



Coastal Management Decision Support Framework

Yorke Peninsula Council

SACCA Forum 25th November 2021



Context

- Numerous coastal assets to manage and maintain
- Varied coastal processes at play and subsequent management issues
- Managing the various and competing expectations from stakeholders
- Investment in a number of coastal plans and studies specific to individual settlements with a number of recommendations



Innes National Park

Scope

Council require a holistic review of all competing coastal management issues to determine priority works for the immediate, intermediate and longer term.

Purpose

- Provide clarity on coastal management priorities
- Move away form reactive management
- Provide a defensible decision-making framework to support future planning and management of the coast

Approach

1. Data gathering
2. Develop prioritisation approach
3. Prioritise works and test

Deliverables

- Categorised priorities
- Live database and GIS
- Prioritisation framework



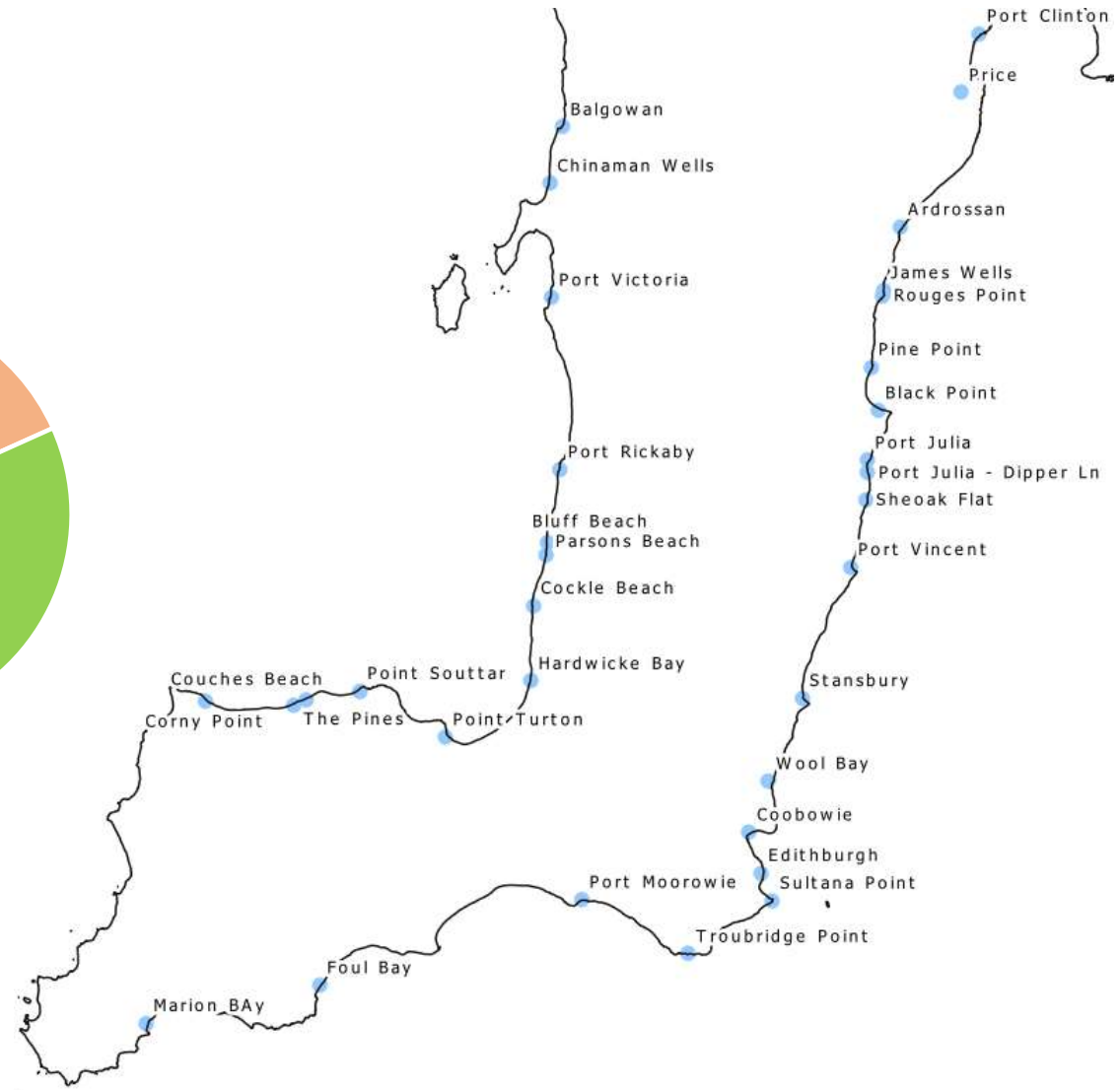
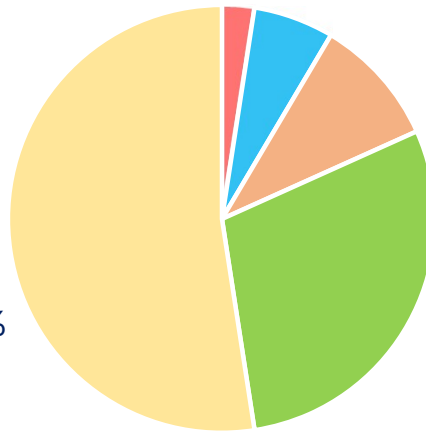
Data gathering

- Desktop review of all documents provided by Council
- Archive search (Department of Environment and Water, Coastal Management Branch)
- Site visit

SITE LOCATION	INITIATIVE INFORMATION					ISSUES					ASSETS AT RISK				
	Population	Ref	Type	Initiative	Description	Flooding	Erosion	Access	Safety	Siltation	Residential	Council	Crown Land	Roads	Boat Ramp
Ardrossan	1167	AR1	G	Planning & Investigation	Cliff erosion monitoring - Cracking observed in a number of locations east of the walking track. Review of historical aerial photos. Identify rate of erosion and identify timing assets at risk.		✘		✘			▶	▶		
		AR2	I	Physical works	Dredging - Wrack accumulation at boat ramp from survey undertaken in Nov '19 identified 15,000m3 of wrack to be removed.			✘		✘		▶			▶
James Well	63	JW1	I	Physical works	Design and Construct levee to 3.2m AHD	✘					▶		▶	▶	

Settlements 32
Total initiatives 82

- Boat ramp upgrade 2%
- Safety and access 6%
- Monitoring 10%
- Planning & investigation 29%
- Physical works 52%



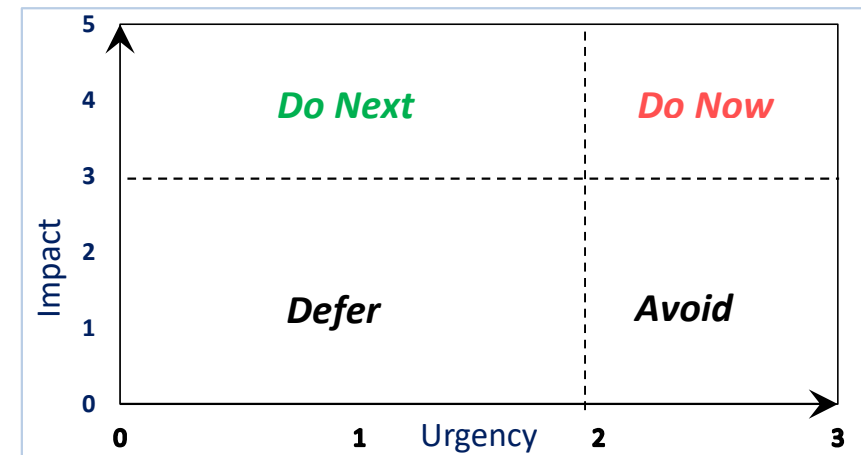
Prioritisation assessment framework

IMPACT		Infrastructure Assets				Social and safety				
		No. of Residential properties		Value of Council properties		Road types	Population		Boat launching demand (No. of vessels per year)	Safety
Very Low	1	0	5	\$0	\$250,000		0	100	5 (0 - 500 per year)	
Low	2	6	10	\$250,000	\$500,000		101	200	4 (500 - 1000)	
Medium	3	11	20	\$500,000	\$1,000,000	Residential Traffic	201	400	3 (1000 - 2000)	Potential minor injury
High	4	21	40	\$1,000,000	\$2,000,000	Local Traffic	401	800	2 (2000 - 3000)	Potential major injury
Very High	5	> 40		> \$2,000,000		Through Traffic	> 800		1 (>3000)	Potential fatality

URGENCY	Years		
Low	1	11	20
Medium	2	3	10
High	3	0	2

URGENCY	IMPACT				
	1	2	3	4	5
1	1	2	3	4	5
2	2	4	6	8	10
3	3	6	9	12	15

CRITICALITY	
	Critical
	Important
	Desirable

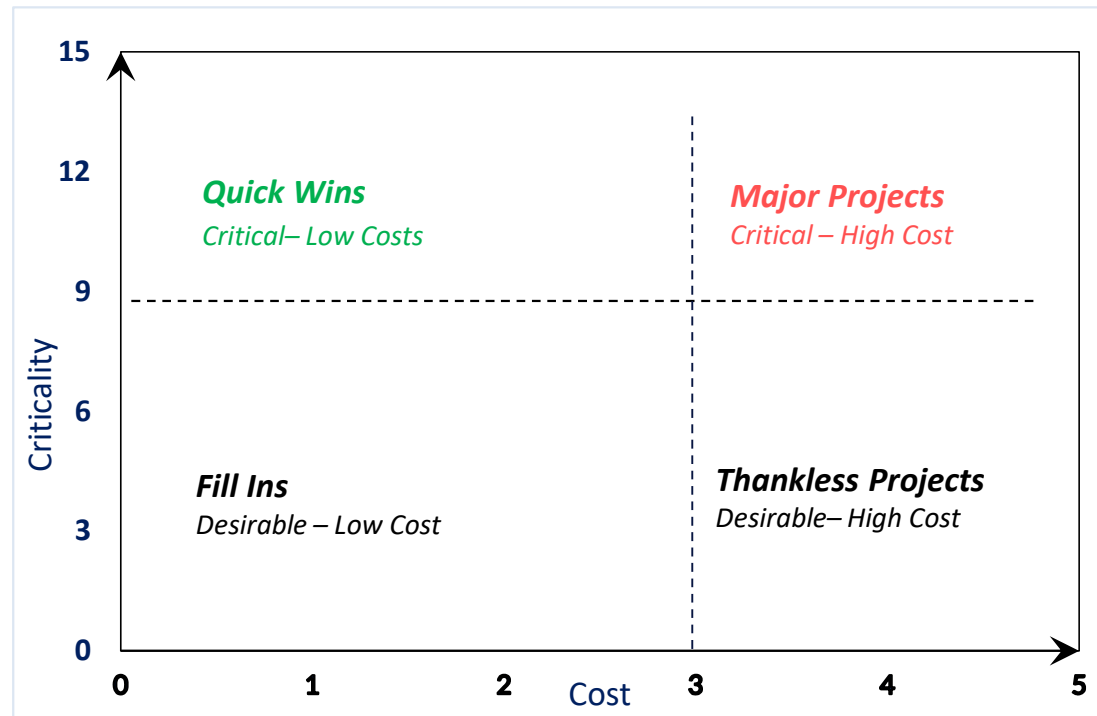


URGENCY	IMPACT				
	1	2	3	4	5
1	1	2	3	4	5
2	2	4	6	8	10
3	3	6	9	12	15

CRITICALITY	
	Critical
	Important
	Desirable



COST			
Very Low	1	\$ -	\$ 10,000
Low	2	\$ 10,000	\$ 25,000
Medium	3	\$ 25,000	\$ 100,000
High	4	\$ 100,000	\$ 250,000
Very High	5	>\$250,000	



Major projects (critical and expensive)

- Flood protection works, Pine Point, Coobowie, James Well , Port Clinton



How is it supporting Council?

- Clarity and focus on priority works
- Defendable decision-making
- Preparation for grant funding
- External support required



Port Julia Jetty and Revetment

To hear more....

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