CITY OF CLARENCE

Coastal Access Strategy

November 2025

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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.

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Roches Beach (Lauderdale)

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Image: Howrah Beach

1. The Project

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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

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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

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Figure 1.1: Study area

Key:

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

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1.3 Project Approach

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

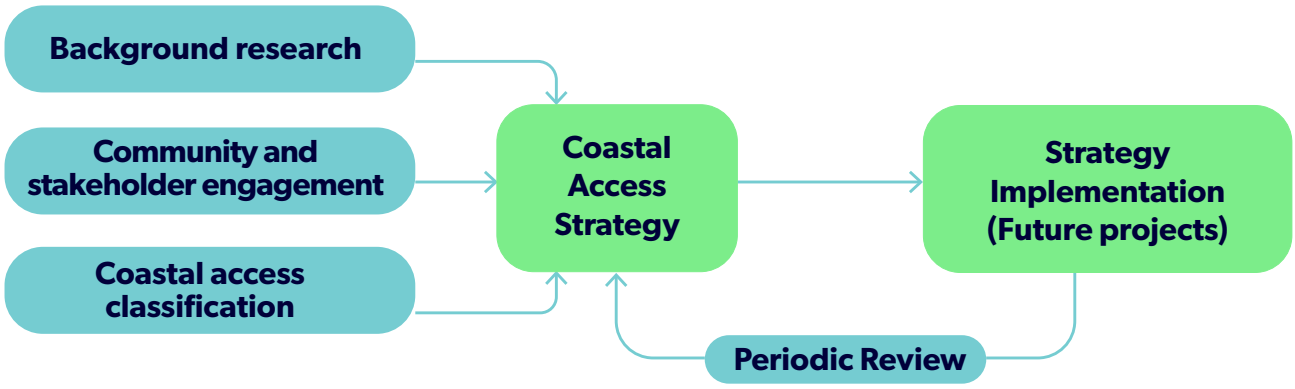

Figure 1.2: Project approach

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.

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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

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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.

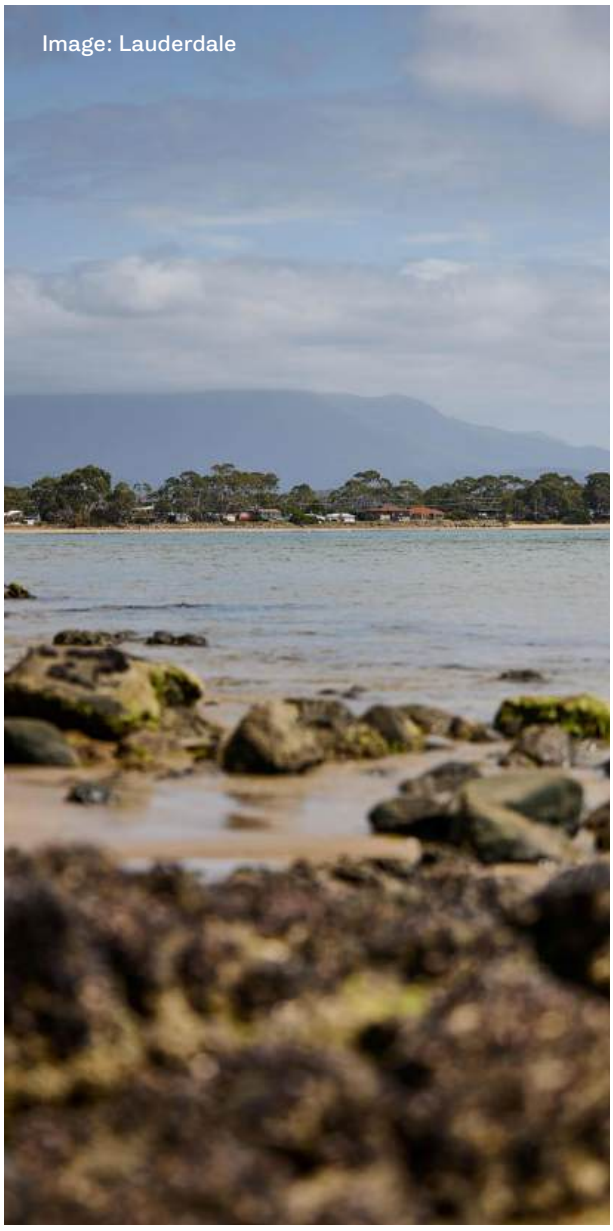

Image: Lauderdale

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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)

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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

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Image: Seven Mile Beach

2. Coastal Access

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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.

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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

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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/

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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.

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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 diffcult and costly to provide the same provision of access to all coastal areas.

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Image: View from Goat's Bluff, Sandford

3. Clarence's Coastline

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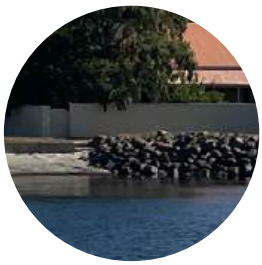
3.1 Coastline Typologies

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 stablise 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.

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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

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Figure 3.1: Coastline types

Key:

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

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

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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

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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.

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Image: Roches Beach, (Roches Beach)

4. Context

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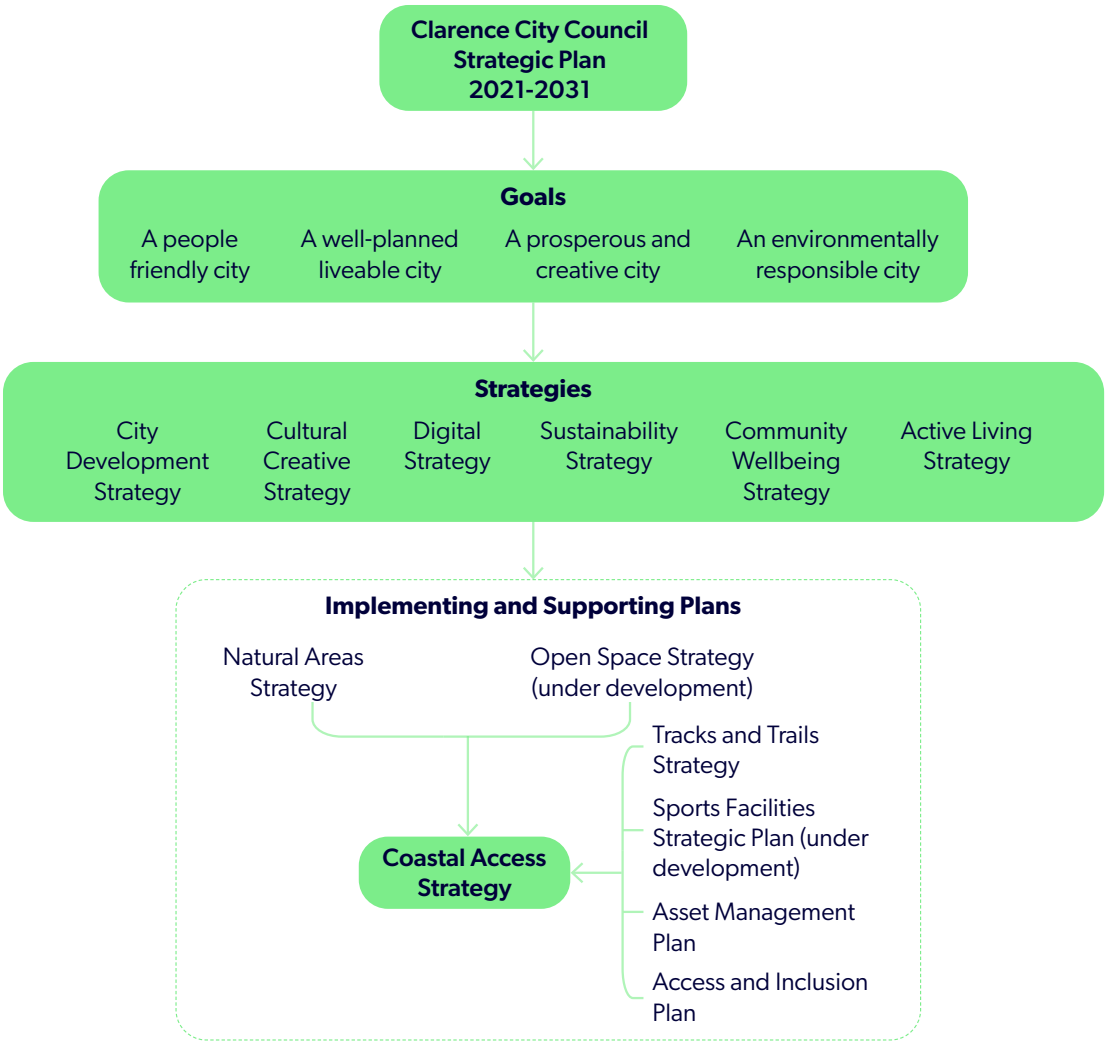
4.1 Strategic Context

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).



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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.

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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.

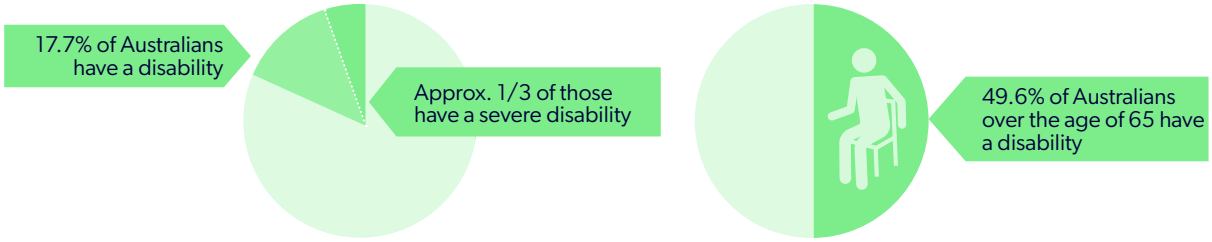

Figure 4.2 Disability in Australia
Source: Disability, Aging & Carers, Australia, The Australian Bureau of Statistics (2018)

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Image: Mays Beach

5. Consultation

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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

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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."

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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.

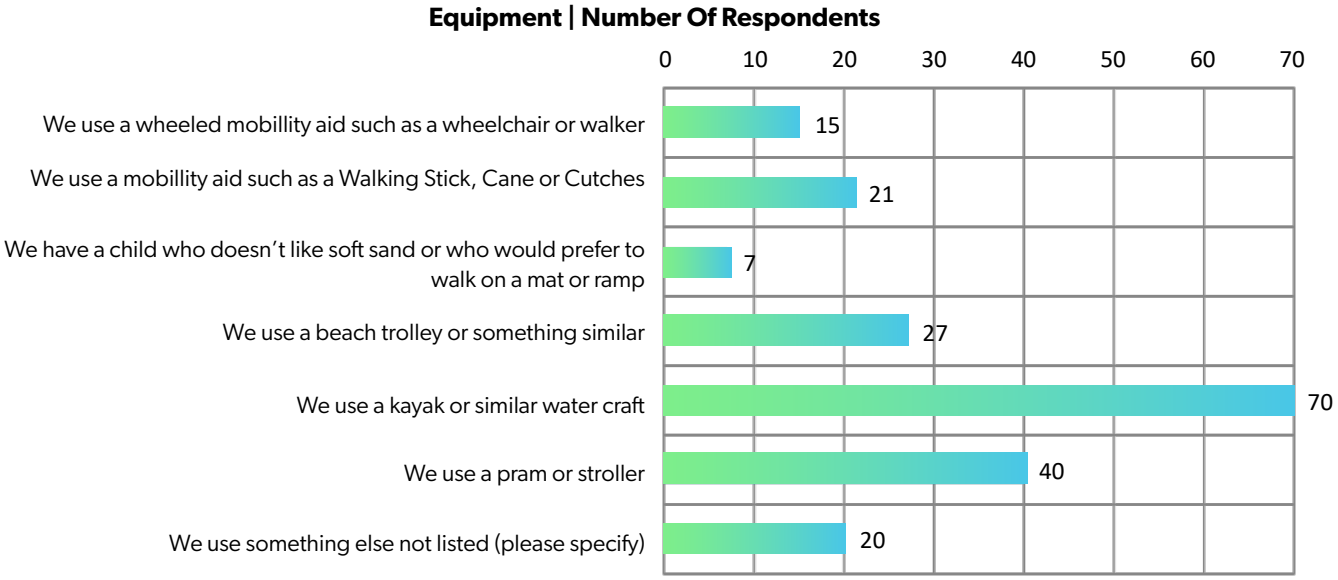

Figure 5.2: Equipment brought by visitors to beaches within the City of Clarence. Data gathered as a part of the community engagement undertaken for this project

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.

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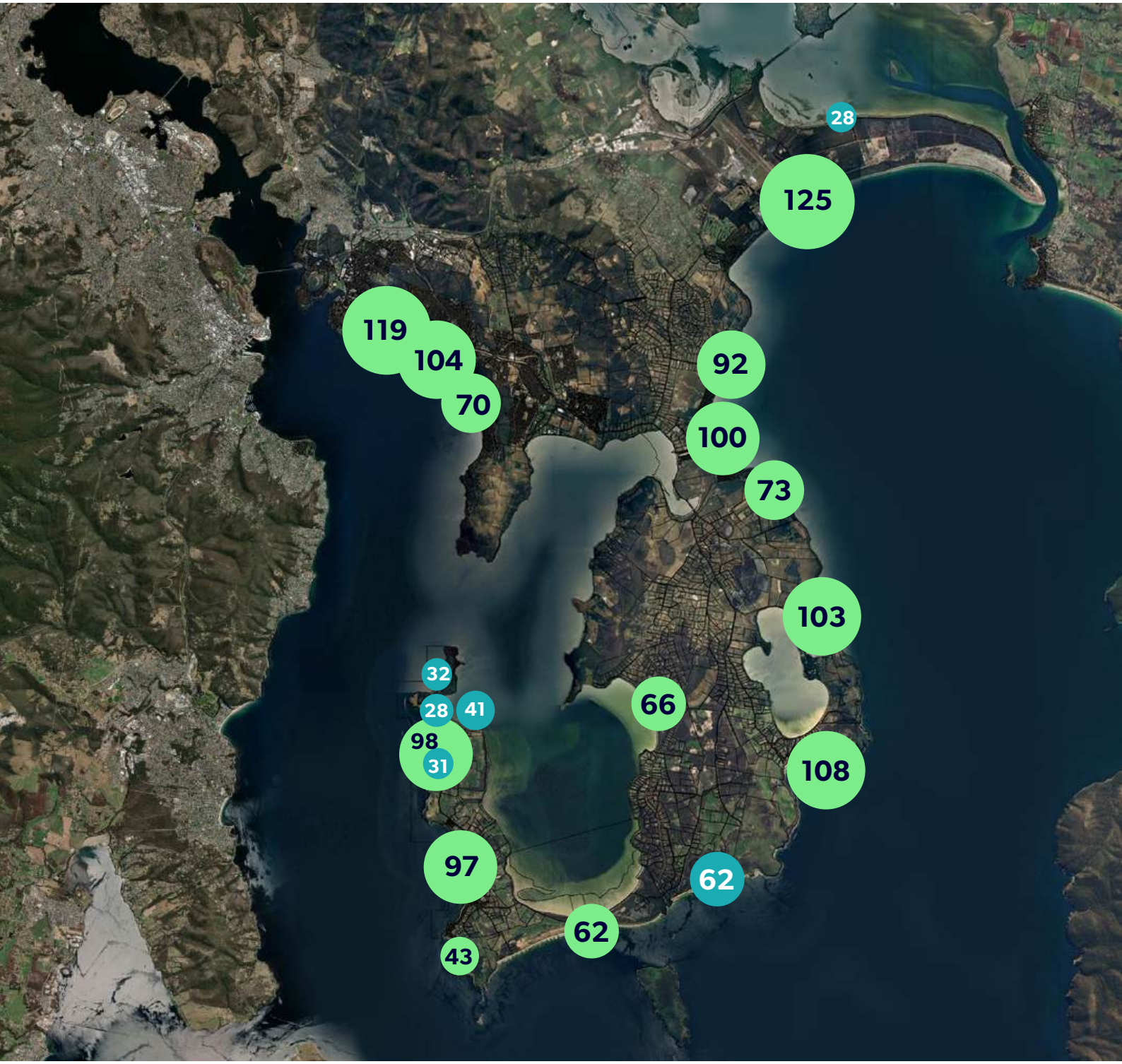

Figure 5.3: Number of respondents who visit the beaches in Clarence.
Data gathered as a part of the community engagement undertaken for this project.

* 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:

Most visitors Least visitors Managed by Council Managed by others

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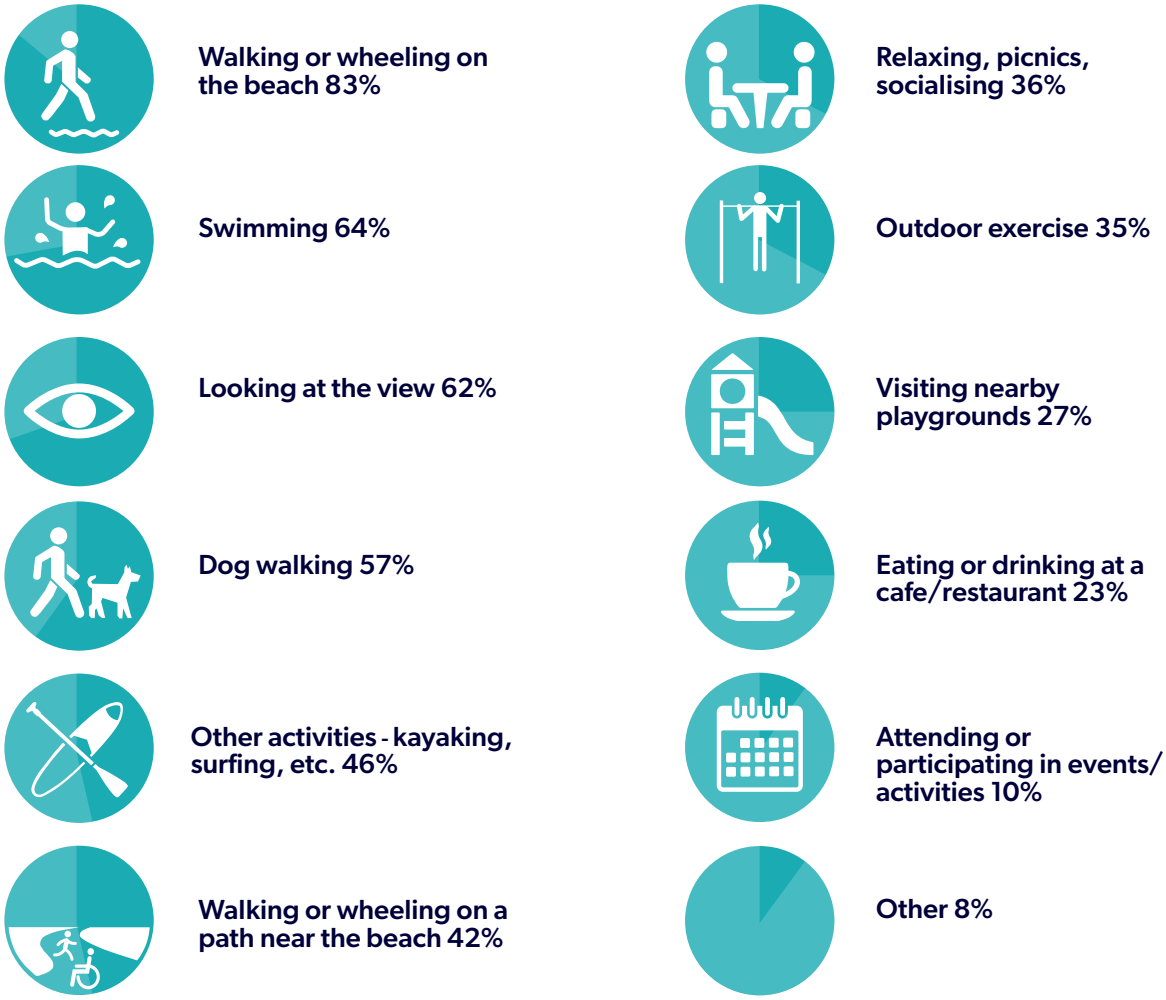

Figure 5.4: How people use the beaches within the City of Clarence.
Data gathered as a part of the community engagement undertaken for this project

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.

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Image: Opossum Bay Beach

6. The Vision

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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.

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Image: Bellerive Beach

7. Coastal Access Classifications

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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 Accessibillity 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.

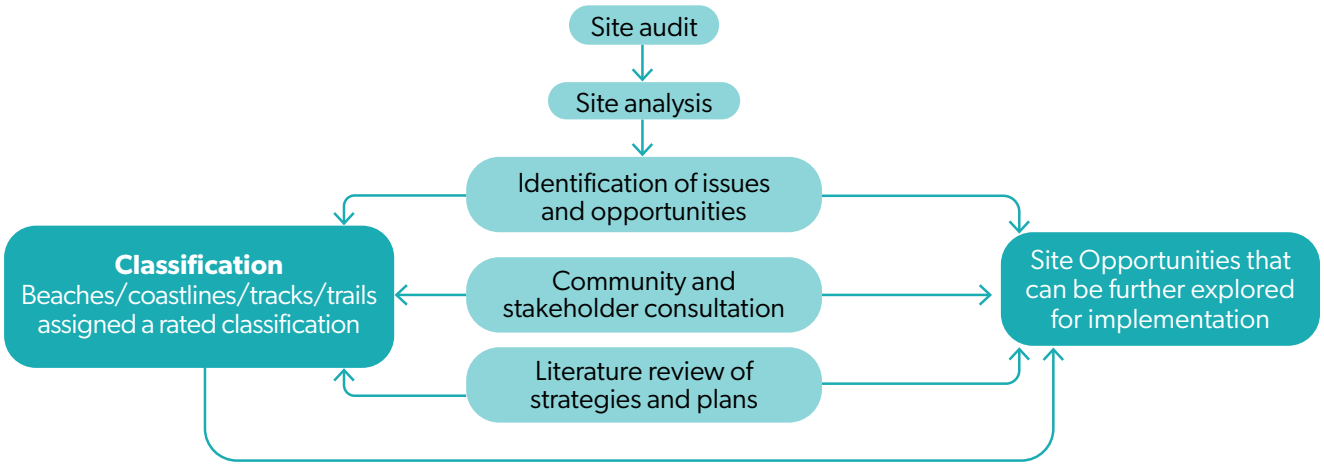

Figure 7.1: Methodology for development of Site Opportunities

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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)

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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

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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

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Figure 7.5: Distribution of classification types across the municipality

Key:

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

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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

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Image: Little Howrah Beach

8. Implementation

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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

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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.

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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.

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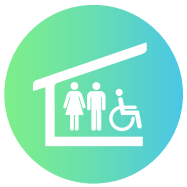
Toilets and amenities blocks



- **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.

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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.

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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

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Image: Little Howrah Beach

9. Site Opportunities

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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.

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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

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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

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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.

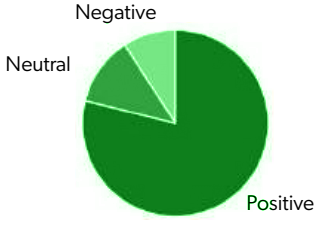
Coastal Access Classification (refer to Chapter 7)	**Community Perception of Existing Access**	**Community Priorities** (in order of desirability)
T1 Highest level of physical and visual access and supporting infrastructure provided. Caters to broadest range of users and accessibility needs. Supports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

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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

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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.

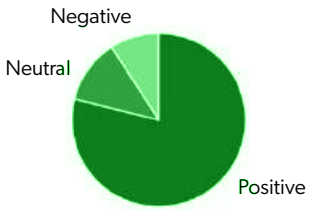
Coastal Access Classification (refer to Chapter 7)	**Community Perception of Existing Access**	**Community Priorities** (in order of desirability)
T2 High level of physical and visual access and supporting infrastructure. Caters to broad range of users and accessibility needs	 **79% positive**	1. Amenities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

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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

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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

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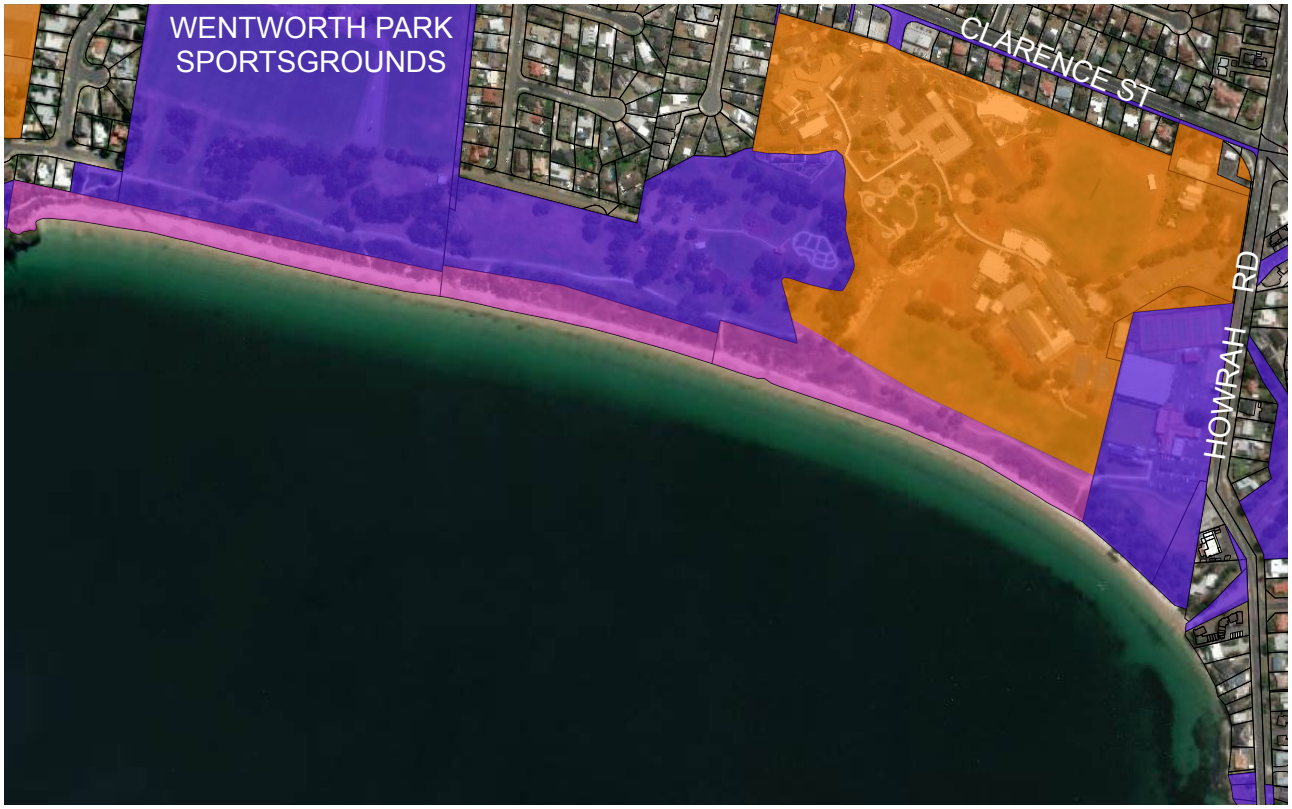

Figure: Land tenureship at Howrah Beach

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.

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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.

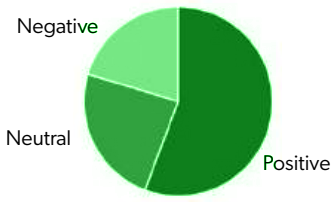
Coastal Access Classification (refer to Chapter 7)	**Community Perception of Existing Access**	**Community Priorities** (in order of desirability)
T2 High level of physical and visual access and supporting infrastructure. Caters to broad range of users and accessibility needs.	 **56% positive**	1. Paths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

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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.

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9.1.6 ROKEBY BEACH (WEST)

Key Map

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

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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

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9.1.7 MORTIMER BAY (GORRINGES BEACH)

Key Map

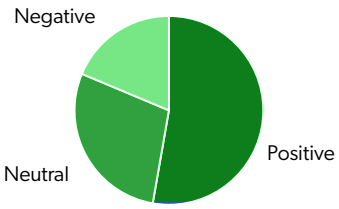
Coastal Access Classification (refer to Chapter 7)	**Community Perception of Existing Access**	**Community Priorities** (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities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

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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.

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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.

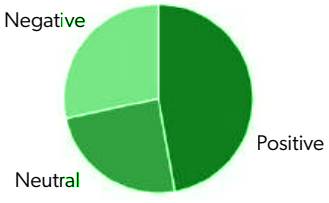
Coastal Access Classification (refer to Chapter 7)	**Community Perception of Existing Access**	**Community Priorities** (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities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

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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

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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.

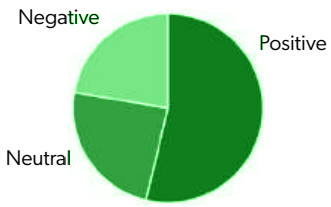
Coastal Access Classification (refer to Chapter 7)	**Community Perception of Existing Access**	**Community Priorities** (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities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

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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.

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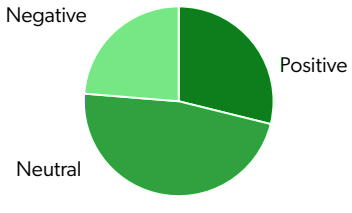
9.1.10 FORT BEACH

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.	 **29% positive**	1. Paths 2. Ramps - new or improved 3. Amenities - new or improved 4. Car parking 5. Viewing areas

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Version: 2, Version Date: 24/11/2025

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

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9.1.11 HOPE BEACH (ROARING BEACH ROAD)

Key Map

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.

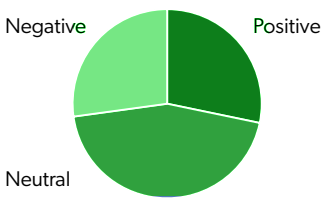
Coastal Access Classification (refer to Chapter 7)	**Community Perception of Existing Access**	**Community Priorities** (in order of desirability)
T4 Limited level of physical and visual access and supporting infrastructure. Caters to a limited range of users and accessibility needs.	 **28% positive**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

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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

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9.1.12 CLIFTON BEACH

0 150 300 450 600 750 M

Key Map

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 Positive Neutral **63% positive**	1. Amenities - new or improved 2. Paths 3. Ramps - new or improved 4. Beach access mat 5. Beach wheelchair

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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

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9.1.13 CREMORNE BEACH

Key Map

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.

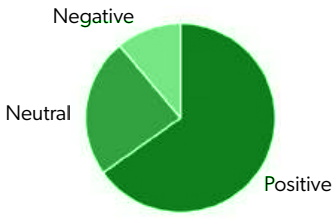
Coastal Access Classification (refer to Chapter 7)	**Community Perception of Existing Access**	**Community Priorities** (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities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

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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

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9.1.14 MAYS BEACH

Key Map

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.

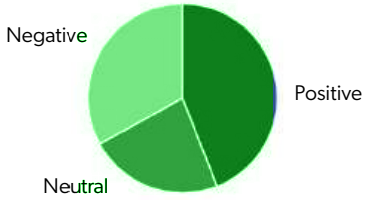
Coastal Access Classification (refer to Chapter 7)	**Community Perception of Existing Access**	**Community Priorities** (in order of desirability)
T5 Minimal level of access, catering to the least range of users and accessibility needs.	 **44% positive**	1. Paths 2. Viewing areas 3. Maps and brochures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

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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

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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).

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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

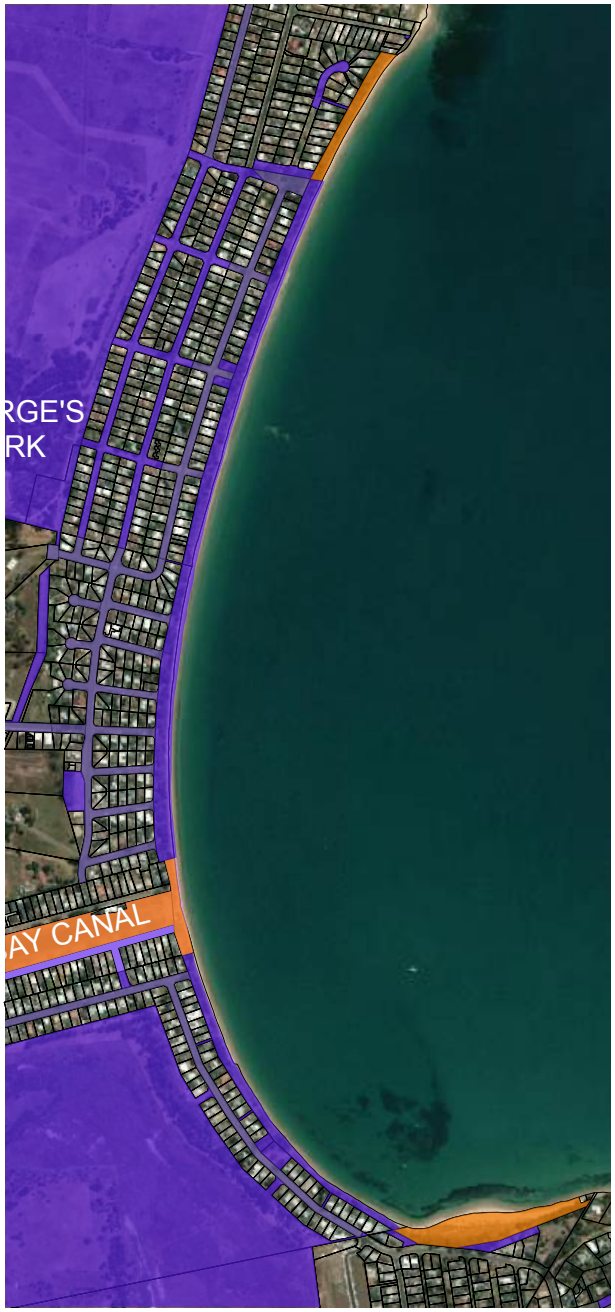

Figure: Land tenureship at Roches Beach (Lauderdale)

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.

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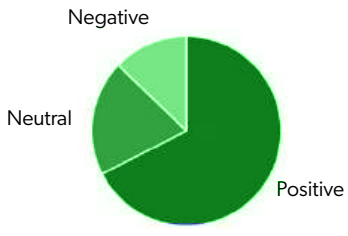
9.1.16 ROCHES BEACH (ROCHES BEACH)

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.	 **68% positive**	1. Paths 2. Amenities - new or improved 3. Ramps - new or improved 4. Beach wheelchair 5. Beach access mat

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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

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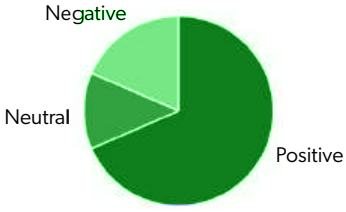
9.1.17 SEVEN MILE BEACH (TO PLANE WATCHING AREA)

Key Map

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.	 **68% positive**	1. Paths 2. Ramps - new or improved 3. Amenities - new or improved 4. Beach wheelchair 5. Beach access mat

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Considerations

Seven Mile Beach was identified as the most highly visited beach in the area and features a few key access points that present opportunities to provide DDA compliant access and supporting infrastructure. The current grade of the access points at the south western end of the beach offers the potential for the installation of a beach mat, although coastal processes may necessitate seasonal installation.

The Seven Mile Beach Local Area Plan (2023) and the Reserve Activity Plan (Seven Mile Beach) (2019- 2029) will need to be considered in the implementation of any access improvements.

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.

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Image: Clifton Beach

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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)

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9.2.1 SHELLY BEACH

Key Map

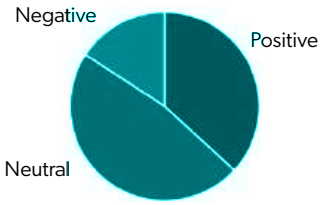
Coastal Access Classification (refer to Chapter 7)	**Community Perception of Existing Access**	**Community Priorities** (in order of desirability)
T3 Moderate level of physical and visual access and supporting infrastructure. Caters to a range of users and accessibility needs to make use of some facilities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

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Figure: Land tenureship at Shelly Beach

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.

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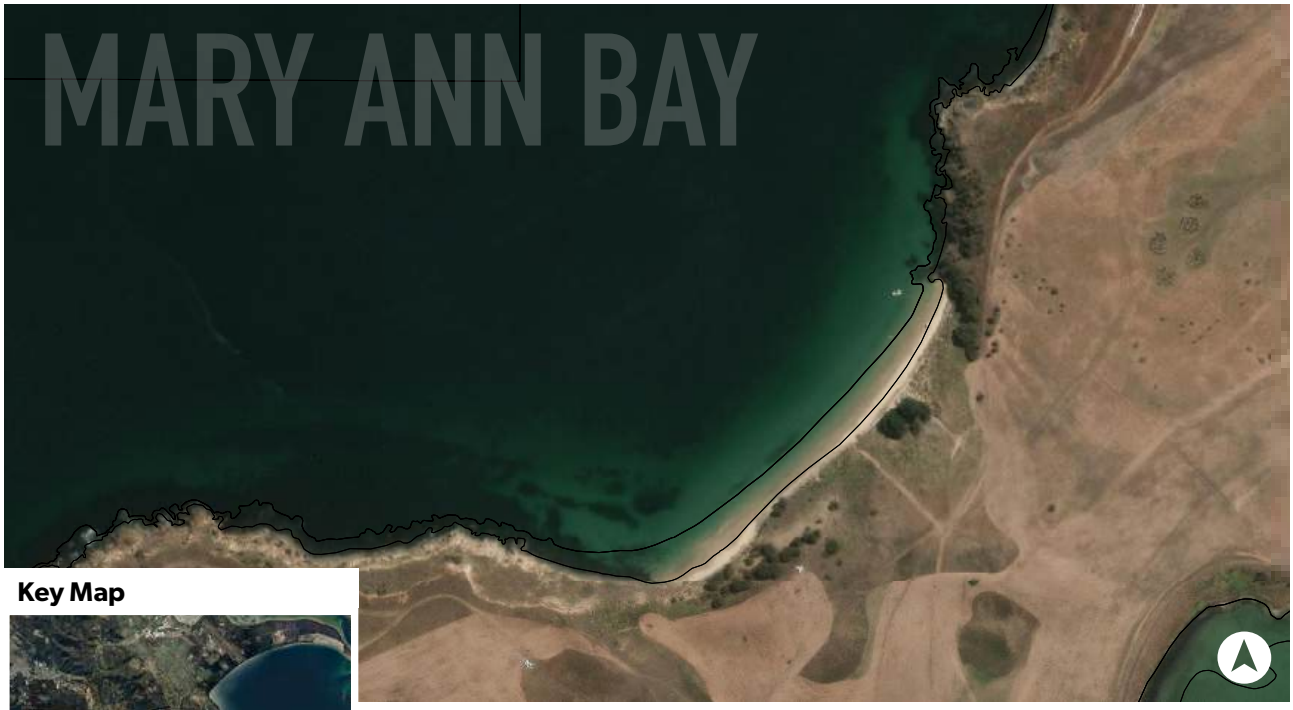
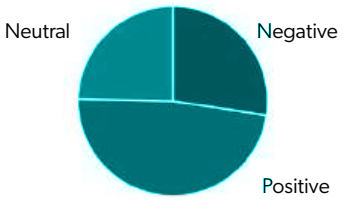
9.2.2 MARY ANN BAY BEACH



Key Map

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.	 **44% positive**	1. Paths 2. Viewing areas 3. Maps and brochures 4. Social stories 5. Beach wheelchair

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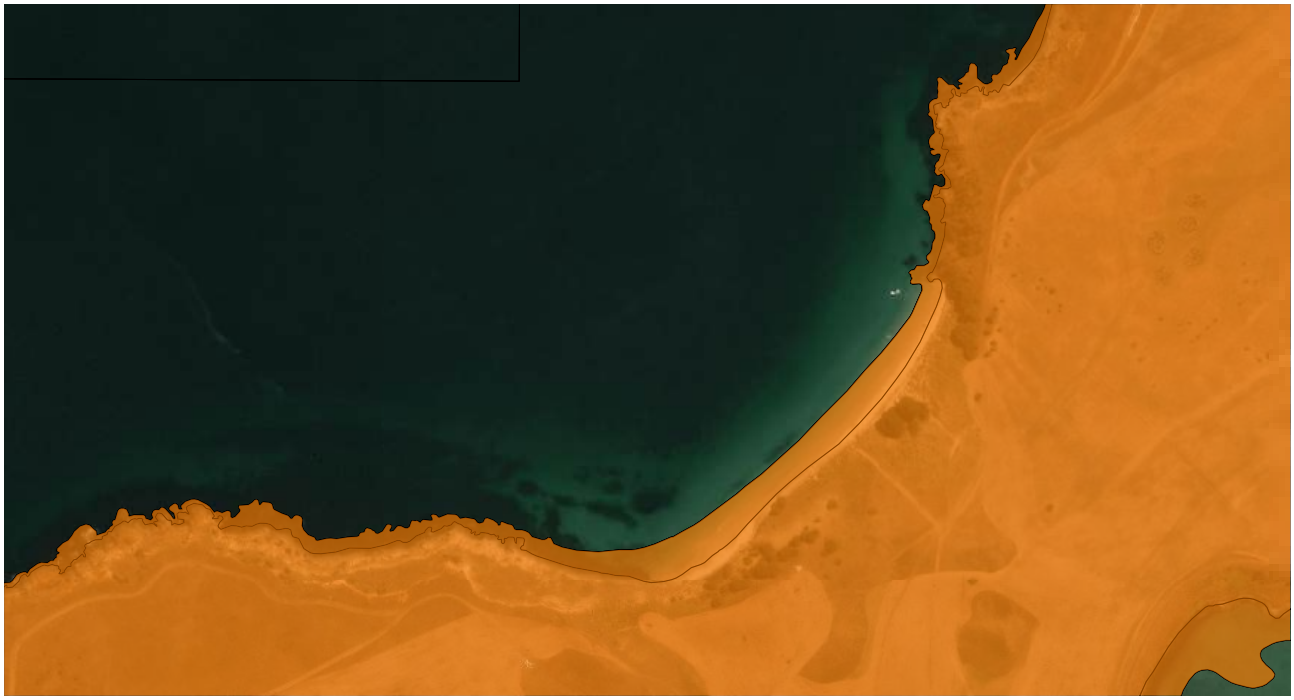

Figure: Land tenureship at Mary Ann Bay

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

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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

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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

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9.2.4 GLENVAR BEACH

Key Map

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.

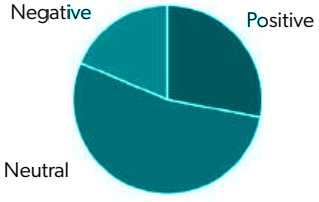
Coastal Access Classification (refer to Chapter 7)	**Community Perception of Existing Access**	**Community Priorities** (in order of desirability)
T5 Minimal level of access, catering to the least range of users and accessibility needs.	 **28% positive**	1. Paths 2. Ramps - new or improved 3. Amenities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

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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

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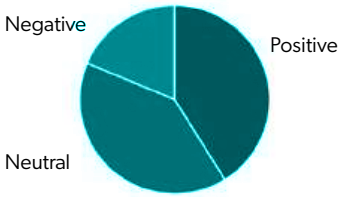
9.2.5 CALVERTS BEACH

0 150 300 450 600 750 M

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.	 **41% positive**	1. Paths 2. Amenities - new or improved 3. Car parking 4. Ramps - new or improved 5. Viewing areas

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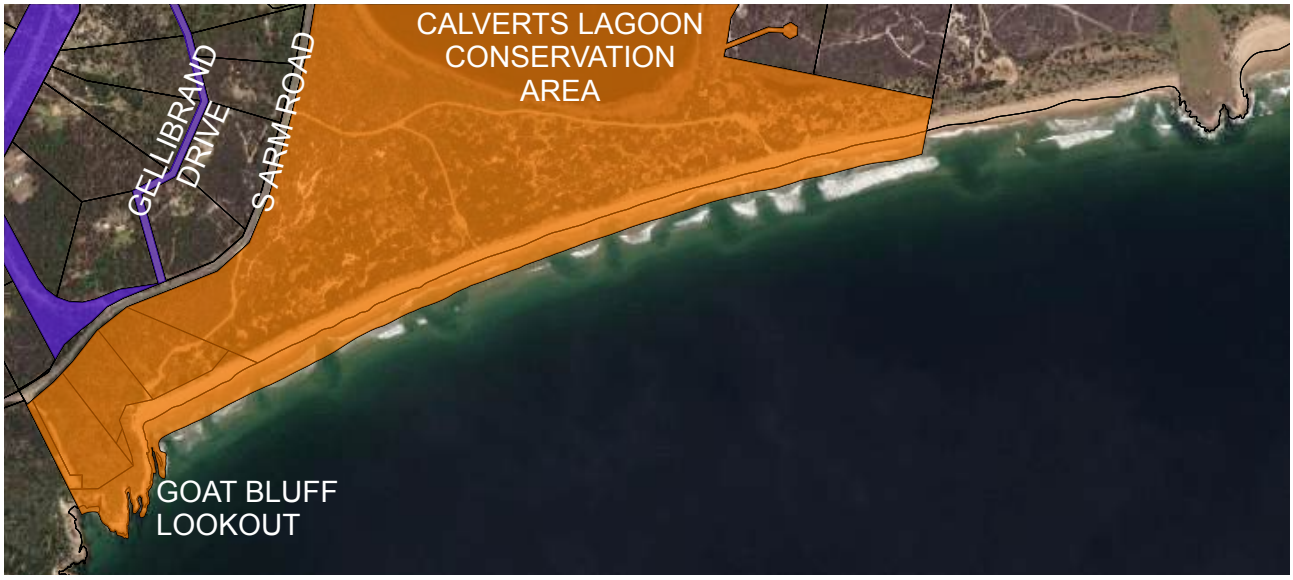

Figure: Land tenureship at Calverts Beach

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

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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

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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

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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

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Figure: Land tenureship 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

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Image: Seven Mile Beach

Appendices

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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

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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.

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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 livibility 2. Promoting health 3. Care for our place 4. Enhancing connectivity, community participation and lifelong learning 5. Promoting and enhancing safety	Relevent 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

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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

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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.

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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.

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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

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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

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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.

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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)

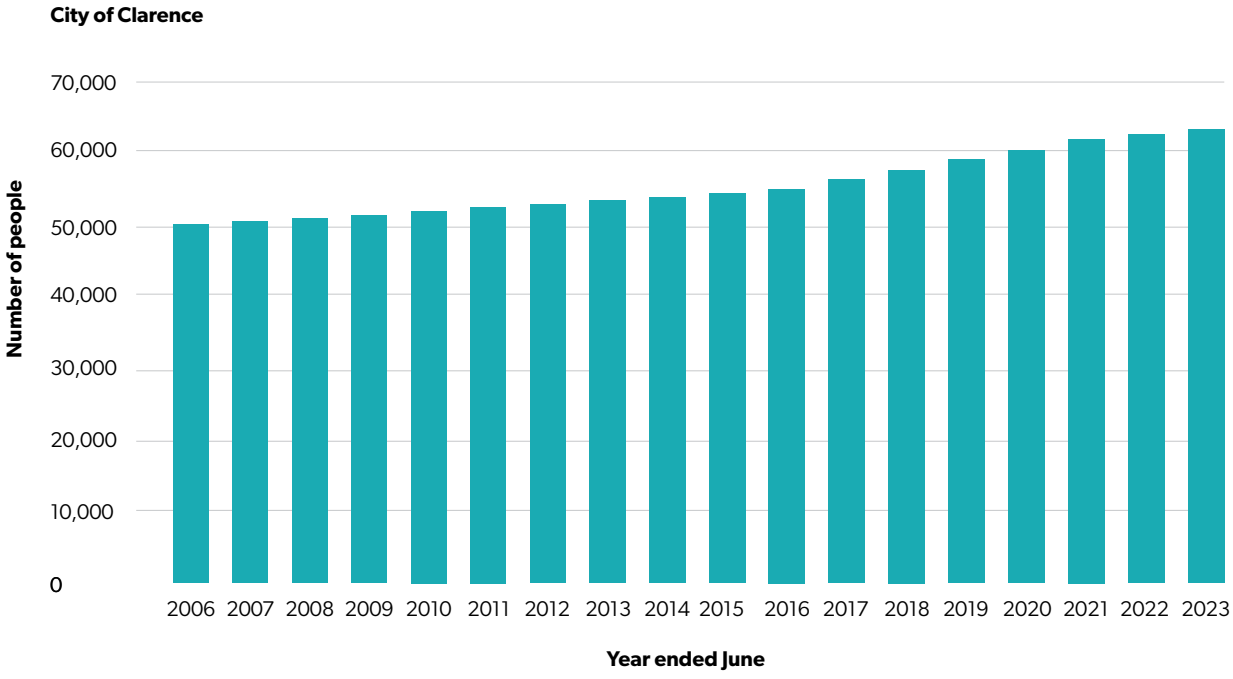

Figure 1. Estimated Resident Population (ERP)
Source: Australian Bureau of Statistics, Regional Population Growth, Australia (3218.0). Compiled and presented by .id (informed decisions)

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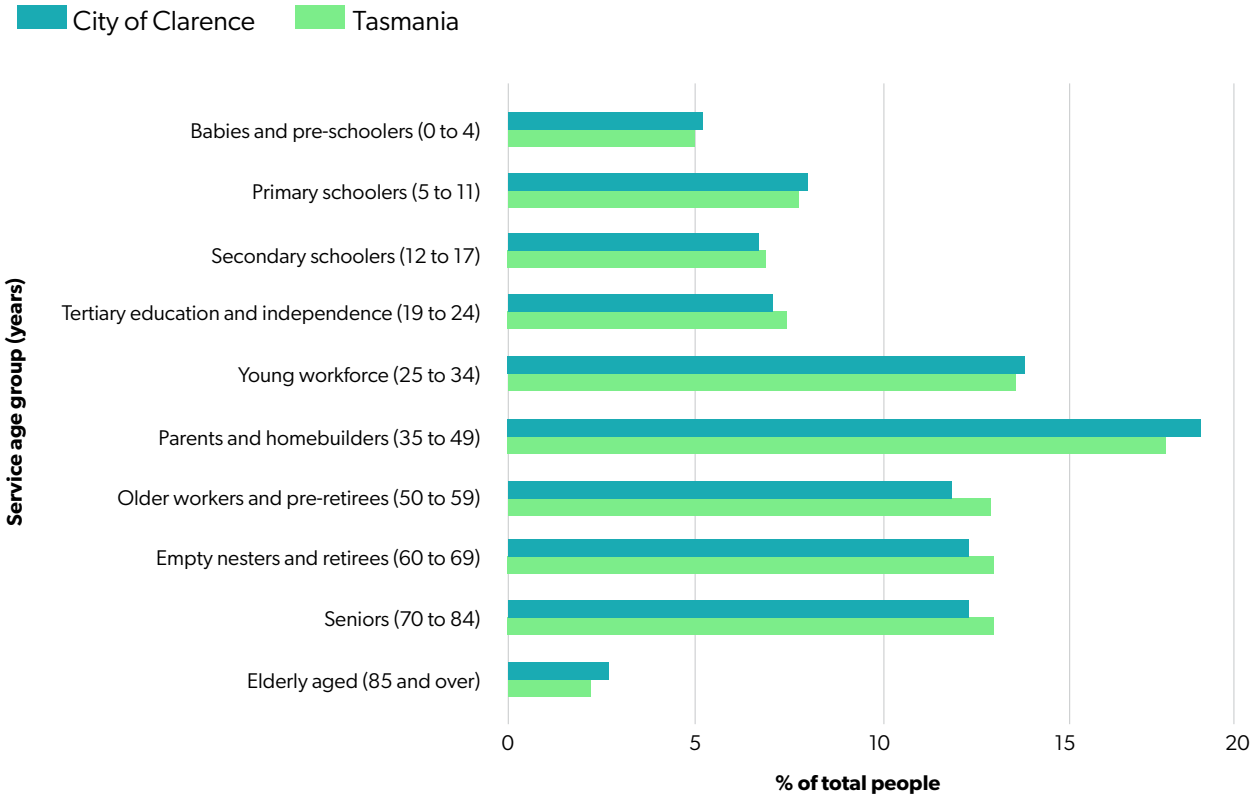

Figure 2. Age Structure - Service Age Groups, 2021
Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residence data). Compiled and presented in profile.id by .id (informed decisions).

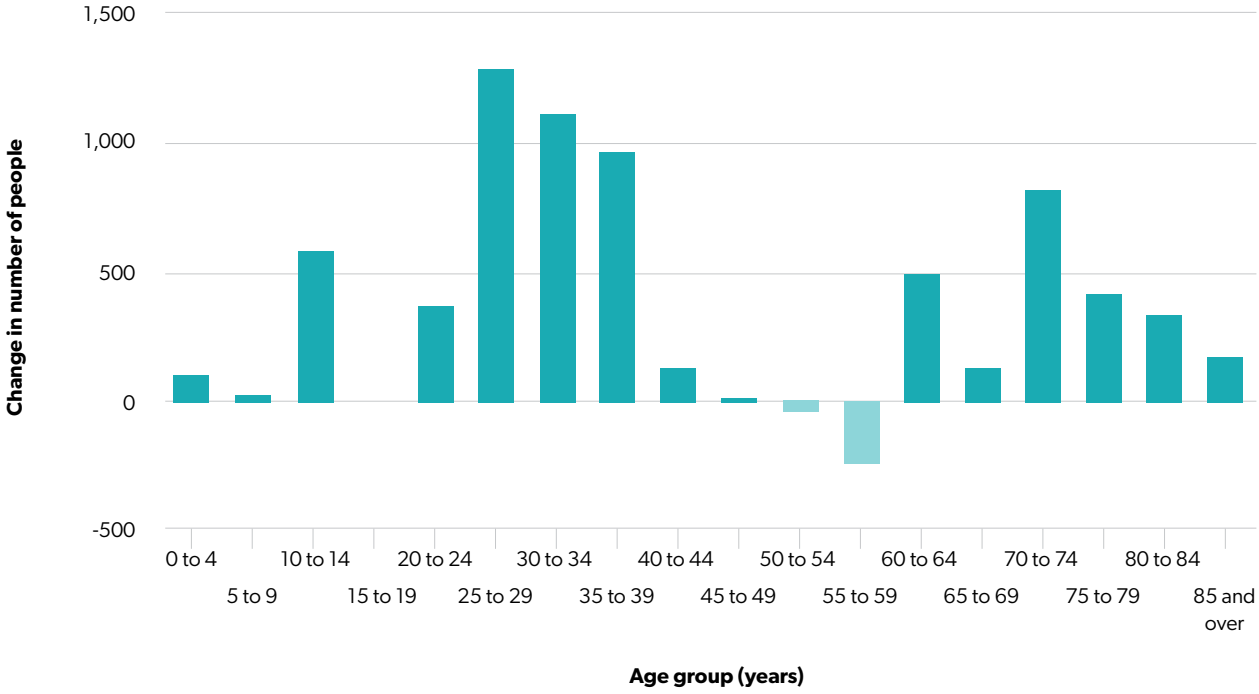

Figure 3. Change in Age Structure - Five Year Age Groups, 2016 to 2021
Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 and 2021 (Usual residence data). Compiled and presented in profile.id by .id (informed decisions).

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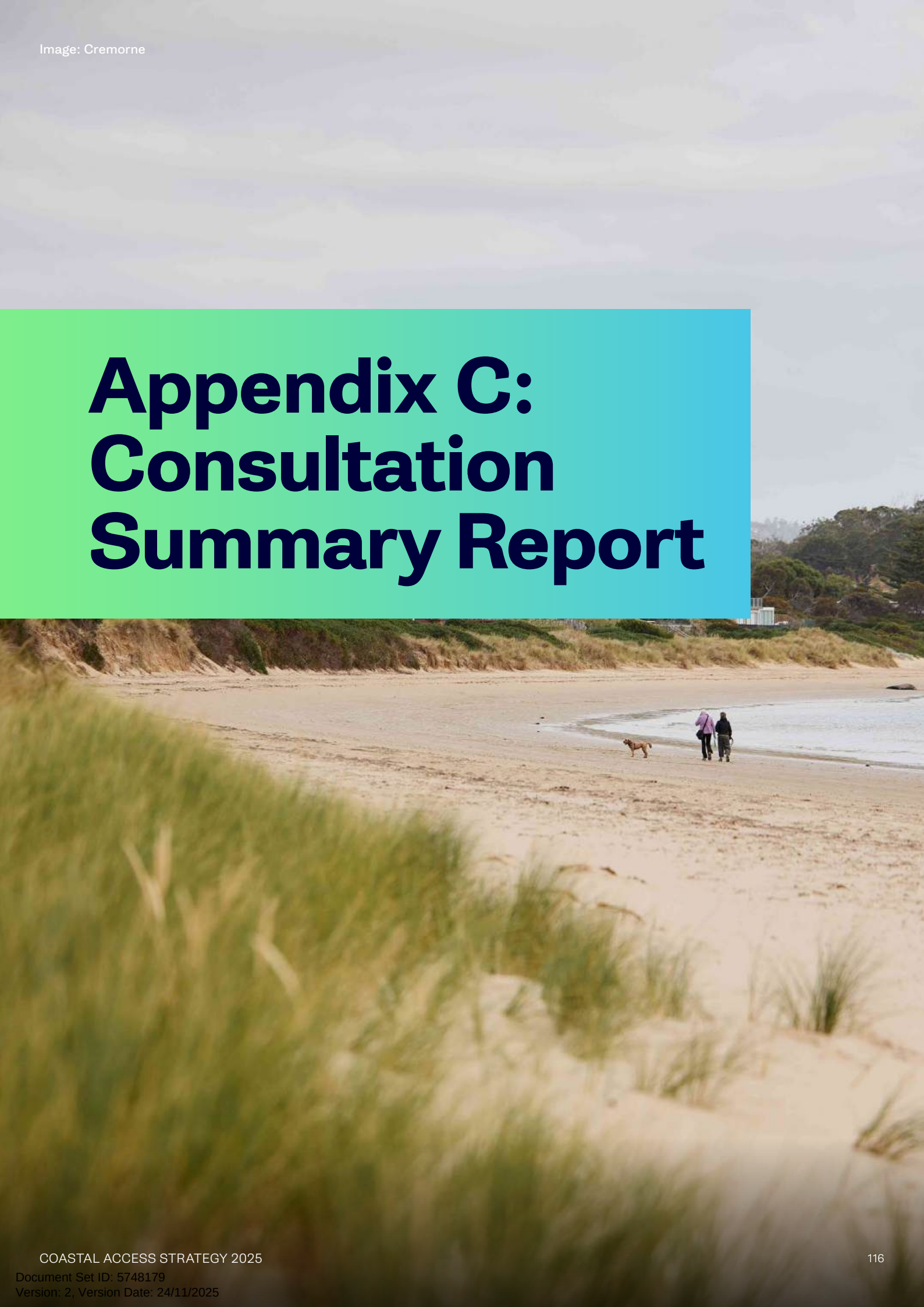

Image: Cremorne

Appendix C: Consultation Summary Report

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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, Paraquad, 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.

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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 wsubmissions.

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.

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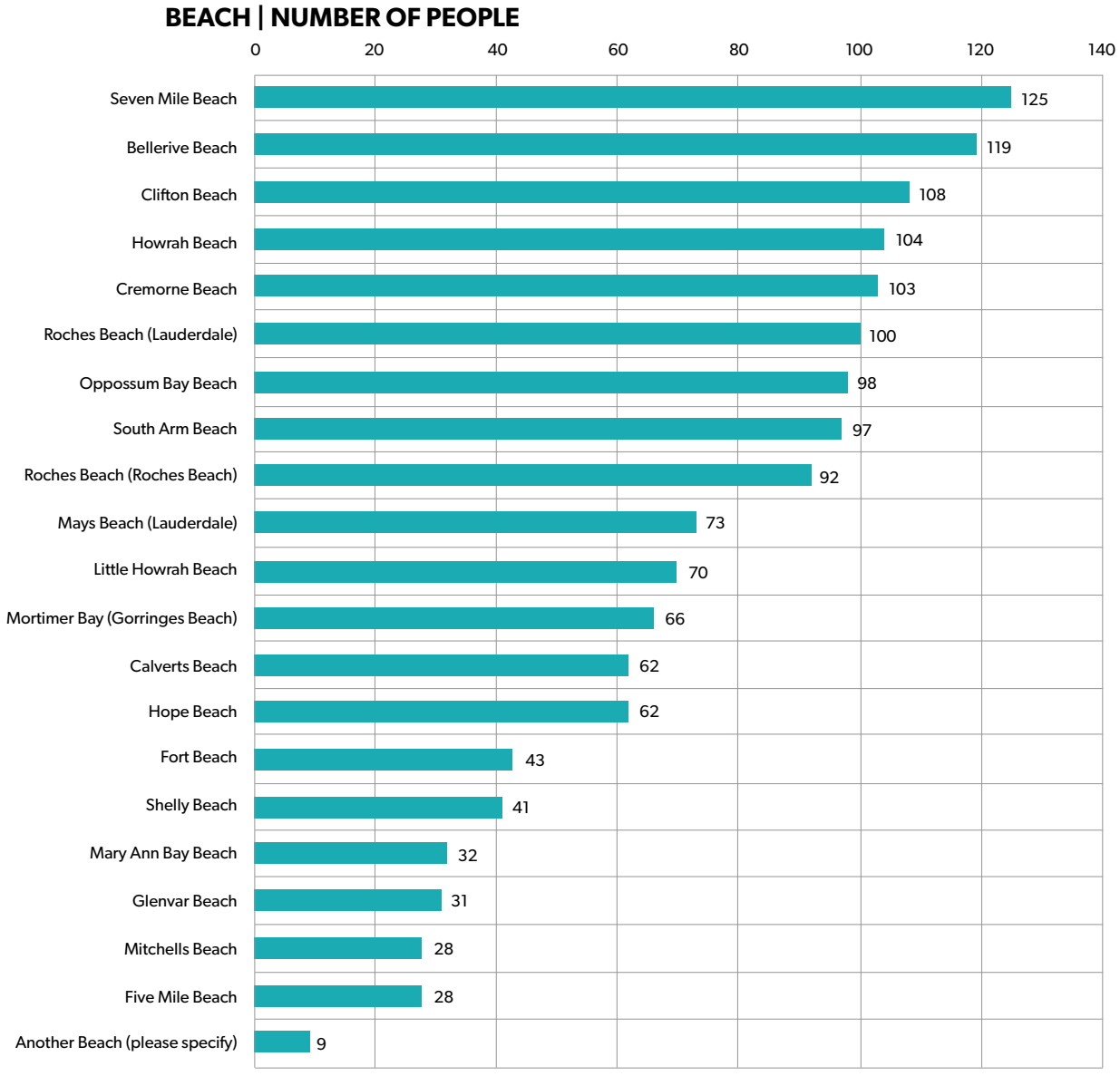
2.1 Survey Results

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?



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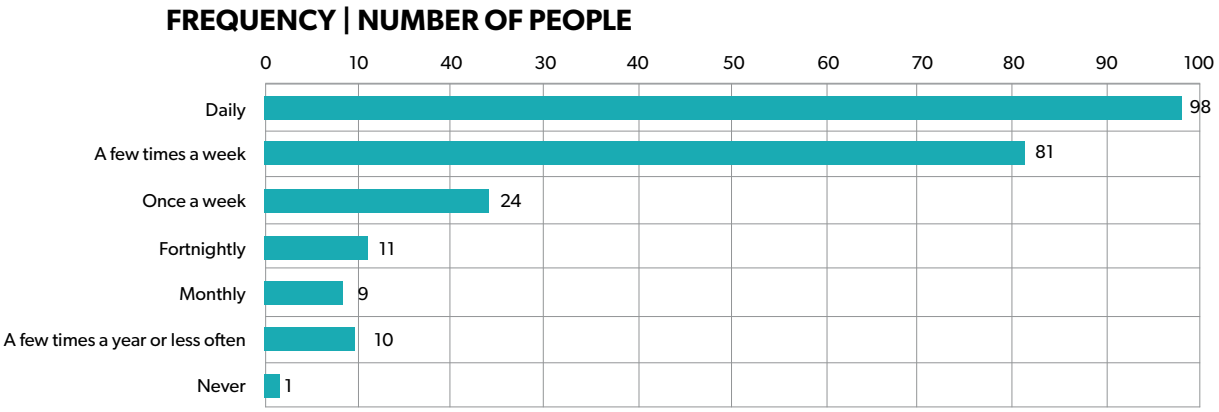
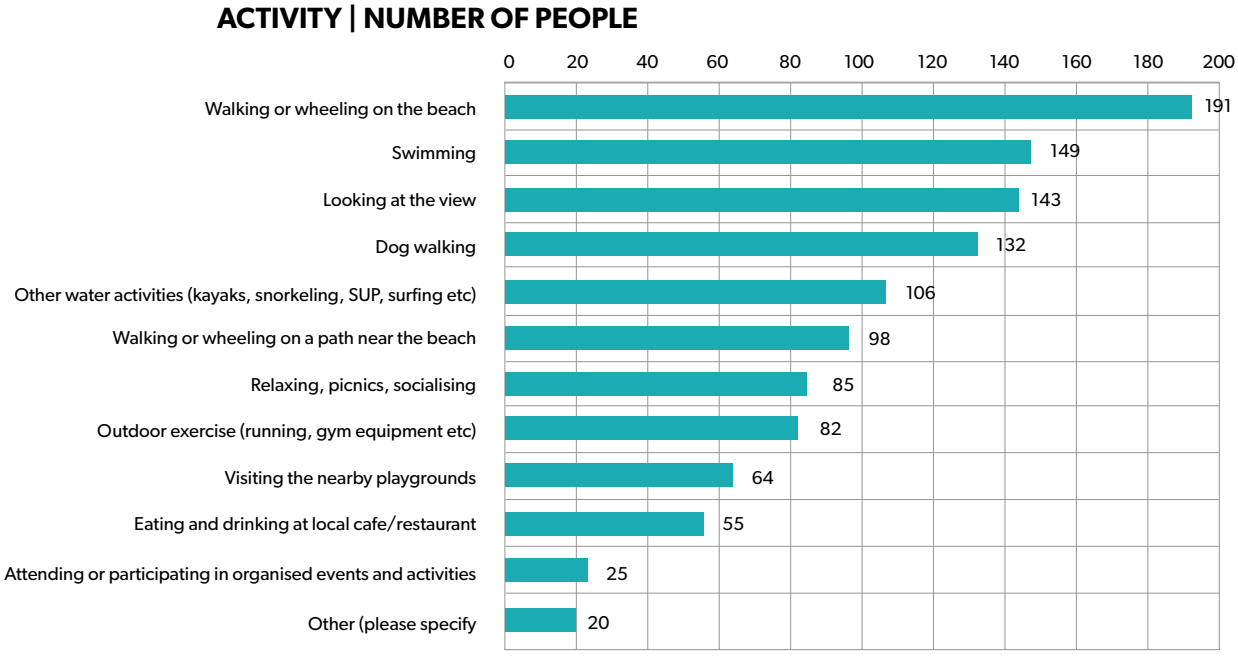
Q2. How often do you visit beaches within the City of Clarence?



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



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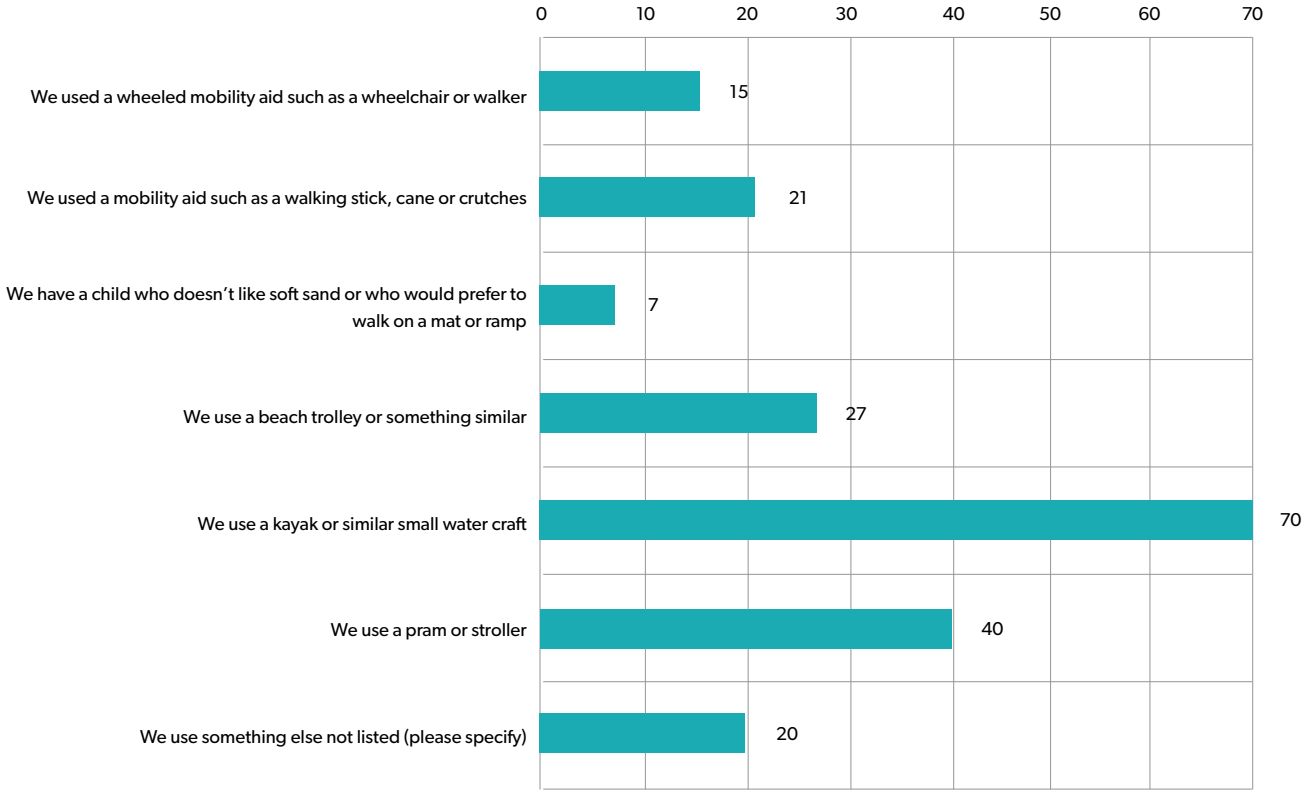
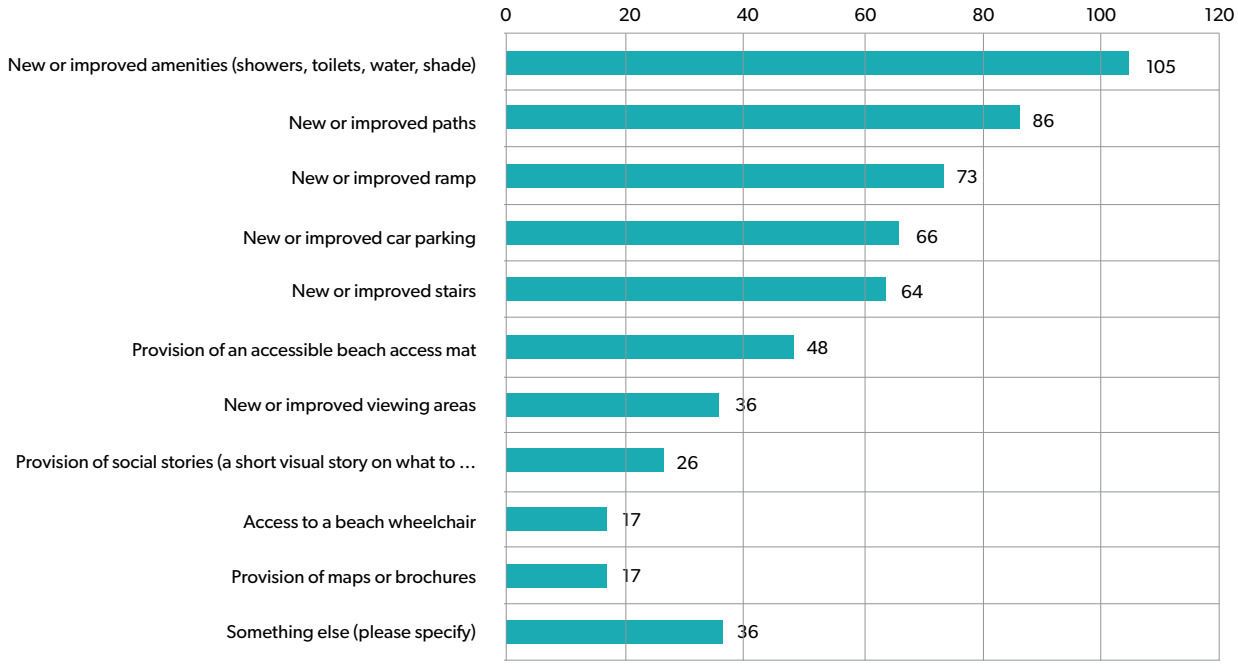
Q4. Which of the following applies to you or someone you visit a beach with?

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



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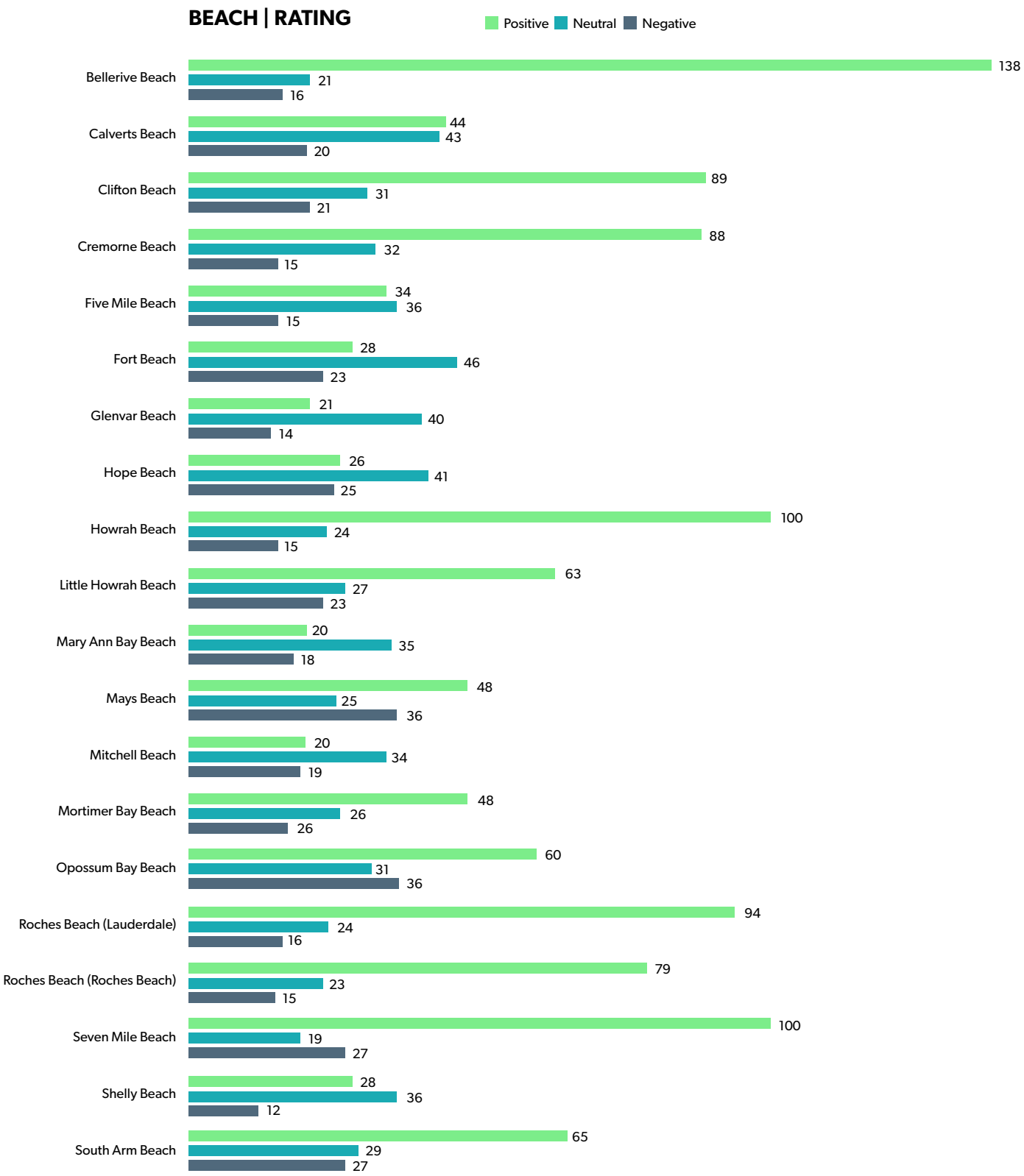
Q6. How would rate current access to the following beaches for you and people you visit the beach with?



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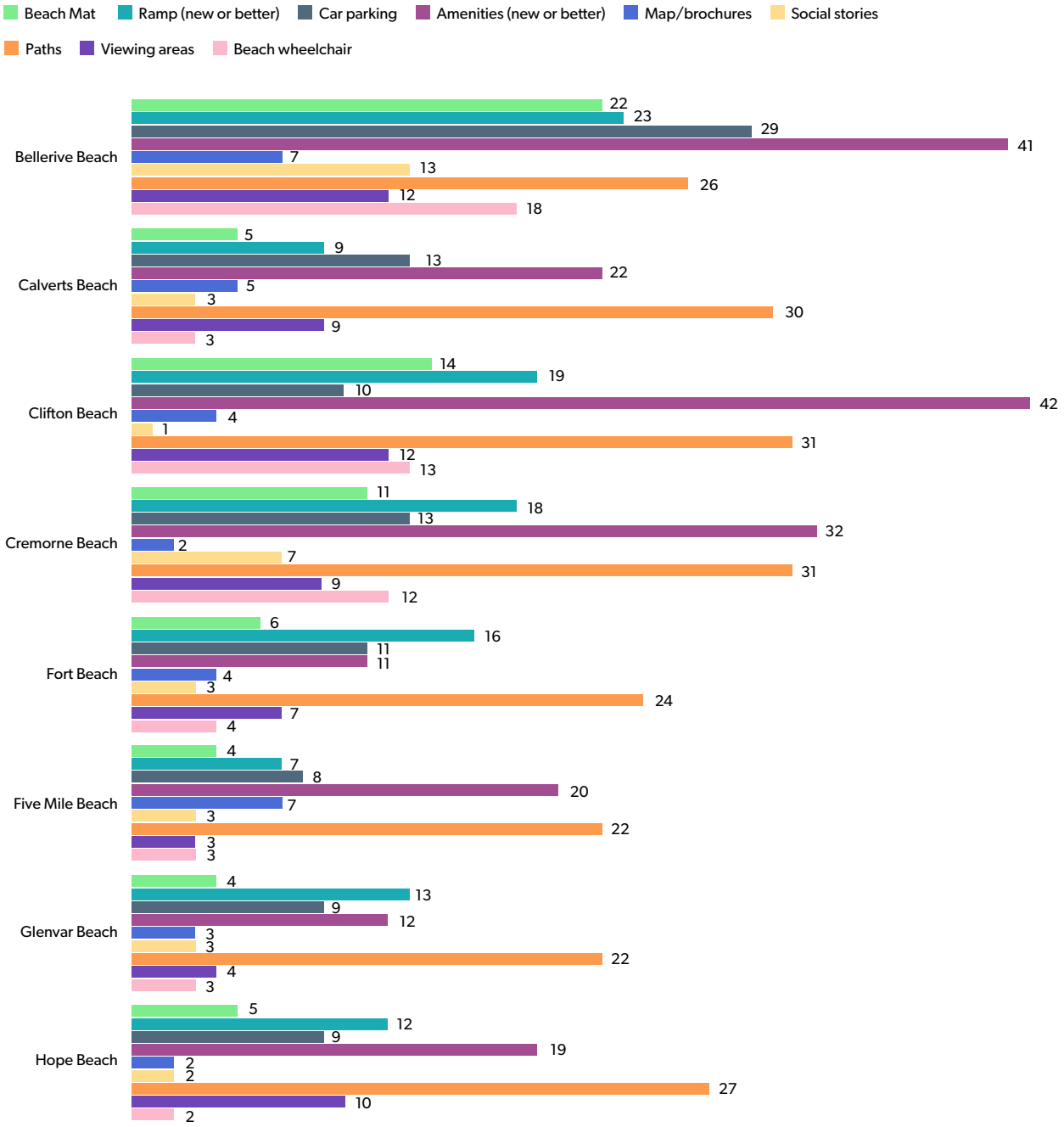
Q7 & 8. Which of these elements would most improve access to the following beaches for you and people you visit the beach with? What would you like to see for each location?

BEACH | IMPROVEMENT



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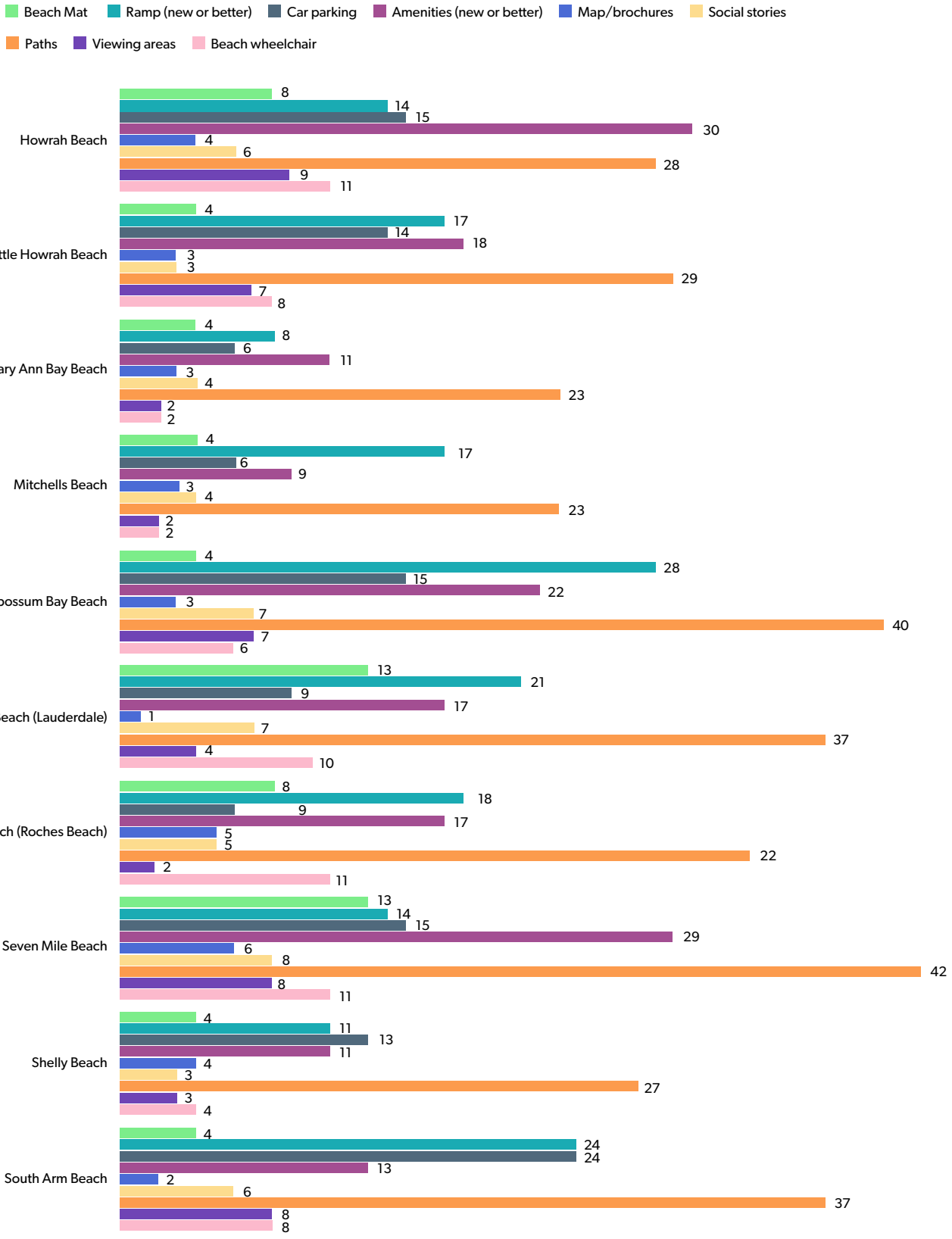
Q7 & 8. Which of these elements would most improve access to the following beaches for you and people you visit the beach with? What would you like to see for each location? (Continued)

BEACH | IMPROVEMENT



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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 the 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."

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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."

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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 an 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 rainall the path above and below the outfall has to rebuilt . Solution would reqire 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 there 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."

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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.

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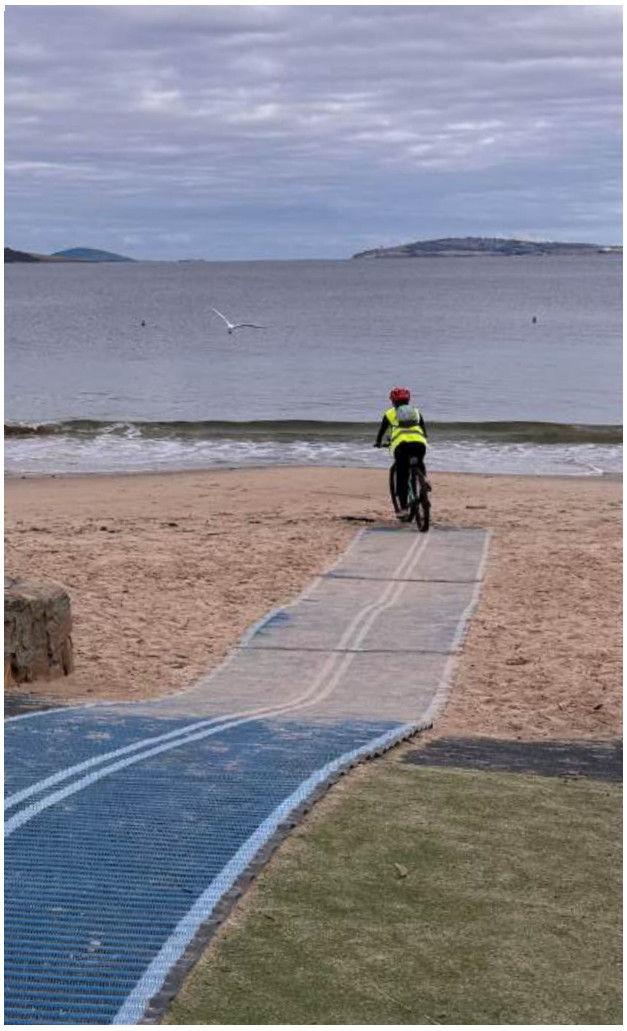
3. Community and Stakeholder Information Sessions

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.



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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.

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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.

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Environment

- Plans for increased and improved access to the coast needs to incorporate modelling for climate change scenarios – storm surges, sea level rise, indundation.
- 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.

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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.

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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.

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