

DENMARK STRATEGIC BOATING PLAN

DESK STUDY AND STAKEHOLDER FORUM REPORT

PREPARED FOR
SHIRE OF DENMARK



Estill
& ASSOCIATES

MAY 2007



Department for Planning and Infrastructure
Government of Western Australia



TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
1. INTRODUCTION	7
2. DESKTOP STUDY	9
2.1 Established Usage of the Waterways	9
2.2 Existing Facilities	10
2.2.1 Rivermouth	10
2.2.2 Poddyshot	11
2.2.3 Ocean Beach	11
2.2.4 Multi-owned Private Jetties	12
2.3 Proposed Facilities	12
2.3.1 Denmark Classic Boat Association Floating Jetties	12
2.3.2 Poddyshot	12
2.3.3 Community Park	12
2.4 Previous Studies, Strategies and Plans	13
2.4.1 Albany Regional Strategy (1994)	13
2.4.2 Strategic Plan for Maritime Facilities (1995)	13
2.4.3 Peel Region Boating Facilities Study (1996)	13
2.4.4 Denmark Foreshore Wilson Inlet Management Plan (1996)	14
2.4.5 Town Planning Scheme Policy No. 15 (1998)	19
2.4.6 Ocean Boating Facilities Study (1999)	19
2.4.7 Strategic Plan for the Shire of Denmark (2006)	20
2.5 Aboriginal and Non-Aboriginal Heritage	21
2.5.1 Aboriginal Heritage	21
2.5.2 Non-Aboriginal Heritage	22
3. STAKEHOLDER FORUMS	31
3.1 Purpose, Process and Participants	31
3.2 General Questions	33
3.3 Group comments on separate river zones.	38
3.4 River Zone 1	38
3.4.1 Environmental Concerns	39

3.4.2	<i>Management</i>	40
3.4.3	<i>Access for Boats</i>	40
3.4.4	<i>Facilities on Land and Water</i>	41
3.4.5	<i>Recreational Opportunities</i>	41
3.5	River Zone 2	41
3.5.1	<i>Environmental Concerns</i>	42
3.5.2	<i>Management</i>	43
3.5.3	<i>Access for Boats</i>	44
3.5.4	<i>Facilities on Land and Water</i>	44
3.5.5	<i>Recreational Opportunities</i>	45
3.6	River Zone 3 (Rivermouth)	46
3.6.1	<i>Environmental Concerns</i>	46
3.6.2	<i>Management</i>	46
3.6.3	<i>Access for Boats</i>	47
3.6.4	<i>Facilities on Land and Water</i>	48
3.6.5	<i>Recreational Opportunities</i>	49
3.7	Yacht Club Reserve.....	50
3.7.1	<i>Environmental Concerns</i>	51
3.7.2	<i>Management</i>	51
3.7.3	<i>Access for Boats</i>	51
3.7.4	<i>Facilities on Land and Water</i>	52
3.7.5	<i>Recreational Opportunities</i>	52
3.8	Poddyshot	53
3.8.1	<i>Environmental Concerns</i>	53
3.8.2	<i>Management</i>	54
3.8.3	<i>Access for Boats</i>	54
3.8.4	<i>Facilities on Land and Water</i>	55
3.8.5	<i>Recreational Opportunities</i>	55
3.9	Wilson Inlet	56
4.	CONCLUSIONS	58
5.	RECOMMENDATIONS	61
APPENDIX 1.	STAKEHOLDER FORUM AGENDA	62

APPENDIX 2. FEEDBACK QUESTIONNAIRE 63

EXECUTIVE SUMMARY

Background

The growth of Denmark and its increasing popularity as a tourist destination has seen an increase in boating activity in recent years, and it is likely that demand for boating activities will continue to grow.

The Shire has in the past commissioned a number of investigations into the future needs of the boating community and as a result some upgrades to current facilities have taken place. These upgrades have been largely to accommodate current levels of demand and the Shire has realised that continued increases in tourism will result in the current facilities falling below the ideal level of provision. In response, the Shire engaged Estill & Associates to develop an overarching strategic plan that addresses long-term boating, mooring and access requirements for the Denmark River and Wilson Inlet.

The purpose of this report is provide an overview of the research undertaken during this process and to present feedback gained from two forums with key stakeholders. The findings of these activities will be used to inform the development of a Strategic Boating Facilities Plan for the Denmark River and Wilson Inlet to the year 2025.

Desktop Study and Stakeholder Forums

The desktop study involved a review of existing plans, legislation, policy and planning schemes, existing project proposals, current strategic goals of the Shire and relevant statistics. A brief investigation of Aboriginal and non-Aboriginal heritage issues was also undertaken.

The stakeholder forums were held in Denmark in December 2006. In order to develop a sharper focus for the forum discussions, the river was separated into 3 zones:

- Zone 1 from the Town Bridge inland to the Agricultural College footbridge;
- Zone 2 from the Town Bridge south to the railway footbridge; and
- Zone 3 from the railway footbridge to and including the river mouth.

The Yacht Club Reserve and Poddysshot boat ramp were discussed separately and general feedback on other opportunities within the greater Wilson Inlet area was also recorded.

The discussions proved a valuable exercise in gaining an understanding of the current and future issues and support the findings of the desktop study. Together, these sources of information give clear guidance to the development of a Strategic Boating Plan for the area.

Key Outcomes

There is a clearly understood need for additional boating facilities in the future, though the development of any new facilities will require negotiation in terms of

environmental preservation and in some instances heritage issues will need to be resolved. A key issue across all zones is the protection of the natural environment and minimal disruption where controlled access can be achieved.

The consultation found that there is an increasing need for greater control over the types of boating uses on the different sections of the river. A gradual increase in the number and type of boats as one moves downstream towards the rivermouth was generally supported by the attendees at the forums.

Options for other locations for future public access points within the Wilson Inlet were discussed at the forums, though there was less support for the establishment of new facilities further away from the town. At this point in time, road access to many of these locations is poor and any new infrastructure in areas such as Crusoe Beach or Rudgyard would appear to be part of longer-term strategies.

It is generally acknowledged that the opportunities for increasing the number of public launching facilities are limited. The timing of upgrades and/or new facilities will need to be carefully planned to meet the growing demand and match the financial capacity of the Shire and other potential funding sources. The overall management control of the river environs is seen to sit with the Shire, DPI or a potential river management authority, though leases and licensing remain a Local or State Government responsibility.

The cost of infrastructure and lack of available funding for a local authority such as Denmark means that the development of additional facilities will compete strongly for limited financial resources. The staging of any new infrastructure is one strategy that may enable a sustained yet marginal impact on annual capital budgets, and a range of contributions from other sources (be they in-kind or as part of State grant schemes) will be required to achieve the desired funding level.

In addition to funding issues, changes to current practices on the river will take time and the strategic plan will outline a timeframe for the introduction of new elements that acknowledges the community's need to incorporate any transitions in a manner which attracts the greatest support.

Recommendations

As a result of the findings of the desktop review and the outcomes of the stakeholder forums, it is recommended that three main strategic approaches be taken during the development of the Strategic Boating Plan for each zone of the river and inlet:

1. Management of current uses and activities by:
 - Establishing and enforcing appropriate uses in zones of the river and inlet;
 - Reviewing and renewing or terminating current commercial and recreational leases;
 - Improving current facilities specifically for the desired uses;
 - Imposing registration and standards on current private finger jetties.
2. Planned construction of additional facilities to accommodate future increase in demand, such as:

- Boardwalk and river viewing platforms;
 - Emergency rescue access;
 - Additional boat launching ramps;
 - Rigging areas for yachts, wind surfers and kite surfers;
 - General park furniture and amenities; and
 - Dredging of channels and boat access points.
3. Mitigation strategies to restrict inappropriate vessels and activities and divert them to more appropriate sites:
- Restriction on boat sizes on river and inlet;
 - Restriction on number of commercial operators; and
 - User contribution scheme to assist ongoing operational costs.

1. INTRODUCTION

The demand for boat access to rivers, beaches and estuarine areas is rapidly increasing across Western Australia. Areas such Denmark and the South West in general are facing the need to provide for the ever-increasing demand whilst trying ensure that significant environmental and heritage issues associated with these areas are given due consideration.

The growth of Denmark and its increasing popularity as a tourist destination has seen an increase in boating activity in recent years, and it is likely that demand for boating activities will continue to grow. The Wilson Inlet and Denmark River are landmark features within the Shire of Denmark. The Denmark River Foreshore is a significant part of the Denmark landscape from both cultural and geographical perspectives and the community holds this area in high regard. Wilson Inlet is an important estuarine fishery which supports recreation and tourism and it is well known as an ideal location for yachting.

The community has often expressed concern about the lack of boating facilities and there has been considerable community pressure in recent times for Council to make improvements to launching facilities for recreational boating. This has been partly driven by a perception within the community that tourists are “turned off” by Denmark’s below-standard or outdated boating facilities.

Boating facilities are limited, however, by the lack of available public land to access the Inlet, and there are few locations along the Inlet shore that are suitable for boat launching due to shallow water. The foreshore is also part of a rapidly growing town with residential, recreational and commercial developments emerging as competing land uses.

The Shire of Denmark has in the past commissioned a number of investigations into the future needs of the boating community and as a result some upgrades to current facilities have taken place. Council funds and State Government grants have been directed at improving boating facilities, particularly at Denmark Rivermouth, and Council is now looking to provide moorings for classic boats, additional access to Wilson Inlet and upgraded access to Wilson Inlet off Poddyshot.

However, these upgrades have been largely to accommodate current levels of demand and the Shire has realised that continued increases in tourism will result in the facilities falling below the ideal level of provision. Intensive recreational development has highlighted the need for a planning and management strategy to ensure that existing and future boating facilities meet the needs of the community and visitors.

A change in the type of use of the waterways is also being recognised with ever increasing boat sizes requiring not only better launching facilities but also larger carparks and storage areas. The ongoing improvements to major and minor roads will allow greater numbers of boats easy access to what used to be remote areas of the coastline. The capacity for the environment to cope with the impact of greater numbers of boats is limited and in order to preserve environmental resources (flora, fauna and heritage), some control measures will need to be introduced.

In response to these needs, the Shire engaged Estill & Associates to develop an overarching strategic plan that addresses long-term boating, mooring and access

requirements for the Denmark River and Wilson Inlet. The Strategic Plan will guide provision of boating facilities on the Denmark River and Wilson Inlet to the year 2025 and is required to address sustainability issues so that the needs of the community and visitors are met with due consideration given to possible environmental and other impacts.

The development of the Strategic Plan was undertaken in three stages:

1. Desk study to obtain background information and to identify key issues, opportunities and constraints;
2. Consultation with stakeholders in the form of two stakeholder forums; and
3. Compilation of the Strategic Plan based on the outcomes of Stages 1 and 2.

The development of the Strategic Plan was part-funded under the Department for Planning and Infrastructure (DPI)'s Recreational Boating Facilities Scheme (RBFS). The RBFS provides funding assistance to local government authorities, state government departments and statutory authorities to assist in the planning and construction of facilities that benefit recreational boat users throughout Western Australia.

This report presents the findings of the desktop study and the key issues raised at the stakeholder forums. The resulting Strategic Plan is presented under a separate cover.

2. DESKTOP STUDY

A review of previous works was carried out including existing management plans, policy and planning schemes and documentation regarding future proposed projects, facilities, private infrastructure, environment, conservation, heritage and legislation. The review served to develop an overview of the past, current and future direction of the Shire of Denmark with regard to boating facilities.

2.1 Established Usage of the Waterways

In 1981, a study into recreational boating facilities by PA Australia found that the local population catchment provided the majority of users for existing boat ramps within the Shire of Denmark and at the time, users were generally satisfied with the standard of facility provided.

The town of Denmark has continued to grow in recent years, as has its popularity as a tourist destination, and this has brought about an increase in boating activity and demand for boating facilities. The local community has been applying pressure to improve facilities while at the same time protecting the area's natural environment.

Large areas of coastal land within the Shire of Denmark have been reserved for National Parks, Parkland and Recreation, Protection of Flora or Conservation of Flora. These reserves represent important recreation and tourism opportunities but are fragile areas of land that must be dealt with in a sensitive manner. For example, uncontrolled mooring of small craft along the riverbank needs to be formalised to avoid further degradation of the foreshore and to improve safety and amenity generally.

Recent upgrading of the rivermouth area has involved the provision of a boat launching ramp, parking areas, toilet facilities, moorings and retaining walls under a project funded by DPI. The Denmark Boating and Angling Club has an annual lease on the river for moorings and the Denmark Yacht Club operates on Wilson Inlet. During Yacht Club meets, there can be 15–20 craft on the water, all requiring trailer parking space.

Approved commercial activities on the Denmark River today include the *Jasmin B*, Denmark Dinghy Hire and Madfish Charters (*Iona V*).

The *Jasmin B* departs from Berridge Park Jetty and provides cruises of Denmark River and Wilson Inlet. It has a seating capacity of 52 and tours are available twice daily, weather permitting. There are BBQ facilities and toilets near to the mooring and the vessel is fully wheelchair accessible. The operator of the *Jasmin B* has recently applied to Council to operate further upriver to access the pub and has requested permission to pick up and put down passengers from the eastern side of the river.

Denmark Dinghy Hire operates on the river from Berridge Park. The fleet includes motorboats, canoes, paddleboats, aquabikes and pontoon boats. These operate between the two bridges from September to April, with special fishing charters available all year round. The operator does not have a formal lease.

The Iona V is a recently launched and custom-made charter vessel which departs from the Town Jetty or Poddyslot. The operation offers an “unforgettable journey on Denmark’s pristine inlet and river waterways”.

2.2 Existing Facilities

The Wilson Inlet has few public places where boat-launching facilities are provided. Lanching ramps are available in the town, at the river mouth and at Poddyslot. Beach launches are also possible but these are subject to weather, season and tides.

2.2.1 Rivermouth

Rivermouth Reserve has been used for boat launching for many years. This facility is geared towards tourist as well as local usage, whereas Poddyslot is predominantly for local users only. Denmark Rivermouth Precinct is also valued for other activities besides boating and by virtue of its location supports a variety of activities including camping, walking, fishing etc.

In January 2004, Council adopted a Concept Plan for the development of Rivermouth Reserve and Boating Facilities, adjacent to the Rivermouth Caravan Park. Rivermouth Reserve is currently undergoing a boating launching and mooring facilities upgrade.

The Shire had identified Denmark Rivermouth as the most suitable facility for recreational boat launching. The land is foreshore reserve under the care and control of the Shire of Denmark (Reserve 14376) and as an ideal location for boat launching, it is frequently used by residents and visitors.

In August 2003, the Shire sought funding from DPI under the Recreational Boating Facilities Scheme (RBFS) to upgrade the boat launching facility which at that time comprised a small, dilapidated concrete boat ramp with *ad hoc* unsealed boat and trailer parking. The capacity was 10–15 car bays with trailer parking spaces and the facility was considered unsafe and substandard. Dinghies and small yachts tied to trees or makeshift facilities were considered unsafe and damaging to the foreshore.

The Concept Plan for the Denmark Rivermouth upgrade was prepared by Council with the assistance of DPI, the Department of the Environment (DoE) and the Wilson Inlet Management Advisory Group (WIMAG). The Plan included the following:

- Reconstruction of the existing landing with a new 15m concrete boat ramp;
- Small landing for docking and disabled access;
- Additional car and trailer parking spaces (in total, parking available for cars with trailers is in excess of 32 bays including 2 disabled parking bays);
- Overflow and trailer parking (8–10 bays);
- 15 boat mooring spaces;
- Provision of access to the beach while protecting existing trees;
- Yacht rigging and public recreation areas;

- Proposed reclamation area and tree planting zones;
- Construction of new toilet facilities with disabled access; and
- Low-level lighting for safe boat landing.

The project followed increasing pressure from the recreational boating community to provide improved access to Wilson Inlet and this location was considered the best cost-benefit option for the Shire. Other investigated sites were found to require significant works to bring them to a suitable standard.

The project followed a high level of consultation with local representatives of the recreational boating community and was in keeping with the Wilson Inlet Foreshore Management Plan. WIMAG supported upgrading the rivermouth to relieve pressure at Poddyshtot which is “not intended for larger vessels and high tourist usage”.

The Yacht Club was also keen for the project to proceed as it will provide improved facilities for their activities and attract more yachting enthusiasts to Denmark. The upgrade was also fully supported by the Wilson Inlet Restoration Group (WIRG) which cited the “urgent need for these facilities to be upgraded as the condition of existing services are of a run down state”.

2.2.2 Poddyshtot

The boat ramp and finger jetty at Poddyshtot services mainly local residents and is accessed via local residential streets with little capacity for expansion. The nearest boating facility is Denmark Rivermouth which is 6.5km away.

The location attracts algal growth, making it unattractive at certain times of year, and Council receives regular complaints about the condition of the carparking area, especially during winter. The approach to the boat ramp has silted over the years and some craft have difficulty accessing the ramp.

An RBFS grant has been requested to improve parking at Poddyshtot including hotmix surface, hardstand, turning area and boat and trailer parking bays which will be “of great benefit to the local boating community”. Council argued that the sealed surface “would significantly improve the amenity of the location and provide a user-friendly facility” for mainly local recreational boat users and would reduce Council’s maintenance costs. The project was strongly supported by WIRG and was included in Council’s Principal Activities Plan.

2.2.3 Ocean Beach

The Denmark Sea Search and Rescue Group is based on a leasehold site at Ocean Beach. The site is believed to be the best available option for the local sea rescue group in the absence of a reasonable sheltered harbour in the area.

A 1999 study into ocean boating facilities by the Department of Transport (DoT) stated that access to the sea for search and rescue missions should continue to be available at Ocean Beach in accordance with a protocol agreed between the Denmark Sea Search and Rescue Group and the Shire of Denmark.

However, Ocean Beach was determined to be unsuitable for a fixed ramp structure due to unacceptable wave action, conflicting use from swimmers and surfers as well as unsatisfactory sea conditions in its approaches. This area was identified as

one of five significant locations that experience concentrated human pressure and require management.

2.2.4 Multi-owned Private Jetties

Council supports the concept of multi-owned private jetties and sees these as a means of reducing the proliferation of exclusive jetties. Council would wish to see jetties maintained to a high standard by owners with forfeiture of the jetty licence as a penalty for jetties falling into a state of disrepair (Shire Policy Manual 2002).

2.3 Proposed Facilities

2.3.1 Denmark Classic Boat Association Floating Jetties

In April 2005, Council considered a proposal from the Denmark Classic Boat Association (DCBA) to install three floating jetties along the Denmark River immediately upstream of the Denmark Rivermouth Boating Facility development. Council gave in-principle support but referred the matter to WIMAG.

WIMAG had concerns about the potential environmental impact of the proposals and the inadequacy of the proposed site. Nevertheless, they agreed that a facility was needed as a matter of priority and recommended that a working group be established to investigate alternative locations for the DCBA to store boats. The possibility of the working group considering sites for future and other boat mooring needs along Denmark River was also identified.

The working group comprised:

- Manager Engineering Services, Shire of Denmark;
- WIMAG Chairman;
- WIMAG community member;
- DoE officer (Denmark); and
- DCBA representative.

As a result of the working group's deliberations, a possible alternative site for the proposed floating jetties was identified next to the Denmark Boating and Angling Club slipway, upstream of Denmark River Bridge (South West Highway).

2.3.2 Poddyshot

DPI has recently awarded a grant to upgrade the carpark at Poddyshot.

2.3.3 Community Park

A Community Park is proposed north of Town Bridge adjacent to the new hospital. The large section of river in this area is currently under-utilised and there may be an opportunity to develop this area for 'passive recreation' including small jetties and picnic areas.

2.4 Previous Studies, Strategies and Plans

2.4.1 *Albany Regional Strategy (1994)*

The Albany Regional Strategy was adopted as policy by the Western Australian Planning Commission (WAPC) and provides the planning framework for development and growth in the Lower Great Southern region. Its objectives include:

- Ensuring natural resources are used and managed under sustainable conditions;
- Recognising environmental functions of the area;
- Ensuring the community is supported by adequate social, recreation and education infrastructure;
- Promoting the provision of adequate employment opportunities;
- Ensuring the natural environment is protected;
- Ensuring public involvement in planning processes;
- Ensuring the protection of potential land uses; and
- Ensuring heritage values are protected.

All development in the Shire of Denmark must be addressed and measured against these strategies.

2.4.2 *Strategic Plan for Maritime Facilities (1995)*

The Strategic Plan for Maritime Facilities was developed by DoT as a working document to guide relationships for the provision of maritime facilities.

The Plan covers state government involvement in planning and developing facilities such as jetties, launching ramps, slipways, boat lifters, navigation aids and declared channels. It also considers small craft including commercial and recreational vessels.

An appendix to the Plan reads as follows:

For recreational boating, the estuaries and rivers of this coast offer wide opportunities, and thus contain a range of facilities including boat ramps, jetties and dredged channels. While the latter require an ordered program of monitoring and maintenance, there is no plan for development or maintenance of the various facilities at this time. Preliminary concepts for a small harbour and marina in Wilson Inlet are being discussed at present with the Local Government.

2.4.3 *Peel Region Boating Facilities Study (1996)*

The Peel Region Boating Facilities Study was undertaken by DoT and recommends the following hierarchy of boating facilities for the region:

- Level 1: an effective and efficient sea search and rescue organisation;

- Level 2: ocean recreation boat launching facilities at approved locations accessible by 4WD;
- Level 3: local boat launching facilities at approved locations accessible by 2WD. Extensive land-side facilities not included;
- Level 4: a number of boat launching ramps accessible by 2WD with substantial adjacent land-side development meeting requirements of the district's population;
- Level 5: a number of boat launching ramps accessible by 2WD with substantial adjacent land-side development and close proximity to shopping. Security, lighting and wash-down facilities provided for a prescribed fee; and
- Level 6: one major boat harbour for the region (Albany).

The report's assessment was that at present, the Shire of Denmark would be best described as matching the Level 3 and Level 4 hierarchies of boating facilities.

In terms of *ocean* boating facilities, the report concluded there can be no Level 3 facilities within the Shire in the short term. A Level 3 or 4 facility would require a heavy rock breakwater, but this could be justified if it allowed a higher-level facility to be developed. Commercial activity associated with a Level 4 facility would not be compatible with the feasible ocean boating sites of Ocean Beach, Parry Beach and Peaceful Bay.

2.4.4 Denmark Foreshore Wilson Inlet Management Plan (1996)

Background

In 1996, a management plan was developed for Denmark Foreshore and Wilson Inlet to provide guidance and direction for current and future. The plan was prepared by Wilson Inlet Management Authority (WIMA), the Shire of Denmark and the Waters and Rivers Commission.

The objective of the plan is "to manage the foreshore so that it remains essentially as it is, the scarce and beautiful surround to the Inlet, while continuing to provide for a range of recreational demands." It was directed primarily at the protection of community-based recreation and significant environmental values of Denmark Foreshore.

The plan covers reserves from the rivermouth to the mouth of the Inlet and aims to "concentrate recreation in specific manageable areas". The plan was based on community consultation including 40 submissions and a workshop which was held in May 1995. Consultation found that the community "wants opportunities to access and enjoy the foreshore, but above all, wants it protected for the future".

Community Vision

The Community Vision for the foreshore was as follows:

“The Denmark Foreshore in twenty years’ time is a place where...

The vegetation and landforms around the Inlet provide a natural green belt and buffer between the urban/rural development of Denmark and Wilson Inlet;

The natural vegetation has been enhanced from its present state through revegetation and rehabilitation of degraded areas; and

A range of well-designed and well-managed recreational facilities, highly valued by the community, are available in specific development nodes.”

This vision would ensure:

- protection of natural landscape features;
- access to the Inlet shore and foreshore reserves for low-impact recreation; and
- provision of a range of recreational developments.

Zoning Plan

The Denmark Foreshore Wilson Inlet Management Plan includes a zoning plan which shows recreational development nodes along the foreshore surrounded by conservation areas, some of which will cater for passive recreation. The three planning zones are:

Conservation

To conserve the ecological, historical and landscape values of the Denmark Foreshore.

This zone will be managed to maintain and enhance habitat for flora and fauna.

Conservation/Passive Recreation

To ensure the conservation of the ecological, historical and landscape values of the Denmark Foreshore, while providing for certain compatible passive recreation activities.

New requests for recreation facilities should be carefully assessed for suitability and necessity.

Recreational Development

To manage recreational development on the Denmark Foreshore in a manner that minimises the impact on other values, and in a manner that is compatible with the long-term maintenance of the entire foreshore environment.

Recreational developments for passive and active recreation which are consistent with the primary purpose will be allowed subject to suitability at specific nodes. This includes provision for picnicking, swimming, wind surfing, toilets, jetties, professional fishing access, boat launching and landing, marinas and support facilities for water-based activities, motorboat hire, houseboat mooring etc.

The following stipulations were made:

- Recreational developments in these areas should not affect the amenity of surrounding areas;
- All site planning should take account of possible flood effects associated with possible future water levels in the inlet;
- No large-scale developments will be allowed;
- Site development must allow for community input; and
- Site plans of development nodes must be prepared prior to the further development of facilities.

Management Issues

The plan identifies the following management issues:

- **Vegetation Clearance:** maintenance and enhancement of foreshore vegetation is essential;
- **Fauna protection:** ensure continued provision of adequate habitat for birds and animals with fauna surveys along the foreshore;
- **Landscape protection:** “significant community concern exists over the impacts of any structures on the natural scenic beauty”. The plan includes a list of guidelines with which all buildings on foreshore reserves should comply to ensure they complement the landscape;
- **Public access:** The plan includes a commitment to continued public access to the foreshore while minimising degradation of the environment;
- **Heritage:** there is a need to identify and protect heritage sites along the foreshore and there are opportunities to develop interpretive and educational material;
- **Recreation management:** ensure that all foreshore recreational developments are compatible with the natural environment and aesthetic qualities of the foreshore; and
- **Recreational development areas:** “careful management is required to ensure sustainable use of foreshore recreational areas”. “This Plan will concentrate recreation in a number of high quality, well-designed recreation areas and facilities”.

The key focus of the Denmark Foreshore Wilson Inlet Management Plan was ‘sustainable use’ in order to maintain the environmental quality of the foreshore for the long-term enjoyment of the community. This was in response to the character of the Denmark Foreshore which is vulnerable to degradation.

Recreation Management

The plan’s recommendations on recreation management are of particular relevance to the development and implementation of a Strategic Boating Plan.

The management plan includes guidelines for the design and siting of recreational facilities and other structures to ensure that they are compatible with the natural environment and aesthetic qualities of the foreshore. The plan also recognises the importance of ensuring that recreational developments do not lead to conflicts between different recreational users.

The General Recreational Guidelines include the following:

- Recreational development should be designed to provide opportunities for all people;
- New facilities should not be provided if they already exist close to the foreshore and combined facilities will be encouraged;
- All recreational facilities should blend in with the natural environment;
- Existing cleared areas should be used for parking and picnic areas but only if the site is capable of maintaining the level of use intended in locations proposed in this Plan;

Recreational Development Areas

Careful management is required to ensure sustainable use of foreshore recreational areas. Without adherence to well-considered planning guidelines, recreational development may occupy substantial amounts of the foreshore which can result in damage to the foreshore and reduced amenity for other users.

The Plan identifies a number of development areas and sites best suited to taking additional use pressures that will collectively cater for the full range of recreational activities considered appropriate for the foreshore. These sites are listed in the tables below.

Site	Facilities (existing and proposed)	Example of Activities (existing and proposed)
1. Denmark Rivermouth	<ul style="list-style-type: none"> • Boat launching ramp • Yachting area • Public toilets • Other complementary facilities • To become major site in 20+ years 	<ul style="list-style-type: none"> • Boat launching • Swimming • Professional fishing • Sailing and sail boarding • BBQ, picnics etc
2. Yacht Club Reserve	<ul style="list-style-type: none"> • Yacht Club and Marina • Boat launching ramp • Yachting area 	<ul style="list-style-type: none"> • Boat launching • Swimming • BBQ, picnics etc
3. Poddyshot Recreation Area	<ul style="list-style-type: none"> • Boat launching ramp • Jetties • Public recreation area • Public toilets • Clubhouse • Other complementary facilities 	<ul style="list-style-type: none"> • Boat launching • Swimming • Professional fishing • Sailing and sail boarding

Site	Facilities (existing and proposed)	Example of Activities (existing and proposed)
4. Prawn Rock Recreation Area	<ul style="list-style-type: none"> Swimming areas Picnic and BBQ areas Possible kiosk/tearooms on already cleared areas 	<ul style="list-style-type: none"> Sail boarding Swimming BBQ, picnics etc

Table 1. Major Recreational Development Areas

Site	Facilities (existing and proposed)	Example of Activities (existing and proposed)
1. Poison Point Boat Sites	<ul style="list-style-type: none"> Limited facilities (minor carparks) Jetties Boat moorings 	<ul style="list-style-type: none"> Professional fishing Picnicking Walk trails, bird watching
2. Inlet Drive Lookout	<ul style="list-style-type: none"> Limited facilities (parking for less than 5 cars) 	<ul style="list-style-type: none"> Lookout Walking Photography
3. Roberts Road Recreation Site	<ul style="list-style-type: none"> Limited facilities (access to foreshore via path) 	<ul style="list-style-type: none"> Walk trails, bird watching
4. Campbell Road Recreation Site	<ul style="list-style-type: none"> Limited facilities (parking for less than 5 cars) 	<ul style="list-style-type: none"> Picnicking Walk trails, bird watching
5. Rainbow Close Recreation Site	<ul style="list-style-type: none"> Limited facilities (parking for less than 5 cars) 	<ul style="list-style-type: none"> Professional fishing Walk trails, bird watching
6. Ocean Beach Road Recreation Site	<ul style="list-style-type: none"> Limited facilities (parking for less than 5 cars) 	<ul style="list-style-type: none"> Walk trails, bird watching Photography

Heritage

A number of historic sites are located along the foreshore (e.g. Randall's Boat Shed, Rickett's Store, Aboriginal fish traps). The fish traps and burials demonstrate traditional Aboriginal use of the foreshore, and use of foreshore by non-Aboriginal people over the past 100 years survives in photographic form (e.g. holiday shacks around Prawn Rock Channel in the 1930s). Physical evidence of early European use also survives in the form of built structures such as jetties.

The Management Plan refers to the need to identify and protect heritage sites along the foreshore and makes reference to opportunities to develop interpretive and educational material. The plan also seeks to ensure that all structures located along the foreshore complement the visual qualities of the surrounding landscape in terms of design, materials and colours.

All major recreational proposals must be referred to the Department of Indigenous Affairs (DIA) to ensure that Aboriginal sites are protected and surveys of the area

should be encouraged. The plan also recommended that a register of heritage sites on the foreshore be developed.

For further discussion of heritage issues, refer to Section 2.5.

2.4.5 Town Planning Scheme Policy No. 15 (1998)

The aim of this policy is to assist Council to identify the community aspirations for Denmark's future townscape and provide a detailed and comprehensive program for townscape improvements. The objective of the policy is to provide Council with broad guidelines for appropriate developments in harmony with Denmark's unique environment.

Under this policy, Council will have regard to (among others):

Environment

- Council will support development that preserves or enhances the natural and created environment and provides for greenbelts, spot parks, seating areas and covered pedestrian access;

Building Guidelines

- Council will support development proposals that harmonise with the landscape and existing buildings;
- Council will support low-impact commercial development proposals that enhance pedestrian movement and access and create a domestic scale in their design.

Carparks

- Council will support off-street parking with low visual impact. Landscaping and shade trees are encouraged.

Heritage Values

- Council will encourage the retention of places of recognised heritage value.

Public Open Space

- Council will consider walk and dual-purpose trails throughout the town and its environs, linking parks, reserves, river and inlet.
- Development proposals which provide pedestrian and visual links between the town centre, the river and adjacent parks are preferred.

2.4.6 Ocean Boating Facilities Study (1999)

In 1999, DoT carried out a study to examine the provision of *ocean* boating facilities. The study found that "all privately registered vessels greater than five metres long and having postcodes in or near the Shire of Denmark could be reasonably launched within the Shire from two boat launching sites. Even taking into account the steady increase in tourism expected in the area, boating numbers

at that stage did not justify large expenditures on formal boating facilities within the Shire.

Although the number of vessels owned and operated within the Shire was relatively small, the potential for steady growth in numbers was recognised due to:

- The area becoming more desirable and the population continuing to increase;
- The area becoming more accessible due to investment in the local road network; and
- Planning processes fostering sustainable economic development.

The study determined that there were no immediate development options for *ocean* boating facilities other than some minor expansion of shore facilities at Peaceful Bay (outside the current study area). Sites with potential for boating use (e.g. Ocean Beach) are already alienated by incompatible land or water activities. High four-wheel drive ownership means that beach launching for ocean going vessels “is an acceptable means of satisfying the greater part of a local demand for ocean access”.

The study concluded that before a funding system can be put in place, “sites for boating facilities still have to be identified and be accepted by the community”. In addition, the Shire has three main problems to overcome before it can obtain ocean boating facilities:

- Obtaining finance,
- Identifying a site; and
- Determining facility type.

The study also found that local boating community groups are of insufficient size to justify the high cost of an artificially sheltered harbour. If a facility included a wider user group (e.g. tourists, travellers, fishing industry) with some appropriate land space for such groups, then there may be justification for the type of development built at Bremer Bay.

2.4.7 Strategic Plan for the Shire of Denmark (2006)

The Strategic Plan for the Shire of Denmark was adopted in February 2006. Facilities and Infrastructure Objective 1 is to “ensure that facilities managed by the Shire continue to meet the changing needs of the community”. The following actions support this objective:

- Develop policy relating to sustainability/co-location of facilities;
- Continue to monitor and identify facilities which because of their age/cost factor may be appropriate for co-locating;
- Continue to apply for funding for facility development and upgrade; and
- Develop local area precinct plans for the coastal inlet (among others).

2.5 Aboriginal and Non-Aboriginal Heritage

2.5.1 Aboriginal Heritage

Thirteen places surrounding Wilson Inlet have been reported to DIA as being of Aboriginal heritage interest. Five of these are listed on the Permanent Register and the remainder are listed on the Interim Register.

Table 2 lists the places and objects within the study area that have been assessed as 'sites' under the *Aboriginal Heritage Act 1972* (AHA) and placed on the Permanent Register.

Site ID	Site Name	Site Type
4436	Poddy Point Burial	Skeletal Material/Burial
4554	Crusoe Beach Arrangement	Manmade Structure/Fish Trap
4600	Marbalup Fish Traps	Manmade Structure/Fish Trap, Artefacts/Scatter
4668	Katelsia Rock Shelter	Artefacts/Scatter, Midden/Scatter [Archaeological Deposit, Rockshelter]
5707	Wilson's Inlet, Denmark	Manmade Structure

Table 2. Places on the Permanent Register

The remaining places are listed on the Interim Register (Table 3).

Site ID	Site Name	Site Type
4545	Youngs Siding Burial	Skeletal Material/Burial
4580	Denmark Quarry	Quarry, Artefacts/Scatter
4643	Springdale Arrangement	Manmade Structure
5150	Wilson's Inlet	[Rockshelter]
5475	Youngs Lake	Fish Trap, Artefacts/Scatter
18947	Denmark River Midden	Ceremonial, Midden/Scatter, Historical
18948	Inlet Drive Granite Outcrop	Artefacts/Scatter
22081	Denmark River	Mythological [Water Source]

Table 3. Places on the Interim Register

All five sites on the Permanent Register (Table 2) are archaeological in nature and, as expected, reflect Aboriginal use of marine and coastal resources and other activity in the area surrounding Wilson Inlet and Denmark River. They include manmade structures (fish traps), artefacts, skeletal material and an archaeological deposit and midden associated with a rock shelter.

The places on the Interim Register (Table 3) are also mostly archaeological in nature but also include a reported ceremonial site associated with Site ID 18947 (Denmark River Midden) and Denmark River itself which has been identified as a mythological site (Site ID 22081 Denmark River).

The river's mythological associations are likely to relate to its creation by the actions of the Waugal or Rainbow Serpent which is believed to have created all the waterways of the South West. It can be assumed that the river will have current spiritual, religious and cultural significance to the local Aboriginal community and they should be informed and consulted about any potential impacts arising from the Strategic Boating Plan.

Any Aboriginal site identified within a project area should be avoided wherever possible. If an impact to a site is unavoidable, a notice seeking Ministerial consent to use the land on which a site is located must be lodged under Section 18 of the AHA. Any works that impact the river, for example, will require a Section 18.

The Aboriginal Cultural Material Committee (ACMC) will require evidence of consultation with relevant Aboriginal people as part of the supporting documentation for a Section 18 notice. Unless authorised by the Minister, disturbance of an Aboriginal site is an offence under the Act.

An important aspect of the AHA is that it protects all Aboriginal sites whether or not they are recorded by DIA. In this regard, it is important to note that the Register of Aboriginal Sites only lists places and objects reported to DIA and, therefore, may not record all Aboriginal heritage sites within a study area. Further research and consultation will be required prior to any development to ensure that Aboriginal heritage is adequately addressed and appropriately managed.

2.5.2 Non-Aboriginal Heritage

The Heritage Council of Western Australia has advised that the following water-related structures are located in the area surrounding Wilson Inlet and the Denmark River (Table 4).

Place No.	Place Name	Consolidated Address	Listing Type	Status
01041	Old Denmark Railway Line and Railway Bridge	Nornalup to Hay River	HCWA Assessment Program	YES
03394	Denmark River Railway Bridge	Cnr Hollings Rd & Inlet Dve	HCWA Assessment Program Municipal Inventory Statewide Lge Timber Str Survey	YES Adopted Completed
03516	Hay River Railway Bridge	Adjacent to South Coast Hwy, across Hay River	Statewide Lge Timber Str Survey	Completed
04636	Scotsdale Road Bridge	Scotsdale Rd	Classified by National Trust Municipal Inventory Statewide Lge Timber Str Survey	Classified (HS) Adopted Completed
11468	Hamilton Road Bridge (fmr) over Denmark River	Hamilton Rd off Scotsdale Rd	Statewide Lge Timber Str Survey	Completed
14307	Denmark River Traffic Bridge	South Coast Hwy	Municipal Inventory	Adopted

Place No.	Place Name	Consolidated Address	Listing Type	Status
14340	Old Town Dam (Millars Dam)	Off Mt Shadforth Rd / Peace St	Municipal Inventory	Adopted
14412	Urban Bushland Waste Water Works Reserve	Bounded by Hodgson / Brazier / Inlet Drv & Campbell	Municipal Inventory	Adopted
14415	Urban Bushland River Reserve	Bounded by Holling St/Golf Course & Trot Track	Municipal Inventory	Adopted
15402	Karri Creek Road Bridge	South Western Hwy	Statewide Lge Timber Str Survey HCWA Assessment Program	Completed YES

Table 4: Water Related Structures in the Shire of Denmark

The above list is a subset of all structures of interest to the Heritage Council within and adjacent to the wider Wilson Inlet/Denmark River Foreshore area. The full list, which has not been provided in this report, includes listings from the Local Government Municipal Inventory, Heritage Council Backlog Assessment Program, Statewide War Memorial Survey and Statewide Hotel Survey.

The majority of water-related structures within the study area (Table 4) are railway and traffic bridges over the Denmark and Hay Rivers. Also of heritage interest are the Old Town (Millars) Dam, Urban Bushland Waste Water Works Reserve and Urban Bushland River Reserve.

A number of the places listed above are currently included in the Heritage Council's Assessment Program. When a place is on the Heritage Council's Assessment Program, it means that the Heritage Council has an interest in the place and that it will be assessed and considered for inclusion on the State Register of Heritage Places. Under Sections 10 and 11 of the *Heritage of Western Australia Act 1990*, local government authorities are required to co-operate with the Heritage Council in protecting the cultural heritage significance of places on the Heritage Council's Assessment Program. Should a development be proposed for a place on the Assessment Program or for a place adjacent to, behind or across the road from a place on the current Assessment Program, the Council requests that it be referred to the Council as a development application.

Many of these places have also been adopted for inclusion in the Local Government's Municipal Inventory as required by the *Heritage of Western Australia Act 1990*. This indicates that these places are considered by the local community to have heritage value. For places included in the Municipal Inventory, the Heritage Council has advised that enquiries regarding any management controls over those places be directed to the Shire itself. The Shire can protect such places by including them in the Town Planning Scheme (TPS) which would mean that the impact of proposed developments or changes would have to be considered before such changes would be allowed to occur.

The following Places of Heritage Value are listed in the TPS:

- Berridge Park;
- Denmark Agricultural College;
- Denmark River Railway Bridge;
- Denmark River Traffic Bridge; and
- John Clark Memorial Bandstand (Reserve 39066, Denmark River Foreshore).

Under the TPS, a person shall not, without the approval of the Council, at or on a Place of Heritage Value, carry out any development including, but without limiting the generality of the foregoing:

- a) The erection, demolition or alteration of any building or structure (not including farm fencing, wells, bore or troughs and minor drainage works ancillary to the general rural pursuits in the locality);
- b) The removal, felling, lopping, topping or damaging of trees associated with Places of Heritage Value;
- c) The erection of advertising signs; and
- d) Clearing of land.

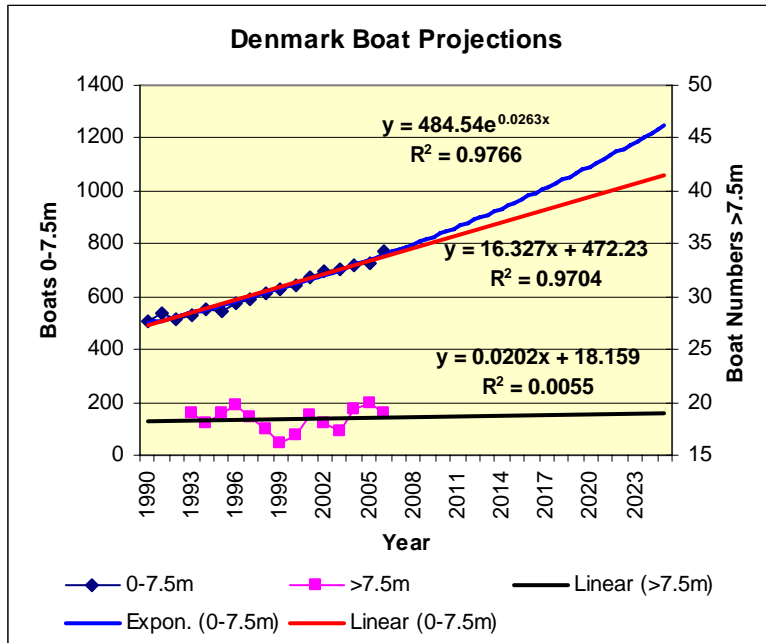
3. BOATING DEMOGRAPHICS

The following data tables and associated comments have been provided by the Department for Planning and Infrastructure.

Table 5 Registered Boats – Denmark Post Codes

Year	6333		20% of 6330		Total	
	0-7.5	>7.5	0-7.5	>7.5	0-7.5	>7.5
1990	266		242	12	508	12
1991	281		253	12	534	12
1992	266		250	14	516	14
1993	272	5	259	14	531	19
1994	285	5	267	13	552	18
1995	273	5	270	14	543	19
1996	287	6	285	14	572	20
1997	301	4	292	15	593	19
1998	324	4	289	13	613	17
1999	320	3	311	13	631	16
2000	326	4	316	13	642	17
2001	347	5	329	14	676	19
2002	352	5	345	13	697	18
2003	346	4	355	13	701	17
2004	344	5	372	14	716	19
2005	353	4	373	16	726	20
2006	392	4	381	15	773	19

Graph 1 Denmark Boat Projections



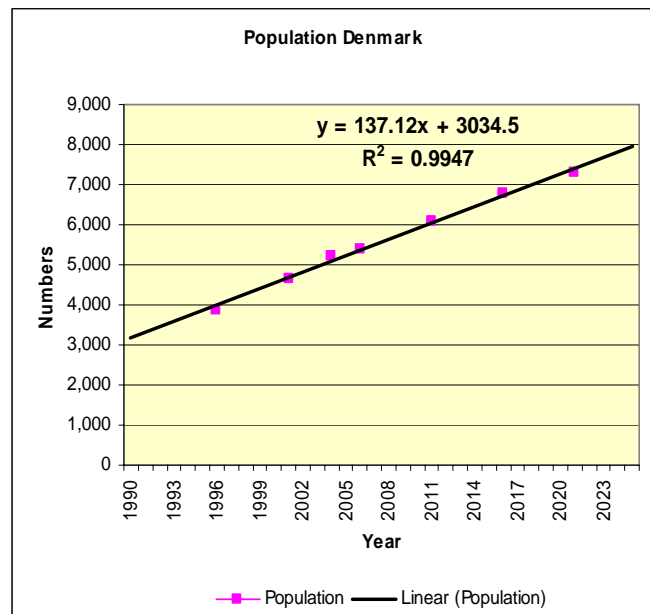
Using the R-Squared value closest to one as the most accurate projection of recreational boat numbers is developed. For boats less than 7.5m there is no increase, for boats greater than 7.5m the increase is exponential. The final results are in Table 7.

3.1 Denmark Population

The data shown in red is from *Western Australia Tomorrow Population Report No 6 WAPC November 2005*, the remainder extrapolated from the formulae on the attached Graph.

Table 6 Denmark Population Trends

Year	Nos	Year	Nos
1990	3,035	2008	5,503
1991	3,172	2009	5,640
1992	3,309	2010	5,777
1993	3,446	2011	6,100
1994	3,583	2012	6,051
1995	3,720	2013	6,188
1996	3,891	2014	6,325
1997	3,994	2015	6,463
1998	4,131	2016	6,800
1999	4,269	2017	6,737
2000	4,406	2018	6,874
2001	4,651	2019	7,011
2002	4,680	2020	7,148
2003	4,817	2021	7,300
2004	5,200	2022	7,422
2005	5,091	2023	7,559
2006	5,400	2024	7,697
2007	5,366	2025	7,834



The following Table shows the historical data and future trends for the Shire of Denmark using the above information.

It is noticeable that the number of boats under 7.5m per 1000 of population is quite high though growth in the number of boats is almost static.

Table 7 Denmark – Historical and Projected Boat Numbers and Population

Year	0-7.5m	>7.5m	Total	Population	Boats per 1000 Population		
					0-7.5m	>7.5m	Total
1990	508	19	527	3,035	167.54	6.20	173.74
1991	534	21	556	3,172	168.49	6.75	175.24
1992	516	22	537	3,309	155.89	6.53	162.42
1993	531	19	550	3,446	154.21	5.51	159.73
1994	552	18	570	3,583	154.17	5.02	159.20
1995	543	19	562	3,720	145.96	5.11	151.07
1996	572	20	592	3,891	147.11	5.09	152.20
1997	593	19	611	3,994	148.41	4.66	153.07
1998	613	17	631	4,131	148.47	4.21	152.68
1999	631	16	647	4,269	147.82	3.80	151.62
2000	642	17	659	4,406	145.81	3.81	149.62
2001	676	19	694	4,651	145.26	4.04	149.30
2002	697	18	715	4,680	148.93	3.85	152.78
2003	701	17	718	4,817	145.57	3.57	149.14
2004	716	19	735	5,200	137.62	3.73	141.35
2005	726	20	746	5,091	142.64	3.93	146.56
2006	773	19	792	5,400	143.15	3.52	146.67
2007	778	19	796	5,366	144.98	3.45	148.43
2008	799	19	817	5,503	145.14	3.37	148.51
2009	820	19	838	5,640	145.38	3.29	148.67
2010	842	19	860	5,777	145.71	3.22	148.93
2011	864	19	883	6,100	141.67	3.05	144.72
2012	887	19	906	6,051	146.62	3.08	149.70
2013	911	19	930	6,188	147.19	3.01	150.21
2014	935	19	954	6,325	147.84	2.95	150.79
2015	960	19	979	6,463	148.56	2.89	151.45
2016	986	19	1004	6,800	144.95	2.75	147.70
2017	1012	19	1031	6,737	150.21	2.78	152.99
2018	1039	19	1058	6,874	151.14	2.73	153.86

2019	1067	19	1085	7,011	152.13	2.68	154.80
2020	1095	19	1114	7,148	153.19	2.63	155.81
2021	1124	19	1143	7,300	154.00	2.58	156.57
2022	1154	19	1173	7,422	155.49	2.54	158.03
2023	1185	19	1204	7,559	156.74	2.49	159.23
2024	1216	19	1235	7,697	158.05	2.45	160.50
2025	1249	19	1268	7,834	159.42	2.41	161.83

Ramp counts of boats on good boating days (Xmas, Australia Day) in both the Metropolitan Perth¹ and in the Peel Region² have demonstrated that only 5 percent of the total number of locally registered boats is in use. This figure only represents the local boats, to this must be added the visitors and tourists craft.

The important statistic for this study is the number of boats in use on a good boating day.

Furthermore, on the coast, because of weather and fishing requirements boats tend to be launched or retrieved in peak periods over one hour; the recreational boating facilities must meet the demand for this peak period. This is not so important for rivers and estuaries.

Data for Walpole has been assessed³; it is assumed this data is very close to what occurs in Denmark.

At Walpole it is assumed that, as occurs in Perth and the Peel Region, 5% of resident registered boats would be in use on a good boating day. This 5% would most likely represent 33% of all the boats in use³ on a good boating day.

Table 14 Percentage of Local to Visitors Boats

					Walpole (Denmark)	
					Numbers	%
Locals					165	33%
Visitors					330	67%
Total					495	100%

3.2 Shire of Denmark

Table 17 Boats 0-7.5m to launch at the Shire of Denmark

Year	0-7.5m	5% of 0-7.5m	67% Visitors	Total	Year	0-7.5m	5% of 0-7.5m	67% Visitors	Total
1990	508	25	52	77	2008	799	40	81	121
1991	534	27	54	81	2009	820	41	83	124
1992	516	26	52	78	2010	842	42	85	128
1993	531	27	54	81	2011	864	43	88	131
1994	552	28	56	84	2012	887	44	90	134
1995	543	27	55	82	2013	911	46	92	138
1996	572	29	58	87	2014	935	47	95	142
1997	593	30	60	90	2015	960	48	97	145
1998	613	31	62	93	2016	986	49	100	149
1999	631	32	64	96	2017	1012	51	103	153
2000	642	32	65	97	2018	1039	52	105	157
2001	676	34	69	102	2019	1067	53	108	162
2002	697	35	71	106	2020	1095	55	111	166
2003	701	35	71	106	2021	1124	56	114	170
2004	716	36	73	108	2022	1154	58	117	175
2005	726	36	74	110	2023	1185	59	120	180
2006	773	39	78	117	2024	1216	61	123	184
2007	778	39	79	118	2025	1249	62	127	189

4. STAKEHOLDER FORUMS

4.1 Purpose, Process and Participants

In order to ascertain the aspirations of the current stakeholders with respect to the Denmark River and Wilson Inlet, Estill & Associates on behalf of the Shire of Denmark and the Department for Planning and Infrastructure conducted two stakeholder forums in Denmark on 7 and 8 December 2006.

The purpose of the forums was to:

- Identify the aspirations of the community for the future of the river and Wilson Inlet; and
- Identify issues and opportunities to assist in the development of the Strategic Boating Plan.

The following process was adopted in relation to the stakeholder forums;

1. A list of stakeholders was identified including representatives from State authorities such as DPI, local government, commercial operators, environmental groups and general community members;
2. Two stakeholder forums were organised and the stakeholders were invited to attend one or other of the forums (see attendee list below).
3. A third forum for the general community was also planned but the low response resulted in cancellation.

Table 5. Stakeholder Forum Attendee List

Forum One: Thursday 7 December 2006	
Peter Logan	Classic Boat Group
John Taylor	Madfish Charters
John Aylemore	Denmark Dinghy Hire
Diane Harwood	Denmark Weed Action Group
Janice Marshall	Denmark Environment Centre
Tom Brittain	Sea Rescue Group
Noel Phillips	Rivermouth Caravan Park
Paul Phillips	Rivermouth Caravan Park
Glen Burns	Rivermouth Caravan Park
David Wilson	Denmark Boating and Angling Club
Mike Taylor	Denmark Yacht Club
Pascoe Durtanovich	Shire of Denmark
George Ebbett	Shire of Denmark
Bob Fenwick	Denmark Weed Action Group
Warren Miller	

Forum One: Thursday 7 December 2006	
Glenda Marteene	Friends of the Park
Duncan Eglad	?
O. McLintoch	?

Forum Two: Friday 8 December 2006	
Jan Boyett	Jasmine B
Zak Launay	Mussel Farmer
Gerald Hughes	Wilson Inlet Restoration Group
Nigel Levinson	Agricultural College
John Wakka	Bushfire/Shire
Craig Carter	WICC
Jim Hart	Fisheries
Rees Koning	WIRG
Pascoe Durtanovich	Shire of Denmark

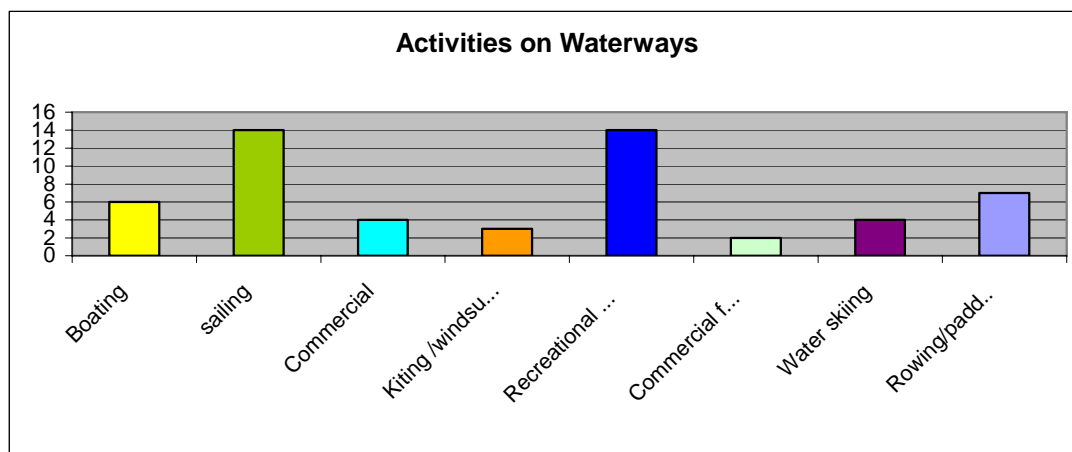
The stakeholder forums involved participants completing a questionnaire that sought responses for specific zones of the river and inlet. General discussions were held on each zone and aerial photographs were used to give a better idea of the spatial relationship of facilities in the area. During the forums, participants were asked to complete a questionnaire and the general group comments were recorded on the respective zones of the river and inlet.



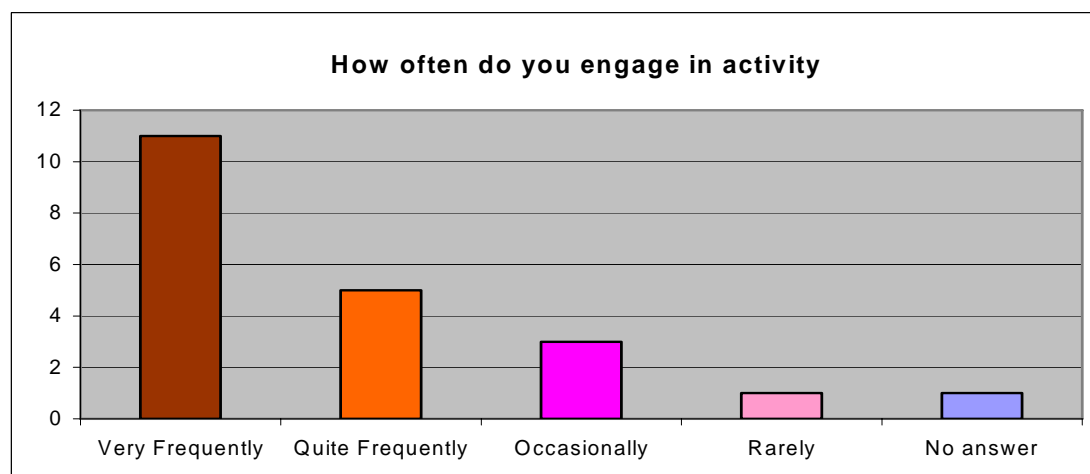
Photo 1. Stakeholder Forum in Progress

4.2 General Questions

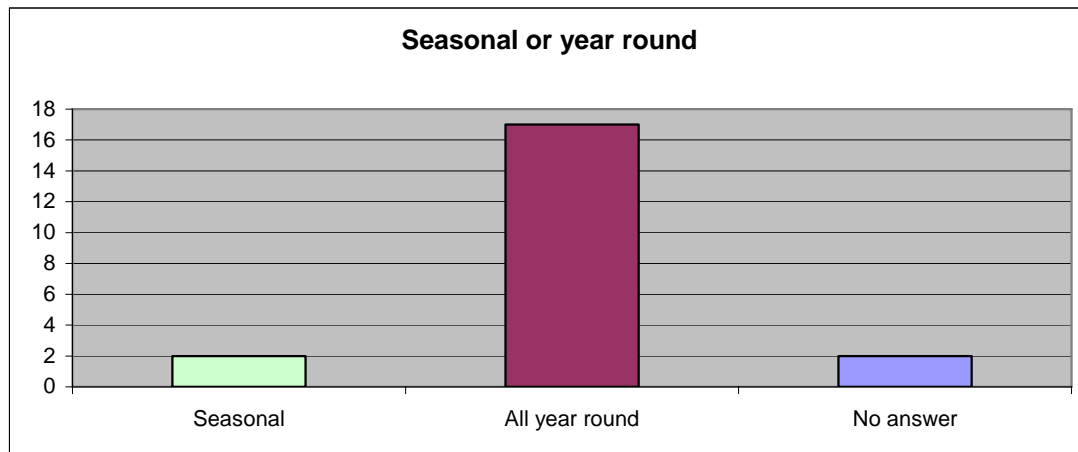
Part of the guided questionnaire involved the completion of some general questions relating to peoples use of the river etc. The following Graphs indicate the collated responses.



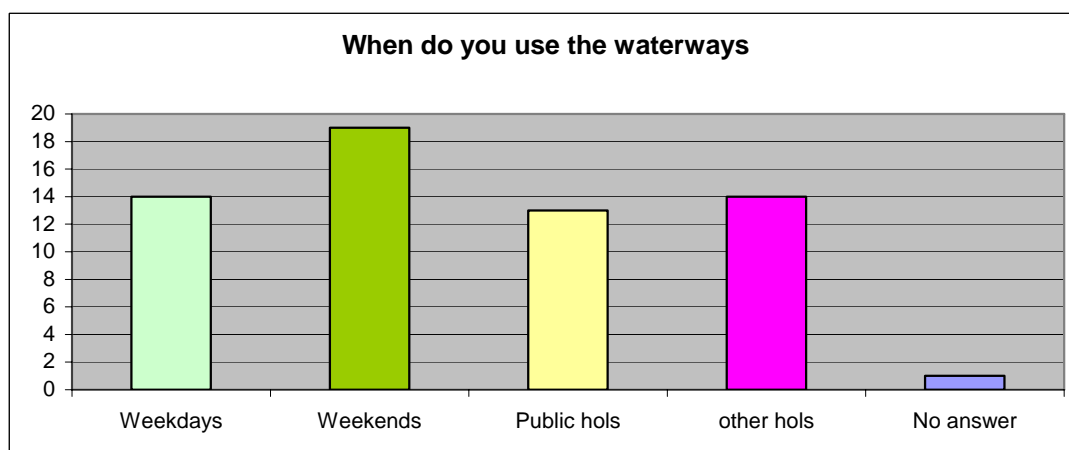
The major activities on the water by the participants of the forums were sailing and recreational fishing.



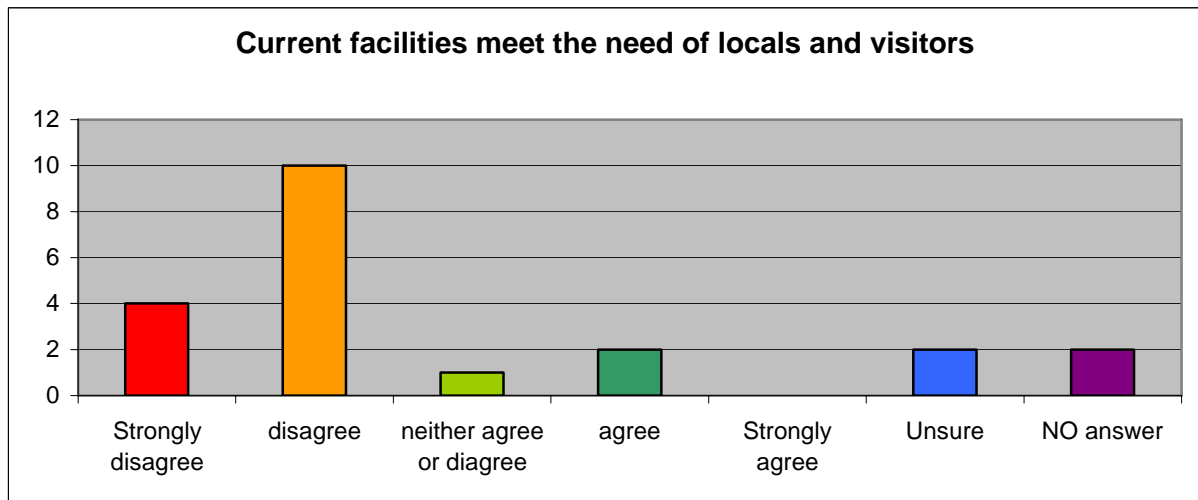
These activities were carried out frequently and some very frequently which means at least once a week.



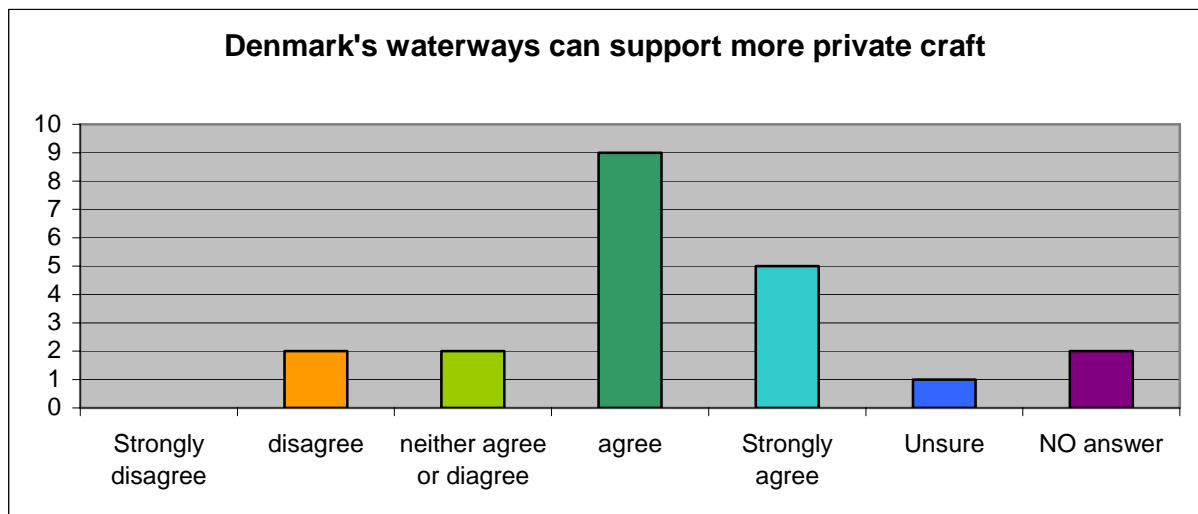
Most of the activities were carried out all year round and this response is not surprising given that the participants were all locals. A different response would be expected from holiday users.



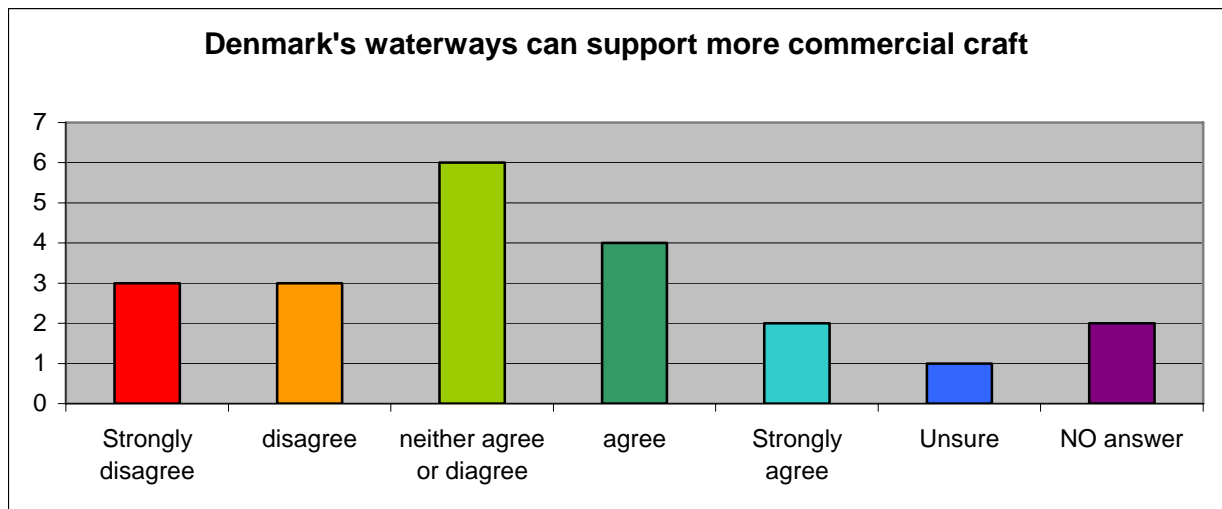
The peak time of activity was on weekends however midweek use was consistent for commercial operators.



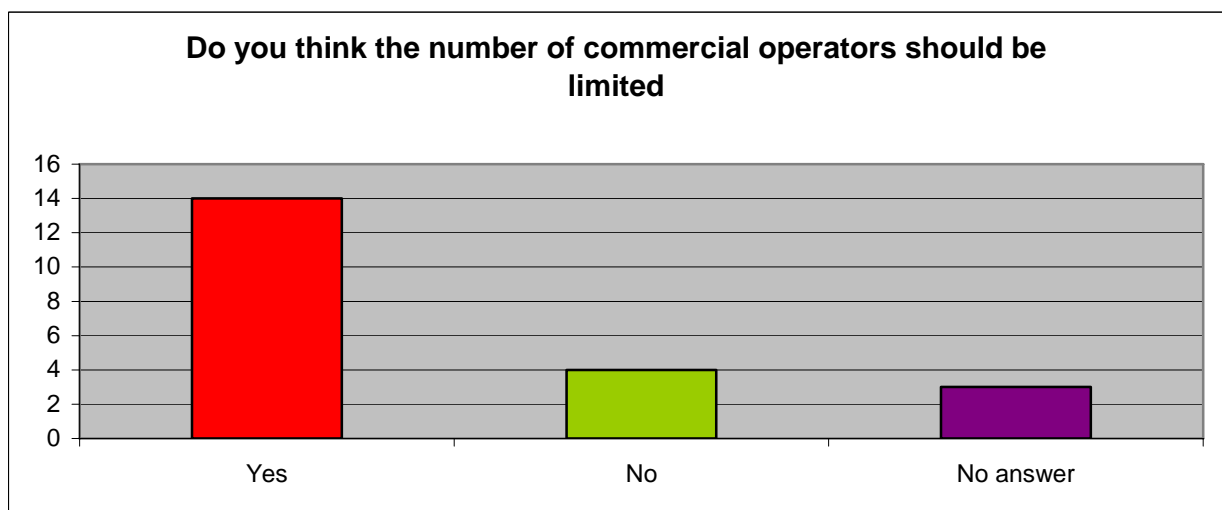
There was general agreement that the current facilities do not meet the needs of locals and visitors.



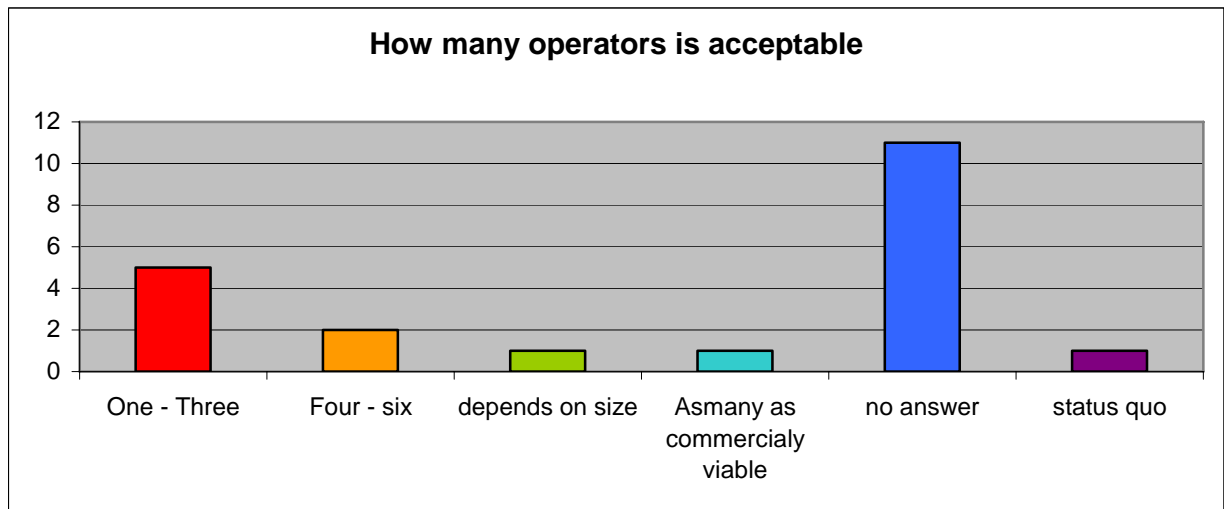
There was general agreement that the waterways could cater for more craft. Exactly how many more was not determined.



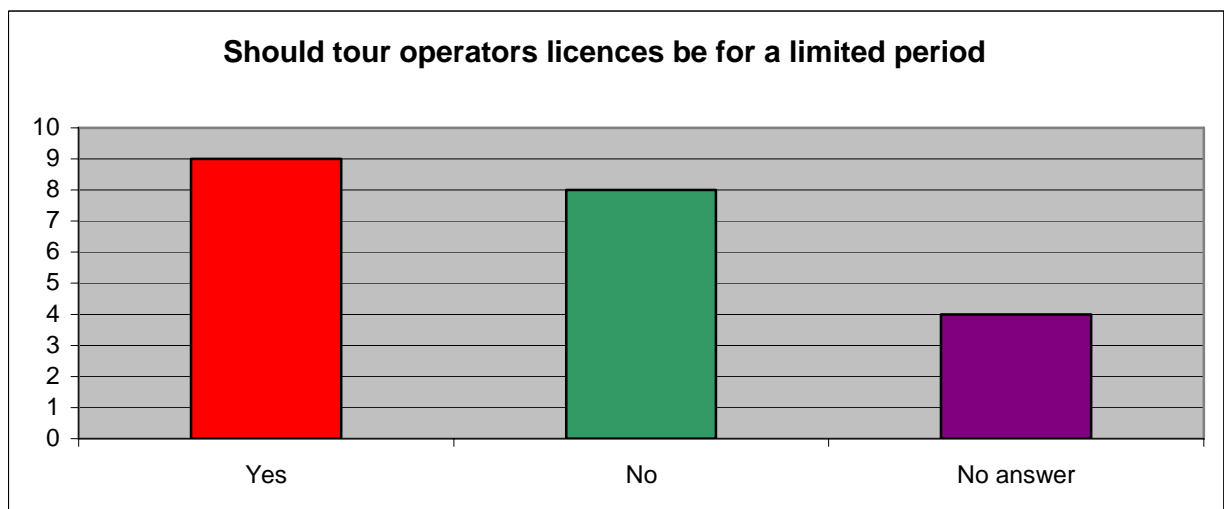
An interesting mix of responses with a large group of participants choosing to steer a middle road on this question. The general feeling was that the current number of commercial operators is close to the limit of the capacity of the waterways and commercial reality. Too many operators would result in intense competition for a small market and some operators could fail.



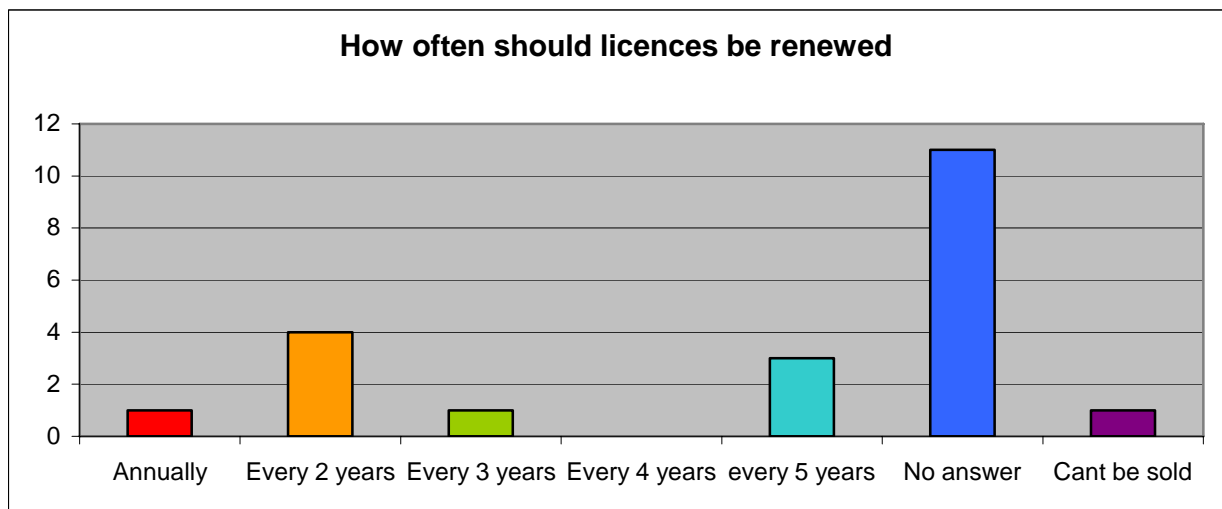
Strong support was given for an upper limit to be established for the number of commercial operators. This included fishing operators and tour boat operators.



Though the region of the river or inlet being referred to is not specified clearly 3-4 operators is seen as the upper limit.



Again the responses were fairly even on this question. From a management perspective Licences and Leases should not be open ended as this can reduce performance and mitigate management controls.



The two key responses were two years and five years however given the investment made to set up a commercial operation the minimum Lease or Licence period should be for five years.

4.3 Group comments on separate river zones.

The following sections provide a summation of the comments made regarding each of the zones under the headings of:

- Environmental concerns;
- Management;
- Access for boats;
- Facilities on land and water; and
- Recreational opportunities.

4.4 River Zone 1

River Zone 1 extends from the traffic bridge inland to the Agricultural College footbridge. The zone is currently open to all craft, powered and non-powered, and hosts the Boating and Anglers leased area and an area used for mooring of classic boats. The Community Park, which will accommodate the new Denmark Hospital, borders this area.



Photo 2. River Zone 1 Looking down river to the road bridge and classic boat mooring area

4.4.1 *Environmental Concerns*

- Most significant among the responses was the desire to retain the natural vegetation and wilderness feel of this section of the river;
- This area is regarded as highly valued and any access through the natural bush to the river should be carefully controlled through guided walkways;
- This area needs to be kept clean, well maintained and any exotic or introduced species need to be removed;
- Dead trees in the river need to be removed (on a cautionary note, dead trees form part of the natural environment of a river, providing cover and breaking down into a food source).



Photo 3. Looking upriver with the Community Park on the left

4.4.2 Management

The intent of this question was to identify what types of management structure or processes could be utilised in order to encourage appropriate use of this and other areas of the river. In much of the feedback, however, this question was misunderstood and the responses ranged from repetition of environmental issues to suggestions for new facilities.

- The dominant suggestion was that management of this section of the river should be the responsibility of the Shire;
- Environmental protection should be managed through the establishment of boardwalks and viewing platforms on the river edge with a maximum of two access points from the boardwalk where canoeists can be rescued. New access areas on the Warren River in Pemberton are a good example of the type of structures that could be used;
- Limiting or banning motor boats in this section would assist in the management of erosion and reduce risk of accidents between motorised and non-motorised crafts.

4.4.3 Access for Boats

- There was strong support for limiting this section of the river to non-motorised vessels;

- An easy launching area for canoes was suggested along with general improvement of the current launching site.

4.4.4 *Facilities on Land and Water*

- A wide range of suggestions were put forward with fairly even support across all options;
- Paths, picnic areas, public toilets and general local park facilities achieved slightly higher support;
- Generally, people agreed that this area does need improving but that the peaceful riverside atmosphere should be retained.

4.4.5 *Recreational Opportunities*

- By far the strongest call was for the development of the community park with a range of passive and active recreational opportunities;
- Ensuring accessibility for all members of the community was a key concern with a cautionary note to ensure protection of the natural environment along the river edge with minimum intrusion in to the river;
- The link for use by rehabilitating hospital patients was raised;
- Both sides of the river were considered in need of improvement.

4.5 River Zone 2

River Zone 2 covers the area from the Road Bridge south to the old railway bridge (now a footbridge). It is bordered by Berridge Park, the band rotunda in the town centre and natural habitat south to the footbridge.

This is a significant area of the river currently used by private and commercial boat owners. It is heavily used when the winds create unpleasant conditions in Wilson Inlet.

Significant damage has occurred throughout this section due to the wash of boats and individuals developing unofficial moorings in the paperbark trees. As a result, a number of large trees have fallen into the river, causing potential navigation hazards for all users.



Photo 4. River Zone 2 Looking upriver from the Berridge Park boat landing

4.5.1 *Environmental Concerns*

- The preservation of the natural environment and minimising the effect of boat wakes was a consistent message for this area;
- Some restoration of eroding riverbanks and renovation of some low parts of the Mokare Trail with boardwalks was suggested;
- The removal of trees that have fallen into the river and cause navigational hazards was suggested, as well as enforcing boat speed limits to minimise any further damage.



Photo 5. Berridge Park looking towards the Tavern and town centre

4.5.2 Management

- A clear message was that management of this area should be under the control of the Shire or a separate river management body;
- The use of different types of boats needs to be managed through the creation of zones for different activities and more information boards to ensure a consistent message is delivered;
- Additional signage and navigational aids including the marking of underwater hazards would assist in the management of this area;
- Moving the paddle boat operator area closer to the Town Bridge to reduce the risk of collisions with the commercial operator was suggested.



Photo 6. Looking for the tavern across Berridge Park to the Band Rotunda

4.5.3 Access for Boats

- There was a strong message to retain minimal boat access in this zone and to leave the major access point in Zone 3 at the rivermouth;
- Some improvement to the town jetty/mooring would be supported and the possibility of the Rotunda area being used for a jetty for the commercial operators should be investigated.

4.5.4 Facilities on Land and Water

- Some mooring facility for small boats was suggested but the exact location was not specified;
- Upgrading parts of the Mokare Trail rated highly in the responses, especially in the low areas where the trail becomes muddy in winter;
- A boardwalk(s) along the river and some access where hand-powered boats could be rescued or recovered if required;
- The town Jetty could be improved and the adjacent Berridge Park upgraded with more shade areas and BBQs;
- The stairs and carpark at the Rail Bridge need upgrading;

- There was no strong desire for additional facilities in this zone, however it is one of the only areas of the river that lends itself to future protected launching and mooring.

4.5.5 *Recreational Opportunities*

- The main theme was to enhance the current walking trails on both sides of the river and manage access to the river by establishing viewing and fishing platforms;
- The multi-use high-activity area close to the Town Bridge was seen as a positive for the town;
- Improving the walkway to universal access standards was suggested;
- A strong desire to retain the natural environment and maintain the status quo was also recorded.



Photo 7. Looking down river from Berridge Park boat landing, note the paddle boats on the right

4.6 River Zone 3 (Rivermouth)

Zone 3 includes the river from the footbridge to and including the rivermouth itself. This area has the major boating infrastructure.



Photo 8. Rivermouth Looking from the Old rail bridge towards the river mouth

4.6.1 *Environmental Concerns*

- Protection of the natural environment and foreshore was a key issue;
- The river edges need protection and this could be a combination of hard edge area and better management of boat speeds;
- Any mooring and recreational areas should be designed to blend with the natural environment.

4.6.2 *Management*

- The Shire, DPI or a separate river management authority was the preferred management structure;
- The development and ongoing management of this area should involve consultation with the main user groups to develop an agreed plan;

- The cleanliness of this area with respect to rubbish removal and cleaning of fish needs to be better managed.



Photo 9. Rivermouth boat ramp, note the two concrete ramps. A finger jetty is planned between the two ramps

4.6.3 Access for Boats

- The key issue in this area is the need for finger jetties that enable the safe launching and loading of boats on windy days. A finger jetty is planned for construction between the two ramps;
- The current ramps are difficult to use for large boats and the narrowness and shallowness of the channel causes congestion during peak loading times;
- Finger jetties should be universally accessible (e.g. wheelchair access similar to Poddysht);
- Current moorings need upgrading and additional moorings are required;
- The channel needs dredging and if possible widening.



Photo 10. Looking for the steps to the old rail bridge towards the Rivermouth boat ramp, note caravan park on the right

4.6.4 Facilities on Land and Water

- Key facilities required are finger jetties and change rooms in addition to the toilets;
- Strong support was expressed for the continued upgrading of facilities on the western side of the river with a matching stance against any development of the eastern side;
- The area does not cater well for sail boats and an area for rigging and launching of sail craft is needed;
- Further development of the park nature of this area with benches, shade trees/structures and improved parking for boat trailers;
- Additional parking is required for peak times;
- Facilities for rubbish and water points for cleaning boats.



Photo 11. Looking back towards the caravan park from the Rivermouth boat and trailer park area

4.6.5 *Recreational Opportunities*

- This area is seen as having great potential for improvement with BBQ areas, shade structures and protection from the prevailing winds;
- Opportunities to fish from finger jetties or the riverbank need improving;
- This area is restricted by the location of the caravan park lease area and future expansion will remain limited.

4.7 Yacht Club Reserve

The Yacht Club Reserve is located on the Wilson Inlet approximately 800 metres from the rivermouth. It was constructed initially for the launching of sailboats but due to funding difficulties the work was not completed.

The reserve consists of a small toilet block and a reasonable-sized carpark facility. Direct access to the inlet is rocky and very shallow. However, this site does present the greatest potential for provision of future access if dredging and construction can be funded.



Photo 12. Looking from the end of Yacht Club Reserve back to the toilet block in the trees



Photo 13. Looking from the end of Yacht Club Reserve out into the inlet (note the shallow and rocky access)

4.7.1 *Environmental Concerns*

- A wide range of comments was recorded with no clear key issues or message. Some felt that this site is not the best place for any boating facilities though alternative sites were not suggested;
- A prolific amount of bird life surrounds this area which lends itself to bird watching.

4.7.2 *Management*

- The management of this area was seen to rest with the Shire, however the dredging should be managed (funded?) by the Yacht Club;
- A comprehensive planning and feasibility study should be undertaken prior to any further work on this site.

4.7.3 *Access for Boats*

- An area of the foreshore would need to be renovated to allow for boat launching, and dredging would be required on the leeward side for safe access;
- This area should be restricted to sailboats or small boats only;

- Shelter from the south-easterly winds is an issue for mooring.
- This area has the greatest potential to cater for alternative craft such as water planes and hovercraft

4.7.4 Facilities on Land and Water

- If this area is to be utilised, a range of facilities need to be provided including shade structures, clubhouse for the Yacht Club, seats and BBQ areas;
- These facilities should not impede the use as a yacht rigging and launching area.

4.7.5 Recreational Opportunities

- It was generally felt that this area could be improved for passive recreational activities such as picnics as this is one area where access to the foreshore of the inlet is directly off the main road;
- Protection from the wind will be required for this area to be a comfortable place for passive recreation.

4.8 Poddyshot

The Poddyshot boat launching facility is the only other significant access point to the Wilson Inlet apart from the rivermouth and it is the closest access point to the mouth of the inlet. It is close to residential houses and access is through local roads. It is also the closest launch point to Nullaki Point and the continuation of the Bibbulmun Track.



Photo 14. Poddyshot Looking towards the mouth of the inlet

4.8.1 *Environmental Concerns*

- The concentration of weeds in this area causes increased sedimentation resulting in the launching ramp being difficult to use. Continued dredging is required to keep this ramp operational;
- The area is surrounded by paperbark trees which in some cases have been damaged by adjacent landowners;
- Though quite a scenic spot, the weed/algae problem causes a strong smell which is a major deterrent to users;
- Deep sewage is required for the toilet block to avoid seepage into the inlet water system.

4.8.2 *Management*

- A key issue in the management of this area is the control of weed build up and dredging of the channel;
- The Shire or a river/inlet management authority was suggested as the preferred management structure for this site.



Photo 15. Poddyshot Jetty and Boat Ramp note the narrowness and shallowness of the access ramp

4.8.3 *Access for Boats*

- The ramp as shown in the picture above is very narrow and shallow which means that only one boat at a time can be launched or retrieved and only small boats can use this access point;
- A second ramp (possibly on the other side of the finger jetty) would dramatically improve this facility;
- The jetty needs to be lengthened to allow for multiple boats to offload and cater for lower water levels.

4.8.4 *Facilities on Land and Water*

- Upgrading the facility including bitumising the carpark, improving the toilets and providing adequate shade structures for picnickers were key themes of the feedback;
- Improving the navigational markers was also seen as vital including marking the sand bank which has trapped many visitors to the area.

4.8.5 *Recreational Opportunities*

- This was not seen as an area that lends itself to an increase in recreational opportunities as it is primarily a boat launching facility and the closeness of Prawn Rock Channel and Ocean Beach mean that opportunities do exist close by.

4.9 Wilson Inlet

Two questions were asked regarding the use of Wilson Inlet in general. The following tables record the main responses.

Q1.	What other areas of the Wilson Inlet do you believe need to be considered in the Strategic Boating Plan?
A.	<ul style="list-style-type: none"> • Clear signage all through waterway. Hazards, ski areas, exclusion zones. A lot of hazards are marked with steel pickets and other outdated non-specific objects; • Crusoe; • Access to deep water for non-boating anglers needs to be considered (e.g. Poison Point). At the moment, there is no area as such. Access to the south shore (e.g. Nullaki) for Bibbulmun Track walkers; • Poison Point – regarding access. No carpark in bushland. This area is significant in terms of bio-diversity and is remarkable for the health of the Yate bushland. Weed-free apart from a few wabomas; • Nullaki jetties, especially Rogues Retreat and opposite Poddyshot; • The channel which accesses Ocean Beach/Prawn Rock Channel; • Springdale and Rudgyard Beaches; • Long term – investigate alternative boat-launching/mooring location. Rivermouth will not cope into the future. Poddyshot is adequate for small boats, not large ones – no mooring. • Crusoe Beach does not need toilets or bins down there, etc. Camping will take place otherwise. It's clean now – most people take their rubbish home; • Crusoe Beach, Poison Point, Little River; • Hay River Mouth; Rudgyard/Springdale; Caravan park site between Honeymoon and Little River; • Rabbit Island – Indigenous heritage development of Springdale Beach area. Jetty and launching ramp at Kingston Beach. Honeymoon, Porpoise Rocks, Inlet Drive and Prawn Rock Channel all possible native heritage sites. South Cardinal marker near bird rocks not south enough; • Use of jet-skis should not be allowed on Inlet. Noise can travel 23km or more. This noise from jet-skis would affect many residents; • Safety, clear signage at all launch sites; • Some consideration needs to be made on the Albany side of the Inlet.

Q2.	What other issues and opportunities do you believe need to be considered in the Strategic Boating Plan?
A.	<ul style="list-style-type: none"> • Spread access to water usage out and around inlet area without excessive focus on one area; • Remember that not everyone is into boating and so do not make sacrifices for the sake of those who are; • Water taxi; pontoon at Centre Reef?; access to islands; • Number of new hazards in the inlet which need to be highlighted effectively; • There may be an increasing demand for boating facilities, but we should be able to say “enough is enough – go elsewhere and don't spoil our environment!” People should come here for more environment-compatible activities; • Wilson Inlet can handle boats to 10m or 8m in sail. Plan to cope with these; • The water is everybody's to use and it should stay that way; • A ferry service for Bibbulmun Track walkers that can accommodate shallow waters (i.e. jet-boat or hovercraft); • Other modes of transport need to be addressed for Bibbulmun Track walkers, which we are currently doing a feasibility for; • Other forms of transport for people on the Bibbulmun track. Tour vessel with access to more areas without harming the environment; • Signs explaining impact on the environment and other boat users; • Greater freedom regarding skiing on inlet – present designated site can be very exposed and rocky outcrops prevent skiing into beach and boat access at times. Moored pontoons in inlet would be ideal bases to ski from; • Congestion on river. Separation of commercial and recreational boats and facilities. Areas only for paddle or non-powered boats. Restrict jet-skis to designated areas. Identify better ski area and beach area and ski platform to operate from; • Policing boating regulations – there really is nobody. Risk assessment sheet to be filled in by people who hire paddle boats to alert them to possible danger. More signage on land and water explaining regulations, use of area and highlight environmentally-significant areas such as paperbark foreshore and riparian zone; • Adequate parking; facilities for children to enjoy recreation area; • Better safety signage.

5. CONCLUSIONS

Denmark finds itself in an awkward position as a desirable destination for boat users but with limited infrastructure to service the demand. The process of improving current facilities is underway and will be ongoing, progressing to additional facilities as funding becomes available. At this point in time, road access to many of access locations is poor and any new infrastructure in areas such as Crusoe Beach or Rudgyard would appear to be part of longer-term strategies.

Access to launching facilities needs to be optimised, especially where prevailing winds make the recovery of boats difficult. During the stakeholder forums, the demand for park facilities such as shaded areas, barbecues and seating was consistent for all areas and universal access codes should be met by all such facilities. Options for other locations for future public access points within the Wilson Inlet were discussed at the forums though there was less support for the establishment of new facilities further away from the town.

Private jetties may provide one strategy to reduce the loading on current facilities, though they would have to meet all of the necessary requirements and would not be desirable in large numbers. In the case of existing jetties, especially those that have been in place for some time, acknowledgement through official registration would avoid a potential backlash from existing users. Owners/users can then be required to fix and maintain the jetties at the appropriate level, unlike the dilapidated state that many are in at present. A reasonable licence fee will ensure that largely unused jetties will eventually be removed.

The preservation of the natural environment across all areas is a key consideration for any proposal to increase access to the water's edge in both the river and the inlet. Although there is a clearly understood need for additional boating facilities in the future, the development of any new facilities will require negotiation in terms of environmental preservation and in some instances heritage issues may need to be resolved (any works that impact the river, for example, will require consent under Section 18 of the *Aboriginal Heritage Act*). With natural bush bordering the river and along banks of very shallow water on the shore of the inlet, any new access points will involve compromises.

The shallowness of the channels from the rivermouth, Poddyshot and generally along the foreshore of the inlet have a mixed effect on boating activities. On the one hand, the shallowness has a positive effect by reducing access for larger boats and focussing activity around the few deeper water access points. This means that new infrastructure spending can be focussed, and impact on the environment can be localised and therefore minimised. In addition, the shallow foreshore inhibits the development of unauthorised moorings and any new structures can be easily identified and appropriately dealt with.

The shallowness of the water has a negative impact, however, in that current facilities will be easily overloaded as demand increases and the potential for accidents will increase as a result. As the only method for creating deep water is dredging (which has its associated environmental risks), some impact may have to be accepted to ensure that future demand can be accommodated. Craft requiring less draft, such as hovercrafts, water planes and jet-skis, may proliferate.

The need for clear determination of appropriate boating activity on the river and in Wilson Inlet was understood and supported during the forums and the consultation found that there is an increasing need for greater control over the types of boating uses on the different sections of the river. The establishment of a limit on commercial operators, appropriate boat sizes in the river and inlet and user contribution strategies to cover ongoing maintenance will all need to be applied to keep demand at a serviceable level. A gradual increase in the number and type of boats as one moves downstream towards the rivermouth was generally supported by forum participants.

Potential risks will be avoided through the allocation of activity zones that specify the types of vessels appropriate to each area. This will create a focus on activity types and associated facilities on the foreshore and set upper limits to the number of commercial operators in each zone. Performance indicators can then be used to guide operators in the appropriate use, and as a result a high-quality operation can be maintained and if necessary enforced.

The key question is “what exactly is appropriate use?” It would appear that from the Town Bridge inland, the most appropriate use would be non-powered boats such as canoes or other man-powered craft. From the Town Bridge to the Rivermouth, low-wake boats travelling at low speed and a limited number of commercial operators (tour boats) appears to be the appropriate use. Personal craft such as canoes would be acceptable but by private owners only rather than a commercial hire operation. Speed limits need to be monitored and vessels such as jet-skis would not be allowed to access this area. The inlet is well suited to windsurfing and kite surfing and much could be done to promote these activities in this shark-free area.

Changes to current practices on the river will take time and the strategic plan will outline a timeframe for the introduction of new elements which acknowledges the community’s need to incorporate any transitions in a manner which attracts the greatest support.

In essence, future strategies will require a three-pronged approach:

1. improved management of current uses and activities;
2. construction of additional facilities to meet the increasing demand; and
3. mitigation strategies to limit numbers of boats to a level that retains the quality of the aquatic environment.

The overall management control of the river environs is seen by the participants, to sit with the Shire, DPI or a potential river management authority, though leases and licensing remain a Local or State Government responsibility.

The cost of infrastructure and lack of available funding for a local authority such as Denmark with its low ratepayer base means that the development of additional facilities will compete strongly for limited financial resources. Issues of power supply, sewerage disposal and other basic services are currently the greatest demand on the Shire’s resources. This means that a strategic boating plan will need to consider strategies to mitigate demand in this area without adversely impacting on other activities that draw a secondary benefit from the influx of boating enthusiasts. The staging of any new infrastructure is one strategy that may enable a sustained yet marginal impact on annual capital budgets, and a range of

contributions from other sources (be they in-kind or as part of State grant schemes) will be required to achieve the desired funding level.

It may be that a user-pay approach is required in order to fund new upgrades and cover operating costs of launching areas. Commercial hire boat operators could be requested to pay a contribution in addition to their lease fee to the maintenance of carparks used by their customers. Alternatively, such funds could contribute to the construction of boardwalks and viewing platforms along the river edge.

6. RECOMMENDATIONS

As a result of the desktop review and the stakeholder forums, it is recommended that three main strategic approaches be taken during the development of the strategic boating plan for each zone of the river and inlet:

1. Management of current uses and activities by:

- Establishing and enforcing appropriate uses in zones of the river and inlet;
- Reviewing and renewing or terminating current commercial and recreational leases;
- Improving current facilities specifically for the desired uses;
- Imposing registration and standards on current private finger jetties.

2. Planned construction of additional facilities to accommodate future increase in demand, such as:

- Boardwalk and river viewing platforms;
- Emergency rescue access;
- Additional boat launching ramps;
- Rigging areas for yachts, wind surfers and kite surfers;
- General park furniture and amenities; and
- Dredging of channels and boat access points.

3. Mitigation strategies to restrict inappropriate vessels and activities and divert them to more appropriate sites:

- Restriction on boat sizes on river and inlet;
- Restriction on number of commercial operators; and
- User contribution scheme to assist ongoing operational costs.

These recommendations will be expanded in the Strategic Plan Document

(See Strategies document and Strategic Boating Plan brochure for the recommended strategies)

APPENDIX 1. STAKEHOLDER FORUM AGENDA

Purpose:

- Identify the aspirations of the community for the future of the river and Wilson Inlet; and
- Identify issues and opportunities to assist in the development of the Strategic Boating Plan.

Time	Activity	Person
6:00pm	Introduction and welcome	Pascoe Durtanovich
6:05pm	Meeting process	Estill
7:45pm	Identification of issues and opportunities	All
8:00pm	Recap key points	All
8:20pm	What next?	Estill
8:30pm	Close and thanks	Pascoe Durtanovich

APPENDIX 2. FEEDBACK QUESTIONNAIRE

Background

The Shire of Denmark, in association with the Department for Planning and Infrastructure, is preparing a Strategic Boating Plan for the Denmark River and Wilson Inlet. The Plan will assist the Shire of Denmark to ensure that the boating needs of the community and visitors are met in a sustainable way.

The Plan will address long-term boating, mooring and access requirements, and identify possible boating facilities and associated amenities for the next 20 years. As a stakeholder in the future of boating facilities in Denmark, your input is needed to develop this Plan.

Please complete the following workbook during the workshop as directed by the facilitator and hand it to one of the facilitators at the end.

If you wish to receive an update on the Strategic Boating Plan, please fill in the following details:

Name

Address

Telephone

Email

Q1. Which of the following activities do you engage in on the waterways? (please circle as many as apply)

Sailing	1
Boating	2
Commercial operation (e.g. boat hire/charter)	3
Kiting / windsurfing	4
Recreational fishing	5
Commercial fishing	6
Water skiing	7
Rowing/paddle-boating	8

Q2. How often do you engage in these activities? (please circle one)

Very frequently (once a week or more)	1
Quite frequently (once or twice a month)	2
Occasionally (once or twice a year)	3
Rarely (less than once a year)	4

Q3. Is your use of the waterways seasonal or all-year-round? (please circle one)

Seasonal	1
All-year-round	2

Q4. When do you usually use the waterways? (please circle as many as apply)

Weekdays	1
Weekends	2
Public Holidays	3
Other Holidays	4

Q5. When you use the waterways, how many people usually go with you? (please circle one)

None – I go alone	1
Two	2
Three to five	3
Six or more	4

Q6. Which of the following watercraft do you operate? (please state how many)

Type of Craft	Number of Craft
Commercial powered craft less than 7 metres long	
Commercial powered craft more than 7 metres long	
Recreational powered craft less than 7 metres long	
Recreational powered craft more than 7 metres long	
Recreational sailing boat	
Rowing boat	
Canoe / paddle-craft	
Aqua Bike	
Windsurf board	
Kite surfing board	
House boat	
Other (please describe)	

DRAFT

GENERAL QUESTIONS

Q7. Which areas and facilities do you use most? (not all facilities are located at these areas, but please circle those that are applicable).

	Boat Ramp	Car and Trailer Parking	Jetty	Moorings	Toilets/ Change Rooms	Shade Areas/BBQ	Wash-down Facilities
Town Jetty	1	2	3	4	5	6	7
Rivermouth	1	2	3	4	5	6	7
Yacht Club Reserve	1	2	3	4	5	6	7
Poddyshot	1	2	3	4	5	6	7
Prawn Rock	1	2	3	4	5	6	7
Other (<i>please state where</i>)	1	2	3	4	5	6	7
Other (<i>please state where</i>)	1	2	3	4	5	6	7
Other (<i>please state where</i>)	1	2	3	4	5	6	7

GENERAL QUESTIONS

Q8. To what extent do you agree/disagree with the following statements? (please circle one option in each line where 1 is “Strongly Disagree” and 5 is “Strongly Agree”).

	Strongly Disagree	Disagree	Neither Disagree nor Agree	Agree	Strongly Agree	Unsure
<i>Boating facilities in Denmark are meeting the needs of locals and visitors</i>	1	2	3	4	5	6
<i>Denmark's waterways can support more private watercraft</i>	1	2	3	4	5	6
<i>Denmark's waterways can support more commercial operators (e.g. hire/charter boats)</i>	1	2	3	4	5	6

Q9. Do you think that the number of tour/commercial operators should be limited? (please circle one)

Yes	1
No	2

Q10. If yes, how many tour/commercial operators should be allowed to operate in Denmark?

--

Q11. Do you think that tour operator licences should be for a limited period? (please circle one)

Yes	1
No	2

Q12. If yes, how often should they be renewed? (please circle one)

Annually	1
Every 2 years	2
Every 3 years	3
Every 4 years	4
Every 5 years	5

RIVER ZONE 1

Q13. To what extent do you agree/disagree with the following statements about River Zone 1? (please circle one option in each line where 1 is “Strongly Disagree” and 5 is “Strongly Agree”).

	Strongly Disagree	Disagree	Neither Disagree nor Agree	Agree	Strongly Agree	Unsure
<i>The river in this area can support more private watercraft</i>	1	2	3	4	5	6
<i>The river in this area can support more commercial operators (e.g. hire/charter boats)</i>	1	2	3	4	5	6
<i>The river in this area should be open for all types of watercraft, powered and non-powered.</i>	1	2	3	4	5	6
<i>This area should have walkways and access points to the river edge (e.g. boardwalks, pergolas).</i>	1	2	3	4	5	6
<i>Commercial operators should be able to embark and disembark passengers close to the Town Bridge.</i>	1	2	3	4	5	6
<i>There is a need for a public park accessible from the new hospital and river edge walkway.</i>	1	2	3	4	5	6

RIVER ZONE 1

Q14. Please use the table below to suggest which facilities you think should be provided or improved in River Zone 1 (please circle as many as you wish):

Boat ramp	1
Car and trailer parking	2
Jetty	3
Moorings	4
Toilets/changing rooms	5
Shade areas / BBQs	6
Wash-down facilities	7
Other (please specify)	8

Q15. Briefly describe your vision for River Zone 1 under the following headings:

Environment

Management of the use of this area

Access for boats

Facilities on land and water

RIVER ZONE 1

Parks and recreational opportunities on the river edge

RIVER ZONE 2

Q16. To what extent do you agree/disagree with the following statements about River Zone 2? (please circle one option in each line where 1 is “Strongly Disagree” and 5 is “Strongly Agree”).

	Strongly Disagree	Disagree	Neither Disagree nor Agree	Agree	Strongly Agree	Unsure
<i>Current boating facilities in this area are meeting the needs of locals and visitors</i>	1	2	3	4	5	6
<i>The facilities in this area provide adequate safe launching and recovery of boats</i>	1	2	3	4	5	6
<i>The facilities in this area ensure safe access for people with physical challenges</i>	1	2	3	4	5	6
<i>The river in this area can support more private watercraft</i>	1	2	3	4	5	6
<i>The river in this area can support more commercial operators (e.g. hire/charter boats)</i>	1	2	3	4	5	6
<i>The river in this area should be open for all types of watercraft, powered and non-powered</i>	1	2	3	4	5	6
<i>This area should have walkways and access points to the river edge (e.g. boardwalks, pergolas)</i>	1	2	3	4	5	6

RIVER ZONE 2

Q17. Please use the table below to suggest which facilities you think should be provided or improved in River Zone 2 (please circle as many as you wish):

Boat ramp	1
Car and trailer parking	2
Jetty	3
Moorings	4
Toilets/changing rooms	5
Shade areas / BBQs	6
Wash-down facilities	7
Other (please specify)	8

Q18. Briefly describe your vision for River Zone 2 under the following headings:

Environment

Management of the use of this area

Access for boats

Facilities on land and water

RIVER ZONE 2

Parks and recreational opportunities on the river edge

RIVER ZONE 3 / RIVERMOUTH

Q19. To what extent do you agree/disagree with the following statements about River Zone 3/ Rivermouth? (please circle one option in each line where 1 is “Strongly Disagree” and 5 is “Strongly Agree”).

	Strongly Disagree	Disagree	Neither Disagree nor Agree	Agree	Strongly Agree	Unsure
<i>Current boating facilities in this area are meeting the needs of locals and visitors</i>	1	2	3	4	5	6
<i>The facilities in this area provide adequate safe launching and recovery of boats</i>	1	2	3	4	5	6
<i>The facilities in this area ensure safe access for people with physical challenges</i>	1	2	3	4	5	6
<i>Access to Wilson Inlet from the river mouth is adequate</i>	1	2	3	4	5	6
<i>Adverse impact on the river's edge would be minimised by restricting boat access past the river mouth</i>	1	2	3	4	5	6
<i>Dredging of deeper channels should be carried out regularly to maximise access between the river mouth and the Inlet</i>	1	2	3	4	5	6

RIVER ZONE 3 / RIVERMOUTH

Q20. Please use the table below to suggest which facilities you think should be provided or improved at River Zone 3 / Rivermouth (please circle as many as you wish):

Boat ramp	1
Car and trailer parking	2
Jetty	3
Moorings	4
Toilets/changing rooms	5
Lighting	6
Shade areas / BBQs	7
Wash-down facilities	8
Other (please specify)	9

Q21. Briefly describe your vision for River Zone 3/Rivermouth under the following headings:

Environment

Management of the use of this area

Access for boats

Facilities on land and water

RIVER ZONE 3 / RIVERMOUTH

Parks and recreational opportunities on the river edge

YACHT CLUB RESERVE

Q22. To what extent do you agree/disagree with the following statements about the Yacht Club Reserve area? (please circle one option in each line where 1 is “Strongly Disagree” and 5 is “Strongly Agree”).

	Strongly Disagree	Disagree	Neither Disagree nor Agree	Agree	Strongly Agree	Unsure
<i>Current boating facilities in this area are meeting the needs of locals and visitors</i>	1	2	3	4	5	6
<i>The facilities in this area provide adequate safe launching and recovery of boats</i>	1	2	3	4	5	6
<i>The facilities in this area ensure safe access for people with physical challenges</i>	1	2	3	4	5	6
<i>The Inlet in this area can support more private watercraft</i>	1	2	3	4	5	6
<i>The Inlet in this area can support more commercial operators (e.g. hire/charter boats)</i>	1	2	3	4	5	6
<i>The Inlet in this area should be open for all types of watercraft, powered and non-powered.</i>	1	2	3	4	5	6
<i>Navigation markers in this area are adequate</i>	1	2	3	4	5	6
<i>Current speed limits in this area ensure safe use of the waterways</i>	1	2	3	4	5	6

YACHT CLUB RESERVE

Q23. Please use the table below to suggest which facilities you think should be provided or improved at the Yacht Club Reserve? (please circle as many as you wish):

Boat ramp	1
Car and trailer parking	2
Jetty	3
Moorings	4
Toilets/changing rooms	5
Lighting	6
Shade areas / BBQs	7
Wash-down facilities	8
Other (please specify)	9

Q24. Briefly describe your vision for the Yacht Club Reserve under the following headings:

Environment

Management of the use of this area

Access for Boats

Facilities on Land and water

YACHT CLUB RESERVE

Parks and recreational opportunities

PODDYSHOT RECREATION AREA

Q25. To what extent do you agree/disagree with the following statements about the Poddyshot Recreation Area? (please circle one option in each line where 1 is “Strongly Disagree” and 5 is “Strongly Agree”).

	Strongly Disagree	Disagree	Neither Disagree nor Agree	Agree	Strongly Agree	Unsure
<i>Current boating facilities in this area are meeting the needs of locals and visitors</i>	1	2	3	4	5	6
<i>The facilities in this area provide adequate safe launching and recovery of boats</i>	1	2	3	4	5	6
<i>The facilities in this area ensure safe access for people with physical challenges</i>	1	2	3	4	5	6
<i>The Inlet in this area can support more private watercraft</i>	1	2	3	4	5	6
<i>The Inlet in this area can support more commercial operators (e.g. hire/charter boats)</i>	1	2	3	4	5	6
<i>The Inlet in this area should be open for all types of watercraft, powered and non-powered.</i>	1	2	3	4	5	6
<i>Navigation markers in this area are adequate</i>	1	2	3	4	5	6
<i>Current speed limits in this area ensure safe use of the waterways</i>	1	2	3	4	5	6

PODDYSHOT RECREATION AREA

Q26. Please use the table below to suggest which facilities you think should be provided or improved at Poddyshot? (please circle as many as you wish):

Boat ramp	1
Car and trailer parking	2
Jetty	3
Moorings	4
Toilets/changing rooms	5
Lighting	6
Shade areas / BBQs	7
Wash-down facilities	8
Other (please specify)	9

Q27. Briefly describe your vision for Poddyshot under the following headings:

Environment

Management of the use of this area

Access for boats

Facilities on land and water

PODDYSHOT RECREATION AREA

Parks and recreational opportunities

OTHER AREAS

Q28. What other areas of the Wilson Inlet do you believe need to be considered in the Strategic Boating Plan?

Q29. What other issues and opportunities do you believe need to be considered in the Strategic Boating Plan?

ABOUT YOU

Q30. Where do you normally reside? (Please circle one option)

Denmark	1
Albany	2
Perth	3
Other	4

Q31. What is your gender? (Please circle one option)

Female	1
Male	2

Q32. What is your age? (Please circle one option)

17 – 20 years	1
21 – 24 years	2
25 – 34 years	3
35 – 44 years	4
45 – 54 years	5
55 – 64 years	6
65 – 74 years	7
75+ years	8

Thank you for completing this Workbook. Your comments and suggestions will help to develop a Strategic Boating Plan for the river and inlet.

Please hand your completed workbook to one of the facilitators. If you prefer, you can mail it later to Geordie Thompson at Estill & Associates, PO Box 138, Burswood 6100.