

TITLE

E715 COASTAL ACCESS

DEPARTMENT

Engineering Services

POLICY DIRECTIVE

This Policy is to provide a methodology for a priority listing for future works on roads that provide access to the coast.

HISTORY

Council Resolution No 349/05 of Ordinary Meeting 20 December 2005.

POLICY

It is recognised by Council that the following points will be taken into account when prioritising coastal access roads:

- Legal access
- Tourism
- Kelp
- Residential
- Recreational

LEGAL ACCESS

Prior to Council upgrading or establishing a new coastal access formal legal access must be in place.

The following criteria is to be used to prioritise coastal access:

TOURISM

The level of actual and potential tourism use will be taken into account when prioritising coastal access. The following criteria is to be used:

- High – A popular tourism location.
- Medium – Has limited tourism activity, however has potential with an access upgrade.
- Low – Has no tourism activity and limited potential.

KELP

The access of the coast by kelp harvesters will be a consideration. The following criteria will be used:

- High – Accessed regularly.
- Medium – Accessed occasionally.
- Low - Access rarely.
- No – No kelp available for collection.

RESIDENTIAL

The existence of an approved residential use in a coastal area will be given consideration. The following criteria will be used:

- High – Five or more dwellings.
- Medium – Two to four dwellings.
- Low - One dwelling.
- No – No dwellings.

RECREATIONAL

The recreational activities on the coast will be considered. The activities considered to be recreational include; camping, fishing, walking, surfing and swimming. The following criteria will be used:

- High – Has frequent use by at least three of the activities.
- Medium – Has frequent use of at least one activity and occasional use by at least two others.
- Low – Has only occasional recreational use.

The Total Asset Management Plan recognise that the following roads are rural access roads to the coast and are of a reasonable standard:

- Barnes Road – To Porky Beach
- Burgess Bay Road* – To Netherby Point terminating at Beach Road
- Cape Wickham Road – To Cape Wickham Lighthouse and Victoria Cove.
- Manuka Road – To Three Rivers Bay and Whalebone Beach.
- Martha Lavinia Road – To Martha Lavinia State Reserve.
- Netherby Road – To British Admiral Beach
- North Yellow Rock Road – To Yellow Rock River and access to pedestrian track to beach.
- Pearson Lane – To Cataraqui Monument.
- Red Hut Road – To Red Hut Point.
- Sea Elephant Road – To Sea Elephant River.
- Seal Rocks Road – To Seal Rocks State Reserve.
- Skipworths Road – To City of Melbourne Bay.

* Note: This is Urban Access (Coastal) in the Plan

Subject to budgetary constraints Council will maintain these roads to reasonable all weather access for two wheel drive vehicles.

The Total Asset Management Plan recognises that the following roads are rural access (coastal) roads and are mostly unformed vehicular tracks not suitable for two wheel drive vehicles.

- Blowhole Road – To Fraser Beach and blowhole.
- Dripping Wells Road – To Dripping Wells.
- Dromedary Road – To Surprise Point.
- Duck Bay Road – To Duck Bay.
- Millers Bay Road – To Millers Bay
- Pass River Road – To Unlucky Bay and Pass River.
- Phoques Bay Road – To Phoques Bay.
- Sea Paddock Road – To Fitzmaurice Bay.
- Springs Road – To northern end of Phoques Bay.
- Surprise Bay Road – To Denbys Bay.
- Whistler Point Road – To Whistler Point.

In the majority of cases these roads are unformed and receive only minor maintenance from time to time.

In addition to the roads within the Total Asset Management Plan it is recognised that there are other areas where coastal access is over private property, however arrangements are in place for use by recreational vehicles and kelp harvesters. This includes but is not limited to Black Point, Stokes Point, Cataraqui Point, Sandfly Beach, Badger Box, Dirty Bay, Bungaree, Disappointment Bay, Rocky Point, Boulder Point, Shower Droplet Rock, Bold Head, Sandblow Point and Colliers Beach.

While there may be a view that all these areas are of importance it is outside the resource availability of Council to pursue legal access and construct a reasonable access at this point in time. An exception has been made for Stokes Point that is used by kelp harvesters and Disappointment Bay that is recognised as a strategic camping area.

- Stokes Point – Access from Surprise Bay to Stokes Point.
- Disappointment Bay – Access track to Disappointment Bay.

Using the criteria established in this Policy the following Table of Uses has been developed.

Road/Area	Tourism	Kelp	Residential	Recreational
Barnes Road	Medium	Low	No	Medium
Blowhole Road	High	No	No	Medium
Burgess Bay Road	High	High	No	High
Cape Wickham Road	High	No	No	Medium
Disappointment Bay	Low	Low	No	High
Dripping Wells Road	Low	Medium	No	Low
Dromedary Road	Low	No	No	Medium
Duck Bay Road	Low	Medium	No	Medium
Manuka Road	Low	High	No	Low
Martha Lavinia Road	High	No	No	High
Millers Bay Road	Low	Low	No	Medium
Netherby Road	High	High	No	High
North Yellow Rock Road	High	No	No	Medium
Pass River Road	Low	Medium	No	Low
Pearson Lane	High	Medium	No	Low
Phoques Bay Road	Low	No	No	Medium
Red Hut Road	Low	High	Medium	Low
Sea Elephant Road	High	No	Low	High
Sea Paddock Road	Low	No	No	Low
Seal Rocks Road	High	No	No	Medium
Skipworths Road	Medium	Low	Low	Medium
Springs Road	Low	Low	No	Medium
Stokes Point	High	High	No	Medium
Surprise Bay Road	Medium	High	No	Low
Whistler Point Road	Medium	Medium	No	Medium

Note: Shaded roads are unformed formed in majority of cases.

The roads listed in the above table of uses have been scored using the following methodology:

A weighting has been allocated to the four uses as follows:

- Tourism 25
- Kelp 20
- Residential 30
- Recreational 25

The level of use has been valued as follows:

- High 3
- Medium 2
- Low 1
- No 0

Utilising this methodology the following tables has been prepared prioritising the coastal access roads identified in this Policy in order of importance.

Road/Area	Total	Tourism		Kelp		Residential		Recreational	
			25		20		30		25
Burgess Bay Road	210	High	75	High	60	No	-	High	75
Netherby Road	210	High	75	High	60	No	-	High	75
Stokes Point	185	High	75	High	60	No	-	Medium	50
Sea Elephant Road	180	High	75	No	-	Low	30	High	75
Red Hut Road	170	Low	25	High	60	Medium	60	Low	25
Martha Lavinia Road	150	High	75	No	-	No	-	High	75
Skipworths Road	150	Medium	50	Low	20	Low	30	Medium	50
Whistler Point Road	140	Medium	50	Medium	40	No	-	Medium	50
Pearson Lane	140	High	75	Medium	40	No	-	Low	25
Surprise Bay Road	135	Medium	50	High	60	No	-	Low	25
Blowhole Road	125	High	75	No	-	No	-	Medium	50
Cape Wickham Road	125	High	75	No	-	No	-	Medium	50
North Yellow Rock Road	125	High	75	No	-	No	-	Medium	50
Seal Rocks Road	125	High	75	No	-	No	-	Medium	50
Barnes Road	120	Medium	50	Low	20	No	-	Medium	50
Disappointment Bay	120	Low	25	Low	20	No	-	High	75
Duck Bay Road	115	Low	25	Medium	40	No	-	Medium	50
Manuka Road	110	Low	25	High	60	No	-	Low	25
Millers Bay Road	95	Low	25	Low	20	No	-	Medium	50
Springs Road	95	Low	25	Low	20	No	-	Medium	50
Dripping Wells Road	90	Low	25	Medium	40	No	-	Low	25
Pass River Road	90	Low	25	Medium	40	No	-	Low	25
Dromedary Road	75	Low	25	No	-	No	-	Medium	50
Phoques Bay Road	75	Low	25	No	-	No	-	Medium	50
Sea Paddock Road	50	Low	25	No	-	No	-	Low	25

Based on this Policy Council should consider upgrading access to Stokes Point, Whistler Point Road, Surprise Bay Road, Blowhole Road, Disappointment Bay and Duck Bay Road.

Consideration should be given to the six coastal accesses over the next five years subject to budgetary constraints. In accordance with this Policy legal access may need to be arranged for Stokes Points and Disappointment Bay prior to any upgrade works taking place.

The Director Works and Engineering Services will present an estimate of works to upgrade the six coastal access tracks in future budgets for consideration of Council.

This Policy should be reviewed in December 2010.

ADDITIONAL INFORMATION