



Beach Access

'A way forward'

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Chief Surveyor

Establishing public access to the coast
Report to the Minister

Responsibility for this document

Grant N. Vincent, Chief Surveyor, Lands & Survey Department is responsible for the content of this document.

Change history

Version	Date	Summary of Change
1.0a	July 2003	Draft Department report
1.0b	Aug 2003	Amendments and spreadsheet / photo completion
1.0	Sept 2003	First Issue

Details of the change history of this document are held on file Lands/25

Content

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Distribution

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Approval for issue

Clark Buchanan
Director Lands & Survey Department

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1.	Proposed Inventoried Rights of Way – Map Index Planning Dept. 10/9/02	
2.	Maps of Seven Mile Beach, North Side and West Bay	

1 Executive summary

Following petition from the Concerned Citizens of Cayman to the Minister of Planning, Communication, Works & IT, I was tasked with researching the problem associated with Public Beach Access. The Chief Surveyor acts on delegated power from the Governor in his position as the Highway Authority. Once Ministers reach agreement and instruct action, he is able to initiate the required procedures under the Roads Law. On legal advice, it was decided that this law should be used to enable continued legal access by the public to the beach areas of the Cayman Islands rather than laws pertaining to Prescription.

Office research, as previously carried out by the Planning Department, was updated as part of this report. Aerial photography (1999) and earlier was inspected and compared with mapping provided through the Land Information System (LIS) and the Concerned Citizens of Cayman. Ground visits were carried out over a two-month period and discussions held with landowners, hoteliers and members of the public. New photographic evidence was taken of many sites to reflect current status of individual paths.

A total of 158 access areas were investigated: 90 in West Bay; 44 along Seven Mile Beach; and 24 in North Side. A total length of 15.7 miles of coast was covered including: West Bay (6.5 miles); Seven Mile Beach (2.0 miles); North Side (7.2 miles). A total of 65 (WB 26, SMB18, NS 21) footpaths are recommended as a result of this review; this being 41% of total investigated.

It is recommended that the area of Barkers and the Dyke Roads of Salt Creek Dyke be excluded at this time as these areas are already under consideration within a greater development framework. A total of 39 paths were initially identified in this area.

Plans produced from Lands & Survey LIS data accompany this report and show the recommended positions for access. It is recommended that these plans be used to facilitate the Gazettement of these access points and to establish long-term legal control within the Government's national road network. It is recommended that footpath widths should be 6 feet wide however this may need to be varied in individual cases due to topographic restrictions or recent development. Some paths, due to their width and current usage may allow for emergency vehicular access to the coast and it is recommended that they should therefore be listed as such.

Once approval on the way forward has been given the processes, as defined in 6 (Action required), is recommended to be followed. Following these actions including the required Gazettement, the footpaths will have been taken into the Government road network. Maintenance by Government should ensure continued long-term use by the public of this amenity.

A key recommendation is that these routes should be clearly identified by signage at each end. This will ensure that any potential encroachment by adjoining parties is minimised, due to the greater awareness, and therefore continued use of the access by the public.

It is to be commended that most hotel operators are mutually co-existing with the Citizens of Cayman and overall few were found that were restricting access. However, there is beginning to be a trend, especially along sections of Seven Mile Beach where the erection of "Private Restricted area" notices negate the Planning Departments good intentions of ensuring continued access following development of coastal parcels. Several hotels have strategically planted vegetation to hide access routes whilst others have erected physical obstructions. Other impacts are disappearance of the public beach through erosion.

2 Scope of this report

This detail contained in this report covers 3 primary areas on Grand Cayman, which were highlighted by the Concerned Citizens of Cayman as requiring priority action. Areas outside of this on Grand Cayman and the Sister Islands have not been examined, but would probably require such investigation in future. The areas identified for this investigation of 'Rights of Way' and general access to the coast/beach are:

- **West Bay** – Anchorage to Head of Barkers & including Morgans Harbour & Salt Creek;
- **Seven Mile Beach** – The Coralstone Club to Anchorage;
- **North Side** – approximately Northern Lights Villas to Good as Gold, Rum Point.

These areas are clearly defined by the attached maps within the Appendices 1-3.

Costs of land acquisition has not been determined and may impact on the number accepted in any period.



3 Purpose of this report

The purpose of the report is to record current usage of accesses as previously identified by the Concerned Citizens of Cayman and to make recommendations to Ministry which would enable continued public access for the future.

It had previously been agreed that sufficient footpaths must be maintained for the public to allow continued access to the coast; something that has been enjoyed by the public for generations whilst carrying out both recreational and other water activities.

This report should clearly identify the activities and decisions required to ensure full legal access is (re) established to achieve the above.

4 Review procedure

Following receipt of three maps identifying "Claimed Rights of Way" the following action was taken:

1. Office comparison with 1999 photography (May);
2. Field visit to all 158 identified sites (May-June);
3. Discussions with Landowners, Hotel Managers & owners, and general public (May-June);
4. Revised mapping produced (July) showing recommended access points where:
 - Action is required to assert access i.e. access blocked;
 - Access is already available and possibly signed, but not part of legal Government road network.

5 Issues & FAQ's

No	Issues & FAQ's	Recommended Solution
1	What level of Access is deemed to be acceptable?	Sufficient access was deemed to be approx. 600-1000 ft in popular access areas and less frequent in other areas.
2	What law is to be used to bring into public ownership these footpaths?	The accesses were previously identified as suitable as either a footpath or vehicular road and as such, can be considered within the provisions of the Roads Law (2000 Revision), Section 5(5) a-e.
3	How can these rights be protected?	Enforcement of accesses that are already established through management and monitoring by a government department.
4	What costs will be involved in bringing this land into the National Road Network?	<p>Costs for land acquisition although not considered as part of this report are nethertheless expected to be negligible due to:</p> <ul style="list-style-type: none"> ➤ Land already in use as a path; ➤ Some excess in accesses developed through the planning processes may be exchanged for land that is more beneficial. This matter however is thought best dealt with by the Valuation Office.
5	How can access be determined in areas where planning and gazetted roads already exist?	It is recommended that the areas in and around Barkers National Park be dealt with as a separate issue so that access is determined in relation to Boundary Plan information and other established access routes such as the Dyke Roads.
6	Where an already established Right of Way exists will another footpath under the Roads Law be established?	If an access already exists within approx. 600-1000 ft it is not recommended that additional access routes be provided under this scheme.
7	What are the plans when multiple paths exist in the same location?	It is recommended that only the main path alignment be accepted as part of this schedule.

6 Action required

1. Recommended access points as listed at A1 – A3 to be agreed by Cabinet;
2. Roads Law (2000 Revised) to be used as a transport to enforce long term public ownership of accesses;
3. Instructions for Gazettement of selected footpaths under the Roads Law (2000 Revised), Section 3 & 5 received from Ministry by Lands & Survey;
4. Gazette Boundary Plans for groups of footpaths to assist in efficiency of processing¹;
5. Establish boundaries, by individual ground Fixed Boundary (FB) surveys using Land Survey Law;
6. Produce customised mapping in the form of a Prescribed Composite Map (PCM) from the Land Information System database to support the Gazettement process under Section 5 of the Roads Law²;
7. Public awareness campaign coordinated through the GIS;
8. Produce and erect additional signage at both ends of each access way;
9. Continued enforcement through monitoring by a recognised Government Department, e.g. PWD Roads Section.

7 Other Issues arising

As part of the work ground visits revealed significant erosion of the Seven Mile Beach to a point where the mean high water mark now extends into the private area of condominiums. This is particularly prevalent at Turtle Beach Villas, (see photo SMB 48-50). Here, there is clear evidence that the public beach has been reduced completely. Problems are arising from public forcing entry to what is in effect private property. This particular situation is exacerbated by the close proximity of the Comfort Suites establishment, which does not have direct access to a beach of its own.

Clearly for the Public to remain to have access to the beach there needs to be mutual respect for one another's rights for access and this should not extend into places where clearly, the public part of the beach no longer exists.

A couple of beach accesses were discovered in the North Side area that are clearly used for public access and are recommended for inclusion into this project. See North Side 13A & 14A.

¹ the 'intention to take' procedure

² the 'take' procedure

8 Recommendations

The following actions are recommended to ensure the implementation of long-term access by the Public to the Beach in the West Bay, Seven Mile Beach and North Side areas of Grand Cayman.

1. Use the Roads Law (Revision 2000) to Gazette access points as detailed as accepted in the Annexes of this report, (total of 62);
2. The minimum width of each access shall normally be 6 foot or in the case of emergency vehicular access points, greater;
3. Financial assessment to be carried out by Valuation Office of Lands & Survey Department to determine impact of recommendations;
4. Erection of access signs at both ends of any legal Public access to the beach;
5. Publicity campaign by GIS to ensure both Public, hoteliers and land owners are aware of the impact of the action being taken;
6. Recognition that public beach can be removed all together if significant erosion has taken place.

Grant N Vincent

10th September 2003

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Annexes

A Revised inventory of recommended access

A.1 West Bay Inventory

WEST BAY INVENTORY

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	
1	-	16A	12,13,14 15,17	Barkers 35	N/A	Impacted by National Park Plans	N/A	Excluded
2	-	16A	9	Barkers 34	N/A	Impacted by National Park Plans	N/A	Excluded
3	-	16A	9	Barkers 34	N/A	Impacted by National Park Plans	N/A	Excluded
4	-	16A	9	Barkers 33	N/A	Impacted by National Park Plans	N/A	Excluded
5	-	16A	9	Barkers 32	N/A	Impacted by National Park Plans	N/A	Excluded

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

6	-	16A	7	Barkers 29	N/A	Impacted by National Park Plans	N/A	Excluded
7	-	16A	8	Barkers 31	N/A	Impacted by National Park Plans	N/A	Excluded
8	-	16A	8	Barkers 30	N/A	Impacted by National Park Plans	N/A	Excluded
9	-	16A	7	Barkers 28	N/A	Impacted by National Park Plans	N/A	Excluded
10	-	16A	5	Barkers 27	N/A	Impacted by National Park Plans	N/A	Excluded
11	-	16A	5,6,7	Barkers 26	N/A	Impacted by National Park Plans	N/A	Excluded
12	-	16A	2,4	Barkers 25	N/A	Impacted by National Park Plans	N/A	Excluded
13	-	16A	2	Barkers 24	N/A	Impacted by National Park Plans	N/A	Excluded
14	-	16A	1,3,4	Barkers 23	N/A	Impacted by National Park Plans	N/A	Excluded

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

15	-	16A	1,3	Barkers 22	N/A	Impacted by National Park Plans	N/A	Excluded
16	-	16A	1	Barkers 22	N/A	Impacted by National Park Plans	N/A	Excluded
17	-	9A	99,190	Barkers 21	N/A	Impacted by National Park Plans	N/A	Excluded
18	-	9A	99	Barkers 20	N/A	Impacted by National Park Plans	N/A	Excluded
19	-	9A	98	Barkers 19	N/A	Impacted by National Park Plans	N/A	Excluded
20	-	9A	98	Barkers 18	N/A	Impacted by National Park Plans	N/A	Excluded
21	-	9A	98	Barkers 17	N/A	Impacted by National Park Plans	N/A	Excluded
22	-	8A	24	Barkers 16	N/A	Impacted by National Park Plans	N/A	Excluded
23	-	8A	24	Barkers 15	N/A	Impacted by National Park Plans	N/A	Excluded

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	
24	-	8A	24	Barkers 14	N/A	Impacted by National Park Plans	N/A	Excluded
25	-	8A	23	Barkers 13	N/A	Impacted by National Park Plans	N/A	Excluded
26	-	8A	61	Barkers 12	N/A	Impacted by National Park Plans	N/A	Excluded
27	-	8A	70	Barkers 11	N/A	Impacted by National Park Plans	N/A	Excluded
28	-	8A	20	Barkers 10	N/A	Impacted by National Park Plans	N/A	Excluded
29	-	8A	20	Barkers 9	N/A	Impacted by National Park Plans	N/A	Excluded
30	-	8A	20	Barkers 8	N/A	Impacted by National Park Plans	N/A	Excluded
31		8A	20	Barkers 7	N/A	Impacted by National Park Plans	WB1	Excluded
32		Multiple	Multiple	Barkers 6	N/A	Impacted by National Park Plans		Excluded
33		8A	76	Barkers 4		Existing Right of Way	WB 3	YES

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

34		8A	76	Barkers 5				NO
35		8A	17	Barkers 3			WB 4	NO
36		8A	16	Barkers 3			WB 5	NO
37		8A	15	Barkers 2		Existing track	WB 6	YES
38		8A	108	Barkers 1		Existing track but next to public RoW	WB 7	NO
39		8A	80,108	Barkers 37		Parcel 80 no beach access	WB 8	NO
40		8A	75,108	Barkers 36		Parcel 75 no beach	WB 9	NO
41		8A	75,10re m1,106	Barkers 41		Adjacent to Public RoW	WB 10	NO
42		8A	7,8	Barkers 42			WB 11	NO
43		8A	7,8	Barkers 38				NO
44		8A	127	Barkers 39		Should be along boundary of 8A7 & 8A127	WB 12	YES
45		8A	2	Barkers 40		Adjacent to existing Public RoW on 3D155 – Signage required	WB 13	NO

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract Photo No.	Recommended
				Old	New			

46		3D	155	Barkers 43		Adjacent to existing Public RoW on 3D155 – Signage required	WB 14	NO
47		3D	23	Barkers 44		Partially blocked. Path visible but at different location in parcel	WB 15 Photo 90	YES
48		3D	16 / 115	Barkers 45		Clear track RoW shown not to shore use 3D115	WB 16 Photo 88	YES
49		Multiple	Multiple	Barkers/BB 6		Coastal ironshore walk way variable access and sections built over.	Photos 84 / 85 & 86	YES (part)
50		4B	616	BB12		Use corridor parcel between 4B 616 & 4B505	WB 17	YES
51		4B	56	BB11		Existing RoW	WB 18	YES
52		4B	301	BB10		Track on ground but adjacent to existing RoW	WB 19	NO
53		4B	51,52	BB9		Access adjacent to Cobalt Beach Resort	WB 20 Photo 87	NO

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract Photo No.	Recommended
				Old	New			
54		4B	581	BB8		New development, Signs existing on ground – planning requirement?	WB 21	YES
55		4B	472	BB7		Existing RoW not required	WB 22 Photo 85/86	NO
56		4B	23 Crown	BB5		Government road – Cemetery	WB 23	YES
57		1C	169	BB4		Road gazettelement required	WB 24	YES
58		1C	28	BB3		Blocked by fence – local work around being used	WB 25 Photo 73 / 74	YES
59		1C	173	NWP1		Cracked Conch car park	WB 26 Photo 71	YES
60		1C	3	NWP2		Adjacent to proposed footpath	WB 27 photo 72	NO
61		2C	86,89	NWP24		Existing RoW	WB 28	YES
62		5B	256	NWP23		Path in existence	WB 29	YES

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

63		5B	36	NWP22		Slipway	WB 30	YES
64		5B	182	NWP21		Adjacent to WB Public Beach not required	WB 31	NO
65		5B	175	NWP			WB 32	YES
66		5B	175	NWP		Adjacent to (65)NWP		NO
67		9A	428	MH13		Extension of road 9A429	WB 33	YES
68		9A	212	MH18		Road Gazettement to beach & 9A85	WB 34	YES
69		9A	79	MH16		Adjacent to MH18	WB 35	NO
70		Morgans H	Morgans H	MH17		Public road – Batabano		NO - N/A
71		9A	258,261	MH15		Evidence by access by boat trailers	WB 36	YES
72		9A	127,161	MH14		Alignment through 9A127 suitable for boats	WB 37	YES
73	-	SCD	SCD	MH19	N/A	Salt Creek Dyke	N/A	Excluded
74	-	SCD	SCD	MH19	N/A	Salt Creek Dyke	N/A	Excluded

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

75	-	SCD	SCD	MH19	N/A	Salt Creek Dyke	N/A	Excluded
76	-	SCD	SCD	MH19	N/A	Salt Creek Dyke	N/A	Excluded
77	-	SCD	SCD	MH19	N/A	Salt Creek Dyke	N/A	Excluded
78	-	SCD	SCD	MH19	N/A	Salt Creek Dyke	N/A	Excluded
79	-	SCD	SCD		N/A	Salt Creek Dyke	N/A	Excluded
80		5D	12	Other		Existing RoW possible emergency access	WB 38	YES (emergency)
81		5D	19	Bennie PT2		Public RoW blocked by tennis court requires action	WB 39	YES
82		5C	197	Cemetery Access		Path in existence requires demarcation	WB 40	YES
83		5C	284,285, 286	Brooklyn Bridge		Old path from Fosters supermarket needs definition. New house blocks access to beach	WB 41	YES
84		5B	139,140, 141	Other		Not required public gain access direct from Boggy Sands Road	WB 42	NO – N/A

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

85		5B	139,169, 170	Other		As above	WB 43	NO – N/A
86		5B	164	Old Warf		Signage required – Crown	WB 44	YES
87		1E	45	Frank Parson BB			WB 45	NO
88		1E	45	NWP27				NO
89		5B	179	Other		West Bay Public Beach	WB 46	NO – N/A
90		5B	177	Other		Adjacent to above	WB 47	NO

A.2 Seven Mile Beach Inventory

SEVEN MILE BEACH INVENTORY 1:1,000

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	
1		12C	340	1		The Coralstone - Existing Right of Way	SMB 1	YES
2		12C	340	2		The Coralstone - No R.o.W but open for public access via beach access sign – this may already be public	SMB 1 Photo 24	YES*
3		12C	394 Crown	3		Blocked by new building work in progress for the Ritz-Carlton	SMB 2	YES (Planning?)
4		12C	394 Crown	4		Relocate to new road – No beach access out of scope	N/A	NO
5		11D	45 Crown	5		Casuarina - Signed public beach access but not in Land Register?	SMB 3	YES (planning?)
6		11D	45 Crown	6		Casuarina - Blocked Sea Grape	Photo 69 / 70	YES

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

7		11D	3 Crown	7		Governors Beach car park	SMB 4	YES
8		11D	31	8		The Pinnacle / Governors- Existing Right of Way	SMB 5 Photo 71	YES
9		11D	31	9		The Pinnacle / Plantana - Existing Public Right of Way - Blocked by tape & signs & footpath slabs – sign removed? requires enforcement	SMB 5 Photo 72-74	YES (Emergency Road?)
10		11D	34	10		Plantana - Existing Public Right of Way – Blocked by shower – difficult access requires enforcement	SMB 6 Photo 75	YES (Emergency Road?)
11		11D	21	11		The Great House / Plantana – blocked by chain at road & shower & notice board at beach end The Great House / Avalon Public RoW at northern end of site – requires check with planning regulations	SMB 7 Photo 76 & 77	YES?? (Emergency Road?)

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

12		11B	76	12		Avalon / Great House & Avalon / 11B67. Existing Rights of Way – requires signs on beach end	SMB 8	YES
13		11B	67	13		Adjacent to existing Public Right of Way	SMB 9	NO
14		11B	70	14			SMB 10	NO
15		11B	70	15		Thompson Bodden, Merren et al		NO
16		11B	69	16		Thompson Bodden, Merren et al	SMB 11	NO
17		11B	69	17		Thompson Bodden, Merren et al		NO
18		11B	69	18		Thompson Bodden, Merren et al		NO
19		11B	69	19		Thompson Bodden, Merren et al		NO
20		11B	69	20		Thompson Bodden, Merren et al		NO
21		11B	69	21		Thompson Bodden, Merren et al		NO

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

22		11B	69	22		Thompson Bodden, Merren et al		NO
23		11B	84	23		Next to existing Public Right of Way	SMB 12	NO
24		11B	84	24				NO
25		11B	84	25				NO
26		11B	84	26				NO
27		11B	83	27		Existing Public Right of Way	SMB 13	YES*
28		11B	83	28		Adjacent to existing Right of Way – choice to be made		YES *
29		11B	61	29		Existing Right of Way	SMB 14	YES
30		11B	82,83	30		Private road open to the public	SMB 15	NO
31		11B	61	31		See 29	SMB 14	NO
32		11B	61	32			SMB 14	NO
33		11B	61	33			SMB 14	NO
34		11B	61	34			SMB 14	NO

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

35		11B	61	35			SMB 14	NO
36		11B	17	36		Vehicular – Adjacent to 37	SMB 16	NO
37		11B	17	37		Vehicular	SMB 16	YES
38		11B	17	38		Vehicular	SMB 16	YES
39		10E	47	39		No beach access out of scope	SMB17 Photo 80	NO
40		10E	14	40		Blocked by private house garden wall	SMB 19 Photo 79	NO
41		10E	54	41		Blocked by new site protection fences. Evidence of old post in concrete	SMB 18	YES
42		10E	49	42		Blocked – buildings over path – access allowed by owner but difficult	SMB20	NO
43		10E	3	43		Blocked	SMB 21	NO
44		10E	3	44		Blocked – share access with 10E 2 – dependant on Planning	SMB 21 Photo 83/84	YES?

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

A.3 North Side Inventory

NORTH SIDE INVENTORY

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	
1		61A	81, 82			Track used by cars	NS 1	YES
2		61a	49			No requirement close to NS 1	NS 2	NO
3		57A	8			Clear track visible used by cars	NS 3	YES
4		57A	75			Clear track visible used by cars	NS 4	YES
5		57A	105			Footpath	NS 5	YES
6		57E	137			Track used by cars – Break between parcels Investigate existing Public RoW adjacent but blocked	NS 6	NO
7		57E	174			Access to cemetery	NS 7	NO

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

8						No path shown on planning documents		
9		53A	104/105			Robinson Crusoe Landing	NS 8 59	YES
10		49C Crown	20			NS Post Office Existing Right of Way	NS 9 60	YES
11		49C	35			Path through woods	NS 10 61	YES
12		49B	13			Chisholm's Supermarket Existing Right of Way	NS 11	YES
13		49B	6			Jetty	NS 12	YES
13a							Photo 62	?
14		45A	89				NS 13	YES
14a						DEH Trash bin – location to be determined	Photo 65	YES
15		45A	105			Opening in vegetation	NS 14	YES

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

16		45A	99			Opening in vegetation	NS 15	YES
17		40A	52			Existing Right of Way	NS 16 Photo 66	YES
18		40A	22			Well used path	NS 17	YES
19		40A	14			Well used track	NS 18	YES
20		39E	50			Existing Right of Way	NS 19 Photo 67	YES
21		39E	25			Existing Right of Way	NS 20 Photo 68	YES
22		33D Crown?	6			Existing Public Right of Way – adjacent to 33D 27 – Move Public Right of Way	NS 21	NO
23		33D	27			Existing Public Right of Way	NS 22	YES
24		33B	30			Existing Public Right of Way	NS 23	YES

ID Old	ID New	Block	Parcel	LIS Inv_Code		Notes	Extract	Recommended
				Old	New		Photo No.	

B Site plans & ownership details

B.1 West Bay site plans WB 1 - 47

B.2 Seven Mile Beach site plans SMB 1 - 21

B.3 North Side site plans NS 1 - 23

C Terrestrial photographs of specific ground features

C.1 West bay WB 52 – 58; 70 – 90.

C.2 Seven Mile Beach SMB 24, 48 - 51, 69- 84.

C.3 North Side NS 1 - 23

Appendices

1. Map showing recommended footpaths to be included into Government road network – West Bay

2. Map showing recommended footpaths to be included into Government road network – Seven Mile Beach

3. Map showing recommended footpaths to be included into Government road network – North Side

