considerations

Clifton Beach, managed by the Parks and Wildlife Service, is the only beach in Clarence with a surf life saving club. This unique feature presents the opportunity to significantly improve beach accessibility for all visitors.

There is opportunity to provide comprehensive DDA access to the beach, accessible public amenities and quality beach viewing points. The aim is to create an accessible journey from car park to the hard sand, significantly improving the visitor experience for accessibility users.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T2 High level of physical and visual access and supporting infrastructure. Caters to broad range of users and accessibility needs	Negative Neutral Positive 63% positive	1. Amenities - new or improved 2. Paths 3. Ramps - new or improved 4. Beach access mat 5. Beach wheelchair



Figure: Land tenureship at Clifton Beach

● Crown owned, council leased
 ● Crown owned
 ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Explore options for providing DDA compliant ramp access (or as close to compliant as feasible) from upper carpark and surf club down to beach level.
- Upgrade car park to provide adequate and well located DDA parking spaces and improved pedestrian movement around carpark to beach and surf club. Car park layout and design to support large groups arrival and set down (such as buses) and the drop off and pick up of beach users.
- Provide high quality visual access points with seating and shade/shelter overlooking Clifton Beach to support viewing, especially during events such as surf carnivals. Connect viewing areas with car parking, public amenities and surf club building via DDA compliant footpaths.
- Upgrade public amenities to provide accessible, high-quality toilet facilities including beach showers, foot wash, baby/family change facilities and change rooms.
- Investigate options for providing a Changing Places facility to support public visitors and members of Clifton Surf Lifesaving Club.
- Investigate options for working with surf club to provide beach wheelchairs and beach access mats during peak summer periods and events.
- Existing beach access step infrastructure to be replaced with DDA compliant access solutions when at end of useful life.



Existing ramp from main car park

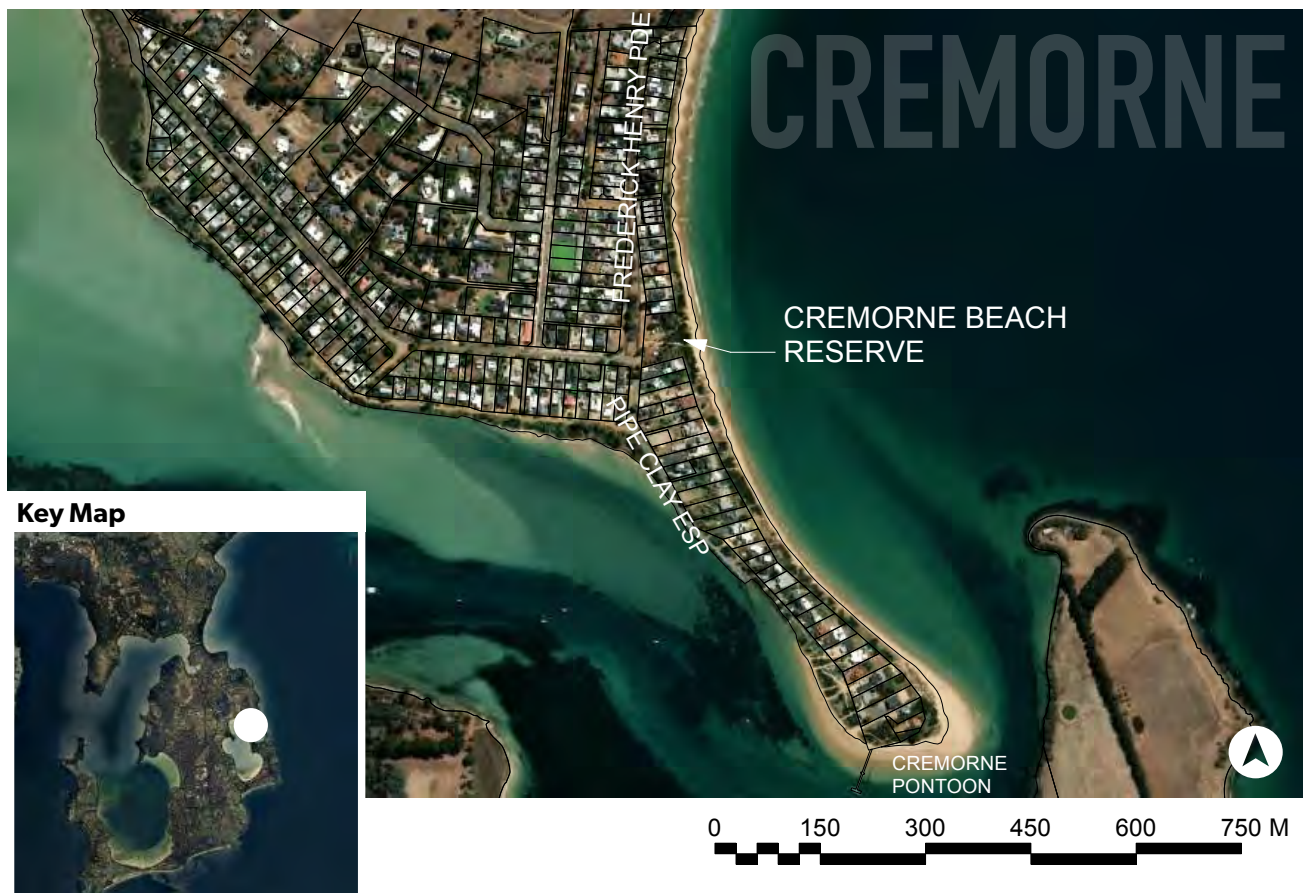


Access point from Life Saving Tower



Existing stairs and lookout area

9.1.13 CREMORNE BEACH



Considerations

Access to Cremorne Beach is via two primary points: pedestrian access from the Clarence Coastal Trail to the north and the Cremorne Beach Reserve. Three accessways also provide connection from Fredrick Henry Parade to the beach for residents. Whilst the community identified new or improved amenities as the key priority, the lack of access to potable water makes provision of facilities such as beach showers or foot wash difficult.

Future enhancements to Cremorne Beach must align with the Cremorne Coastal Reserve Activity Plan (RAP), which outlines management requirements to preserve the natural, recreational, and cultural values of the area.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities and activities.	Negative Neutral Positive 65% positive	1. Amenities - new or improved 2. Paths 3. Ramps - new or improved 4. Carparking 5. Beach wheelchair



Figure: Land tenureship at Cremorne Beach

● Crown owned
 ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Upgrade of Cremorne Beach Reserve as main access point to beach including formalised car park and compliant footpath connections to reserve facilities.
- Upgrade of public toilet amenities when existing facility reaches end of life to consider improved DDA facilities and family friendly change rooms.
- Provision of visual access points overlooking Cremorne Beach including seating for those unable to access the beach.
- Existing beach access step infrastructure to be replaced with DDA compliant access solutions when at end of useful life.
- Upgrade beach access points to provide CAP2 or CAP3 standard as appropriate.



Stair access to the Clarence Coastal Trail



Stair access at northern end of beach



Steep access from Frederick Henry Parade

9.1.14 MAYS BEACH



Considerations

Mays Beach is relatively isolated, making access somewhat challenging. The primary access point is a considerable number of stairs accessed via private property, with limited on-street parking options. Alternatively, visitors can reach the beach by walking along the Clarence Coastal Trail. Upgrading the existing stairs that lead down to the beach from the trail could significantly improve access, enhancing safety and the overall experience for visitors.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T5 Minimal level of access, catering to the least range of users and accessibility needs.	Negative Positive Neutral 44% positive	1. Paths 2. Viewing areas 3. Maps and brochures 4. Social stories 5. Beach wheelchair



Figure: Land tenureship at Mays Beach

● Crown owned ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Consideration to be given to upgrading existing beach access step infrastructure with access solutions that meet Australian Standards when at end of useful life.
- Investigate suitable locations for improved coastal viewing points and seating overlooking Mays Beach.



Stair access to the Clarence Coastal Trail



Stone steps to the Clarence Coastal Trail

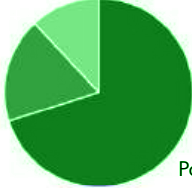
9.1.15 ROCHES BEACH (LAUDERDALE)



Considerations

Roches Beach, Lauderdale, features numerous access points from local streets, primarily equipped with stairs. These access points appear to have been constructed around the same time, which means they all require upgrades simultaneously. However, these stairs mainly serve local residents, as there is no dedicated car parking available, and access is limited to local streets.

The opportunities presented here should be taken into account during the implementation of the Bayview Park and Playground Upgrade Concept Plan (2024).

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T2 High level of physical and visual access and supporting infrastructure. Caters to broad range of users and accessibility needs.	Negative Neutral  Positive 70% positive	1. Paths 2. Ramps - new or improved 3. Amenities - new or improved 4. Beach access mat 5. Carparking

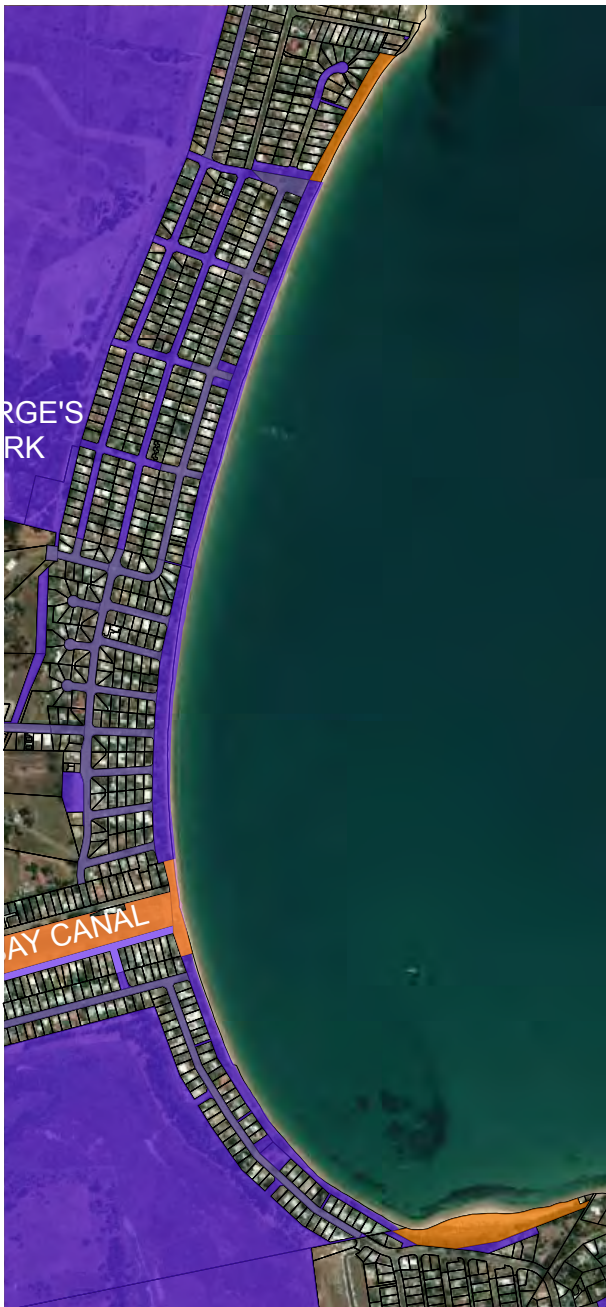


Figure: Land tenureship at Roches Beach (Lauderdale)

● Crown owned
 ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Upgrade car parks at Lauderdale Canal and Bayview Park to provide formalised disabled spaces and compliant path connections to key facilities and beach access points.
- Consider appropriate locations for provision of visual access points along Roches Beach, including wide, DDA compliant paths to seating and lookout points and potential for integration into step and/or ramp access infrastructure.
- Programmed upgrades to Bayview Park to include provision of improved public amenities (including beach shower, footwash, accessible toilets, baby change facilities and family friendly toilet) and upgraded beach access point to support accessibility users and kayak launch.
- Existing beach access step infrastructure to be replaced with DDA compliant access solutions when at end of useful life. Rationalise frequency and location of beach access points to minimise asset burden and support environmental outcomes whilst still providing quality beach access for residents.
- Consider options for strategic replacement of step access point with DDA compliant ramp at key location/s along length of beach.
- Improve connectivity of street and footpath pedestrian network with beach access points to remove and/or reduce access barriers and improve compliance.

9.1.16 ROCHES BEACH (ROCHES BEACH)



Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities and activities.	Negative Neutral Positive 68% positive	1. Paths 2. Amenities - new or improved 3. Ramps - new or improved 4. Beach wheelchair 5. Beach access mat

Considerations

Access to the northern end of Roches Beach is provided via the Clarence Coastal Trail, with the main access point located near the Lauderdale Yacht Club. Enhancing the yacht club car park and improving the access from the car park to the beach aligns with the priorities of the community and would significantly enhance accessibility and overall user experience.

The presence of the yacht club also presents the opportunity for providing a beach wheelchair for visitors to hire and the roll out of beach mats.

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Upgrade and formalise yacht club car park to provide disabled spaces and footpath connections to yacht club, beach access and public toilets.
- Provide visual access points with seating overlooking beach.
- Existing beach access step infrastructure to be replaced with DDA compliant access solutions when at end of useful life.
- Ensure connections between car park, footpaths and public amenities are DDA compliant.
- Consider options for roll out of beach access mat to improve soft sand beach access points and storage of beach wheel chair for booking by community.



Figure: Land tenureship at Roches Beach (Roches Beach)

● Crown owned ● Council owned



Access point at Roches Beach

9.1.17 SEVEN MILE BEACH (TO PLANE WATCHING AREA)



Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T2 High level of physical and visual access and supporting infrastructure. Caters to broad range of users and accessibility needs.	Negative Neutral Positive 68% positive	1. Paths 2. Ramps - new or improved 3. Amenities - new or improved 4. Beach wheelchair 5. Beach access mat



Figure: Land tenureship at Roches Beach (Roches Beach)

● Crown owned ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified:

- Upgrade and formalise gravel car parks or provide drop off bays adjacent to beach access points most suitable for providing DDA compliant access.
- Existing beach access infrastructure to be replaced with DDA compliant access solutions when at end of useful life. Consider options for selective replacement of step access with compliant ramp in suitable locations.
- Consider location options for roll out of beach access mat to improve soft sand access points.
- Future upgrade to park and playground at Lewis Park to provide DDA compliant car parking and footpath network connecting to beach and public amenities. Consider provision of beach viewing point with seating.
- Investigate potential locations for provision of beach viewing points with seating overlooking Seven Mile Beach.
- Investigate options for rationalisation of beach access locations and types in order to consolidate infrastructure and reduce impacts on dune environment.



9.2 Site Wide Opportunities: Coastal Areas Managed By Others

The following pages address each of the coastal areas managed by others. The opportunities included in this chapter present the opportunity for Council to partner with land managers and to advocate for and deliver action items that improve coastal access in the municipality.

Some coastal locations, such as Fort Beach and Hope Beach, have divided ownership and

management responsibilities. Portions of these areas are managed by Council. As a result, opportunities relevant to these sections are addressed in Chapter 9.1.

There are also a number of action items that are applicable to locations across the study area, as summarised below.

Opportunities applicable to all coastal areas managed by others

Communication

- Advocate for clear, accessible signage, including parking, behavioural, wayfinding information and emergency markers and interpretive signage that may display relevant environmental and cultural information.
- Develop an online trip planning resource to support visitors to understand the facilities available and plan a trip to the beach.

Operational and Infrastructure

- Where possible, work with other land managers to assess existing access infrastructure for end of life or structural integrity and upgrade or remove existing damaged and/or degraded infrastructure. Including but not limited to seating, ramps, stairs, handrails, and showers.

Private access

- Private access ways can pose flooding and insurance risks, as well as harm sensitive dune environments. Land managers should collaborate with residents to close and revegetate informal private access points and prioritise using formal access points whenever possible.



Mortimer Bay (Gorringes Beach)

9.2.1 SHELLY BEACH



Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities and activities.	Negative Positive Neutral 37% positive	1. Paths 2. Car parking 3. Ramps - new or improved 4. Amenities - new or improved 5. Beach access mat

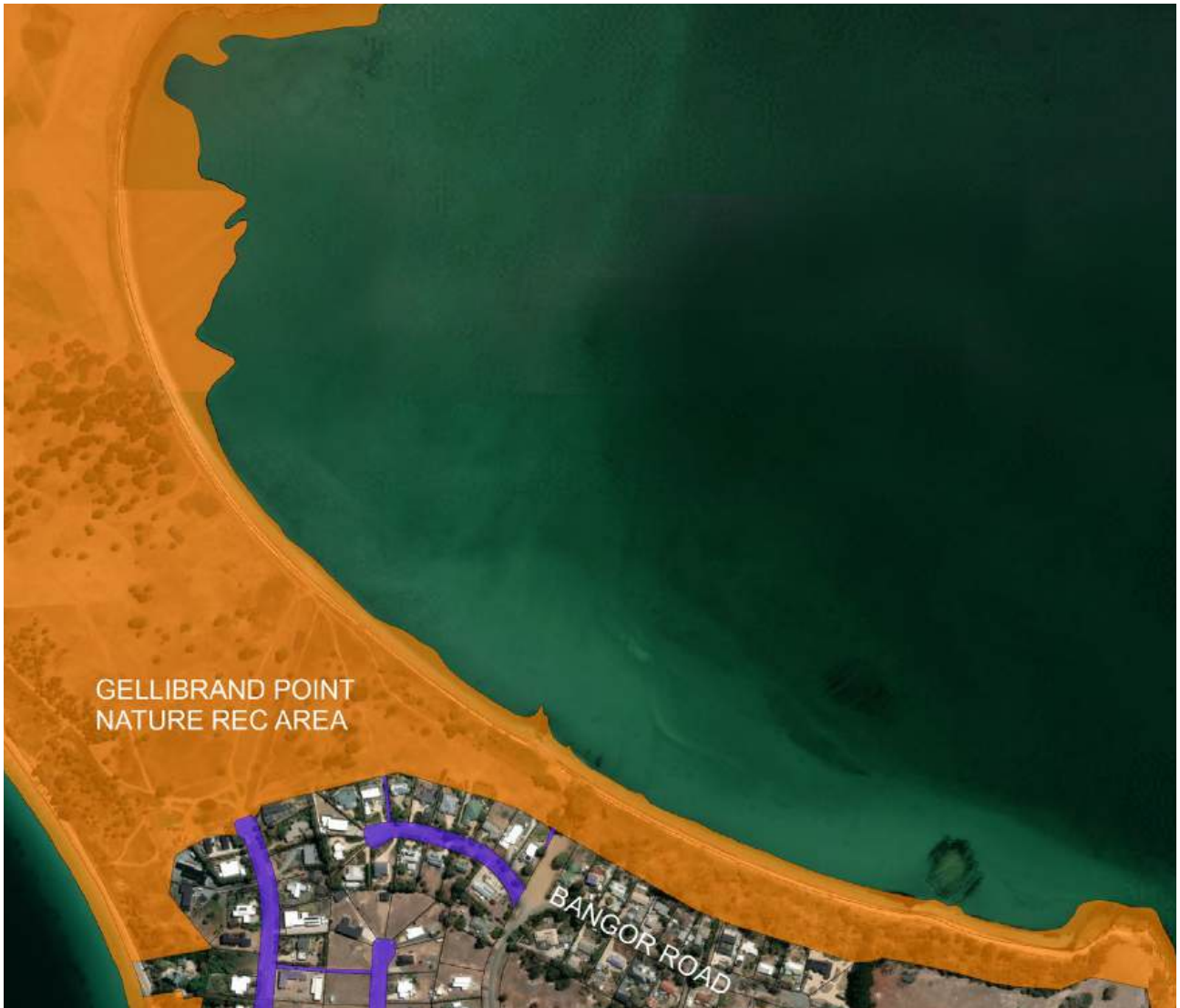


Figure: Land tenureship at Shelly Beach

● Crown owned ● Council owned

Considerations

Shelly Beach is managed by the Parks and Wildlife Service, with the main access point located on Bangor Road, where a small car park provides convenient access to the beach. This car park not only facilitates easy physical access but also offers visual access from vehicles. Enhancing parking facilities and improving this access point will significantly benefit both physical and visual connectivity to the beach.

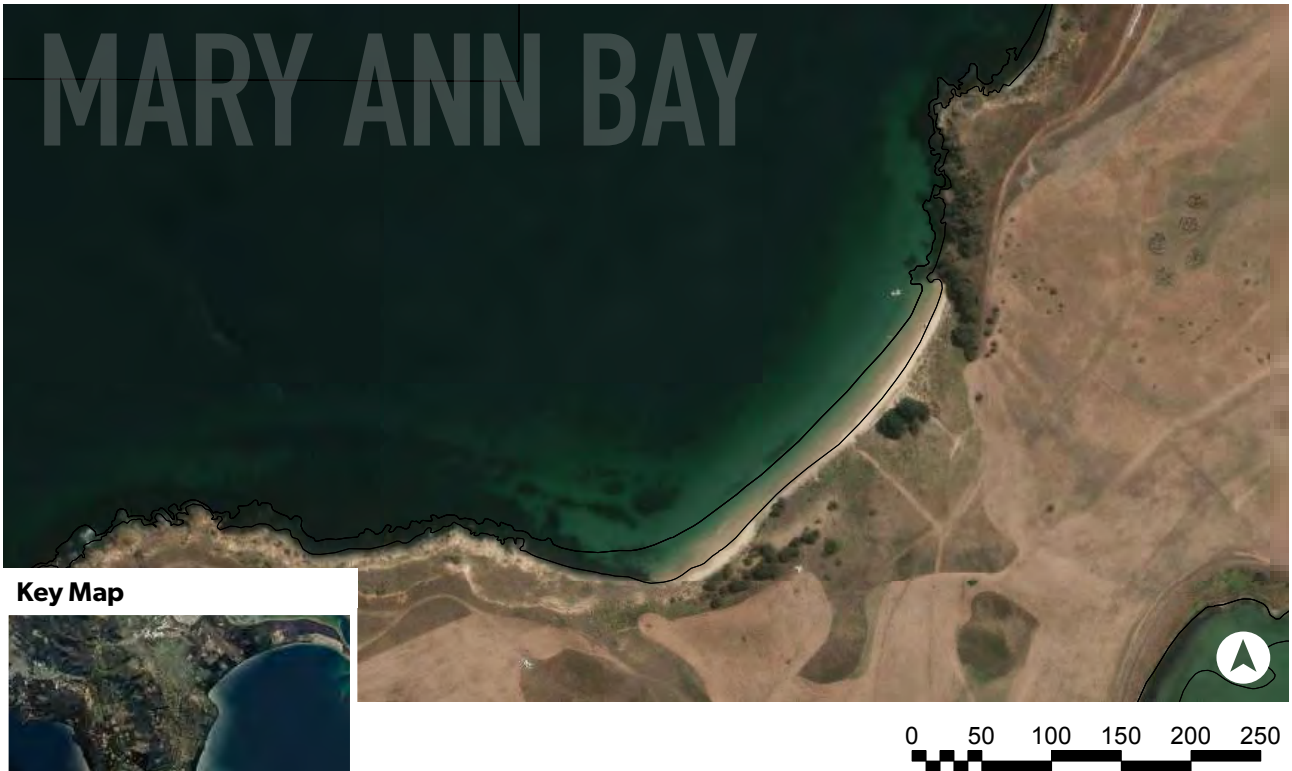
Additionally, the future development of the golf course presents opportunities to establish new access points and supporting amenities.

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified to be advocated for:

- Provide walking trails, access points and seating.
- Visual access points to include a wide, DDA compliant path with shade, shelter and seating.
- Upgrade informal carparks to include formalised car parks and disabled parking bays.

9.2.2 MARY ANN BAY BEACH



Considerations

Mary Ann Bay Beach is managed by the Tasmanian Parks and Wildlife Service and accessible only by walking through the Gellibrand Point Nature Recreation Area. Gellibrand Point is currently undergoing some changes, with the development of the golf course likely to be implemented in the near future. To enhance accessibility, it is essential to engage with the golf course land managers to establish new and maintain existing walking paths and access points to Mary Ann Bay Beach.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T5 Minimal level of access, catering to the least range of users and accessibility needs.	Neutral Negative Positive 44% positive	1. Paths 2. Viewing areas 3. Maps and brochures 4. Social stories 5. Beach wheelchair

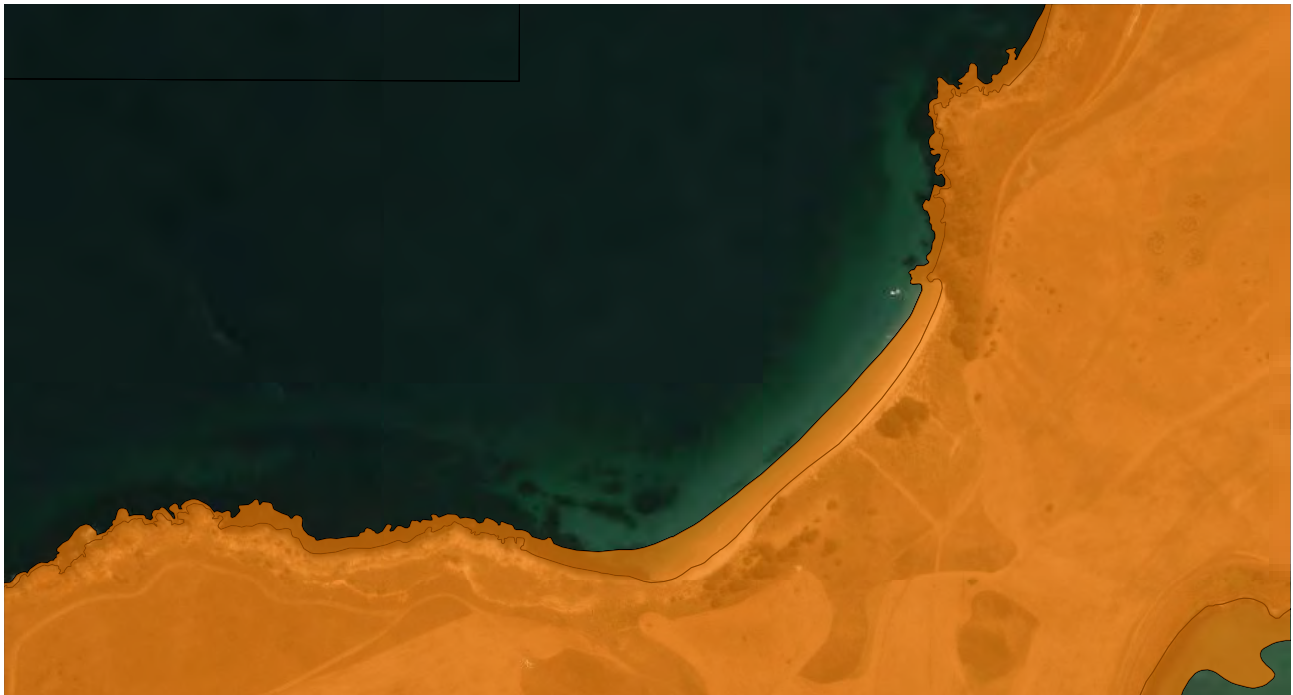


Figure: Land tenureship at Mary Ann Bay

● Crown owned
 ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified to be advocated for:

- Provide walking trails, access points and viewing/rest points with seating.



Entry to the area



Access paths

9.2.3 MITCHELLS BEACH



Considerations

Mitchells Beach is currently accessed by walking through the Gellibrand Point Nature Recreation Area or from Spitfarm Road, both of which have limited accessibility. The upcoming development of the golf course offers valuable opportunities to create additional access points and supporting amenities. Given its proximity to the Gellibrand Point Nature Recreation Area parking area, any upgrades made in this region will significantly enhance access to Mitchells Beach.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T4 Limited level of physical and visual access and supporting infrastructure. Caters to a limited range of users and accessibility needs.	Negative Positive Neutral 27% positive	1. Paths 2. Ramps - new or improved 3. Amenities - new or improved 4. Car parking 5. Beach access mat



Figure: Land tenureship at Mitchells Beach

● Crown owned
 ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified to be advocated for:

- Provide walking trails, access points and viewing/rest points with seating.
- Investigate opportunities for provision of formal public car parking area to Spitfarm Road or via golf course development.



Gellibrand Reserve carpark



Existing access from Spitfarm Road

9.2.4 GLENVAR BEACH



Considerations

Access to Glenvar Beach is restricted due to two main reasons. Firstly, the subdivision layout has resulted in private properties situated directly along the beach and with no public car parking and very limited on street parking, and Council does not own the single public accessway connecting from the road to the beach. Secondly, the significant change in elevation from Gellibrand Lane to beach level restricts options for compliant access. These issues greatly limit potential options for improving access to Glenvar Beach.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T5 Minimal level of access, catering to the least range of users and accessibility needs.	Negative Positive Neutral 28% positive	1. Paths 2. Ramps - new or improved 3. Amenities - new or improved 4. Car parking 5. Viewing areas



Figure: Land tenureship at Glenvar Beach



Crown owned



Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified to be advocated for:

- Existing beach access infrastructure to be replaced with DDA compliant access solutions when at end of useful life.



Path access from Gellibrand Lane

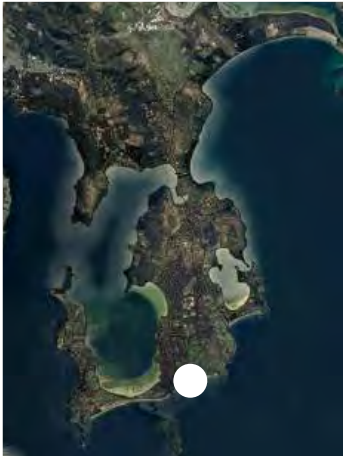
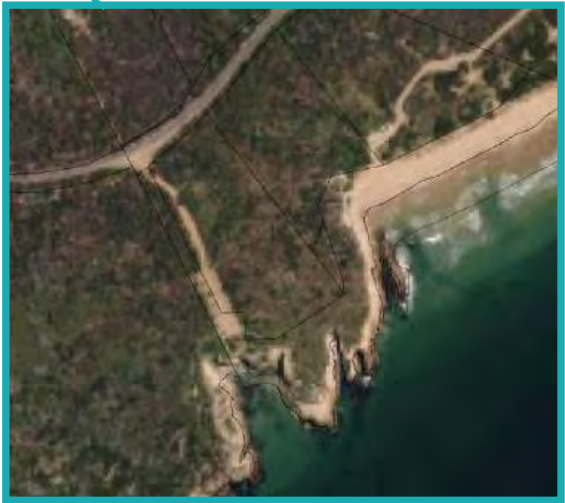


Existing stairs to beach

9.2.5 CALVERTS BEACH



Key Map



Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities and activities.	Negative Positive Neutral 41% positive	1. Paths 2. Amenities - new or improved 3. Car parking 4. Ramps - new or improved 5. Viewing areas

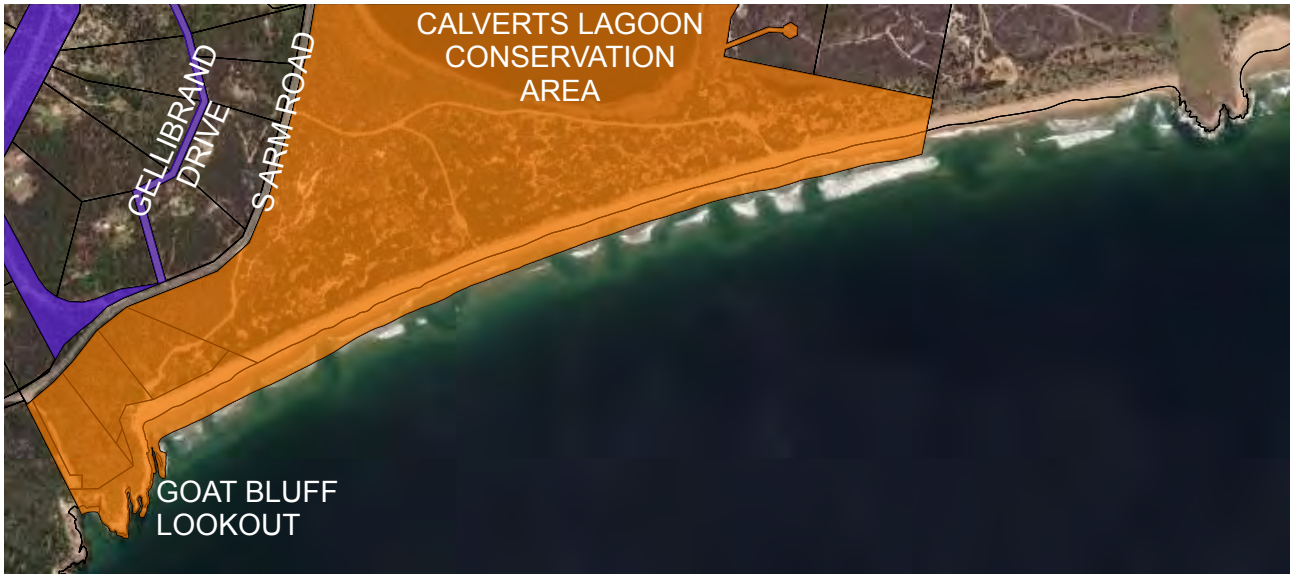


Figure: Land tenureship at Calverts Beach

● Crown owned ● Council owned

Considerations

Calverts Beach, popular among surfers, is managed by the Parks and Wildlife Service. The terrain and access from the parking areas to the beach pose challenges for implementing DDA-compliant access. However, upgrades to the Goats Bluff Lookout could offer visual access to Calverts Beach for users with accessibility needs. The parking area at the western end of the beach has the potential to enhance accessibility, while the other two access points are narrower, steeper, and farther from the parking areas, making it more difficult to create compliant access.

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified to be advocated for:

- Provide walking trails, access points and seating.
- Existing beach access infrastructure to be replaced with DDA compliant access solutions when at end of useful life.
- Visual access points to include a wide, DDA compliant path with shade, shelter and seating.
- Upgrade informal carparks to include formalised car parks and disabled parking bays.



Access from car park to Goat's Bluff Lookout



Access point from the car park at south western end of Calverts Beach

9.2.6 FIVE MILE BEACH



Considerations

Five Mile Beach, managed by the Parks and Wildlife Service, is recognised as an environmentally significant area. Its relatively flat terrain offers an opportunity to enhance accessibility through targeted upgrades. Improvements to the car park, the pathway leading from the car park to the beach, and the supporting amenities have the potential to create a more inclusive environment.

By implementing these upgrades, inclusive access can be significantly improved while also enhancing the overall visitor experience for all users.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities and activities.	Negative Positive Neutral 40% positive	1. Paths 2. Amenities - new or improved 3. Car parking 4. Ramps - new or improved 5. Maps and brochures



Figure: Land tenureship at Five Mile Beach

● Crown owned ● Council owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified to be advocated for:

- Existing beach access infrastructure to be replaced with DDA compliant access solutions when at end of useful life.
- Ensure footpaths and trails are DDA compliant.
- Visual access points to include a wide, DDA compliant path with shade, shelter and seating.
- Upgrade informal carparks to include formalised car parks.
- Potential for provision of public amenities including toilets.
- Horse access will continue to be provided. Any changes to beach access will be consulted with horse riding groups.



Access to path from Five Mile Beach Picnic Reserve car park



Beach access point

9.2.7 MUSKS BEACH



Considerations

Musks Beach is accessed by an informal walking track on road casement land, extending 150m from the end of Bezzants Road to the beach. All other land bounding Musks Beach is private, or Crown owned. The access track is an unformed vehicle track with areas of soft sand, erosion and steep grades down to the beach. The beach receives very low use and is mostly enjoyed by residents walking the beach and arriving by foot. There is limited space available at the end of Bezzants Road to accommodate vehicle parking and cars parked on road edges impede on turning space in the dead-end road.

Coastal Access Classification (refer to Chapter 7)	Community Perception of Existing Access	Community Priorities (in order of desirability)
T5 Minimal level of access, catering to the least range of users and accessibility needs.	Unknown - not included in Round 1 Consultation	Unknown - not included in Round 1 Consultation



Figure: Land tenure at Musks Beach

● Crown owned

Site Opportunities

In order to reach/maintain the desired classification, the following opportunities have been identified to be advocated for:

- Work with property owners adjacent to and north of Musks Beach to investigate long term options for providing a coastal track linking north to Shelly Beach.
- Consideration to installing vehicle controls at the end of Bezzants Road and limiting vehicle access to Musks Beach, in consultation with impacted property owners.
- Improved access track surface.



Beach access points

Appendices

Appendix A: Strategic Context

Document	Summary	Relevance
Climate Change Impacts on Clarence Coastal Areas 2008	Clarence City Council recognises that climate change is a reality and has taken the decision to assess risk, risk perception and vulnerability of the City to climate change events in foreshore areas, to explore adaptation options and to find out how to best communicate with its residents about the issue. The purpose of this study is to provide an integrated assessment of climate change risks on coastal areas which included: • an assessment of 17 localities and infrastructure within the City which may be vulnerable to coastal hazards, both at present and into the future. Coastal hazards have been assessed for the present day, 2050 and 2100. • an investigation of adaptive management options in response to present and future coastal hazards.	A number of sites identified in this document as at risk are beaches being assessed in the Coastal Access Strategy: • Priority areas currently at risk: Roches Beach/ Lauderdale, Cremorne, Bicheno Street (Clifton Beach) • Areas with medium term risk (25-75 years): Clifton Beach, South Arm Beach (Half Moon Bay), Bellerive Beach • Areas with longer term risk (75 years+): Seven Mile Beach, Howrah and Little Howrah Beaches, Mays Beach, Opossum Bay, Glenvar Beach, Hope Beach Key infrastructure at risk from coastal hazards were identified at the following locations: • Bellerive Beach • Bicheno St, Clifton Beach • Clifton (Ocean) Beach (western 500 m only) • Cremorne (Ocean) Beach • Hope Beach (South Arm Neck) • Howrah and Little Howrah Beaches • Opossum Bay • Roches Beach, Lauderdale • Seven Mile Beach – western 1 km only • South Arm Beach
Public Open Space Asset Management Plan, 2018	The objective of the Public Open Space Asset Management Strategy is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements and to communicate funding needed to provide the required levels of services of a 20 year planning period	Sites included in this study are discussed in the Open Space Asset Management plan including: • Establishing a regional park at Bellerive Beach and minor regional parks at Clifton Beach, Cremorne, Lauderdale, Opossum Bay, Seven Mile Beach and South Arm. This should include play equipment, shade/ sheltered areas, and picnic/ BBQ facilities • Providing walking tracks, rubbish bins, parking facilities, picnic areas and seating at the following 'natural areas': » Mortimer Bay Coastal Reserve » Roches Coastal Reserve » Bellerive-Howrah Coastal Reserve » Seven Mile Beach Coastal Reserve » Opossum Bay Coastal Reserve » First Bellerive Bluff Foreshore Reserve » Lauderdale Coastal Reserve » Cremorne Coastal Reserve » Clifton Beach Foreshore Reserve

Document	Summary	Relevance
Public Open Space Policy 2013	This strategy aims to establish an open space network that provides for a range of active and passive recreation opportunities that is accessible, fit for purpose, enhances the natural and cultural resources of the City, and offers an amenable environment for all forms of active and passive recreation. The Open Space Policy highlights the important contribution that open spaces provide communities, including 'linear linkages' such as trails and paths	Of relevance to this study are the following objectives: • Ensure open space systems are connected by a network of off-road transport routes and trails, facilitating nonmotorised transport • Accommodate multiple use where possible, included shared-trails to cater for a range of compatible user groups, and consolidating resource input • Provide enhanced opportunities for people with mobility impairment
Tracks and trails Strategy 2012	The tracks and trails network aims to provide diverse and sustainable recreational opportunities for residents and visitors, showcasing and connecting the coast, bushland, and urban environments within the City. The following key approaches were employed to assist in the planning, development, management and promotion of a sustainable and integrated tracks and trail network. 1. Comprehensive and integrated planning; 2. Innovative and sustainable development; 3. Adoption and communication of consistent tracks and trails classification systems; 4. Commitment to ongoing maintenance; 5. Provision of information about and promotion of tracks and trails; 6. Provision of funding and resources use for trail planning, development, management and maintenance; and 7. Working in partnership with other land managers, community groups and volunteers.	This strategy outlines improvements to trails as a part of their objective to provide different types of quality open space, which is of particular relevance to this study. Recommendations include: • Provide multi-use (shared-use) trail opportunities as a first priority. • Implement a consistent approach to tracks and trails signage across the City, including the design/style of signage, and the type and amount of information provided. • Adopt universal track classification systems to guide design, and assign and describe the level of difficulty in order to Classify multi-use trails • Continue to develop and distribute information including printed material and updated online information. • Integrate tracks and trails, including non-motorised transport planning into all relevant facets of Councils planning, development and maintenance roles (e.g. planning scheme development and review, transport plans, and operational plans). • Work in partnership with other land managers to maintain tracks and trails network in a sustainable way.

Document	Summary	Relevance
Community Health and Wellbeing strategy 2013-2018	The Community Health and Wellbeing plan identifies a range of strategies and actions that can be taken to strengthen and improve the physical, mental, and social wellbeing of the community. These strategies build on the unique strengths of both the region and the people in the city and reflect the aspirations of the community, taking into consideration feedback from community participation processes and research. The key domains are: 1. Enhancing livability 2. Promoting health 3. Care for our place 4. Enhancing connectivity, community participation and lifelong learning 5. Promoting and enhancing safety	Relevant to this study are the following points, aimed at supporting local communities to build on existing capacity and progress their health and wellbeing: • Investigate the need for, feasibility and potential sites to provide for a regional undercover recreation area for poor weather play • Promote location of public toilets and parent-friendly facilities with maps and good signage • Ensure public art is strategically integrated into natural areas, established built environments and any significant new developments in Clarence • Develop and promote council's recreational facilities • Manage public and council awareness of and response to risks associated with climate change • Improve transport safety corridors for cyclists
Access and Inclusion Plan 2021-2025	This plan focuses on access and inclusion from the perspective of people with a disability, but it is about the lived experiences of all of us. The objectives include: • Leading a culture of continuous improvement. • Engaging with the community. • Connecting with services and organisations. • Ensuring council information, communications, and events are inclusive and accessible. • Increasing participation in the cultural life of the city. • Designing universally inclusive environments. • Ensuring active and passive recreational facilities are inclusive for all abilities. • Providing all abilities access to beaches. • Providing adequate accessible parking. • Improving pedestrian crossings. • Enhancing activity areas. • Improving street lighting. • Upgrading footpaths and pavements for accessibility.	To support the people with disability within the community the following relevant challenges, opportunities and emerging priorities have been identified: • Population growth and an ageing population. • Increasing prevalence of dementia. • Improving communication channels and processes involving staff and people with lived experience in planning and design. • Old infrastructure. • Creating better beach access. • Increasing accessible parking. • Defining a clear policy and vision for council addressing social inclusion issues, including demonstrating a commitment to access and inclusion for people with disabilities. • Helping to improve transport options

Document	Summary	Relevance
Age Friendly Clarence Plan 2018-2022	The key themes of the Age Friendly Clarence Plan are: • Plan for, and provide, liveable environments for people of all ages and abilities • Develop and deliver services, programs and activities that increase social connections and support • Support health and wellness across the life course within people's functional capacities • Create opportunities across the City for celebrating the diversity of people of all ages • Support lifelong learning, creativity and employment opportunities for people to accomplish and contribute	Of particular relevance to this study are the strategic recommendations outlined in the action plan: • Raise awareness of the importance that mobility, or being mobile, is important for people as they age • Acknowledging that new technologies and the increased use of mobility scooters, electric bikes and trikes are viable transport options. • Plan for and provide connected multi-use pathways and safe road crossings in key areas. • Planning for and providing ways that increase shade in the community • Work across council and with other councils to develop a strategic and responsive approach to transport solutions
Community Engagement Policy 2020	This policy outlines Council's commitment and approach to community engagement which includes: • Demonstrating accountability and transparency in engagement practices; • Empowering decision makers through appropriate community engagement; • Encouraging and providing opportunities for the community and stakeholders to contribute to information gathering and decision-making processes; • Enhancing community knowledge about how council operates; • Enabling council to make appropriate decisions by considering the impacts on its communities and stakeholders, and by seeking to balance short and long term competing interests; • Building confidence in decisions made by council; • Being clear when the council is the ultimate decision maker; • Fulfilling council's statutory and fiduciary obligations in accordance with relevant legislative requirements.	Community engagement will be undertaken in accordance with the following principles: • Communicate openly and in a timely way, and in plain English; • Have a planned approach to community engagement activities; • Provide information and opportunities for community involvement that are meaningful, inclusive, accessible, and seek a diverse range of perspectives; • Be clear about how much opportunity there is for stakeholders to participate through the consultation process and to contribute to a decision; • Ensure processes conform with relevant statutory requirements; • Ensure Aldermen have to opportunity to provide input reflecting community views and expectations into the consultation and engagement planning process; • Use a variety of engagement/consultation techniques to engage with relevant communities and stakeholders; • Keep the community and stakeholders informed, including reasons for decisions; • Ensure that all contributors community activities are informed of the outcomes; • Review completed community engagements to identify opportunities to improve council engagement practices • Retain records in accordance with relevant statutory requirements

Document	Summary	Relevance
Natural Areas Activity Plan (Cremorne Coastal Reserve) 2019-2029	The Cremorne Coastal Reserve Activity Plan aims to: • Ensure the Reserve is sustainably managed to preserve and enhance its natural, cultural and social values; • Identify priority management activities to be undertaken within the Reserve by the Council and/or volunteers and contractors • Encourage community engagement through raising awareness of the Reserve's values and encourage activities that will minimise threats to these values.	Of particular relevance to this study are the strategic recommendations outlined in the management plan: • Rehabilitate duplicate pedestrian access paths to Cremorne Beach. • Upgrade the existing access trail through the dunes to Cremorne Beach. • Remove existing retaining wall structure at the southern end of Cremorne spit, and investigate possibility of replacing it with a raised boardwalk. • Discourage access through remnant saltmarsh and other pockets of native vegetation. • Formalise a small number of parking nodes along Pipe Clay Esplanade. Ensure designated beach access trails through dunes are well-designed, marked, and convenient. • Rationalise pedestrian access to the foreshore along Pipe Clay Esplanade. • Formalise the existing informal path along the lagoon-side of Cremorne spit.
Natural Areas Activity Plan (Seven Mile Beach) 2019-2029	The objectives of the Seven Mile Beach Coastal Reserve Activity Plan are to: • Ensure the Reserve is sustainably managed to preserve and enhance its natural, cultural and social values; • Identify priority management activities to be undertaken by Council and/or volunteer groups as resources become available during the period 2019-2029; and • Encourage community engagement through raising awareness of the Reserve's values and encourage participation in activities to minimise threats to these values.	Of particular relevance to this study are the strategic recommendations outlined in the activity plan: • Construct a compacted gravel walking track through the Reserve along the existing sand track running parallel to Seven Mile Beach and Surf Road. • Upgrade the track network connecting to and within the proposed Single Hill Bushland Reserve. • In consultation with the community, assess and prioritise the need for shade structure across all Seven Mile Beach park locations • Develop and implement a landscape plan for Day Use Area 1, including consideration for a shade structure, upgraded seating, barbeque area and rationalisation of car parking. • Install signage to direct people to toilets at beach access locations that are in proximity to the toilet block. • Develop a Master Plan for the upgrade of Lewis Park involving extensive community consultation. • Develop a landscape plan for the upgrade of the recreational facilities at the junction of Lewis Avenue and Esplanade.

Document	Summary	Relevance
Seven Mile Beach Local Area Plan 2023	The Local Area Plan aims to: • Set out plans to guide the delivery of quality urban environments in accordance with State and Local policy. • State the vision for how land should be developed and desired outcomes. • Outline the objectives and strategies for land use and development, open spaces, recreation, commercial and community services and facilities, to meet the needs of the community and visitors. • Guide urban design and treatments for streetscapes, public spaces and infrastructure and identifies any new requirements. • Assist in identifying capital works and community service investments.	The relevant placemaking and public realm objectives and strategies are: • To prioritise safe and accessible pedestrian movement and amenity • Construct universally accessible paths to the flattest part of the beach • To establish a transport network that encourages walking and cycling • Develop a Landscape Plan for streets and key recreational reserves • To incorporate active transport infrastructure, including shade, bike racks and community facilities. • To integrate the existing parking areas safely. Consider the allocation of multi-purpose parking which can be used as overflow parking for peak times, and for events/temporary uses at other times. • Provide educational/informative signs/plaques to public spaces. • Carefully design facilities to be sustainable and accommodate coastal processes and sensitive environments. • To develop pedestrian connections between key open space areas. • To upgrade existing open space areas to cater for community recreation needs.
Bushland and Coastal Strategy 2011	This Strategy highlights the importance of natural areas to the health and wellbeing of the community, as well as for the conservation of biodiversity with the following objectives: • Identify and describe the key management issues; • Engage stakeholders and the community in identifying issues and actions; • Present prioritised, strategic actions to address issues in the short, medium and long term; • Provide the foundation for new and stronger partnerships that secure resources; • Assist Clarence City Council and stakeholders to prioritise management investment.	In response to these objectives a number of relevant actions are proposed: • Management of the needs of various users while protecting biodiversity; • Planning that incorporates design for active communities, health and wellbeing; and Management of impacts of recreational use through properly located and maintained facilities; • Adopt the 'healthy parks, healthy people' philosophy, connecting the conservation of biodiversity and natural areas with community health and wellbeing programs; • Evaluate the adequacy of recreation infrastructure in the natural area network; • Investigate opportunities to link tracks and trails initiatives with wider natural area management through developing integrated land management planning for the broader trail network.

Document	Summary	Relevance
Active Living Strategy 2022-2032	The vision for this strategy is to provide opportunities for healthy and active living, accessible to all in the community, through enhancing amenity and access to the natural environment, together with providing diverse parks, tracks, trails and sport, fitness and leisure facilities. It aims to give everyone in the community the opportunity to enjoy active living and to support improved health and wellbeing.	The relevant objectives recommended in this strategy are: • Ensure the open space framework provides for all ages and all abilities, social amenity and connections and identifies local, regional and district design and amenity standards; • Continue development and implementation of reserve activity plans; • Provide for improved connectivity and opportunities for active transport between spaces and places; • Develop a strategy to activate our coastal trail to enhance use and amenity; • Ensure provision of suitable land for physical activity and leisure in the planning framework; • Identify locations to develop formal walking and jogging circuits with features to support increased vigorous activity for all ages and all abilities and all-day and year-round use; • Support community participation in the care and maintenance of public facilities and spaces; • Provide inclusive places and spaces; • Provide opportunities for free and low-cost activity to reduce barriers to participation; • Engage with our youth, older adults, and people with a disability to understand how to support increased physical activity; and • Ensure individual and social activities are provided equitable access to facilities and spaces.
Tracks and Trails Action Plan 2015-2020	The purpose of this Action Plan is to guide the development of tracks and trails within Clarence. The plan identifies potential improvements and provides an overview for identifying opportunities for future trails. The vision is for the tracks and trails network to provide diverse and sustainable recreational opportunities for residents and visitors, showcasing and connecting the coast, bushland and urban environments within the city.	The relevant objectives recommended in this Action Plan are: • Integrated and needs-based tracks and trails planning • Innovative and sustainable tracks and trails development • Commitment to ongoing maintenance of tracks and trails • Efficient funding and resources use for trail planning, development, management and maintenance • Working in partnership.
Clarence Kayak Trail 2018	The purpose of this document is to provide information to help plan for a kayak trip. It breaks the Clarence Kayak Trail into eight coastal sections and provides: • a brief description of the coastline; • where the launching points are; • an estimate of the distance you might paddle; • an indication of the grading or skill level for this section of the coastline; • the hazards to be aware of; • the facilities accessible off the Trail; and • the key points of interest along the coastline.	The relevant information in this document includes: • Existing facilities around the coast; • Physical characteristics of the coast • Kayak access points

Document	Summary	Relevance
Bayview Park and Playground Upgrade Concept Plan 2024	The purpose of this Concept Plan is to provide an overview of a design concept for Bayview Park at Roches Beach, Lauderdale.	The relevant information in this Concept Plan includes: Council plans for additional amenities and infrastructure in this location, including additional carparks, play equipment, paths, toilet block, bus stop and kayak wash down station.
Little Howrah Beach Masterplan 2023	The purpose of this Masterplan is to: - Support the needs of existing users and future visitors to Little Howrah; - Make Little Howrah a more accessible and inclusive space for all users; - Create high quality public spaces and amenities; - Integrate opportunities for biodiversity - Manage the impacts of a changing climate, sand movement and waterway health.	The relevant objectives recommended in this Masterplan are: - Using principles of accessible and inclusive design, access to the beach and foreshore is exemplar. The beach can be accessed by all users. Ramps, accessible pathways, accessible toilets, and seating areas will cater to a variety of users. - A connected coastal foreshore walk, and boardwalk allows the community to access the foreshore and link into the Clarence Foreshore Trail. - Little Howrah beach will be connected to the wider transport network with safe and accessible bus stops and parking areas. - The foreshore will be attractive with seating areas, shade structures, and lookout points for residents to stroll along the beach. - Improved facilities for recreational users including kayaking and paddle boarding. Allowing visitors to make the most of the waterfront location. - Comfortable and inviting gathering spaces such as plazas, picnic areas, and shaded seating that encourage social interaction and connection. - A sense of connection to the water will be enhanced through access points, recreation facilities, and places to stop and sit. - Views will be celebrated with increased opportunities to sit and look out over the water and towards the mountain. - Little Howrah is prone to sand movement. If beach nourishment is necessary in the future, employ environmentally-friendly methods and monitor the impact on nearshore ecosystems. Aim for a balanced approach that maintains natural sediment transport processes. - Implement environmentally sensitive building practices that minimize disturbance to the coastal ecosystem.
Bellerive Beach Park Masterplan 2015	The purpose of this Masterplan is to: Provide an overview of the design for Bellerive Beach Park	The relevant objectives recommended in this Masterplan are: - Pedestrian and vehicular circulation of the area - Potential locations for accessible amenities and infrastructure - Existing access points and potential improvements
Bellerive Beach Park Masterplan (Revised Design - Western End) 2015	The purpose of this Masterplan is to: Revise the original masterplan to amend carparking and path design	The relevant objectives recommended in this Masterplan are: Pedestrian and vehicular circulation of the area

Document	Summary	Relevance
Notice of Motion - Ald Ewington Bellerive Beach Pavilion 2020	The purpose of this Notice of Motion is for Council to initiate a review of the master plan for Bellerive Beach and surrounds with consideration given to the addition of a “bathers pavilion” and other associated amenities including, but not limited to a café/restaurant, a public beach promenade, public DDA compliant toilets and showers, a possible equipment hire facility and other amenities to enhance the recreational, sporting and cultural/ arts events that are currently held, or could be added to the beach, park, foreshore coastal trail and surrounds.	The relevant information in this Notice of Motion is: • There is potential for the aforementioned facilities to be included in the Bellerive Beach Park.

Appendix B: Demographics

The 2023 Estimated Resident Population for City of Clarence was 63,663, with a population density of 168.8 persons per square km. Since the previous year, the population has grown by 0.92%, higher than the overall population growth in Tasmania, which was 0.37%.

The following graph highlights the population growth Clarence City Council has experienced over a 17 year period, increasing by approximately 13,319 people since 2006.

The following Figure 2 and Figure 3 show the population divided into age categories reflecting typical life-stages. This is useful in determining the varying level of demand for services that may be required by people at differing stages in life, and how that demand is changing over time. For example, it can be determined that as the number of people over 70 years of age increases, services and infrastructure that meet the needs of a less mobile population will need to be provided.

The most prominent changes in the age structure in Clarence between 2016 and 2021 were:

- Young workforce (25 to 34) (+2,405 people)
- Seniors (70 to 84) (+1,583 people)
- Parents and homebuilders (35 to 49) (+1,106 people)
- Empty nesters and retirees (60 to 69) (+615 people)

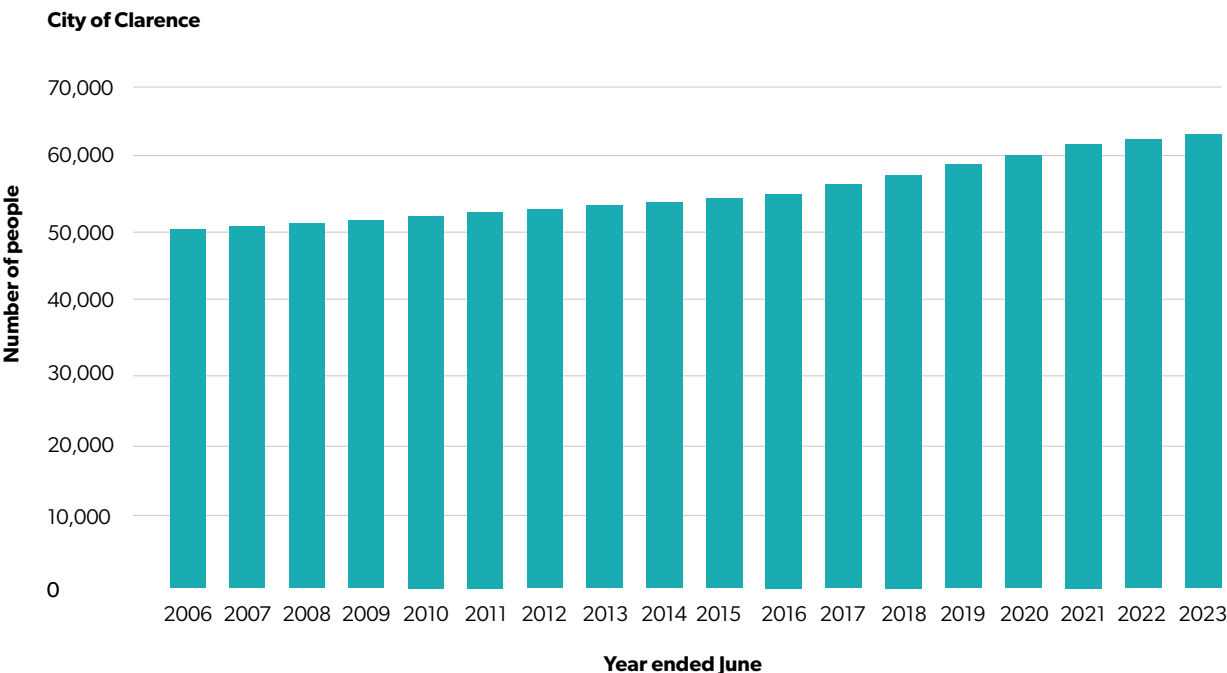


Figure 1. Estimated Resident Population (ERP)
Source: Australian Bureau of Statistics, Regional Population Growth, Australia (3218.0). Compiled and presented by .id (informed decisions)

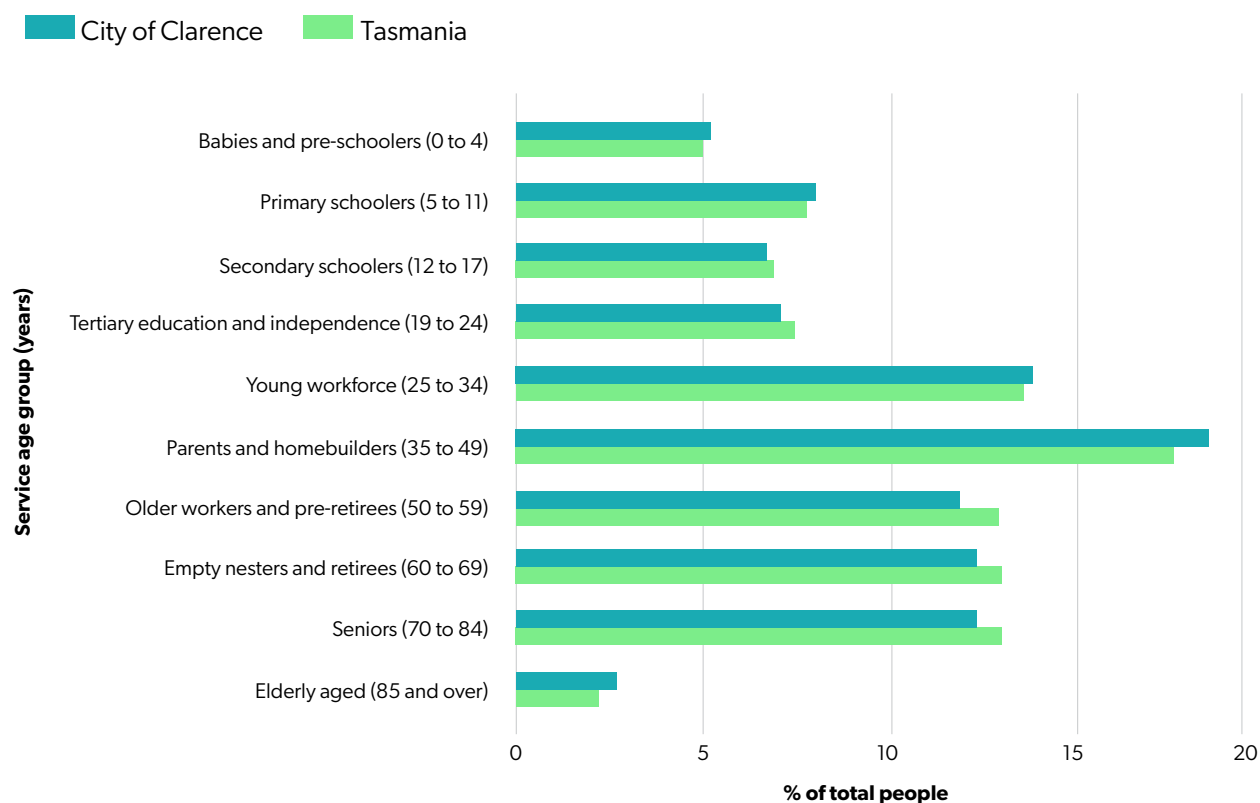


Figure 2. Age Structure - Service Age Groups, 2021

Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residence data). Compiled and presented in profile.id by .id (informed decisions).

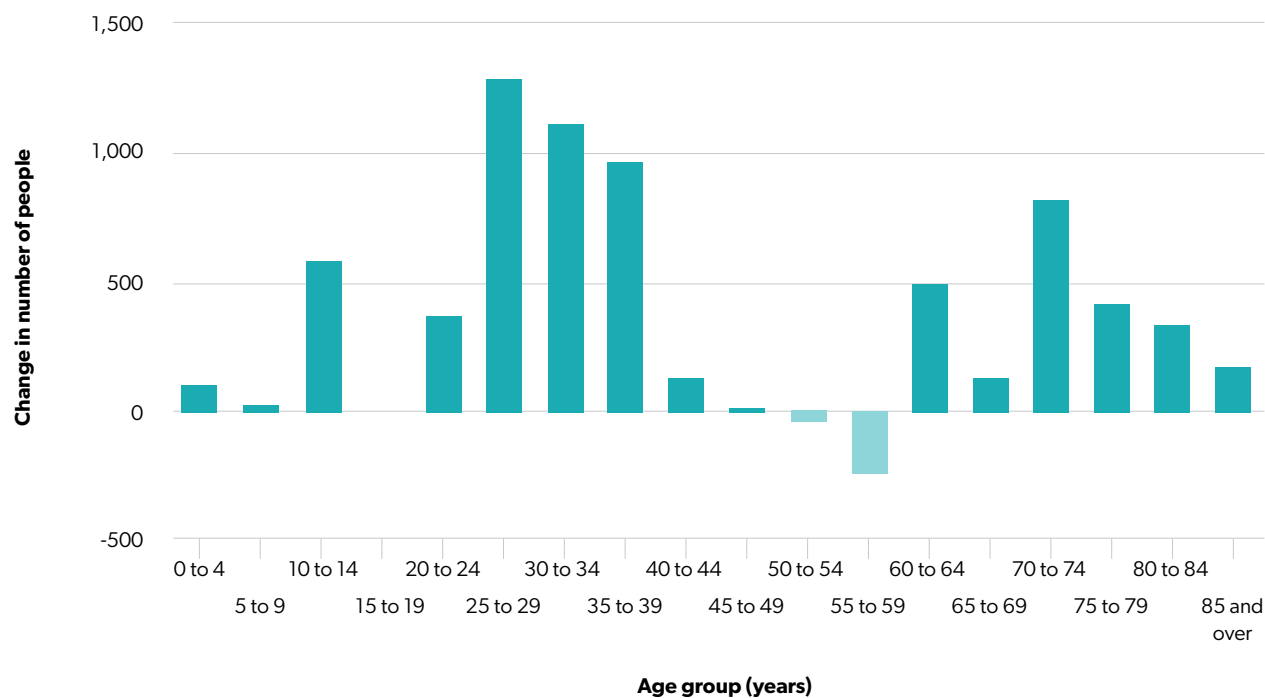


Figure 3. Change in Age Structure - Five Year Age Groups, 2016 to 2021

Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 and 2021 (Usual residence data). Compiled and presented in profile.id by .id (informed decisions).

Appendix C: Consultation Summary Report

Contents

1. Engagement Overview	118
2. Engagement Overview	119
2.1 Survey Results	120
2.2 Summary of Survey Results	129
3. Community and Stakeholder Information Sessions	130
4. Conclusion	134



1. Engagement Overview

Community and stakeholder consultation was undertaken throughout May 2024 in order to understand priorities for the Clarence City Council Coastal Access Strategy.

A range of methods and tools were used to engage with the community and key stakeholders including:

- An online survey via the Clarence City Council website, which received 230 responses.
- Community drop-in information sessions.
- Targeted stakeholder meetings and workshops with partners, community groups and other interested parties including relevant Council departments, Clarence Access and Inclusion Network, Paraquod, Disability Voices Tasmania and South Arm Peninsula Residential Association (SAPRA).

Emerging priorities from the consultation include:

- Ensuring communication is accessible, clear and relevant.
- The provision of equipment such as beach mats and all-terrain wheelchairs where possible.
- Providing varying levels of access dependent on the terrain, location, environmental, cultural and other contextual factors.
- Consideration of the entire journey, from arriving to leaving the location. This includes providing a continuous, accessible path of travel, as well as amenities and infrastructure.
- Design facilities and infrastructure in a manner that balances practicality, longevity, aesthetics and environmental protection.
- Accessible facilities such as disabled parking, compliant bus stops, toilet blocks, change rooms and other amenities should be provided where possible.

- Adequate maintenance to ensure facilities and access points are useable and remain accessible.
- The protection and enhancement of the coastal environment, including flora and fauna.



2. Online Survey

The online survey was open to the community from 23rd of March 2024 until 10th of May 2024. A total of 230 survey responses were received, along with 7 written submissions.

Of the 230 survey responses:

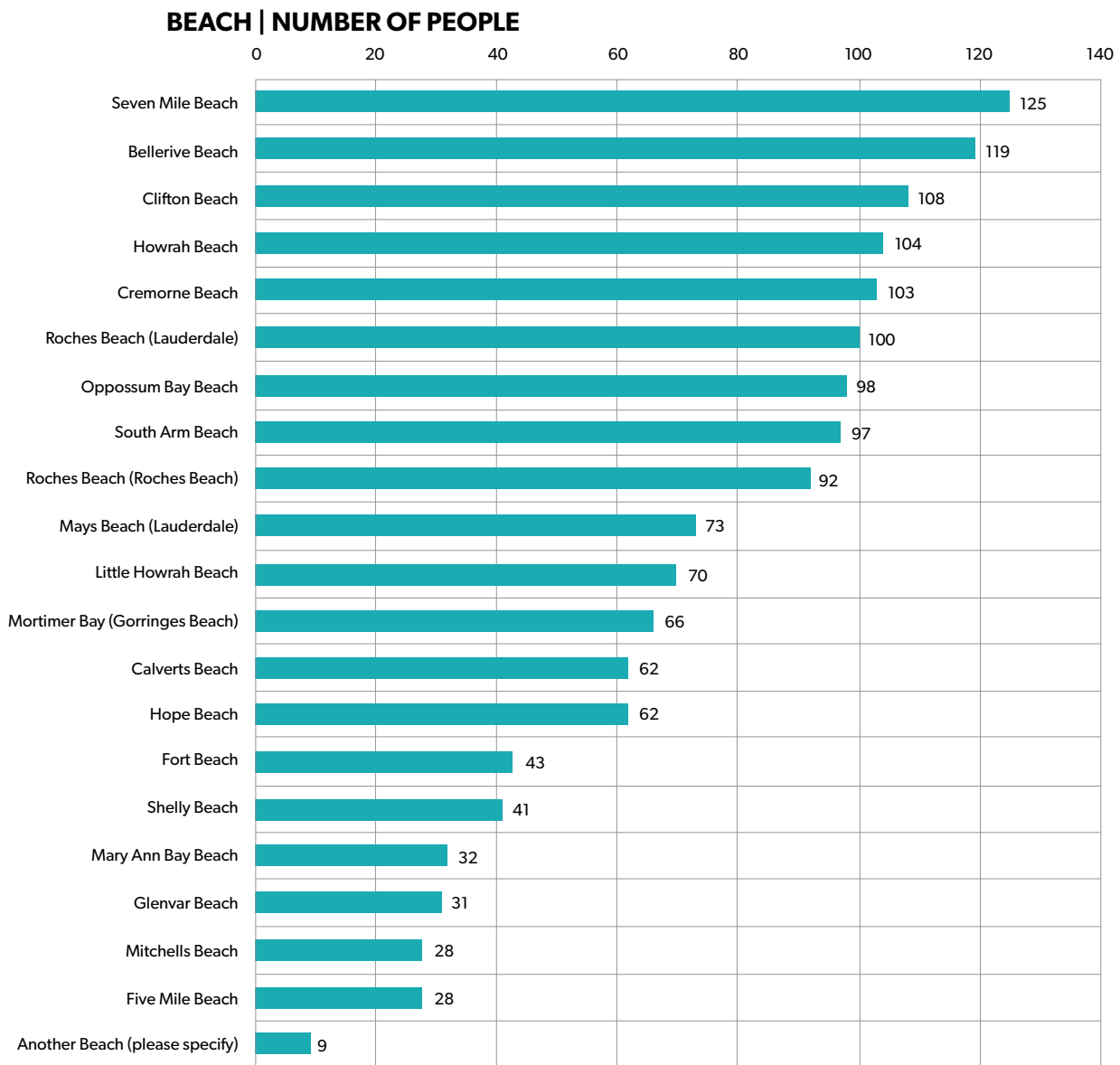
- 116 were completed by females, 86 by males and 14 who preferred not to say.
- The most widely represented age group was of people aged between 30-39, closely followed by those between 40-49.
- The majority of respondents live in Lauderdale, Howrah, Bellerive and other beachside suburbs.
- 164 respondents walk or wheel to the beach, 114 drive, 26 ride a bike/scooter/skateboard, and 4 by other means.
- Seven Mile Beach and Bellerive Beach are the most visited beaches in City of Clarence, followed by Clifton Beach and Howrah Beach.
- Approximately 35% of respondents visit the beach between one and three times a week, and over 40% of respondents visit everyday.
- The most popular activities when visiting beaches are walking or wheeling on the beach, swimming and looking at the view.
- 200 of the 230 respondents visit the beach with a small watercraft, pram, trolley, mobility aid or other equipment such as a surfboard or bicycle.
- The most important factors for improving respondent's ability to access and enjoy the beaches in Clarence are new and improved amenities, improved paths and new or improved ramps.
- 81% of respondents support improved access for beaches in Clarence.



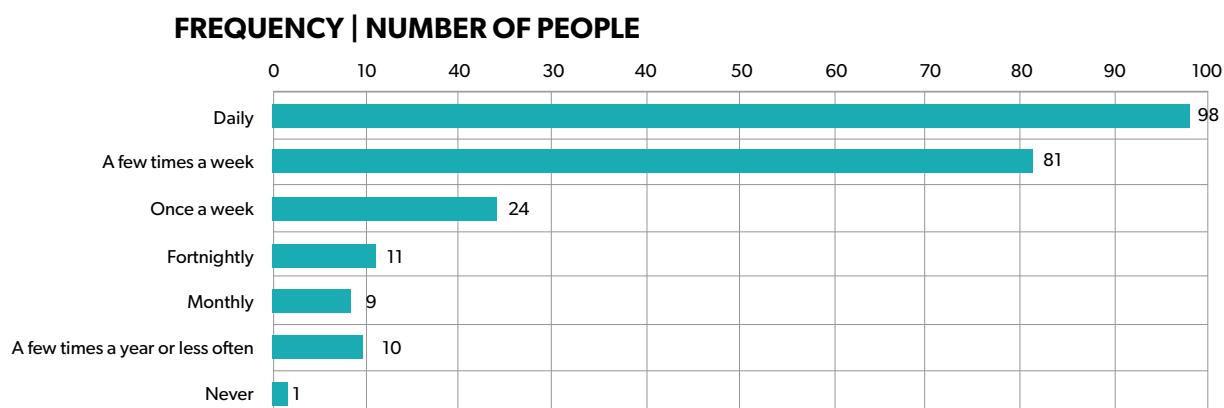
2.1 Survey Results

The results of the online survey revealed that the existing access points are already well used and enjoyed, particularly by the local community. It also highlighted that the respondents would like to see new and improved amenities, carparking, paths, ramps and other infrastructure as a priority. The provision of equipment such as accessible beach mats and beach wheelchairs was also seen as important.

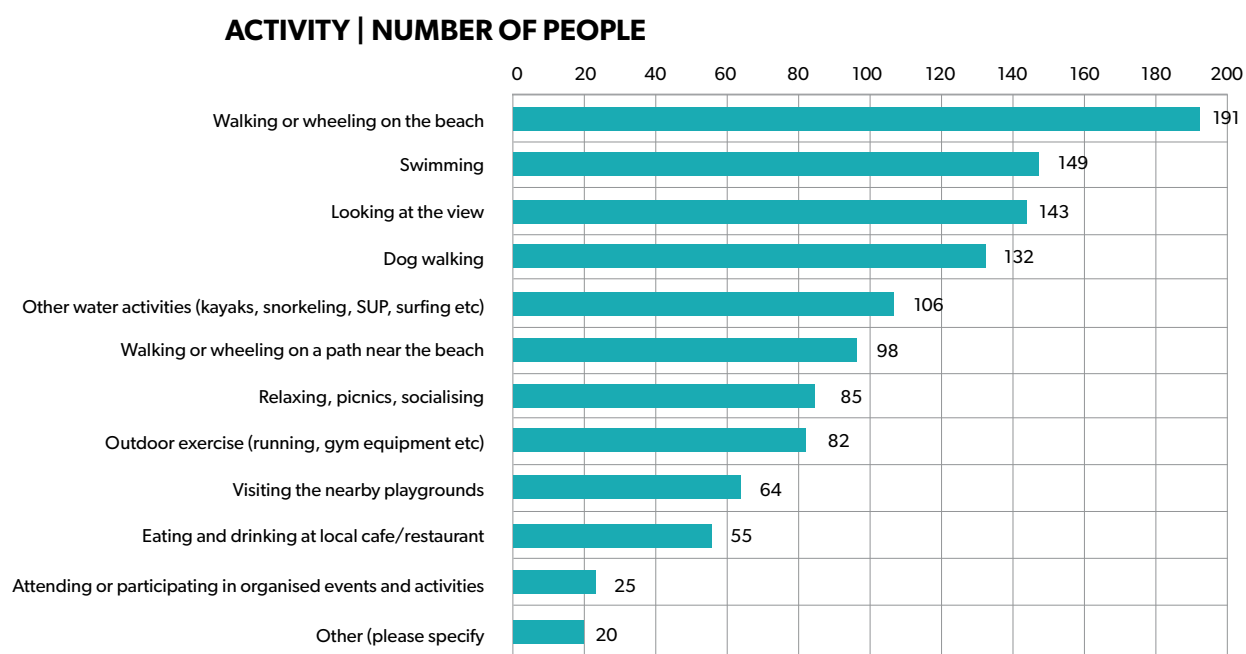
Q1. Which of the following beaches do you visit within the City of Clarence?



Q2. How often do you visit beaches within the City of Clarence?

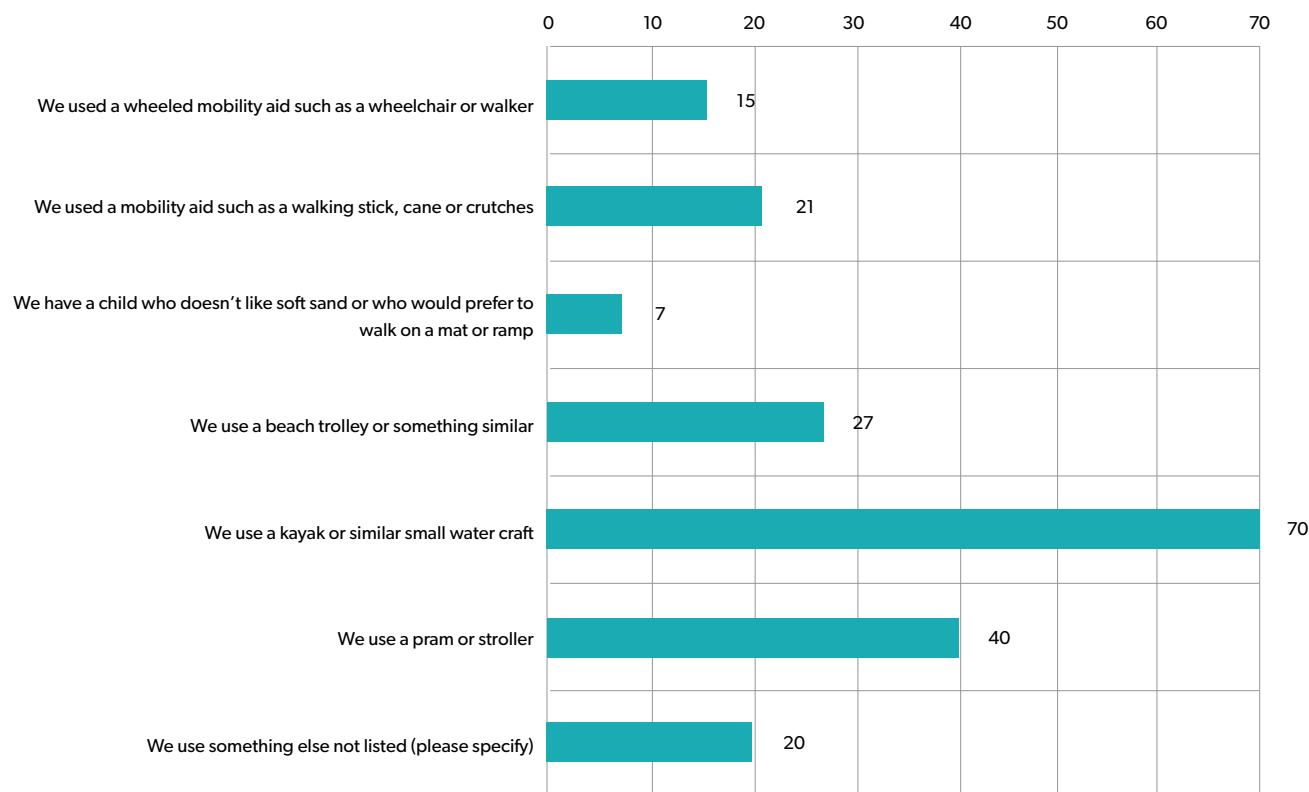


Q3. What do you like to do when you visit a beach or beaches within Clarence?



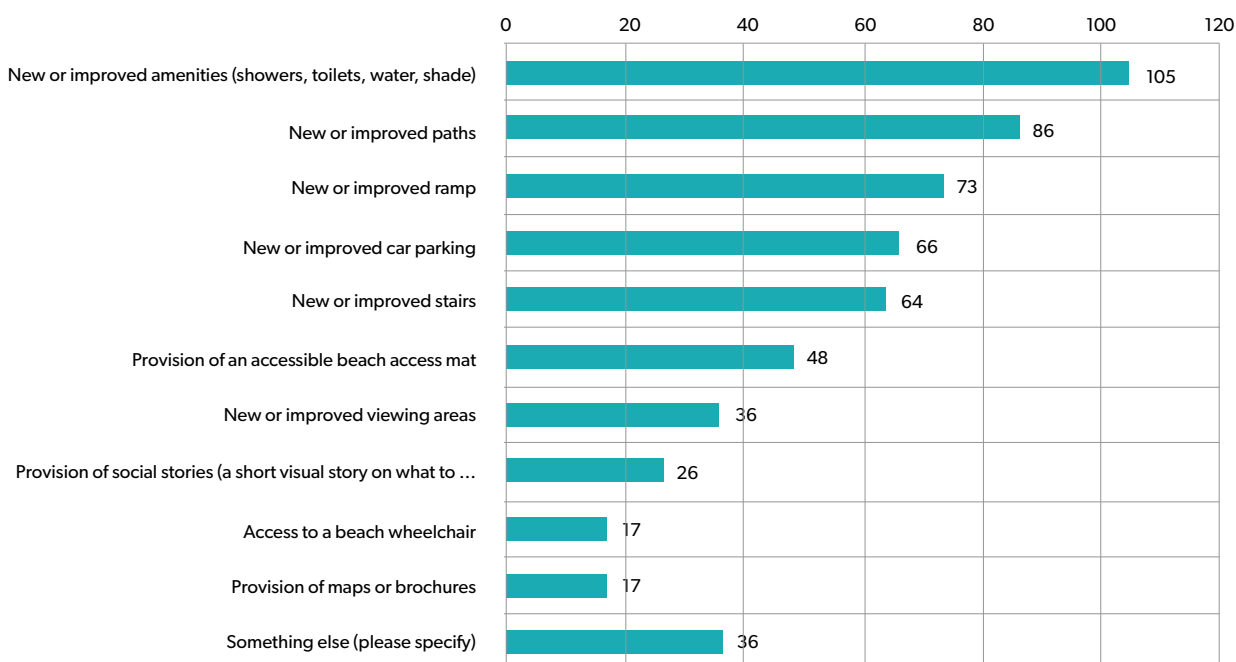
Q4. Which of the following applies to you or someone you visit a beach with?

EQUIPMENT | NUMBER OF PEOPLE

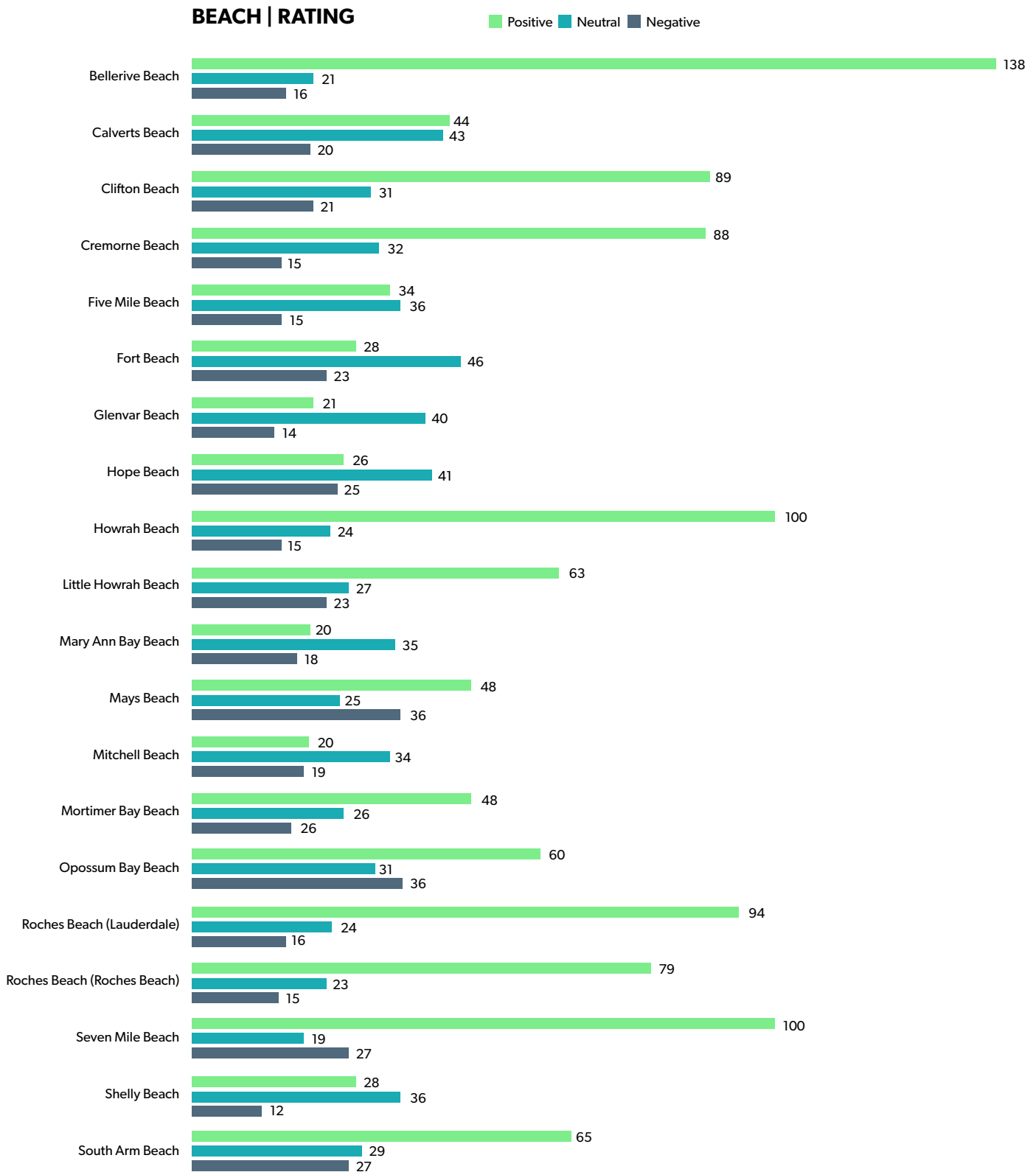


Q5. Looking at beach access as a whole, rather than specific beaches, which of the following would most improve your ability to access and enjoy Clarence's beaches and feel like your needs are being met?

IMPROVEMENTS | NUMBER OF PEOPLE



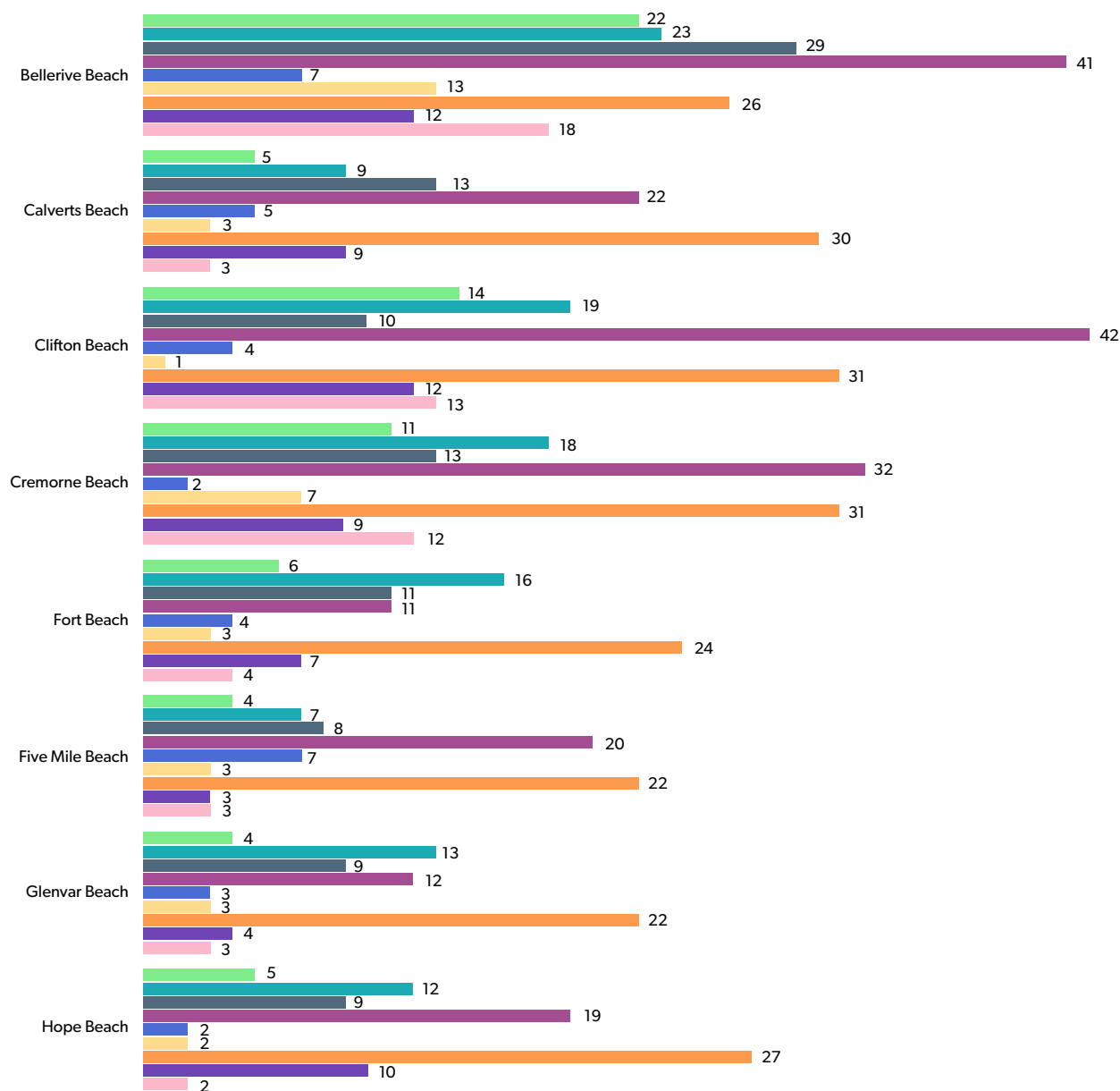
Q6. How would rate current access to the following beaches for you and people you visit the beach with?



Q7 & 8. Which of these elements would most improve access to the following beaches for you and people you visit the beach with? What would you like to see for each location?

BEACH | IMPROVEMENT

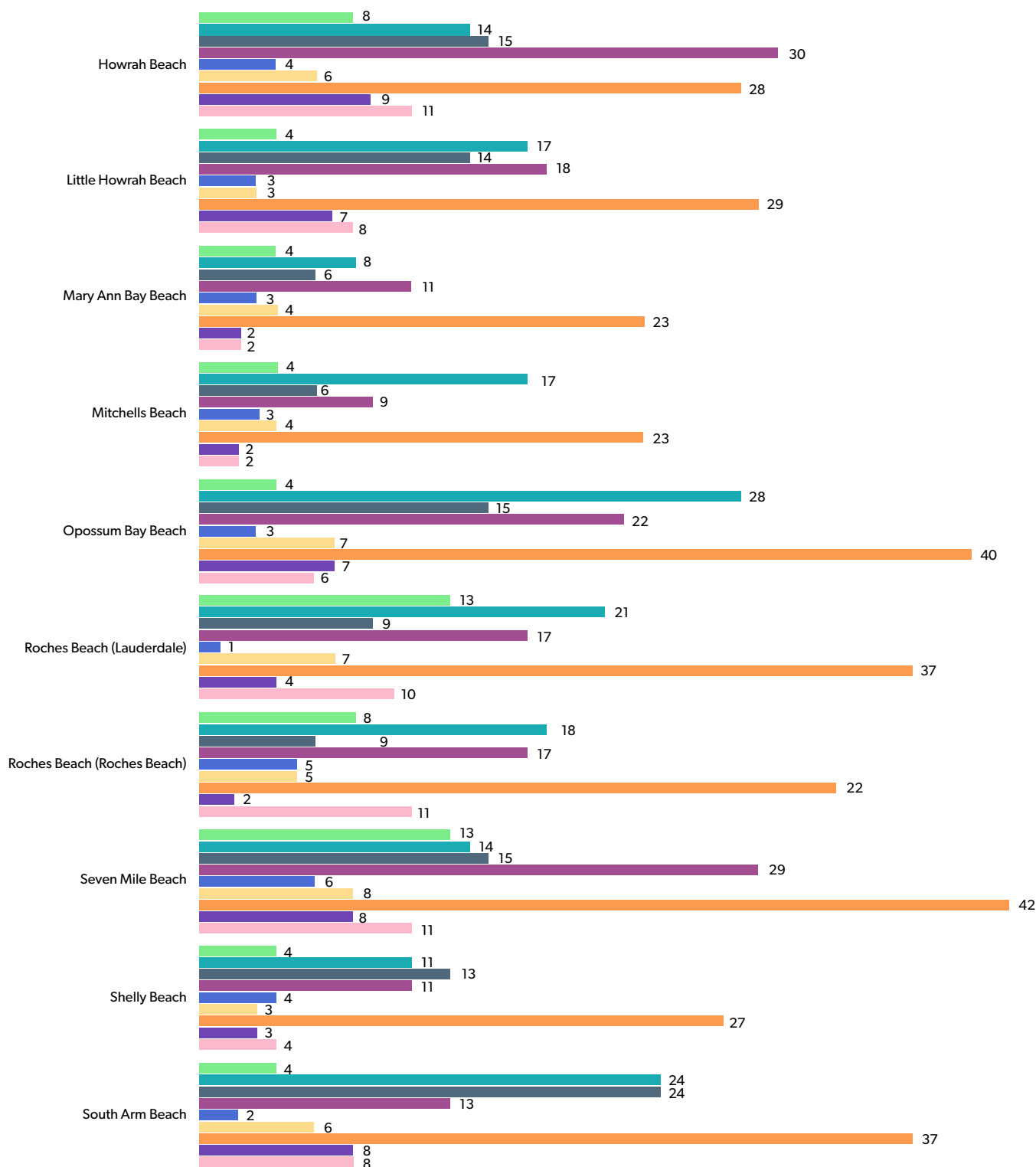
Beach Mat Ramp (new or better) Car parking Amenities (new or better) Map/brochures Social stories
Paths Viewing areas Beach wheelchair



Q7 & 8. Which of these elements would most improve access to the following beaches for you and people you visit the beach with? What would you like to see for each location? (Continued)

BEACH | IMPROVEMENT

Beach Mat Ramp (new or better) Car parking Amenities (new or better) Map/brochures Social stories
Paths Viewing areas Beach wheelchair



The above sentiments were also reiterated by the community when asked to provide further comments. Below is a summary of some of the main points made by respondents:

Communication:

"I disagree with brochures and maps unless they are on a post or board, as I'm sure it would become a litter problem."

"Needs to be more signs about horse and walking, people on bikes are starting to fly around the area forgetting other people could be on the tracks."

"Maps for the lesser known beaches and clear entry and exit points would be helpful. Also, more information about birds and wildlife in the area would be good."

"More signposts on the road to indicate where to park and what amenities are available at a particular place."

"Clear signage of dog friendly areas and times."

"More focus on Aboriginal history of the area."

"As a trail runner I view paths, maps and signage as the most useful infrastructure, above other built infrastructure. Connectivity is key in track networks."

"... put QR codes on posts for people to access info or provide good interpretation signs, or refer to websites."

Physical Access:

"I would like to take my elderly mother to our local beaches but she can no longer access them due to often steep inclines and very loose sand."

"Mitchells Beach and Maryann Beach have no accessible beach access from the path."

"We have our own beach wheelchair and although they are designed to be used on beaches, getting through the soft sand is still very difficult, even for strong, determined parents."

"Access and amenities are great at Lauderdale and Clifton beaches."

"Some of the access paths to seven mile are difficult for older people to negotiate."

"Love the foreshore trail."

"We really need better access down to our beach at South Arm."

"Having been a daily user of Seven Mile Beach for most of my life, I was recently diagnosed with a disability which affects my mobility. No longer can I access the beach at Seven Mile, I can no longer swim each day, and I am isolated from participating in activities with my family, friends and swimming group."

"It's hard for me to access the beach on my own as I can't take the pram or trolley with me... Having a wider path would make life so much easier."

"Access to Howrah and Little Howrah beach when using a pram/buggy or any other accessibility option is poor."

"Please close the gaps in the Clarence foreshore trail."

"Beach access on the South Arm Peninsula is actually quite limited... When not blocked by dwellings, access tends to be by steep dirt paths, a real problem for those with mobility issues."

"Due to weather events some accesses get washed out..."

"...access is already fine, don't change anything."

"... have no direct access... because of the private properties across the road that front the beach, and no easements or public paths across them."

"Mays Beach access is very restricted... Public access and carparking would greatly increase the use of this area - perhaps off Forest Hill Road."

"Easy Access, without steep decline, for people with wheelchairs, strollers/ prams and those with walking aids, with more places available to sit/ rest. Specifically related to Opossum bay, Mitchell's and Shelly beaches."

"Glenvar, the steps are uneven for those not so able."

"Better access to the beach at Mortimer Bay southern end."

"stairs to Shelly beach off Bangor Rd are in serious need of review..."

"A more solid path to get to the beach at 7 mile"

"The walkway beside the apartment block at Cremorne is unmade and has a dangerous drop-off."

Visual Access:

"A viewing area for Hopes Beach (mid neck area) with ramp from car park would be a major attraction."

"Mainland beaches have great access to look out platform for viewing the beach or socialising. They also provide access to shower facilities post water activities."

"Any south facing beaches would be perfect for Aurora photography."

"There are few beaches in Hobart that you can view from a carpark."

Amenities:

"Seating for people who can't get down on the ground"

"The Howrah Beach access from Silwood Avenue is becoming increasingly popular. It could do with additional car parking at this location."

"I'd like to see warm showers and drinking water available to fill up bottles at all beaches."

"The amenities vary from beach to beach, it would be nice if there was some consistency. Toilets are a must."

"Improved car parking on Gellibrand Reserve"

"Car parking particularly in Lauderdale this summer has been a real problem"

"5 Mile Beach has BBQ & picnic area but no toilet ? A lot of horse & dog owners use it."

"Clifton beach needs showers and improved changing and toilet facilities."

"Little Howrah needs an improved carpark."

"Some of the beaches I visit in Clarence either have little or no parking capacity... Provision of social stories would assist tourists/non-locals. Improved amenities such as water..."

"Parking on all the beaches on south arm is pathetic at best. There are also no facilities at these beaches. Each should have a toilet block with showers."

"Especially at Mortimer bay which has no toilet facilities or dog rubbish bins."

"The biggest thing missing from most beaches is a foot shower... Change rooms would also be helpful."

"Need lights along foreshore trail in Howrah! It's dark and dangerous without lights."

"Handrail at end of Cremorne Beach to get over rocks to Calverts Hill walking track."

"All busy and well attended beaches should have access mat to the hard sand so disability and aged people are not left out."

"New toilets at Bellerive Beach. The location is odd and rather dated."

"Each beach that is made wheelchair accessible also needs to have suitable wheelchair accessible amenities and parking for vehicles with wheelchair hoists."

"Rubbish and dog poo bags at each entry point."

"More water bubblers please."

"Seven Mile Beach requires a total overhaul when it comes to accessibility and community amenities. A surf club/club house, showers at entry/exit points, viewing platforms, accessible pathways to the beach, accessible parking bays, toilets, an accessible playground, there is so little investment in this beach and with an ageing population it's a disgrace."

"Clifton beach has limited parking in busy periods. It also is lacking facilities for general public use, you have to be a surf club member."

"Car parking is lacking at Fort Beach."

"The Cremorne toilet block is in need of an upgrade including bore water outdoor shower. A wheelchair accessible path at the beach reserve would enhance access."

Operational and Infrastructure:

"Safe, solid, ramps and paths that are able to be used by people with mobility issues. Ones that don't get damaged or flooded by rain."

"Gravel Car parking areas are poorly maintained making it hard to even get out for those with access issues."

"I avoid some beaches because the track between the parking area and beach is overgrown and it's too dangerous to walk through on hot days because of snakes."

"Replenish the eroded sand (or construct a road) towards the spit end of Pipe Clay Esplanade, Cremorne, to allow access to our homes as well as the thousands of people who use this beach/jetty as an access to Frederick Henry Bay..."

"I have maintained the second beach access to fort beach for over 30 years (not the main access) 1/Over 35 years the interceptor drain has not intercepted all the rain water prior to the path access from the road to the beach. 2/The drain that does catch some of the rain stops short of the beach underneath the path. After light rain the beach end of the path is washed away at the drain outfall and after heavy rain all the path above and below the outfall has to be rebuilt. Solution would require to redirect the outlet drain away from the path and rework the ground around the interceptor grate drain."

"Some of the paths to access beaches are regularly eroded away; particularly on fort beach. Can be very challenging for older residents and anyone with mobility and vision issues."

"Clean up rubbish more frequent."

Environment:

"I'm cautious about too much development on the coast and hope any improvements to access are done with respect and sensitivity to the natural environment so as not to take away from the natural values or views."

"Improving beach access can reduce the detrimental environmental impacts of informal access and people trying to access over sand dunes and sensitive coastal environments. Guide people to the places we want them to go and the environment can sustain. Also by improving access and getting more people to the coast (along with social and environmental stories - interpretation of the coastal values) then those people will value greater those values and advocate for its conservation and protection. Greater ownership from the community leading to greater value and greater protection."

"Minimising degradation of fragile dunes. Approach beachfront property owners for further input."

"It's better for the environment if there's a single access so people aren't ripping up trees or grasses to hold their weight to climb downs."

Implementation:

"If planning any works, contact locals well in advance."

"... ensure existing access points are not removed in favour of development."

"Start implementing management strategies that include conservation of cultural heritage values when implementing and upgrading access to these important cultural landscapes."

"Definitely need to improve access but not at all beaches."

"Your plans should include consultation with people who have lived experience."

"I would prefer less development."

"Planning decisions that have led to public not able to access council POS and coastline - e.g. near Richardsons Beach off Dorans Road. Also, Maria Point Sandford, opportunity missed when that land was up for sale a few years back. Private land to high tide mark that prevent continuation of coastal access - examples at Otago, Howrah, South Arm, Sandford."

Respondents also provided additional comments regarding a range of topics including:

Dog and Horse Access:

While outside of the scope of this report, there were a number of responses regarding dog and horse access. They are summarised below:

- Enforced time restricted access to beaches in summer.
- No restrictions for dog walking on beaches in winter.
- Some areas allocated to all day summer beach access for dog walking.
- Some areas allocated as dog free areas at all times.
- Narrow access points can create conflict between dogs and people.
- Dog off leash areas should not be located at busy beaches.
- Provide more locations for horse access.
- Upgrading or improving access points will be good for dogs too.
- Restricting dog access to small areas can cause congestion at existing access points.

A number of respondents expressed interest in improvements at beaches/coastal areas outside of the scope of this report, such as Pipe Clay Lagoon, Frederick Henry Bay, Hurley's Beach and Richardson's Beach.

2.2 Summary of Survey Results

Overall, respondents were positive about improving coastal access. Inclusivity was brought up by many, providing opportunities for more people to enjoy the coast, including those with different levels of mobility or disabilities. It was noted that such improvements would increase community connection and lead to better health outcomes.

Some residents expressed reservations about improving coastal access. Reasons given included monetary cost, potential negative impacts to the environment, and a potential increase in the number of people and dogs at beaches that local communities prefer to remain quiet. Further to this, there was concern that views may be disrupted by adding more infrastructure.

3. Community and Stakeholder Information Sessions

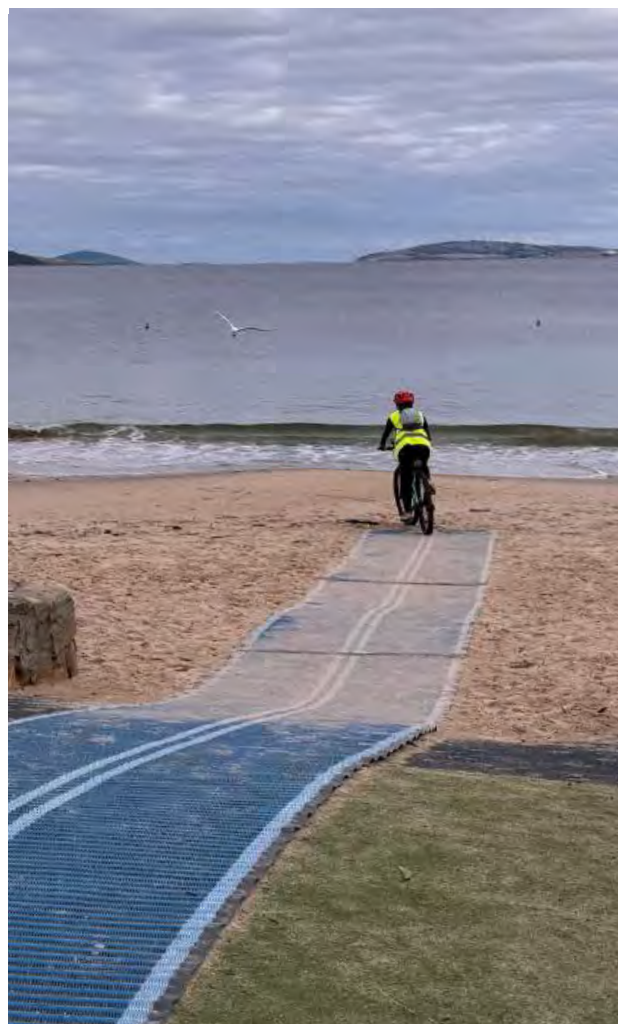
During May 2024, a number of engagement activities took place. On the 2nd and 3rd of May, targeted stakeholder meetings and workshops took place, with partners, community groups and other interested parties including relevant Council departments, Clarence Access and Inclusion Network, Paraquad, Disability Voices Tasmania and South Arm Peninsula Residential Association (SAPRA). Following these meetings, two drop-in information sessions were held on the 3rd and 4th of May, at South Arm Community Centre and Bellerive Beach respectively.

During the meetings and information sessions, attendees were presented with further information on the project, and invited to share their thoughts during an open discussion. The following is a summary of the key conversations and issues raised from all of these engagement activities:

Communication

- Communication to the public about what is and is not possible is important, in understanding opportunities and limitations.
- Clear, accessible signage is needed to communicate information such as wayfinding and risks. Signage should be standardised, kept to a minimum and consolidated where possible.
- In cases where fully compliant access isn't possible, communicate the level of difficulty of use. For example, a ramp is provided, but it is not graded to standard so will require assistance for wheelchair users.
- Access points should be clearly visible, with markers or signage used where appropriate.

- Consider ways of communicating availability of facilities. For example, a camera or app linked to popular carparks, to check if disabled parking bays are available before leaving the house.
- Provide a source of information about what to expect regarding access and facilities at beaches. Consider things such as social stories, and video walk-through of tracks and trails.
- Consider incorporating traditional owner interpretation into signage and design narratives.



Physical Access

- Consider access for the whole journey, from arriving to leaving. What is required to access the beach, but also stay.
- Design for people of varying abilities and impairments, not just for wheelchairs.
- Provide access for specialist activities such as surfing and bird watching.
- There is an understanding that the terrain is challenging, and that meeting Australian Standards for disability access will not always be possible. There should be flexibility to consider options that may not be the perfect solution, provided there is clear communication to the public regarding what to expect.
- There is support for providing access to an all-terrain/ beach wheelchair.
- A portable ramp that is available for the public can assist in navigating over barriers such as short distances of soft sand or a step.
- Locations with higher usage should be prioritised for improvements.
- The physical characteristics of the beaches should be taken into consideration, such as the depth of water and width of the sand.
- Consider access in and out of water. Ramps or mats should extend to hard sand, and if possible, right into the water. A rail or other support could be considered for exiting the water.
- Mats are used by people of various abilities, including parents with prams and visually impaired people. It is not just useful for wheelchair users.
- Locations for paths and mats should be considered carefully, out of tidal zones, and other potential hazards.
- There are too many stairs through the dunes onto some beaches, such as Roches Beach. These existing access points need to be rationalised.
- Access points with a steep incline should have a rail.
- There are a number of things at Blessington Coastal Reserve and Fort Beach that could be improved, such as upgrading the carpark and signage, the provision of a toilet block and improved access onto the beach.
- The existing ramp at the South Arm Jetty could be improved to make it more accessible. A gentler grade, and improved landing on the beach should be considered.
- The car park and access to the beach at Opossum Bay is adequate but is hindered by the steps.
- At Mitchell's Beach, Spit Farm Road entrance, community is rallying for improved accessibility. There is potential to work with the new golf course to achieve this.
- Consider providing improved access at Bayview Park, Lauderdale. The terrain is flat, there is adequate parking, a barbeque, play equipment and a toilet block. The dune is more stable at the Southern end.
- South Arm Beach (Half Moon Bay) is a potential location for universal access. There used to be a ramp in this location.

Visual Access

- Provide visual access to beaches where possible, from lookout points and from carparks.
- The jetty at South Arm Beach could be a potential accessible lookout area.
- Seating should be provided on or close to the beach. It could be incorporated into infrastructure such as garden bed edging, terraces or ramps.
- The car park at Bellerive Beach used to provide visual access to the beach however there is now a preference for visual access from a park or recreational area.

Amenities

- Consider potential locations for facilities such as a change room with an adult change table and/or hoist.
- A continuous accessible path of travel should be provided from transport and/or carparks to the beach.
- Consider the provision of bike parking for access to those who do not drive.
- Accessible drop off points should be located at popular beaches.
- The route from public transport should be made compliant where possible to make physical access easier.
- Consider the types of parking and how they may impact on recreation space. Find a balance between practicality, aesthetics and environmental protection.
- Consider providing overflow car parking for peak times.
- Consider enclosing some carparks, either in a physical sense or visually, for the safety of children and people with various impairments. For example, some children might have a propensity to run towards water, which could be dangerous when their carer is loading/unloading a vehicle.
- Consider water vehicle access, such as boats and kayaks.
- The toilet block at Cremorne Beach needs to be improved. Upgrades should include a shower or change area if possible.
- Lighting should be considered on a case-by-case basis. Electricity is not available at many locations. Lighting proximity to residents should be considered, as well as locations that have a special use such as Aurora Australis photography.
- Areas directly behind beach should be used for recreation, not carparking.
- The car park at River Street, Bellerive Beach, requires an upgrade. Due to the gentle grade, there's the opportunity for an accessible path to the beach from the car park. No toilet exists at this location, nor is one desired.
- The paths at Little Howrah are not easy to walk. At the northern end, the carpark adjacent to the toilet block is not compliant, as you must walk out onto a busy road to get past.

- Carparks need to be visually defined to avoid inappropriate usage of disabled bays, reserved areas and footpaths.
- At the jetty end of South Arm Beach, look into the possibility of adding a shower.
- Consider providing composting toilets, showers and dog bags/bins at Hope Beach. It's very busy and there are lots of dogs.

Operational and Infrastructure

- Facilities such as bins and toilet blocks should be in convenient locations such as entrances and carparks, that facilitate serviceability and useability.
- Materials and construction methods should be considered. Selected finishes should be hard wearing in order to retain useability and reduce the need to replace regularly. Materials such as stainless steel, rock and recycled plastic should be considered. Construction should take into account extreme weather and movement of sand.
- Materials should be appropriate for the intended use, for example, non-slip surfaces for ramps and paths.
- Facilities and infrastructure that are already in poor condition need to be replaced and/or repaired urgently. Consider the implementation of two schedules that operate concurrently, one for the removal of facilities and one to install new facilities.
- The paths along Bellerive require maintenance. There also needs to be emergency markers and wayfinding information. Signs are redundant and require replacement. They should be clear and easy to understand. Some identifying markers are missing, which indicate the access points.
- Some locations have extensive informal private access points over dunes, such as Lauderdale, Roches Beach that are not authorized. This issue needs to be addressed in the Strategy from a best-practice coastal management and building coastlines resilient to climate change. Informal accesses remove and damage vegetation, increase sand and soil erosion, can damage cultural heritage sites, impact natural values, introduce weeds (garden escapes and plantings) and give impression of private ownership of beach and not community access.

Environment

- Plans for increased and improved access to the coast needs to incorporate modelling for climate change scenarios – storm surges, sea level rise, inundation.
- Consider exemptions for access when it has a negative impact on ecology. For example, excluding access when it impedes on bird breeding areas.
- Provide clear and defined paths of travel, to consolidate foot traffic, thereby preventing damage to dunes and other sensitive natural elements. Discourage the use of unofficial access points, such as those from private residences.
- Native plant rehabilitation and coastal erosion need to be considered at South Arm and Half Moon Beaches.

Implementation

- Consider exemptions for access when it has a negative impact on heritage. For example, excluding access when it impedes on Aboriginal heritage sites.
- The level of access, type of access and level of infrastructure development to enable coastal access needs to be appropriate to the location, nature of the area, level of use and natural/ cultural values.
- Coastline, dunes, rocky cliffs and foreshore contain significant sites for Aboriginal Heritage, natural values (flora and fauna) and sensitive fauna (eg. nesting shore birds). Access to these areas needs to be carefully managed with these values or whether there are areas where we should be limiting access (or not promoting access) to manage the conservation of heritage sites and sensitive fauna. We shouldn't be aiming for 'access' to all coastal areas especially where these values exist. Access in those cases may be more around views, storytelling / interpretation of those values rather than physical access.

4. Conclusion

Taking into consideration the feedback and ideas received via the online survey, drop-in information sessions and stakeholder consultations, the following is recommended for consideration:

Communication

Communication should be considered a priority, including:

- Ensure wayfinding signage and markers are clear and accessible, to ensure the public has the information required to access the coast safely.
- The provision of a source of information regarding what to expect when accessing coastal areas.
- Clear communication regarding the opportunities and limitations for design and infrastructure.
- Consider opportunities for cultural and natural values to be expressed by means such as interpretive signage.

Physical Access

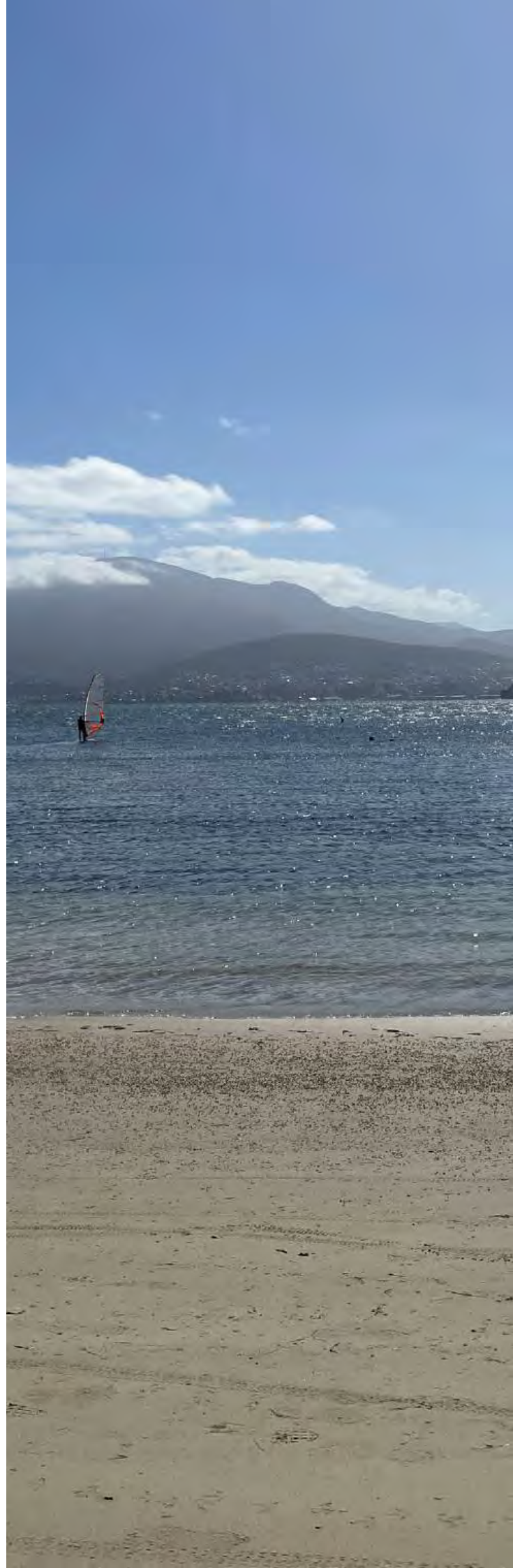
Considerations regarding physical access include:

- Accommodating people of varying abilities and impairments.
- The provision of equipment such as beach mats and all-terrain wheelchairs where possible.
- Providing varying levels of access dependent on the terrain, location, environmental, cultural and other contextual factors.
- Consideration of the entire journey, from arriving to leaving the location. This includes providing a continuous, accessible path of travel, as well as amenities and infrastructure.

Visual Access

Visual access is a priority. Considerations include:

- Providing access to views and points of interest where possible, particularly where beach access is difficult to traverse.
- Improve access to existing lookouts.



Amenities

The provision of amenities needs to be carefully considered. Recommendations include:

- Design carparks in a way that encourages proper use, ensuring the safety of users and the surrounding environment.
- Design facilities in a manner that balances practicality, aesthetics and environmental protection.
- The provision of accessible alternatives to carparking where possible, such as compliant bus stops, bike racks and drop-off points.
- Accessible facilities such as toilet blocks and change rooms should be provided where possible.
- The provision of seats, tables, bins, shelters and other such public amenities where appropriate.

Operational and Infrastructure

Operational and infrastructure considerations should be a priority for coastal area access, including:

- Facilities such as bins and toilet blocks should be in convenient locations such as entrances and carparks, to facilitate serviceability and ensure use is encouraged.
- Materials and construction methods should be carefully considered, as facilities are vulnerable to coastal erosion and weather events.
- Materials should be appropriate for the intended use, for example, non-slip surfaces for ramps and paths.
- Facilities and infrastructure that are already in poor condition need to be replaced and/or repaired urgently.

Environment

Environmental values should be considered a priority when developing and maintaining access to coastal areas including:

- The protection and enhancement of coastal flora and fauna.
- Ensuring future development of coastal areas to provide or enhance access is considerate of the surrounding environment.
- Consideration of opportunities that may assist coastal areas in adapting to the changing climate.

The key priority to be considered in the Clarence City Council Coastal Access Strategy is to ensure there is a wide range of different types of access across the region, so that people of all abilities can visit and experience coastal regions in a variety of different ways. It is also important to note that any recommendations suggested here are subject to the presence and protection of environmentally and culturally significant areas. Some destinations, facilities and programs suggested by the community during consultation may not be suitable given the physical limitations and characteristics of the coast.

CITY OF CLARENCE

Coastal Access Strategy

Consultation Report

October 2025





Contents

- 1 BACKGROUND**
- 2 WHAT WE DID**
- 3 DATA SUMMARY**
- 4 KEY FINDINGS**
- 5 SUMMARY**

Background

The Coastal Access Strategy is a 10-year framework to make access safer and more inclusive while caring for dunes and coastal habitats. Many sites have ageing paths and stairs, informal parking, gaps between bus stops and beach entries, and limited accessible toilets. Land is managed by City of Clarence, the State and Crown Land, so delivery and upkeep differ from place to place.

The draft sets a simple, consistent way to plan upgrades. It classifies places and access points (T1–T5 for beaches and coastlines, C1–C3 for tracks, CAP1–CAP3 for paths and ramps), maps constraints and opportunities, and gives clear design guidance. This helps create continuous paths of travel, better links to amenities and public transport, more seating and shade where suitable, and buffers to protect sensitive dune areas. It also identifies priority works on our land and where we can advocate with other land managers.

What is in scope now

- Finalising the Framework and the simple ratings.
- Listing site opportunities on Council-managed land.
- Setting priorities for future budgets and grant bids.
- Explaining where we will partner or advocate on non-council land.

What is not in scope

- Approving or funding individual works at this stage.
- Changing dog rules or vehicle access.
- Beach engineering works that sit outside access improvements.
- All future projects will still need detailed design, approvals and checks for coastal hazards, environment and heritage.

Survey design

Purpose of the survey

The survey gathers community feedback on the draft Coastal Access Strategy. It tests the vision, checks support for the access ratings and features, and identifies places where access is hard. We are looking for recurring themes and practical ideas that can shape priorities in the final Framework.

Feedback sought

The survey asked how the community uses the coast, what gets in the way, and how it can be more inclusive. It checked support for the vision and gauged support for the proposed beaches and features for the new tier ratings.

Rationale for the design of the questions

Questions are written to link real experiences to design choices and priorities. They test the access ratings in plain language and asks about equity needs for people with disability. The survey is short and simple, with the option to add comments.

Structure of the survey (i.e. questions under outcome areas)

Questions followed the Strategy's outcome areas. We began with the overall vision and guiding principles. The survey then stepped through each access level (T1–T5), testing support for the proposed features and the beach level, inviting short comments after each, asked how we can make beaches and coastal areas more accessible, and closed with an open comment and a brief “about you” section (gender, age, suburb, disability).

What we did

How the survey was promoted



373 unique visitors to the Coastal Access Strategy **Your Say** webpage and 751 page views



34 coreflutes displayed at coastal sites around Clarence.



Consultation ad in the Eastern Shore Sun.



Posters and **postcards** with QR link to the website, with posters included in letters/emails to key stakeholders for display on notice boards



Social media posts with a total reach of **7,415 people** and an engagement of 31.

Ways people engaged and provided feedback



63

Online survey responses



3

Written submissions received



48%

accessed via Facebook



55%

visited the page on mobile

Consultation period

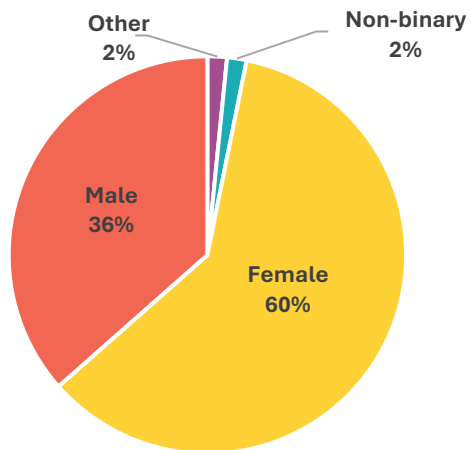
6 weeks (2 September – 9 October 2025)

Data Summary

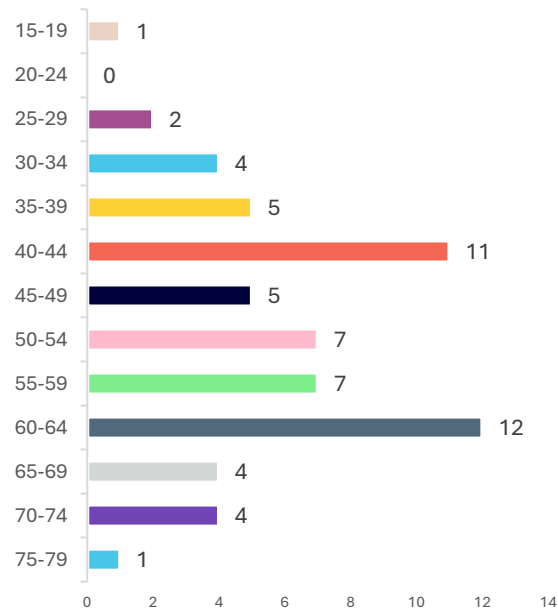


Demographics

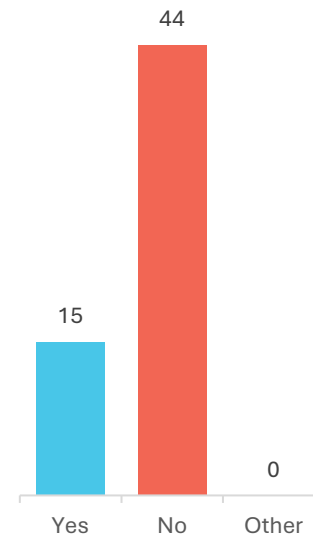
Gender



Age

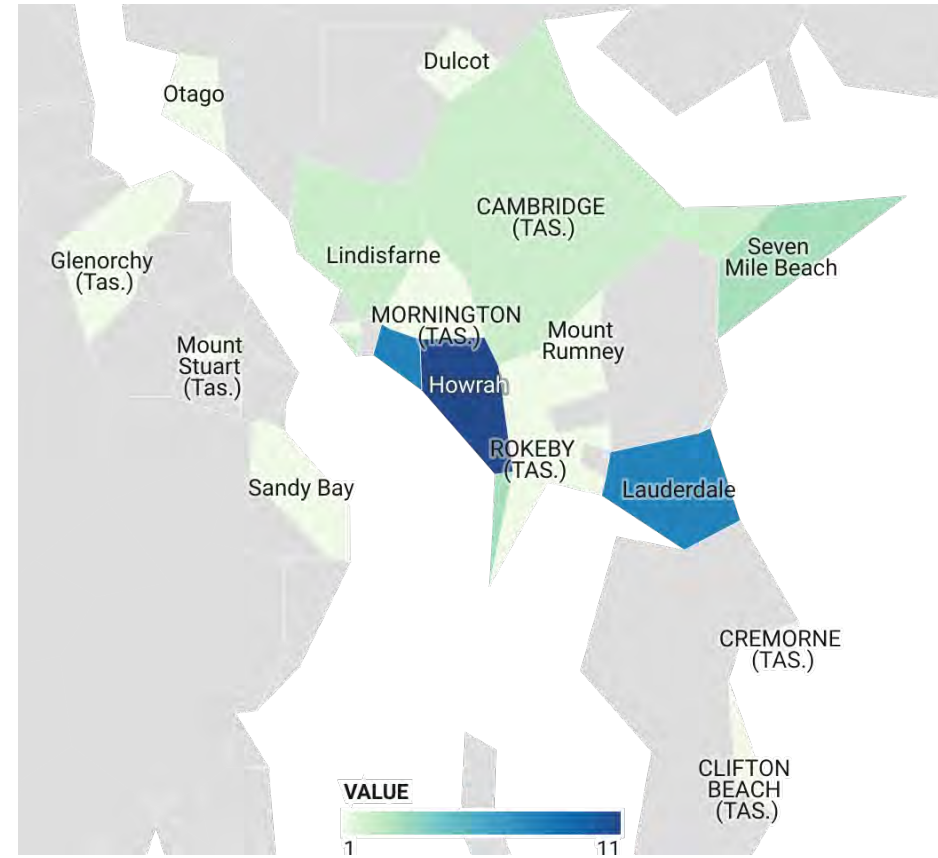
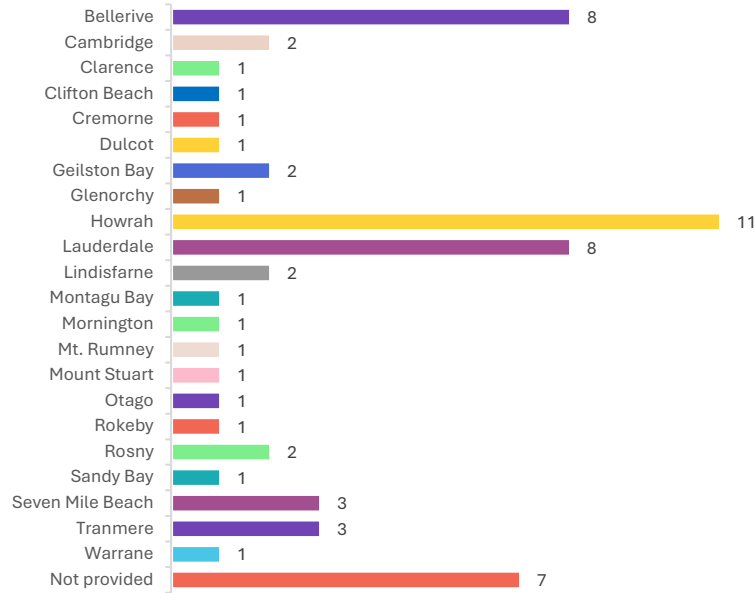


Disability



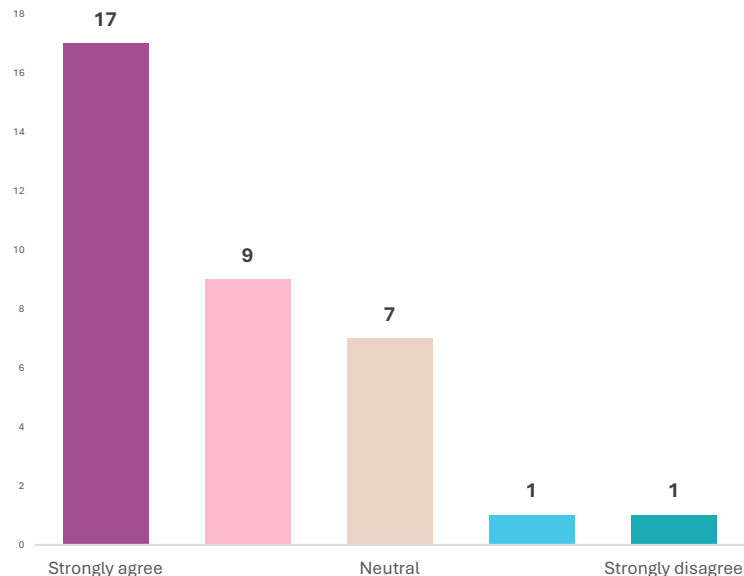
Demographics

Suburbs

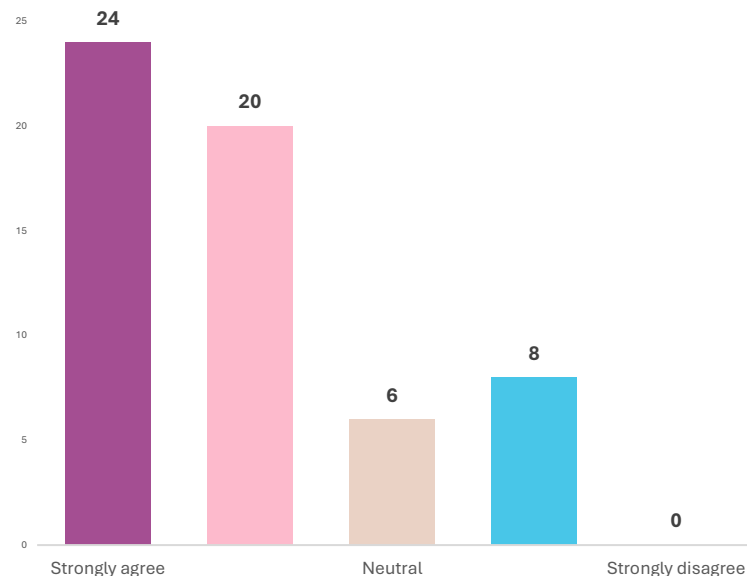


Vision and Guiding Principles

How satisfied are you with the vision?



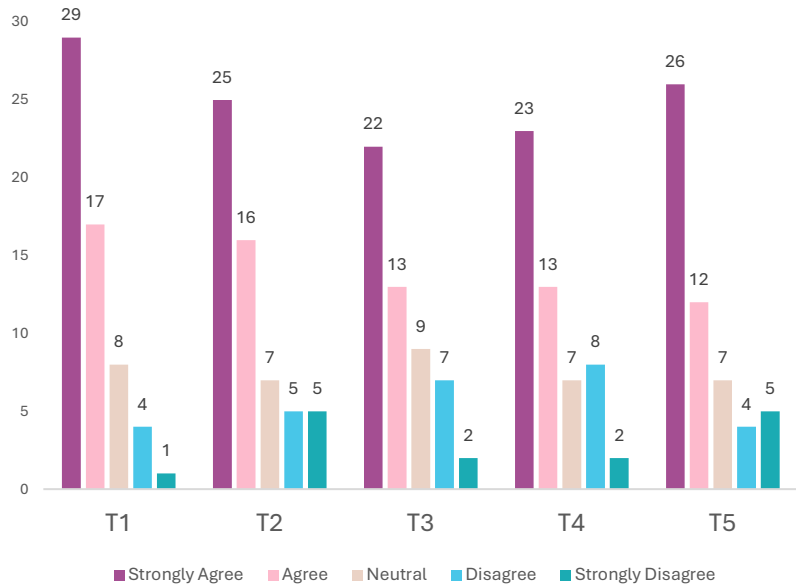
How satisfied are you with the Guiding Principles?



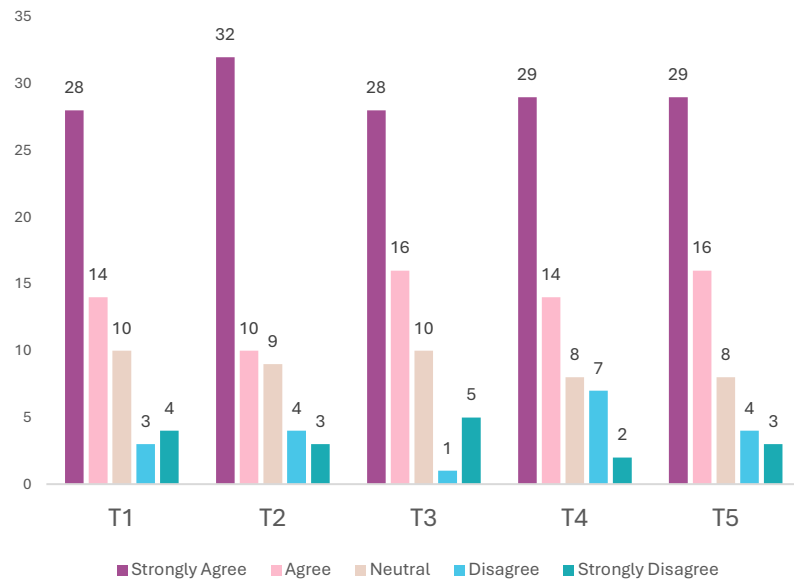
Support for Access Categories

Classifications outline the typical features and levels of accessibility visitors can expect at coastal locations. They are rated from T1 – T5, with T1 being optimal accessibility and T5 being minimal accessibility.

Features



Beaches



4

Key findings

Inclusive access and comfort

People back features that make visits easier for wheelchair users, prams and older residents. Suggestions include shade near the beach, a dedicated platform, beach wheelchairs (MLAK), and adult change tables. A nudist beach was also requested. *“A dedicated platform for wheelchair users.”*

Toilets, showers and change rooms

Amenities are a repeated priority. Respondents want upgrades to accessible toilets and simple wash-down facilities at popular beaches. *“Toilets need immediate upgrades.” “Beach showers and foot washing stations.”*

Multiple access points to spread use

People ask for more than one accessible entry at busy beaches to reduce congestion and support sensory needs. *“Important to have access at more than one location.”*

Wayfinding and information

Clearer signs and simple maps of access points would help visitors find suitable entries and ease pressure on a few popular spots. *“Information boards with maps to other beaches and their accessibility.”*

Safer entries, dunes and parking

People report broken steps and difficult dune crossings, especially at Seven Mile Beach, alongside limited parking and bins. *“Broken steps along access to Bellerive Beach.” “Access over hot soft sandy dunes [is] extremely difficult.”*

Dog access

Several comments ask that dog walkers be considered in access planning, including bins and designated areas. Others want reliable dog-free stretches for comfort, safety and health needs, especially for families with allergies. *“Make Bellerive Beach dog-free year-round.” “Dog areas, dog bins, dog friendly.”*



Summary

Community feedback shows strong overall support for the Coastal Access Strategy and its direction. People shared many practical, place-based ideas about features and facilities. While these do not change the Strategy's structure, they will guide how we scope and plan future projects so upgrades are fair, safe, and balance access with environmental and cultural values.

From here, we will make minor refinements to the access categories and add short explanations about how site features are chosen. Matters outside this Strategy, such as some access rules and broader coastal management issues, will be handled through the relevant policies and processes. Finally, we will finalise the Strategy for Councillor consideration.



8.2.2 FOOD ORGANICS GARDEN ORGANICS (FOGO) KERBSIDE TRANSITION**EXECUTIVE SUMMARY****PURPOSE**

To obtain in-principle endorsement from Council for the transition of the existing Garden Organics (GO) kerbside collection service to a Food Organics and Garden Organics (FOGO) service from 1 January 2027.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2021 - 2031 is relevant.

LEGISLATIVE REQUIREMENTS

Nil at this time.

CONSULTATION

Community consultation on a food organics and garden organics waste management service has not been undertaken at this stage.

FINANCIAL IMPLICATIONS

Transitioning kerbside services from GO to FOGO will have financial implications that will be addressed in future budget Estimates.

RECOMMENDATION:

That Council:

- A. Endorses, in principle, the transition of City of Clarence's existing Garden Organics (GO) kerbside collection service to a Food Organics and Garden Organics (FOGO) collection service, to commence from 1 January 2027.
- B. Authorises the CEO to commence engagement and negotiation with commercial parties in preparedness for the implementation of a Food Organics and Garden Organics (FOGO) service.
- C. Authorises the CEO to commence development of a comprehensive Communication and Engagement Plan to support the transition to a Food Organics and Garden Organics (FOGO) service, and to report to Council for adoption and implementation.
- D. Do all other things reasonably necessary to progress the FOGO collection service and, at an appropriate time, bring further recommendations to Council for approval of that service.

**FOOD ORGANICS GARDEN ORGANICS (FOGO) KERBSIDE TRANSITION
/contd...**

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** Council, at its meeting of 19 December 2021, endorsed the following recommendation:

“That council:

- A. Provides in-principle support for introduction of a future Clarence food organics garden organics (FOGO) waste management service, subject to consideration of a business case providing information on community consultation, costs, implementation considerations and technology processing options to benefit the community; and*
- B. Provides in-principle support for establishment of an “in-vessel” FOGO composting facility located at the Copping Refuse Disposal Site, including potential provision of feedstock, subject to consideration of a business case which includes funding and operational models.”*

- 1.2.** The implementation of a FOGO service was investigated through a Cost Consolidation Model (CCM) that considered business as usual services along with eight additional FOGO collection, bin configuration and transportation scenarios. The report and cost model, which are confidential, were finalised in August 2025.

- 1.3.** The CCM and implementation pathways were presented to Councillors at a Workshop, for discussion, on 25 August 2025, 27 October 2025 and 3 November 2025.

2. REPORT IN DETAIL

- 2.1.** The Australian Government’s National Waste Policy (and subsequent Action Plans) includes a target to halve the amount of organic waste going to landfill by 2030. There is no federal mandate to implement FOGO, as this is determined on a state/territory basis.

- 2.2.** The Tasmanian Waste & Resource Recovery Strategy recognises that organic waste is a significant waste stream in Tasmania (including food organics and garden organics) and that diverting organics from landfill is critical for reducing greenhouse gas emissions, recovering resources, and supporting the circular economy.
- 2.3.** Council’s Sustainability Strategy 2023 includes the objective to introduce a FOGO service within the municipality.
- 2.4.** As a city, Clarence is a significant generator of FOGO within the southern region. The inclusion or exclusion of the City of Clarence as a FOGO provider is therefore likely to be a significant consideration in terms of the viability of organics processing infrastructure. Hobart City, Glenorchy City and Kingborough Councils have FOGO services and Sorell Council is planning to commence a FOGO service in 2026.
- 2.5.** Organics are known to make up 57% of general waste (by weight) collected by Council’s kerbside collection services (Kerbside Bin Audit – May 2023). Separating and composting this material removes significant quantities of municipal waste from landfill and also reduces the generation of greenhouse gases.
- 2.6.** Council considered business as usual services along with eight additional FOGO collection scenarios in the CCM and Report. These options included variations to bin collection frequencies, storage and transport solutions and processing.
- 2.7.** The CCM considered economic (service costs), environmental (diversion rates, emissions from plant and kerbside materials) and social factors through a Multi Criteria Analysis to assess the service options.
- 2.8.** The recommended implementation approach involves a staged rollout of the FOGO service, whereby the current garden organics (GO) collection frequency transitions from every four weeks to a fortnightly schedule, while general waste and recycling collection frequencies remain unchanged.

- 2.9.** Council will be required to undertake procurement activities to support the kerbside transition, including the purchase of kitchen caddies, additional 240-litre bins, and associated promotional collateral.
- 2.10.** Council must also engage with commercial partners and commence contract negotiations to support the transition of its kerbside services.
- 2.11.** Officers will develop a detailed implementation plan outlining project governance, key milestones, budget requirements, and risk management measures. This plan will ensure coordination across contract, procurement, and communications workstreams, and will be presented to Council for further consideration as the project progresses.
- 2.12.** To support the transition of kerbside services, Council will need to implement an extensive community education campaign. Officers will develop a comprehensive Communication and Engagement Plan to facilitate this work and report back to Council for adoption and implementation.
- 2.13.** A commencement date of 1 January 2027 is recommended to ensure Council, and the community are adequately prepared for the successful implementation of a FOGO service, with all contractual, education and engagement, and procurement activities completed beforehand.
- 2.14.** Financial implications associated with the transition will be refined through the detailed implementation plan and reported to Council for consideration as part of the financial year 2026/27 budget process.

3. CONSULTATION

3.1. Community Consultation

No consultation has been undertaken on the implementation of a FOGO waste management service at this stage.

3.2. State/Local Government Protocol

There are no statutory requirements requiring Council to transition to a kerbside FOGO collection service; however, it is a key objective from Council's Sustainability Strategy, aligns with the State Government's Waste & Resource Recovery Strategy and Council's adopted position on emissions reduction.

3.3. Other

An internal FOGO Working Group, comprising key stakeholders and relevant business units, has been established to coordinate planning and ensure alignment across all areas of Council during the transition phase.

Direct discussions with relevant stakeholders and potential contractors have been undertaken diligently throughout the transition planning process.

Council has also maintained close liaison with members of the Copping Refuse Disposal Site Joint Authority and collaborated with other southern councils through TasWaste South to ensure regional consistency and information sharing.

3.4. Further Community Consultation

Should Council accept Recommendation C, Council officers will commence the development of a comprehensive Communication and Engagement Plan to support the transition to a FOGO service, and report to Council for adoption and implementation.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan 2021 – 2031 within the Goal - *An Environmentally Responsible City*, has the following Strategy:

"4.6 Developing and implementing local and regional waste management strategies that consider all forms of waste."

5. EXTERNAL IMPACTS

5.1. In principle support for a City of Clarence kerbside FOGO transition will provide confidence to organics processors for feedstock within the region.

- 5.2.** A FOGO service will see a reduction in landfill bound materials received at Mornington Park Waste Transfer Station and subsequently, the Copping Refuse Disposal Site.
- 5.3.** A FOGO service will require changes to operation at Mornington Park Waste Transfer Station for managing the onsite acceptance and transfer of FOGO material, including the procurement of a new trailer which may take 12 months.
- 5.4.** A FOGO service will require Council's kerbside collection provider to procure an additional vehicle.

6. RISK AND LEGAL IMPLICATIONS

- 6.1.** The introduction of a FOGO waste management service will require modifications to existing kerbside collection services, modifications to resource transfer services and a new contract for FOGO processing.
- 6.2.** Key existing waste and resource recovery contracts and agreements will require amendments.
- 6.3.** Education and community engagement regarding the service is critical for the successful implementation of FOGO. A 12-month lead time aligns with best practice for local government, aiding to mitigate this risk.

7. FINANCIAL IMPLICATIONS

- 7.1.** Transitioning kerbside services from GO to FOGO will have financial implications for Council, which will need to be recovered annually through the waste service charge as part of property rates. The total cost of the service will include the purchase of kitchen caddies and additional bins, community education and engagement activities, collection, storage and transport of FOGO materials, processing, and associated administrative costs.
- 7.2.** The CCM for the recommended implementation Option would result in an estimated per annum increase of approximately \$59 per residential dwelling unit in year one, and an average of \$56 per year over a seven-year period.

This increase reflects the service frequency of GO/FOGO shifting from 13 annual collections to 26.

- 7.3.** Comprehensive financial details supporting the 1 January 2027 implementation will be presented to Council for final endorsement, along with the outcomes of the Communication and Engagement Plan and a recommended pathway for adoption.

8. ANY OTHER UNIQUE ISSUES

Long lead times are anticipated for the procurement of materials and equipment necessary for the transition to a FOGO service. It will be important for procurement processes to commence early to mitigate potential supply delays and ensure readiness for the proposed start date.

9. CONCLUSION

- 9.1.** In accordance with the Council decision of 19 December 2021, officers have completed a confidential business case for the transition of kerbside services. The outcome of this activity indicates that introducing a FOGO service is economically viable, whilst providing substantial environmental and social benefits.

- 9.2.** A number of key activities are required to progress towards the proposed 1 January 2027 commencement date. Therefore, in-principle support from Council is sought at this stage to enable officers to proceed with the necessary planning, engagement, and procurement activities to ensure timely and successful delivery of the FOGO service.

- 9.3.** Comprehensive financial details supporting the 1 January 2027 implementation will be further presented to Council for final endorsement, along with the implementation and outcomes of the Communication and Engagement Plan and a recommended pathway for adoption.

Attachments: Nil.

Ross Graham
HEAD INFRASTRUCTURE AND NATURAL ASSETS

8.3 FINANCIAL MANAGEMENT

Nil Items.

8.4 GOVERNANCE**8.4.1 QUARTERLY REPORT TO 30 SEPTEMBER 2025****EXECUTIVE SUMMARY****Purpose**

To consider the Chief Executive Officer's Quarterly Report covering the period 1 July to 30 September 2025.

Relation to Existing Policy/Plans

The Report uses as its base the Annual Plan adopted by Council and is consistent with Council's adopted Strategic Plan 2021-2031.

Legislative Requirements

There is no specific legislative requirement associated with regular internal reporting.

Consultation

Not applicable.

Financial Implications

The Quarterly Report provides details of Council's financial performance for the period.

RECOMMENDATION

That the Quarterly Report to 30 September 2025 be received.

ASSOCIATED REPORT

The Quarterly Report to 30 September 2025 has been provided under separate cover.

Ian Nelson

CHIEF EXECUTIVE OFFICER

8.4.2 SUBMISSION IN RESPONSE TO REVISED DRAFT DEVELOPMENT ASSESSMENT PANELS BILL 2025 CONSULTATION**EXECUTIVE SUMMARY****PURPOSE**

To provide a submission to the consultation on the revised draft Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2025.

RELATION TO EXISTING POLICY/PLANS

Nil.

LEGISLATIVE REQUIREMENTS

The draft Bill proposes substantial amendments to the functions and powers of Council, acting as the planning authority, under the *Land Use Planning and Approvals Act 1993* and the *Local Government (Building and Miscellaneous Provisions Act) 1993* as well as proposing amendments to the *Historic and Cultural Heritage Act 1995*.

CONSULTATION

The draft Bill consultation period is for five weeks and closes on 12 December 2025.

FINANCIAL IMPLICATIONS

There are no financial costs associated with the provision of the submission. However, it is anticipated that there would be financial implications for Council with the Development Assessment Panels process, both in terms of loss of revenue of application fees and cost of participation, if the proposed legislative changes are made.

RECOMMENDATION:

That Council:

- A. Notes the revised draft Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2025, which has been released for comment.
- B. Endorses the attached submission (Attachment 1 to the Associated Report) and authorises the Chief Executive Officer to provide it as Clarence City Council's response to the consultation.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1. On 21 July 2023, the Premier announced the development of new legislation to allow certain development applications to be determined by independent Development Assessment Panels (DAP) appointed by the Tasmanian Planning Commission.

- 1.2. A Position Paper was released for comment during October and November 2023. Over 540 submissions were received. A Report on Consultation was prepared (available for viewing on the Planning in Tasmania website).
- 1.3. Council considered the matter at its meeting of 20 November 2023 and endorsed a submission which offered limited support for a DAP process, in specific circumstances only.
- 1.4. The Report on Consultation discussed the issues raised in submissions and presented a revised DAP framework which informed the preparation of the *Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2024*.
- 1.5. That Bill was then released for comment in October and November 2024 with Council, on 11 November 2024, again endorsing a submission offering limited support for a DAP process, in specific circumstances only. It is noted that 461 submissions were received by the State Planning Office on this matter during this consultation.
- 1.6. On 28 November, the *Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2024* failed to gain the support of the Legislative Council.
- 1.7. In February 2025, a revised *Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2025* was released for comment with Council, on 7 April 2025, again endorsing a submission offering limited support for a DAP process, in specific circumstances only. It is noted that 428 submissions were received by the State Planning Office on this matter during this consultation.
- 1.8. On 7 November 2025, a revised *Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2025* (the draft DAP Bill) was released for comment. Consultation closes on 12 December 2025 and the matter has been workshopped with Council. This draft DAP Bill is the subject of this report.

2. REPORT IN DETAIL

2.1. The draft DAP Bill 2025 is consistent in part with the previous DAP Bill in 2024 but has undergone some notable changes. Key changes are:

- Removal of the ability of the Minister to direct the Planning Authority to initiate an amendment to the relevant Local Provisions Schedule (LPS) of the Tasmanian Planning Scheme.
- Removal of the escalation point to the Minister to seek to have an application considered through the DAP process.
- Removal of the ability to provide guidance for the Minister to determine the suitability of escalated applications. This also includes the removal of the escalation criteria related to perceived bias.
- Clarification of validity if timeframes are exceeded.

2.2. However, the revised draft DAP Bill 2025 still primarily seeks to:

- Amend the *Land Use Planning and Approvals Act 1993* (LUPAA) to establish an alternative approval pathway for certain applications to be considered by an Assessment Panel established through the Tasmanian Planning Commission.
- Relegate the Planning Authority to a referral role in the considering of an application under the DAP process.
- Modify the *Historic Cultural Heritage Act 1995* to relegate the Tasmanian Heritage Council to a referral role in the considering of an application under the DAP process.

2.3. Key points of concern arising from the draft DAP Bill were workshopped with Council. These issues form the basis of the attached submission and are summarised below:

- There is no value in establishing an independent panel to assess a limited set of applications when the Tasmanian Civil and Administrative Tribunal (TASCAT) already provides that opportunity. In addition, the Major Projects process already establishes a Development Assessment Panel.

- The referral criteria is inadequate, in that referrals are controlled by the proponent and that terms are not defined, nor consistent with other legislation.
- There is an overreliance upon key aspects and criteria of the legislation to be provided through regulation, of which there is no information at this stage.
- The drafting of the Bill is inadequate, in that it creates conflict and/or confusion with the various roles of Council, public land authorities and does not adequately link to the existing operative provisions of LUPAA.
- The draft DAP Bill 2025 is further evidence of the move to remove planning from Local Government and devalue local community representation.

2.4. Notwithstanding the above, and consistent with previous submissions, a limited DAP process is supported in the following circumstances:

- To create a pathway for significant social housing developments (but not subdivision).
- To enable a voluntary Council referral for Council-initiated developments, or development on Council-owned land, involving significant financial investment in community assets (such as sporting facilities and community halls / venues).
- The process should preferably be based as a subset of the existing DAP process for Major Projects. In any event, the proposed legislation should be modified to:
 - require consent of public land managers, road authorities as well as the public or private landowner,
 - address the potential conflicts of multiple applications under multiple pathways, either concurrently or consecutively,
 - clarify the linkages to other operative sections of LUPAA, such as the taking effect of permits and the opportunities for minor amendments, and
 - require, for applications involving multiple dwellings, compliance with the Medium Density Design Guidelines.

- 2.5.** A submission has been prepared outlining the above matters, as well as offering detailed feedback on the proposed provisions of the draft DAP Bill 2025. It is noted that much of this submission reflects what was provided in April 2025 as, despite that submission also offering feedback, most of the operative provisions remain unchanged.

3. CONSULTATION

As identified above, the consultation period on the draft DAP Bill 2025 is for five weeks and closes on 12 December 2025.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Approval of this bill will enable some applications, particularly large applications with local strategic importance, to be considered with limited reference to normal development standards or any relevant council policy or strategy, presenting potential strategic risk for the city.

5. EXTERNAL IMPACTS

- 5.1.** It is difficult to be definitive on external impacts as this will depend upon the perceived success of applicants seeking an alternative pathway for approval.
- 5.2.** Undertaking a significant number of statutory assessments through the TPC will impact upon their resourcing, which is likely to result in a reduction of skilled professionals in an already constrained resource pool.

6. RISK AND LEGAL IMPLICATIONS

The current process described in the draft DAP Bill 2025 requires substantial detailed modification and is likely to result, unless substantially changed, in significant conflict with Council's obligations to enforce its planning scheme and post-permit activities.

7. FINANCIAL IMPLICATIONS

The proposed process suggests that Council, as a referral agency, will be able to charge prescribed fees for its participation in the assessment and approval processes. It is noted that, while a similar power is provided for in the Major Projects process under Division 2A of LUPAA, the regulations were never adopted to enable Councils to charge such a fee.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

9.1. The proposed revised draft DAP Bill 2025 provides an alternative application process that is unnecessary, opportunistic and without justifiable purpose.

9.2. The referral processes are flawed and create conflict and confusion with existing legislative processes.

9.3. A draft submission outlining Council's concerns has been prepared and is recommended for endorsement.

Attachments: 1. Revised Land Use Planning and Approvals (Development Assessment Panel) Bill 2025 - Background Report for Consultation - October 2025 (20)
2. Draft Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2025 - Submission by Clarence City Council. (14)

Daniel Marr

HEAD OF CITY PLANNING



Revised Land Use Planning and Approvals (Development Assessment Panel) Bill 2025

Background Report for Consultation

October 2025

We acknowledge and pay our respects to all Aboriginal people in Tasmania; their identity and culture.

© Crown in Right of the State of Tasmania 2019

State Planning Office, Department of State Growth
Level 6 – 144 Macquarie Street | GPO Box 536, Hobart TAS 7001
Phone: 1300 703 977
Email: spo@stateplanning.tas.gov.au

Table of Contents

- 1.0 Introduction.....4
- 2.0 Glossary4
- 3.0 Background.....5
- 4.0 Issues raised during consultation6
 - 4.1 General issues 6
 - 4.2 Modifications in response to issues 9
- 5.0 Summary of revised DAP Bill 2025.....11
 - 5.1 DAP framework..... 11
 - 5.2 Removal of Ministerial Direction to a planning authority to prepare a draft amendment to its Local Provisions Schedule 12
- 6.0 Next Steps12
- ATTACHMENT 1.....13
- ATTACHMENT 2.....14
- ATTACHMENT 3 – DAP Flow Diagram.....19

1.0 Introduction

In July 2023, the Premier of Tasmania, the Honourable Jeremy Rockliff MP, announced the preparation of new legislation to introduce independent Development Assessment Panels (DAPs) to provide an alternative planning pathway for certain development applications.

The draft Bill proposes to amend the *Land Use Planning and Approvals Act 1993* (the Act) by providing a process for development applications to be determined by a DAP established by the Tasmanian Planning Commission (TPC). The TPC already establish panels to, among other matters, assess Major Projects, Projects of State Significance and determine planning scheme amendments.

The stated intent for introducing DAPs was ‘to take the politics out of planning’ by providing an alternate approval pathway for more complex or contentious development applications. The draft Bill also responds to the potentially conflicted roles of Councillors who are required to act as a planning authority, applying the planning scheme and determining development applications, while also representing the interests of their constituents.

The alternate pathway is optional and allows an independent assessment to be undertaken against the existing planning scheme requirements.

The process still involves councils as a referral entity, ensuring the interests of councils are taken into consideration in the assessment. Community consultation is also central to the process with similar provisions for public notification and exhibition however those making submissions are invited to attend public hearings to discuss the matters raised.

2.0 Glossary

Act – *Land Use Planning and Approvals Act 1993*

DAP – Development Assessment Panel

EMPCA – *Environmental Management and Pollution Control Act 1994*

EPA – Environmental Protection Authority

SPO – State Planning Office

TasCAT – Tasmanian Civil and Administrative Tribunal

TPC – Tasmanian Planning Commission

3.0 Background

The State Planning Office (SPO) prepared a [Development Assessment Panel \(DAP\) Framework Position Paper](#) (the Position Paper) to explore the introduction of an alternative assessment pathway. The Position Paper included a draft DAP framework, based on statements made in the Premier's announcement and initial consultation with key stakeholders. Submissions were invited on matters raised in the Position Paper and on the draft framework. There were 542 submissions received during the consultation period on the Position Paper which are published on the [Planning in Tasmania website](#).

A [Report on Consultation - DAP Framework Position Paper](#) (Report on Consultation) was published in October 2024. The Report on Consultation summarised the issues raised in the submissions, provided a response to those issues and outlined a revised DAP framework and model for the Minister to direct a planning authority to prepare a draft amendment to its LPS.

The findings from the Report on Consultation were used to inform the drafting of the [draft Land Use Planning and Approvals Amendment \(Development Assessment Panels\) Bill 2024](#) (DAP Bill 2024) which was open for a 5 week public consultation period, closing on 12 November 2024. A total of 461 submissions were received which are also available for viewing on the [Planning in Tasmania website](#). The draft DAP Bill 2024 underwent some modifications following consultation feedback prior to being tabled in Parliament on 19 November 2024.

A copy of the tabled DAP Bill 2024, related documents and results of debate in the House of Assembly and the Legislative Council, including access to Hansard records, can be found on the [Parliament website](#).

While the DAP Bill 2024 passed the Lower House, it was rejected in the Upper House. The DAP Bill was revised based on issues raised during debate in the Upper House and was made available for an eight-week public consultation period from 26 February to Thursday 24 April 2025. A copy of the [draft Land Use Planning and Approvals Amendment \(Development Assessment Panels\) Bill 2025](#) (draft DAP Bill 2025) and the accompanying [Background Report for Consultation](#) is available on the Planning in Tasmania website.

The new Minister has reviewed the submissions with further changes made to the revised draft Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2025 (revised draft DAP Bill 2025) (**Attachment 1**). The revised draft DAP Bill 2025 is now available for a further 5 week public consultation period.

The purpose of this report is to provide feedback on the issues raised during the last round of consultation, identify the modifications made to the draft Bill and provide an overview of the proposed revised framework to facilitate further consultation on the revised draft DAP Bill 2025 (**Attachment 1**).

4.0 Issues raised during consultation

4.1 General issues

A total of 426 submissions (not including late submissions) were received on the draft DAP Bill 2025. The majority of submissions did not support the draft Bill. The following provides an overview of the main general issues raised and a response to those issues. For further detail on submissions refer to **Attachment 2**.

- ***General opposition to taking decision making functions away from local government.***

Response

It is noted that there are views that fundamentally oppose the concept of DAPs however, the Government has committed to developing a framework to provide for an alternate decision pathway.

While it is acknowledged that council does not make the decision, it still informs the process and is a party to the proceedings.

Some councils have submitted that there are situations that warrant an alternate decision maker for the assessment of a development application.

- ***No demonstrated need for the introduction of DAPs.***

Response

The need for providing the alternative pathway has been demonstrated at length in past reports. The principal justification is that the contested role of Councillors as a planning authority responsible for determining development applications against the provisions of the planning scheme can be at odds with their political role in representing the interests of their constituents.

- ***Objection to the removal of planning merit appeals.***

Response

The purpose of appealing a planning authority's decision to the Tasmanian Civil and Administrative Tribunal (TasCAT) is to provide an independent review of the process, in a public forum and without political interference. The actual process becomes one where TasCAT assumes the role of the planning authority and assesses the application afresh (*de novo*).

The DAP framework already provides for all those elements within the initial assessment process by being considered by planning experts, open to the public, giving parties the opportunity to test the evidence of others and appeal directly to the decision maker.

The proposed process involves the exhibition of a draft assessment of the development application including, where the application is supported, a draft permit and conditions of

approval. This allows all the parties to be aware of the decision makers' initial thinking and to challenge elements of that thinking. The publication of all representations following the exhibition period provides parties with the opportunity to scrutinise each other's submissions and test them in a public hearing and before the decision makers.

Allowing a right of appeal when the framework already has the safeguards in place to provide a legally sound process that obeys the rules of natural justice in the initial decision, introduces unnecessary time delays and costs to the community.

It is also considered inappropriate for the State's peak planning body to be subject to a merit appeal on planning grounds. Any decision of a DAP will be subject to judicial review.

- With the exception of the TPC acting as the planning authority under the *Major Infrastructure Development Approvals Act 1999*, no other decisions made by it are subject to a merit appeal. **Concerns regarding the qualitative nature of the referral process;**

Response

The draft DAP Bill 2025 provided an option where the applicant, or the planning authority with the consent of the applicant, could request to the Minister that the application be determined by a DAP subject to the Minister being satisfied that the application met one or more of the following criteria:

- the application relates to development that may be considered significant or important to the local area or State;
- there are concerns about the planning authority's technical expertise to assess the application;
- the application relates to development that is, or is likely to be controversial; or
- where the planning authority has, or is likely to have, a conflict of interest or there is a perceived bias on the part of the planning authority.

The submissions raised valid concerns regarding the clarity of these criteria. A statutory decision-making framework needs to have a high degree of certainty. On review, the proposed provisions are considered too subjective and introduce a level of ambiguity which cause subsequent complications for the implementation of the framework.

The submissions that raised this matter are supported and as a consequence, section 60AD in clause 9 of the draft DAP Bill 2025 has been deleted from the revised draft DAP Bill 2025.

- ***Lack of support for increased ministerial powers to determine what applications enter the DAP process.***

The draft DAP Bill 2025 only provided a role for the Minister to decide on whether an application should be referred to a DAP for determination. As discussed above, the exercise of that discretion relied on the Minister applying qualitative criteria which, on review, does not provide the necessary certainty required for statutory processes. The

Ministerial role to determine the eligibility of certain development applications to be assessed by a DAP has been removed from the DAP framework.

- ***Cost and resource implications for councils.***

Response

The fees for council's involvement in the assessment of applications referred to DAP for determination will be prescribed through regulations. Those regulations are yet to be drafted. It is anticipated that the fee structure will be based on a full cost recovery model.

The draft regulations containing the fee structure will be subject to separate consultation if the legislation is passed by Parliament.

- ***Concern that DAPs will not be independent and will be pro-development.***

Response

Planning decisions are either made by council acting as a planning authority, with an opportunity to appeal to an expert panel established by TasCAT, or by a similarly constituted expert panel established by the TPC.

Past reports on the DAP process have explained that DAPs would be established by the TPC, which is an independent statutory body at arm's length from government. The TPC already performs a number of independent assessment and advisory functions within the Resource Management and Planning System. The TPC continues to be well regarded and respected for their independence and expertise in determining complex planning matters.

The TPC is established under the *Tasmanian Planning Commission Act 1997*. The TPC and it delegates uphold a high degree of integrity in the functions it performs. While the *Tasmanian Planning Commission Act 1997* gives some latitude on the TPC's procedures, the principle of natural justice must be followed at all times. Commissioners and delegates must not have any conflict of interest, or are required to register any perceived conflict of interest, and must bring an open and unprejudiced mind to all matters. Any decision made by the TPC is subject to judicial review which would reveal any bias or perception of bias.

- ***The proposed process increases complexity in an already complex system.***

Response

The draft DAP Bill 2025 provides flexibility by introducing an optional additional approval pathway into the system. The Bill is required to be quite detailed because it steps through the eligibility, referral and assessment processes, providing certainty and accountability for the operators of the process and those that operate within it.

While the Bill includes an additional approval pathway which may be perceived as adding complexity to the system, the need for the additional approval pathway is justified.

The removal of the Ministerial role in determining eligibility of certain applications to enter the DAP process removes some of the complexities previously raised.

4.2 Modifications in response to issues

The following table sets out specific issues that have resulted in modifications being made to the draft DAP Bill 2025.

Issue	Modification
Lack of support for the Minister to have the discretion to refer an application to a DAP for determination and the ambiguous criteria used to make that determination.	Supported as discussed above. Section 60AD in clause 9 of the draft Bill has been deleted. Remove subsequent references to section 60AD
Because section 60AD is removed, there is no need for the TPC to issue Section 8A guidelines to help the Minister make a decision to refer an application	Clause 6 of the draft Bill has been deleted.
Section 60AF (3)(a)(i) and (ii) refers to a 'place or area' - need to clarify that they are a "registered place" or "heritage area" as defined under the <i>Historic Cultural Heritage Act 1995</i> ?	Supported. Reference to 'place or area' is now referenced as a registered place or heritage area as defined by that Act. See s60AE(3)(a)(i-ii) of the revised draft DAP Bill 2025.
Section 60AH(5) and (6) relate to modifications to an exhibited hearing date and should be their own sections.	Supported. Provisions inserted as an additional section. See s60AH of the revised draft DAP Bill 2025.
Section 60AH(6) (b) requires that all the application documentations are re-exhibited for the purpose of notification of a change of hearing date. Concern that this will invite further representations to be received outside the exhibition period.	Supported. Section 60AH(6) (b) has been deleted.
TPC have requested the assessment clock stops if it has to seek advice from the Environmental Protection Authority (EPA) under s60AC(4) as it cannot control when that advice will be	Supported. Modification made to the draft Bill to address concern. See s60AC(4)(b) of the revised draft DAP Bill 2025.

Issue	Modification
provided which can impact it meeting its assessment timeframes.	
The 7 day timeframe for the TPC to review further information under s60AG(6) is too short and have requested 14, or “7 days, excluding any days on which the office is closed within normal business hours, or as otherwise agreed by the Minister”	Supported. The draft Bill has been modified to allow 7 business days or such greater period as determined by the Minister. See s60AF(6) of the revised draft DAP Bill 2025.
A site notice as part of the exhibition notification should go to owners and occupiers of adjoining land are notified under s60AH, not just owners.	Supported. Modification made to the draft Bill to provide that owners and occupiers of adjacent land are notified. See s60AG(1)(c) of the revised draft DAP Bill 2025.
Require the DAP to accept a certificate of exemption issued by an accredited person where there is insufficient risks from natural hazards to warrant specific protection measures.	Supported and modification made to the revised draft DAP Bill 2025. See s60AL(2)(f) of the revised draft DAP Bill 2025.
Concern that if the DAP fails to make a decision within the timeframe that this will make any subsequent approval invalid.	Supported. Modification made to include an additional provision specifying that if a decision is made outside the timeframe allowed, it does not invalidate the approvals. See s60AL(5) of the revised draft DAP Bill 2025.

5.0 Summary of revised DAP Bill 2025

5.1 DAP framework

The draft Bill provides an option to allow discretionary development applications to be referred to a DAP for determination, provided it is not subject to the *Environmental Management and Pollution Control Act 1994*, if it meets specific criteria.

These criteria include:

- if the application is made by, or on behalf of, Homes Tasmania or a registered community housing provider for social and affordable housing or subdivision to facilitate social and affordable housing;
- where the applicant, or the planning authority with the consent of the applicant, requests DAP determination and the development application satisfies the following value thresholds:
 - o over \$10 Million, or such other amount prescribed, if all, or any part of the development, is located in a city; or
 - o over \$5 Million, or such other amount prescribed, where the development is located outside a city;
- where the council is both the applicant and the planning authority and the value of the development exceeds \$1 Million;
- any other purpose as prescribed in the Regulations.

Eligible development applications lodged with a DAP for determination follow statutory timeframes for certain assessment tasks. The maximum time taken for determining applications are in the order of 112 days. The current timeframe for determining discretionary permits is 42 days. The additional time taken through the DAP process is to provide sufficient time for affording natural justice through public hearings into the representations.

The Bill provides for a DAP to refer the development application to reviewing entities, including the planning authority, for advice and input into the assessment process. Any additional information required by the reviewing entities is consolidated by the DAP and the statutory clock stops until the applicant has provided the necessary information to the satisfaction of the DAP.

The DAP undertakes a preliminary assessment and prepares a draft assessment report, including a draft permit and conditions if recommended for approval. The draft report, application and any additional information is exhibited for 14 days, consistent with existing public exhibition, and the DAP receives representations. Following the public exhibition period, the representations are published and the DAP holds a hearing to consider the evidence before it and allowing the parties to test each other's evidence. The DAP considers all the relevant information before making a final decision. If the DAP approves the application, it directs the planning authority to issue the permit. Enforcement and any

subsequent minor amendments to the permit remain the responsibility of the council as the planning authority under the Act.

Similar to other decisions made by panels established by the TPC, DAP decisions are final, with no right of appeal based on planning merit, although they are subject to Judicial review.

Attachment 3 sets out a flow diagram of the proposed DAP process.

5.2 Removal of Ministerial Direction to a planning authority to prepare a draft amendment to its Local Provisions Schedule

The draft DAP Bill 2025 included provisions to allow the Minister to direct a council to prepare a draft amendment to its LPS where the review process under section 40B of the Act had been exhausted. The proposed direction could only occur if the Commission requests the council to reconsider its rejection of a draft amendment. A draft amendment prepared under the proposed Minister's direction only commenced the Commission's assessment process rather than any approval or making of an amendment to the LPS by the Minister.

This process has been removed from the revised draft DAP Bill 2025 on the basis that it is separate to the proposed DAP process. The removed elements may be considered through a separate amendment Bill.

6.0 Next Steps

A copy of the revised draft DAP Bill 2025 is available for viewing and download on the SPO's Planning in Tasmania website at: <https://www.stateplanning.tas.gov.au/have-your-say/consultations/lupaa-amendments/draft-lupaa-development-assessment-panel-amendment-bill-2024>

The revised draft Bill will undergo a 5 week consultation period during which time submissions are invited through the SPO's ['Have your say'](#) platform.

ATTACHMENT 1

Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2025 – consultation draft 2 October 2025

ATTACHMENT 2

Summary of issues raised during February – April 2025 consultation and responses

Issue	Response
No justification for introducing DAP pathway	The proposed process is principally in response to a small number of applications that have been refused on the basis of social prejudice against the location of social and affordable housing. With the Government's commitment to delivering 10000 new social and affordable homes, many of which rely on federal funding requiring construction to occur within specified timeframes otherwise funding can be lost, greater certainty within the planning system is needed. Councils generally supported the option to refer a council application to a DAP for determination as it removed any element of perceived bias in the determination.
Increased resourcing and costs, inefficient use of resources and duplication of processes	The fee structure for a DAP assessment will be prescribed through Regulations following extensive consultation with the parties involved in the process. The Background Report that accompanied the draft Bill for consultation flagged that a cost recovery model will be adopted for a DAP assessment, including council's being able to charge a fee for its advice and participation in the process. The specific details of the fee structure are yet to be determined. The additional cost of having an application determined by a DAP is

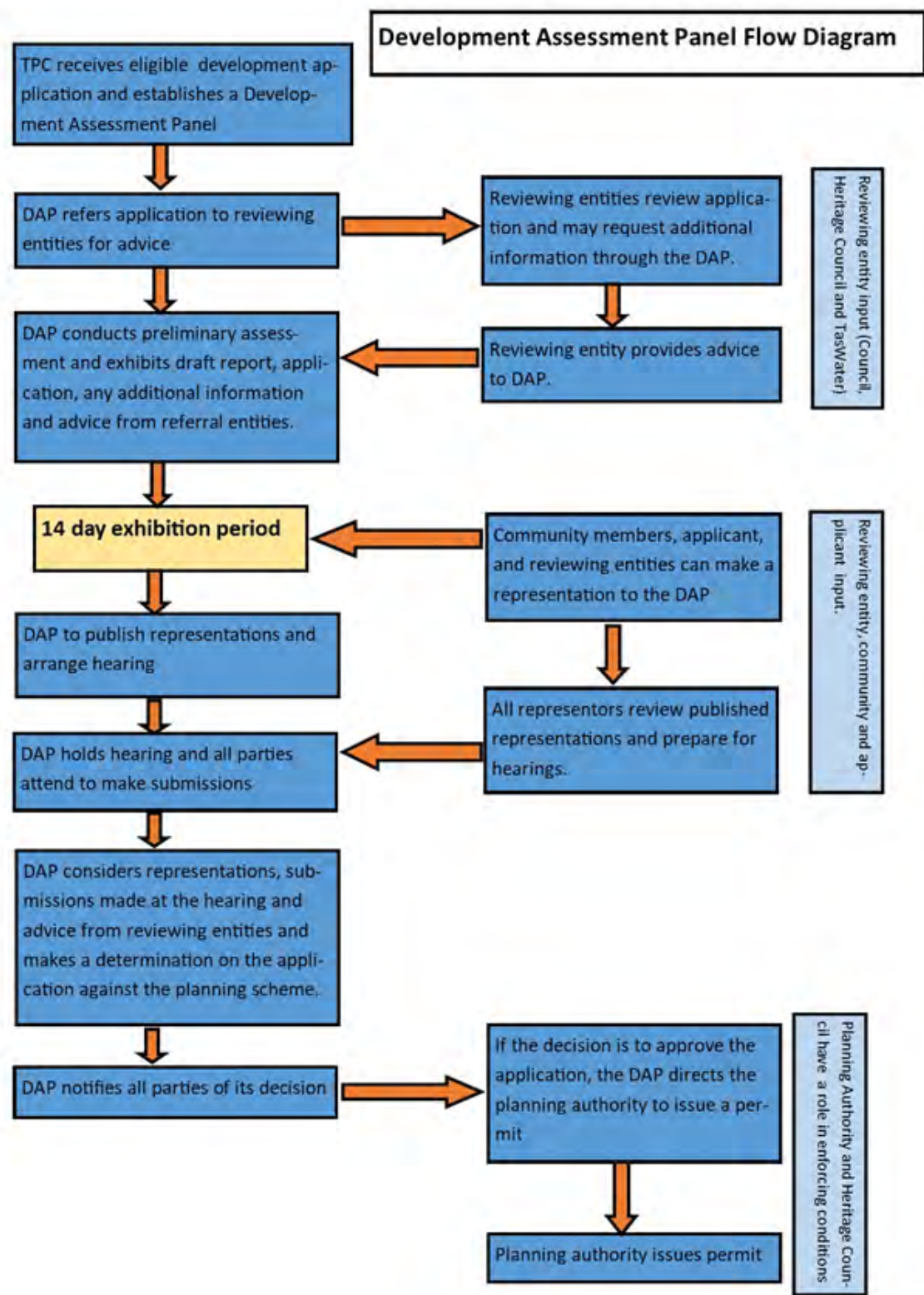
Issue	Response
	borne by the applicant who chooses this process.
Divert resources away from more important strategic planning reforms	Providing an alternate approval pathway for certain problematic development applications to be determined against the existing planning provisions is considered a good use of resources. The process will allow social and affordable housing to be delivered in a timely manner supporting the provision of much needed housing.
Increases complexities in an already complex process	While it might be considered by some to add more complexity, that complexity is borne by the applicant who chooses the DAP process.
Ministerial referral of applications to a DAP is ambiguous and does not provide certainty to councils or applicants as to what developments are eligible for DAP determination	This element of the draft Bill has been removed. There are no longer any role for the Minister to determine if an application is suitable for DAP referral.
Lack of meaningful engagement and modifications made to the Bill are superficial	The draft Bill underwent an extended 8 week consultation period during which time the SPO held 2 online information sessions to help councils understand the Bill and facilitate their feedback. The Bill has been modified post consultation to address many of the concerns raised in submissions, most notably the removal of the Minister to refer applications to a DAP. The new Minister has approved another round of consultation in the hope of striking a suitable balance between the issues raised.
Timeframes to undertake certain assessment functions are insufficient and should be extended	The timeframe given for the TPC to review and respond to further information provided by the applicant was increased from 7 days to 7 working

Issue	Response
	days with an option to extend subject to approval by the Minister. This is considered necessary given the scope and complexity of information it may have to review. Other parties subject to the same reviewing timeframe were not given the additional time because they have more discrete and limited range of matters to review.
Timeframes should not apply while TPC is seeking advice from EPA confirming that an application is not subject to EMPCA	The time taken for the EPA to respond to confirm that an application is not subject to EMPCA should not contribute to the TPC's assessment time. The Bill has been modified so that the assessment clock doesn't start until this advice is obtained.
The Bill should include that a correction of errors can be made	The Bill already specifies that the Act applies the provisions relating to any minor amendments to a permit and enforcement of the permit. This includes any correction of an error
If a determination is made outside the specified timeframe it should not be considered invalid	The Bill was modified to include a provision that a decision is not invalidated if it is made outside the specified timeframe.
Need for pre-lodgement discussion with Tasmanian Heritage Council.	This currently occurs outside of the statutory process and there is not considered a need to require it through legislation.
Require the DAP to accept a certificate of exemption issued by an accredited person where there is insufficient risks from natural hazards to warrant specific protection measures.	This is supported and the Bill has been modified to include an additional provision under the existing provision requiring the DAP to accept a relevant bushfire hazard management plan or other prescribed management plan relating to environmental hazards.

Issue	Response
Applications subject to EMPCA should be eligible for DAP determination.	Development applications that are subject to the EMPCA are assessed by both the Environmental Protection Authority (EPA) and the planning authority with the planning authority being required to apply any outcomes of the EPA's assessment. The reason why they have been excluded from the DAP process is to allow for applications that have complex environmental considerations to be subject to expert consideration of the EPA.
DAPs are not independent and no criteria for the establishment of a DAP	DAPs are to be established by the TPC which is an independent statutory authority at arm's length from government. The <i>Tasmanian Planning Commission ACT 1997</i> has its own set of provisions for holding hearings and delegating functions to panels. The Bill specifies that the TPC Act applies to a DAP as if it were a reference to the TPC (s60AA(2))
DAP process will make it easier to approve large scale development	The DAP is required to undertake an assessment against the same planning provisions and considerations as council.
DAP decisions should be subject to merit appeal	The purpose of appealing a planning authority's decision is to provide an independent review of the process, in a public forum and free from political interference. Most decisions made by the TPC are not subject to a merit appeal because the TPC is the peak planning body and is bound by the principles of natural justice requiring giving parties the opportunity to attend public hearings to make submissions and test each other's

Issue	Response
	submissions in the presence of the decision maker.
Opposition to increased Ministerial powers to direct council to prepare a draft LPS amendment	To avoid confusion with the DAP process, this element of the draft Bill has been removed.
Opposition to removal of local democracy in local decision making	Planning decisions should not be based on local democracy or a vote of popularity. When making decisions as a planning authority council is required to apply the provisions of the planning scheme.
Inadequate timeframes for public exhibition and hearing notification	The public exhibition period is 14 days which is consistent with the application of standard provisions. Notification of the public hearing is given at the time of exhibition of the application and draft assessment report. The minimum timeframe for a public hearing is 10 days from the close of exhibition. This allows a minimum overall timeframe of 24 days to prepare for a hearing. The TPC Act requires the publishing of submissions as soon as practical (refer s12 TPC ACT). The minimum timeframes for notification of an existing TPC hearing is 2 weeks.

ATTACHMENT 3



State Planning Office, Department of State Growth
GPO Box 536 HOBART TAS 7001
Phone: 1300 703 977
Email: spo@stateplanning.tas.gov.au
Website: stateplanning.tas.gov.au



City of Clarence
38 Bligh St Rosny Park
PO Box 96
Rosny Park TAS, 7018

03 6217 9500
clarence@ccc.tas.gov.au
ccc.tas.gov.au

Revised Draft Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill - October 2025

Submission by Clarence City Council

On 12 November 2024, the City of Clarence provided a submission on the Draft Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2024. Our submission, as with most submissions, as well as the submissions and outcomes of the antecedent DAP Framework Position Paper, were largely ignored and the draft Bill was subsequently defeated in the Legislative Council later that month.

On 9 April 2025, in response to the revised Draft Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2025, the City of Clarence again provided a largely unchanged submission to the State Planning Office on the matter.

Eight months later, we are now confronted with a third version of proposed legislation. While it has undergone substantial revision, the question is still “Why is the Minister still pursuing this agenda, despite this feedback from Local Government, the community, State Government bodies and the industry?” It is a solution seeking a problem. In short, the Minister is seeking to fix problems that don’t exist, while ignoring the main issue – our Resource Management Planning System is over 30 years old and requires a total overhaul.

There is absolutely no need for this reform. LGAT has previously made submissions on this matter to both the State Planning Office and the Legislative Council to demonstrate that there is no statistical evidence that the current system is not working.

The DAP provides a simplistic, opportunistic opportunity for developers to choose yet another pathway for the assessment of local planning applications despite the existing independent review body and the existing Development Assessment Panel process. It further erodes the rights of communities to be involved in decision-making, through bureaucratic red-tape and the removal of the role of elected members.

Yet at the same time, the State is seeking to reduce red tape, reduce spending and slash its workforce, but is still legislating for unnecessary change which will require additional cost and resources.



KEY CHANGES WITH PREVIOUS DRAFT DAP BILL 2025

It is acknowledged that the revised draft DAP Bill 2025 has made a number of changes to that proposed in February 2025:

- Removal of the ability of the Minister to direct the Planning Authority to initiate an amendment to the relevant Local Provisions Schedule (LPS) of the Tasmanian Planning Scheme.
- Removal of the escalation point to the Minister to seek to have an application considered through the DAP process.
- Removal of the ability to provide guidance for the Minister to determine the suitability of escalated applications. This also includes the removal of the escalation criteria related to perceived bias.
- Clarification of validity if timeframes are exceeded.

It is the submission of the City of Clarence that ability to change the scope of the draft Bill to such a degree, while not without merit as they result in improvement to that previously contemplated, reflect the adhocery of this legislation in that it has not been borne out of need, but it is still seeking a problem to solve.

As a primary position, the City of Clarence submits that the draft DAP Bill should be scrapped as it is unnecessary and will not further the objectives of the Resource Management Planning System of Tasmania.

KEY ISSUES WITH DRAFT DAP BILL

The primary issues associated with the draft DAP Bill relate to the purpose of the legislation and what it seeks to achieve, as well as the current planning processes established under the *Land Use Planning and Approvals Act 1993* (LUPAA) and associated regulations and legislation.

- **There is no problem to fix**

As previously submitted, there is simply no problem to fix despite the background report stating that the *“need for providing the alternative pathway has been demonstrated at length in past reports.”* It has been claimed, but not demonstrated, with the 2023 framework position paper acknowledging that the statistical evidence was not there to support the government’s position. In the last 4 years in Clarence, less than 1% of applications were refused, predominantly on the grounds of technical non-compliance with applicable provisions of the planning scheme – an outcome which will also bind any similar determining authority.

What we do have is, despite significant subdivision approvals, a number of developers who are arguably land-banking, delaying and drip-feeding the release of approved lots to the market. This is the area where reform should be concentrated.



- **DAP Process is unnecessary**

The premise for the establishment of the DAP process is the need to enable consideration of an application by an independent body rather than the planning authority. The draft DAP Bill proposes to:

- o establish an Assessment Panel through the Commission,
- o seek advice from the Planning Authority and relevant entities such as TasWater and TasNetworks,
- o require public exhibition of the application and allow for representations to be made, and
- o hold a public hearing and determine the matter subject to the relevant provisions of the planning scheme.

Given this approach, it is submitted that this process will provide no greater benefit in terms of outcome to the decision-making process of the Planning Authority or that already provided through appeal to the Tasmanian Civil and Administrative Tribunal (TASCAT).

Furthermore, the existing review process provides greater certainty around the mechanism for escalation, clear timeframes, a more mature and practiced mediation process and well established and tested provisions interlinked with the current legislation.

As TASCAT are required to consider the application *de novo* but are bound in their determination as if they were the Planning Authority, there is absolutely no value in providing another process which intends the same outcome – it is simply adding more red tape to an already complex piece of legislation with multiple approval pathways.

In addition, the Major Project approval process (Div 2A, Part 4 of LUPAA) already provides for a Development Assessment Panel to be set up to assess applications that meet an eligibility test. So, utilising the existing DAP process under LUPAA would become a matter of establishing a second tier of applications with a different threshold criteria – not the need for an additional separate process.

- **Referral criteria for application to Commission is unreasonable**

The draft DAP Bill identifies an option to apply to the Commission for the consideration of an application by an Assessment Panel, subject to the following criteria:

- o The application is made by, or on behalf of, Homes Tasmania or a registered community housing provider and relates to a development or subdivision which includes social or affordable housing, or
- o The application relates to development valued in excess of \$10m within a city council area, or \$5m otherwise, or
- o Council is both the applicant and the planning authority, or
- o The application falls within a prescribed class of applications.



Whilst an application can be made by one of the social housing groups identified, there is nothing that ties the development to ownership once the permit has been granted. Development, by definition, relates to works and not use – accordingly, the application would need to relate to a use, which would be a “single dwelling”, “multiple dwelling” and not for “social housing” which is not a defined use. Accordingly, once a permit was issued there is no linkage to that it is to be used for a purpose outside the planning scheme and would be unenforceable.

While development, by definition, does include subdivision, again there is nothing that ties a subdivision to a future use, or anything which could be used to enforce the future use of a lot created by subdivision. This clearly shows the deficiency of the drafting to not understand such a crucial relationship.

In simple terms, there is nothing under the legislation, either existing or proposed which would require a development, once assessed as for “social or affordable housing” to continue to be used for social housing, nor prevent its sale on the open market. Accordingly, it is considered that, as a government agency, such conditioning of ongoing use could only be maintained on, or on behalf of, Homes Tasmania.

In addition, Homes Tasmania’s practise is to provide for a mix of social housing, home equity options and release to the open market. Accordingly, the current referral relates to land which will not be solely for social housing or associated options.

While the concept of enabling council, as an applicant, to refer applications when it views it beneficial to allow independent review is cautiously supported, additional criteria relating to value is unnecessary. In addition, the referral criteria does not address the scenario where council may be the landowner and not the proponent.

Lastly, on the referral criteria, the purported reliance upon the Regulations to dictate the application of the legislation is galling, particularly where there is no detail at this stage. Removal of criteria from the legislation then potentially replicating it through the regulations provides no confidence in the system and merely allows the Minister to include any type of criteria they wish in the future with no review or debate.

Identifying that application types and criteria will be contained in regulations, which are not yet developed, makes the current referral criteria otiose given that they can just be replicated in the regulations. This does not reflect good governance as it does not provide for openness and transparency of decision-making.

- **Duplication of process**

This DAP process (albeit misnamed as it sets up Assessment Panels, not Development Assessment Panels) duplicates the existing DAP process for Major Projects (already described under Division 2A of LUPAA) which relates to applications that meet the below criteria:

“(1) Subject to section 60N , a project is eligible to be declared to be a major project under section 60O if, in the opinion of the Minister, the project has 2 or more of the following attributes:



- (a) *the project will have a significant impact on, or make a significant contribution to, a region's economy, environment or social fabric;*
- (b) *the project is of strategic importance to a region;*
- (c) *the project is of significant scale and complexity.. However, in this case the Minister"*

The Major Projects DAP process is detailed and comprehensive and integrated across LUPAA. Encouraging applications of similar size and scale to avoid both this process and the planning authority DA process is disingenuous and undermines the integrity of the current planning system.

- **Heritage approval should be required for heritage works**

Currently Part 6 of *Historic Cultural Heritage Act 1995* (HCHA) overrides the provisions of LUPAA or a planning scheme that requires a discretionary permit for any heritage works, as defined. The HCHA allows for a minor works permit to be issued, and those works undertaken, without requiring a planning application to be made.

The draft DAP Bill seeks to exempt a DAP application from the application of that Act, requiring the Tasmanian Heritage Council to act as a reviewing entity to a DAP permit (as will be the planning authority and other service agencies) and provide advice only.

This reduction of status, along with no appeal rights, will reduce the likelihood of quality heritage outcomes through the imposition of conditions by the Tasmanian Heritage Council. It will also remove the offence of undertaking works contravening the conditions of a permit for heritage works. Perversely, it will also remove the ability for the Heritage Council to issue a minor works approval in relation to DAP application of minor heritage impacts.

CIRCUMSTANCE WHERE EXISTING DAP PROCESS COULD BE APPLIED

Consistent with previous submissions, the City of Clarence supports an alternative application path in limited circumstances:

- To create a pathway for significant social housing developments (but not subdivision).
- To enable a voluntary council referral for council-initiated developments, or development on council-owned land, involving significant financial investment in community assets (such as sporting facilities and community halls / venues).

From a process perspective:

- The DAP process should be a subset of the existing DAP process for Major Projects.
- In any event, the proposed legislation should be modified to:
 - o Require consent of public land managers, road authorities as well as the public or private landowner.
 - o Address the potential conflicts of multiple applications under multiple pathways, either concurrently or consecutively.



- o Ensure the linkages to other operative sections of LUPAA, such as the taking effect of permits and the opportunities for minor amendments, are correctly worded and allow for clear understanding of process.
- o Require applications, involving multiple dwellings that rely on the performance criteria for residential density, to comply with the Medium Density Design Guidelines issued by the Department of State Growth.

DETAILED FEEDBACK ON PROVISIONS OF DRAFT DAP BILL

The draft DAP Bill, as with its predecessor, is deficient in its drafting. It fails to use existing defined terms, and it conflicts with current processes and terminology.

The following comments are offered should the legislators be of a mind to amend the legislation and approve it. They are in no way to be considered as endorsing the need for the draft DAP Bill 2025.

Development Assessment Panels	Despite the naming of the Bill, the processes set up are for an Assessment Panel. A Development Assessment Panel process is already set up to determine Major Projects – continued misuse of this term, for a process other than an actual Development Assessment Panel will only increase confusion through adding to the unnecessary complexity of LUPAA.
Discretionary Permit	The draft DAP Bill expands the term “discretionary permit” to incorporate an application under Division 2AA of Part 4. By proposing these criteria in the alternative, when the eligibility criteria are not exclusive, there is a confusion over whether a permit for the same application can be contemplated under both Division 2 (a normal DA) and Division 2AA, whether consecutively or concurrently. This confusion also extends to which permit takes precedence, if two alternatives are issued. This could be remedied through an operative clause that identifies that an application for a permit under Division 2 cannot be applied for, approved or has no effect while a permit application is in effect that has been issued under Division 2AA. This circumstance has been contemplated with the Major Project process under S60D of the Act. However, there is a more fundamental problem with this simple definition in that it automatically assigns a discretionary status to any application made under Div 2AA, irrespective of whether Clause 6.8 of the TPS is triggered.



	This then leads to a potential conflict with s.60AL(3) in that Clause 6.10 of the TPS prescribes different tests for discretionary or permitted uses and that the exercise of discretion may not exist. There is also no consideration of the occurrence that, during the assessment process, it is discovered that the application would have met the requirements to be considered under Section 58 of LUPAA (thus losing its discretionary status). The proposed change also replicates the existing error in the qualification to subclause (a) of the definition in that, if Section 40Y(5) did not apply, an application submitted in accordance with Section 40T would be considered under Section 57 of the Act. As Section 40T is for an application which could not be considered without amending the LPS [Section 40T(1)(a)] and Section 57 only applies to an application which the planning authority has the discretion to consider, this definition is fatally flawed.
Landowner consent	The draft DAP Bill does not provide a notification or consent procedure for when the applicant is not the property owner, or not acting on behalf of the property owner, or even when the application may include public land. This is a basic aspect of all other processes under LUPAA. It is submitted that landowner consent and notification requirements should be consistent across applications under Division 2 or Division 2AA.
The planning authority as a “party” to an application or request	In relation to the processes contemplated under Section 60AC, council as a planning authority cannot be termed as a party to an application that is not made to it – it has no role as the planning authority. As the application is not made to the planning authority in the first instance, nor is it notified by the proponent, the planning authority cannot be aware of an application made to the Commission until notified, and therefore unable to undertake its proposed powers. The confusion that this section creates is that it is specifically in relation to an “application” (which should be called a “request”) for “an application for a discretionary permit” to be considered by the Commission.



	Such a request may be made by the applicant for the discretionary permit or the planning authority, who should then be considered the “applicant” for the request to the Commission. This confusion, as to whether the proposed clauses relate to the “application” or the “application for the application”, continues through the draft DAP Bill. This is highlighted in Section 60AD(1) where it establishes the Assessment Panel to assess the application made under Section 60AC - which actually is the request for the Commission to accept the application, not the application for the discretionary permit itself. For this section to clearly operate then it would need a discrete determination, under Section 60AC(5), of the request for consideration against the application criteria – then the remaining sections should refer to the application for a discretionary permit.
Fees	While it is contemplated that fees are payable for actions by the Commission and relevant entities under Section 60AE(2), including the planning authority, these are yet to be prescribed and there is no mechanism in the draft DAP process for the halting of processes until these fees are paid. It is noticed that, while the Major Project process has similar provisions for relevant regulators in Section 60ZZR(3) of LUPAA, Part 4 of the <i>Land Use Planning and Approvals Regulations 2024</i> the regulations have never been updated to prescribe a relevant fee.
Section 60AF(6)	The specified timeframe of 7 days to receive requested information, distribute to reviewing entities, get this reply and then advise the applicant is somewhat ambitious and unlikely to be practically met. In addition, referral to planning authorities, for a merit-based comment, relies on officer comment only as it does not allow sufficient time for the matter to be listed and considered at a normal council meeting. Forcing this delegation undermines Council’s option for delegation [Section 6 LUPAA] and established decision-making processes through the required ordinary meetings of Council [Regulation 4 of the <i>Local Government (Meeting Procedures) Regulations 2015</i>].



	However, it is noted that these timeframes appear not to apply due to the provisions of S60AF(7) which confuses the process.
Section 60AG	Notification is required under Section 60AG(1) and then partially replicated in Section 60AG(2) which then refers to regulations. This is one of the times where, consistent with other permit application processes under LUPAA, that the details of the notice requirements could simply be prescribed in the Regulations to avoid repetition and confusion. However, the draft DAP Bill now has been modified to match a normal DA process in that it requires a site notice, and notification of occupiers of adjacent land. Given the administration burden in undertaking notification, and the opportunity for process failure (as evidenced by Supreme Court No. 2691 of 2025 - State of Tasmania v Clarence City Council), the process should be reviewed across the board. The current requirement for a normal DA for a public notice to be placed in a newspaper is outdated, costly and reaches only a small portion of the community – current engagement process through council websites and the use of social media have a far greater effect and reach a significantly wider demographic of the community. This section of the draft DAP Bill also contains the requirements for the preparation of a draft Assessment Report which is then exhibited along with the application documents. There are no criteria upon which this assessment report is to be based and no ability for reconsideration of its suitability based upon representations. At a minimum, this assessment report should be required to address all applicable standards of the relevant planning scheme and all relevant policies of Council. It is noted that Section 60AG(4) provides that a person may make “<i>comments, and provide feedback</i>” rather than using the term “representation”. However, the term “representation” is then used later to describe these submissions. As representation is a defined term it should be used consistently. It is submitted that any changes to standard process, including notification and terminology should be consistent across applications whether under Division 2 or Division 2AA.



Section 60AI	The inclusion of alternative dispute resolution techniques in determining an outcome is tokenistic and provides no rigour around procedure nor governance. Inclusion of any such provisions should be modelled on that of TASCAT under Part 8, Division 7 of the <i>Tasmanian Civil and Administrative Tribunal Act 2020</i>.
Section 60AJ	Section 60AJ(1) enables the Assessment Panel to cancel a hearing, normally held under Section 60AI, where there are no representations or reviewing entities did not specifically request a hearing – despite this not being a criteria for response in Section 60AL(2). In addition, determination of an application under this section has no reference to the planning scheme nor is it bound in any way by its provisions. It is inferred, but not explicit, that for the Assessment Panel to refuse any application then a hearing must be held and such determination be made under Section 60AL(1), but how this process would link is unclear. It is submitted that determination of all applications must be subject to the provisions of the relevant planning scheme as if the Assessment Panel were the Planning Authority.
Section 60AK	The draft bill also provides for discounting of representations based on a perception of their content – using terms of “frivolous and vexatious”. These terms have a legal basis which normally relate to actions, not written submissions. It is submitted that any changes to standard process, including representation consideration, should be consistent across applications under Division 2 or Division 2AA.
Section 60AL	In determining an application under Section 60AL(1) the Assessment Panel is required to apply to provisions of the planning scheme and is limited to only determine a matter in a way that was available to the Planning Authority. The application of the planning scheme should form the fundamental part of the assessment report which is then applied at the determination stage. The process is reliant upon the Planning Authority, by way of comment, providing an identification of the relevant provisions of the scheme.



The key issue here is that the planning scheme must be read as a whole and cannot be selectively applied. The application of the planning scheme, in a fundamental sense, relies on the operative provisions which specifically references the planning authority, not a third party.

These provisions include:

- the determination of the classification of use,
- the consideration of mandatory information (which differs from what might be prescribed under Sections 60AC(2)(b)(ii),
- required further information (which may differ from that under Section 60AF(4)),
- application of general provisions,
- the determination of applicable standards of zones and codes,
- limitation upon assessment matters (which differs from Section 60AL(2)(d), and
- the imposition of conditions.

The interpretation and application of these matters have been considered by the Tribunal and binding precedents, in some cases, have also been set by the Supreme Court which should equally apply to the Assessment Panel.

It is also noted that some provisions of the scheme require the consideration of Council or the Department of State Growth as the road authority, or the Director of the EPA, which has not been recognised in the draft DAP process.

For the Assessment Panel to successfully apply the provision of the planning scheme they would need to be acting as if they were the planning authority to determine this matter.

However, in determining a matter the Assessment Panel is unable to bind council through permit conditions or require the planning authority to enter into agreements or accept bonds and guarantees under Part 5 of LUPAA, without Council's prior consent.

From a post-permit process perspective, Section 60AL(4) seeks to facilitate the consideration of extensions of time for substantial commencement of DAP permits through the planning authority. However, the general nature of wording of this provision would suggest that the Assessment Panel is the responsible authority for the consideration of these requests.



	It is noted that this Section only relates to permits issued through Section 60AL (subsequent to a hearing) as opposed to those approved through Section 60AJ (without a hearing). In addition, the ability of the planning authority to consider secondary consents arising from permit conditions issued by the permit authority is also not applicable, which highlights another gap in the operation of permits issued under the draft DAP process.
Section 60AN	Section 60AN allows the applicant to withdraw an application prior to notification of determination. This allowance means that the application may be determined and then withdrawn with no clear understanding of the status of the application.
Section 60AO(1)	Section 60AO(1) relates to the issuing of the permit and specifies that it comes into effect on issue or as specified, which is in conflict with Section 60AL(4). This section then seeks to enable minor amendments to DAP permits to be considered under Section 56 of LUPAA and also purports to apply the enforcement provisions of the Act to a DAP permit while denying rights of appeal to such a permit. This sets up a number of fundamental conflicts. • Firstly, the general nature of reference does not achieve this aim as, while Section 56 relates to a permit “issued” by the permit authority, it is predicated upon relating to a permit “granted” by the permit authority in Division 2 as per Section 52 of the Act. • Secondly, enforcement provisions under Section 63A of LUPAA specifically relate to permits “imposed” by the permit authority and would not relate to permits simply issued by it. • However, if the clause was sufficiently amended then, as minor amendments, enforcement of permit conditions and cancellation of permits (under Section 65G of LUPAA) are all specifically appealable matters under Section 61 of the Act, this again fundamentally conflicts with the proposed prohibition of appeal rights.
Section 60AO(2)	Section 60AO(2) seeks to facilitate the Assessment Panel to consider relevant matters under the <i>Local Government (Building and Miscellaneous Provisions) Act 1993</i>, however it is incomplete in that it does not reference either the specific Part, or the Act itself.



It also contains a general reference which introduces confusion as Council powers under this Act extend beyond the consideration of a subdivision (as a land manager) to include the assessment and processing of subdivisions and sealing of Final Plans including and the affixing of the Council seal. It is noted that these powers do not relate to Council acting as the planning authority.

It should be noted that the Act provides for, not only the ability to demand public open space or a cash contribution for a subdivision, but also for determination of compensation for demands in excess of 5% of value. As these, and other matters, are interlinked with Council's functions and powers under the Local Government Act 1993, this section of the draft DAP Bill cannot have effect.

It is a fundamental consideration that a third party, such as an Assessment Panel under auspices of the Tasmanian Planning Commission, cannot take on or purport to assume to functions and powers of a Council.

It is self-evident that the assessment and conditional permit process of a planning application through LUPAA and associated legislation requires consideration and coordination of council in its roles as a planning authority, road authority, public land manager and manager of public funds across various acts.

The integrated legislative system is not setup to enable a selective approach where a third party can just take on one aspect of this function as proposed under the draft DAP Bill.

This highlights the complexity of the current legislation and the need for widespread reform if additional processes are proposed.



Thank you for taking the time to read our comprehensive submission.

For questions, clarification or to further discuss any of the above points, please contact Council's Head of City Planning, Daniel Marr, on dmarr@ccc.tas.gov.au or 6217 9500.

Yours sincerely,

<insert signature>

Ian Nelson

Chief Executive Officer



9. MOTIONS ON NOTICE

Nil Items.

10. COUNCILLORS' QUESTION TIME

A Councillor may ask a question with or without notice at Council Meetings. No debate is permitted on any questions or answers.

10.1 QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a Councillor may give written notice to the Chief Executive Officer of a question in respect of which the Councillor seeks an answer at the meeting).

Nil.

10.2 ANSWERS TO QUESTIONS ON NOTICE

Nil.

10.3 ANSWERS TO QUESTIONS WITHOUT NOTICE – PREVIOUS COUNCIL MEETING

Cr Goyne

1. The *Fluoridation Act 1968* requires notification if the fluoridation levels exceed 1.5mg/L. It says that they have to notify varying levels of government; however, it does not mention councils. Are we notified if the levels exceed those?

Answer

(Head of Infrastructure and Natural Assets) In my eighteen years here I have not received notification, but I will take the question on notice.

(Mayor) We will engage with TasWater and provide a detailed response.

(Further information) In accordance with the Tasmanian Code of Practice (CoP) for the Fluoridation of Public Water Supplies (2022), TasWater, as the water authority has legal obligations to notify the Department of Health when fluoride levels exceed 1.5mg/L. If it was the case that these waters were likely to reach a consumer, the Department of Health (DoH) would notify relevant stakeholders at such time, including Council.

Having liaised with the State Water Officer at DoH to obtain this information, the Officer advised that during their 12.5 years in the role at DoH, they have not had a notification regarding fluoride greater than 1.5mg/L reaching customers.

A review of Council records did not reveal any history of Council being notified by DoH of any exceedances.

2. Reading the Fluoridation Act piqued my interest. Section 13 states in regard to works under the Fluoridation Act that we must not hold elector polls in relation to the addition of fluoride to the public water supply. Are there other topics that are off limits for Council elector polls?

Answer

Taken on notice.

The *Fluoridation Act 1968* (Tas.) specifically disallows elector polls regarding the addition of fluoride to the public water supply. The *Local Government Act 1993* does not restrict the subject matter of elector polls other than to provide that “a petition that requests a public meeting is not to be made in respect of any matter relating to rates and charges if those rates or charges have been made for the current financial year” (LG Act, section 59(3)). We are not aware of any other legislation that restricts the subject matter of elector polls.

Cr Walker

1. Is the current Asset Management Team fully staffed or experiencing any workload difficulties?

Answer

Taken on notice.

(Further information) Following clarification from Cr Walker, we understand that this question relates to the timeframe for response to a particular Elected Member Request. As councillors are aware, a weekly EMR update is provided to councillors detailing outstanding requests, including updates on when a request is anticipated to be finalised. Councillors are encouraged to use this information to follow up requests with ELT members if concerns are held regarding finalisation timeframes.

2. My question relates to the committee structure. It has been some months since there was surveying of councillors, staff and membership itself. I am just wondering where we are in the process of reviewing, potentially updating and that coming to a workshop

Answer

(Chief Executive Officer) We have done some work internally, but we have been focussed on the strategic plan review and our goal was to progress the Strategic Plan review and then re-engage with the committee structure issue once we had some clarity around the progress of the Strategic Plan, principally because the two are linked.

Cr James

1. In regard to the Weekly Briefing report of 3 November and the Pipeclay Lagoon coastal study, it refers to the timing of the Coastal Management Plan at Pipeclay Lagoon. Some years ago, we had a report done by Water Research Laboratory regarding a sea wall cross section for Pipeclay Esplanade including reducing wave run up onto the road etc. So, my question is, will the report from Water Research Laboratory be included or be part of the coastal management plan at Pipeclay Lagoon?

Answer

(Head of Infrastructure and Natural Assets) The Coastal Management Plan has been undertaken by the same organisation and they have provided us with a draft report. We are currently reviewing our coastal hazards policy, and we will come to Council early next year in terms of how that is looking regarding temporary standards and then we will be revising the two local coastal management plan drafts we have received, which are Roches Beach and Pipeclay Lagoon.

2. A short time ago we were provided with an update on the master plans for a number of projects, one of which was Little Howrah Beach and that was fairly high up in the priority list. Given there may be a delay in actually undertaking aspects of the Little Howrah Beach Master Plan, is it intended to provide Council with a revised list of those plans to include Victoria Esplanade, that is one that has been listed as a priority. Is it intended to provide us with an update on that list of master plans?

Answer

(Chief Executive Officer) We will conduct that review as we normally do as part of the budget.

(Further information) A master plan overview is also included in Council's Annual Report (and includes priorities) and is further updated in each Quarterly Report.

Cr Ritchie

1. Council is currently undertaking as I understand it, a review of the arrangements around leased properties across the city. Is Council able to provide a timeframe to come to a workshop in respect of that?

Answer

Taken on notice.

(Further information) Council officers intend to present to a workshop in early 2026 on Council's current domestic licence agreements, Council's approach to risk management and insurance and future options for some licence agreements. This workshop will also focus on Council's proposed policy approach to encroachments on Council land.

2. As we approach summer, I am aware that Council has been working with the South Arm community around ownership of the pontoon transferring to Council. Is there any progress on that and perhaps may be some result before the summer heats up?

Answer

(Head of Infrastructure and Natural Assets) We have undertaken an inspection of the pontoon, it is in relatively good condition. There are some things which need to be replaced in terms of the ladder, and it is unlikely that we are going to be able to find the anchor, it is embedded somewhere in the sea. We need a new anchor to be installed but we are making progress to see if we can get it in there this summer.

10.4 QUESTIONS WITHOUT NOTICE

A Councillor may ask a Question without Notice of the Chairman or another Councillor or the Chief Executive Officer. Note: the Chairman may refuse to accept a Question without Notice if it does not relate to the activities of the Council. A person who is asked a Question without Notice may decline to answer the question.

Questions without notice and their answers will be recorded in the following Agenda.

The Chairman may refuse to accept a question if it does not relate to Council's activities.

The Chairman may require a question without notice to be put in writing. The Chairman, a Councillor or the Chief Executive Officer may decline to answer a question without notice.

11. CLOSED MEETING

Regulation 17 of the Local Government (Meetings Procedures) Regulations 2025 provides that Council may consider certain sensitive matters in Closed Meeting.

The following matters have been listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 17 of the Local Government (Meeting Procedures) Regulations 2025.

11.1 APPLICATIONS FOR LEAVE OF ABSENCE

11.2 APPOINTMENT OF COMMITTEE MEMBER

These reports have been listed in the Closed Meeting section of the Council agenda in accordance with Regulation 17 of the Local Government (Meeting Procedures) Regulation 2025 as the detail covered in the report relates to:

- applications by Councillors for a Leave of Absence; and
- personnel matters.

Note: The decision to move into Closed Meeting requires an absolute majority of Council.

The content of reports and details of the Council decisions in respect to items listed in “Closed Meeting” are to be kept “confidential” and are not to be communicated, reproduced or published unless authorised by the Council.

PROCEDURAL MOTION

“That the Meeting be closed to the public to consider Regulation 17 matters, and that members of the public be required to leave the meeting room”.