



***FIVE STAGE PLAN
Revised - February 2010***

BACKGROUND:

The Five Stage Plan is a document the Progress Association submits to the Shire annually to flag our infrastructure needs and to assist the Shire to develop their annual plan and budget.

The process that has led to this current Five Stage Plan commenced in 2006, when the Peaceful Bay Progress Association conducted an 18 month community Vision and Planning process in response to the changes that were starting to become visible on the horizon. That process culminated in a four hour community planning workshop from which we produced the attached document ***“Vision & Planning April 2007”***.

During that process it became obvious that the scale and scope of changes predicted in the next 20 years, the impact of those changes on the community and infrastructure, and our capacity to respond effectively, required a whole-of-community approach. It is no longer appropriate, nor feasible, that various groups work in isolation to develop their specific infrastructure needs. We recognise that working together to develop shared infrastructure is more effective, cost efficient and supportive of community ownership and cohesion.

With that in mind, we formed a Community Planning Group in June 2007. This group has representatives from Peaceful Bay’s Progress Association, Sea Rescue Group, Fire Brigade and Returned and Services League Sub-Branch.

The purpose of the Community Planning Group was to:

1. Work together to develop a whole-community approach to managing the future of Peaceful Bay and developing a shared picture of that future;
2. Review the outcomes of, and the objectives set out in, the Vision and Planning project;
3. Develop a whole-community Five Stage Plan which identifies and prioritizes specific infrastructure requirements within a 20 year horizon; and
4. Develop a shared approach in working with the Shire of Denmark to implement that Five Stage Plan.

The Community Planning Group then developed a Five Stage Plan which was submitted to the Shire of Denmark on 8th October 2007.

Since that time, progress towards implementation of the Five Stage Plan lost impetus for the following reasons:

1. Within 12 months of it being submitted, the Shire’s CEO resigned and a major turnover of senior staff occurred;
2. The Shire of Denmark commenced a major review of their Structure Plan for the area;
3. The future of Peaceful Bay became uncertain with the impending expiry of the current leases in June 2010;
4. Informal conversations within the community of Peaceful Bay indicated that while there was a solid consensus supporting the priorities and major elements of the plan, there was no solid consensus in relation to some of the specific details.

Those issues have now been resolved and the Community Planning Group reconvened on 3rd December 2009 to review the Five Stage Plan and submit the revised plan to the Shire.

FUTURE SCENARIO: Towards 2035

In reviewing the Five Stage Plan from 2007, we reaffirmed the broad picture of the future painted in the attached **“Vision & Planning April 2007”** document. We were also able to paint in a bit more detail.

In addition to the pressures for change identified in the “Vision and Planning” process of 2006/7, what can we expect in the next 20 – 25 years at Peaceful Bay?

1. By 2035 we can expect the two residential developments planned will be approved and implemented and possibly other developments that are not on the horizon as yet.
2. By 2035, we can expect a population in the vicinity of 2000 people.
3. By 2035 we can expect increased development of tourism and holiday facilities in the area and the district which will expand the number of day visitors.
4. By 2035 the demographic of Peaceful Bay’s population will be significantly different. This demographic will be driven by people who are currently within the 25 – 40 age group. As we are already seeing, this demographic will increase the demand for services and infrastructure.
5. By 2035, what we see today as luxury will increasingly become standard expectation.

In developing a Five Stage Plan, we have to take into account the demands of that future, and ensure that infrastructure developments will either meet, or be able to be extended or modified to meet those demands of 2035 and beyond.

SUMMARY OF CHANGES TO 2007 FIVE STAGE PLAN:

The review resulted in a number of alterations to the Five Stage Plan submitted in 2007. In summary the specific changes are:

- i. Not to proceed with the general public parking area between the beach access road and the RSL memorial, and instead extend the general parking area to the west, above the swimming beach next to the toilet and shower block. Our concern is that if general parking is provided next to the beach access road it will inappropriately encourage swimming and picnicking in the boat launching area. We believe that keeping the general parking to the western end of the Bay, general recreational beach visitors will more effectively be separated from boat launching activities and boat-trailer parking.
- ii. Not to proceed with the boat-trailer park between the sand dunes below the Sea Rescue building, but rather to extend the existing boat-trailer parking area beside the Sea Rescue shed. We believe there are real environmental concerns with possible damage to sand dunes from the original proposal, and it does nothing to alleviate environmental pressure on the beach area. Also, we have been monitoring the effects of the various predominant winds across the beach and believe the resulting sand build-up would create on-going problems for entry to a parking area between the dunes.
- iii. To relocate the multi-purpose community complex to the hill above and between the current Loppings Dump and Soft Beach Track. We believe that the original suggested site at the corner of Rame Head Road and the Ring Road has significant drainage problems. The new proposed site offers more solid ground for the complex, meets the needs of the community in 2035, with better space to incorporate various recreational activities, ample parking, ideal positioning for servicing the long-term possibility of a marina around Soft Beach, and provide a more effective buffer between the recreation/functions site and residential areas.
- iv. Additional proposal for a marina off Soft Beach to meet the long-term infrastructure needs of expanded boating facilities.

The revised Five Stage Plan is set in detail below.

FIVE STAGE PLAN:

Stage One: Objective: to effectively separate boat launching from general recreation and address damage to the beach environment.

Issues:

There are a number of safety concerns related to ineffective separation between boat launching, swimming, picnicking and general beach recreation. There is also an increase in the number of Quad Bikes and 4WDs driving into the swimming area. These issues are exacerbated by the increasing size and number of boats that are currently using Peaceful Bay, and the continued increase that is likely to occur as various residential developments come on-line in the next 10 – 15 years. With the expected population expansion towards 2035 we need to protect the beach environment and address the emerging needs for an expanded swimming area and more effective boat launching facilities.

Proposals:

<i>Action</i>	<i>Timeframe</i>
1. Install bollards across the beach to create a barrier between the boat launching and swimming areas, with signs on the bollards identifying the designated areas. Chains hung between the bollards to block vehicle access to the swimming beach.	Immediate – by Easter if possible.
2. Lock on one of the chains to enable full access for emergency vehicles if required.	Immediate – by Easter if possible.
3. Install sign at entry to boat launching area stating vehicles only involved in boat launching/retrieval.	Immediate – by Easter if possible.
4. Sign at top of beach access road modified to indicate boat launching area to west, and dogs on leash and picnicking to the east towards the inlet.	Immediate – by Easter if possible.
5. To enable boat launching and retrieving vehicles to turn and reverse, install a small section of bollards at the foot of the sand dune designating “no parking” area.	Immediate – by Easter if possible.
6. Significantly extend and bituminize the existing boat-trailer park situated next to the Sea Rescue shed at the corner of the beach access road and the Ring Road, leaving an area of bushland as a visual buffer between the trailer park and the roads, with provision for separate entry to and exit from the boat-trailer park. Longer term this can become general parking if a marina is developed and the swimming beach is then extended.	Short-term – at least by Christmas 2010.
7. Investigate the possibility of widening the beach access road to allow separated pedestrian access and dune stabilization.	Short-term – at least by Christmas 2010.
8. Investigate possibility for developing a marina off Soft Beach below the multi-purpose community facility.	Long-term – 10 – 15 years.

Notes:

Action items 1 – 7: We have started to investigate the possibility of funding through SCNRM.

Stage Two: Objective: to increase general parking for beach goers.

Issue:

In recent years there has been a significant increase in day visitors to Peaceful Bay. General public parking space at the top of the swimming beach access steps, next to the toilet and shower block, is no longer adequate to service demand. This is creating a safety hazard on the Ring Road as cars are parking on the verges at the bend in the road which reduces visibility at a section of the road with high pedestrian traffic. We can only expect that this demand will increase as we move towards 2035.

Proposal:

<i>Action</i>	<i>Timeframe</i>
1. Extend the existing general public parking by developing a car park on the north side of the Ring Road.	Reasonably urgent – within the next 1 – 2 years.

Stages Three to Five: Objective: develop a Multi-Purpose community complex.

This proposed Western Development is to be implemented as a staged development over the next 2 to 5 years. Stage Three is planning the recreational precinct; Stage Four is building the multi-purpose complex; Stage Five is developing the recreational facilities surrounding the complex as requirements emerge.

Issues:

In recent years there has been an increase in the number and type of functions at the Bay, the number of people attending these functions, and the infrastructure required to successfully conduct these functions. Existing infrastructure does not adequately service these needs. There is also an increasing demand for non-beach associated recreational activities. At the same time, there has been a significant increase in the formal requirements of the regulatory and compliance environment, which requires the various groups operating in Peaceful Bay to keep formal records and conduct their business in a space outside volunteers' homes. In addition, the R&SL has been able to successfully operate a community bus and trailer both of which need more effective garaging. With the significant expenditure required for this development, it is important that it either be equipped now, or able to be expanded, to meet the demands of the increased population and changed demographic expected towards 2035.

Proposal:

<i>Action</i>	<i>Timeframe</i>
1. Sited in the Shire's designated Recreational Zone extending from the corner of Rame Head Road and the Ring Road through to the ocean, develop a multi-purpose Community Complex on the hill between the existing Loppings Dump and Soft Beach Track. This facility would house a community hall & entertainment area for at least 300 people; equipped for use as a training room; commercial kitchen; separate office spaces for the Progress Association, R&SL, Sea Rescue and Fire Service; garage for community bus and trailer; doctor's surgery; toilet and shower facilities; and storage areas for equipment, tables and chairs. Towards 2035 this facility would become a local Country Club.	Medium to longer term – 3 to 6 years. We believe it is important to engage an architect this year to start developing the concept and plans, and that implementation would commence in the next 2 to 3 years.
2. On completion of the multi-purpose complex, develop appropriate spaces for recreational activities as the need emerges (e.g. BMX track, Skateboard Park, tennis courts, lawn bowls etc.)	

Notes:

- We envisage that this stage would be jointly funded through various grants accessed by a joint community approach, supported by the Shire and community fundraising.
- When this development was first mooted in 2007, it was agreed with the Shire that it may be possible to raise some of the required funding by sub-dividing and creating four or five new leasehold properties on land where the existing Community Hall, old Sea Rescue shed and parkland are currently situated.

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***Vision & Planning
April 2007***

INTRODUCTION:

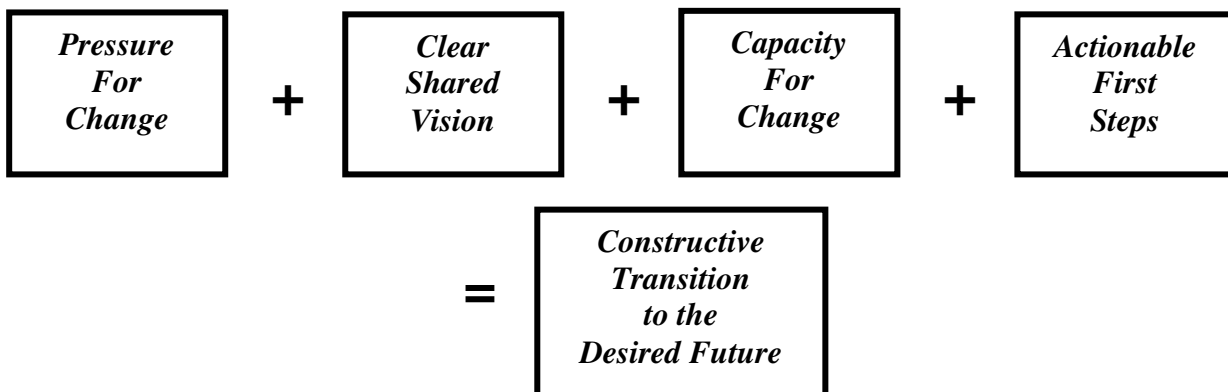
Towards the end of 2005 the Peaceful Bay Community started to recognise that changes on the horizon will have a significant impact on the social and environmental structure of the community. Peaceful Bay is no longer a delightful “sleepy hollow” beyond the glare of the outside world. As a community, we decided it was time to start thinking about our desired future, driven by the old adage that “if you don’t create your own future someone else will, and it may not be the future you want”.

With that in mind, we commenced a Vision & Planning process 18 months ago. The process has been both formal and informal, and although it has been facilitated by the Peaceful Bay Progress Association, it has been a community wide effort - a “community conversation” through face-to-face chats, newsletters, a survey sent to all Peaceful Bay ratepayers, and culminating in a four hour planning workshop at Easter. The workshop was attended by a wide cross-section of the community and included representatives from Freehold, Leasehold, Sea Rescue, R&SL, Fire Brigade and the Progress Association.

This process has enabled us to describe the future we hope for, the challenges we have to meet on the way, and how we can meet those challenges. We believe that by doing this we will be able to work co-operatively with each other and the Shire of Denmark to create that desired future.

PLANNING MODEL:

We have used the following planning process to help us hold it all together over the 18 months. It is a simple model, but not simplistic:



We used the following three questions to focus our thinking:

1. What is our desired future? What do we value about Peaceful Bay that we want to maintain in our desired future?
2. What are the major pressures that we expect will have an impact on Peaceful Bay in the next 10 -15 years?
3. What ideas do we have to meet those challenges?

1. WHAT IS OUR DESIRED FUTURE? WHAT DO WE VALUE ABOUT PEACEFUL BAY AND WHAT DO WE WANT TO MAINTAIN IN OUR DESIRED FUTURE?

There is something very pleasing and calming looking out across Peaceful Bay to Foul Bay and not seeing any permanent man made structures. Likewise, looking back from the ocean and driving around the Ring Road most of the housing and infrastructure is invisible.

We want to protect the safe and welcoming ambience of the village. We want a future characterised by the traditional simplicity of the buildings and the life style, where people from all walks of life mix easily, and our kids and seniors are safe and are an integral part of community life.

We want to maintain the sense of community that takes pride in working together to protect our unique heritage and the character of Peaceful Bay.

We want to protect Peaceful Bay's uniqueness - where people can enjoy the peace and quiet, can value the bush flora and fauna and the unspoiled beaches, in a place that is free from flash cafes, restaurants and taverns, and where the night sky is not dimmed by too much lighting.

We want to minimise the amount and the visibility of further infrastructure and amenities.

We believe that a future which demonstrates sustainable community and environmental principles within the context of valuing our unique heritage will make Peaceful Bay a social and economic asset within the Shire of Denmark, and a delightful experience for people who live here and people who visit.

2. WHAT ARE THE MAJOR PRESSURES THAT WE EXPECT WILL HAVE AN IMPACT ON PEACEFUL BAY IN THE NEXT 10 – 15 YEARS?

We believe that the biggest single issue will be the impact of a significantly increased number of people and traffic visiting Peaceful Bay.

This is not simply a consequence of the increasing demand from “sea changers” who are being catered for in residential developments flagged in Denmark Shire’s Structure Plan. It is also being driven by the significant increase in short-stay and one day travellers and tourists from the rest of W.A., interstate and overseas.

We are already experiencing this increase.

The Tree Top Walk has become a popular and well known destination to visit. People are also looking for relatively remote and untouched places by the ocean, and Peaceful Bay is one of the few such places in WA.

Some of these increased numbers will be controlled through the planning and approval processes of the Shire of Denmark and Department of Environment and Conservation. But short stay and one day travellers and tourists are largely beyond that control.

This increase in visitor numbers will have a wide range of impacts, which are listed below.

1. Significant increase in traffic with the resultant threats to safety
2. Increasing beach rubbish
3. Pressure on the roads, beach and sand dunes
4. Size of vehicles – boats, trailers, cars and other recreational technology – is increasing
5. Road way capacity will lead to traffic jams and conflict, particularly for boat launching from beach
6. Significant increase in demand for parking – cars and boat trailers
7. Should be noted that the Ring Road has been a big positive for traffic flow and relieving traffic pressure on the village
8. Increased pressure for access to the beach and on the beach
9. This increased traffic and people will inevitably lead to increased noise
10. Dogs and pets generally are already becoming an issue, and this will significantly increase
11. With increase in people and traffic, and the change in the demographic of the bay, security will become an issue
12. Vandalism will increase
13. Fire risk will increase
14. Increased people and traffic will not be confined to the xmas/new year, easter and school holiday times, but is already starting to become continuous throughout the year.
15. Will be significant impact on the 4WD tracks and the environment overall
16. Increasing numbers of caravans and 'grey nomads'
17. Popularity of Peaceful Bay is already increasing as more people become aware of its natural beauty, remoteness and the 'feel' of the place
18. Demand and expectation for wider range of recreational activities and a lot of the equipment is getting bigger and faster. This demand will also be across different age, social and economic groups
19. There will be a need to more clearly define areas for different activities – eg to ensure boat launching, swimming, jet skiing, surfing don't have negative safety impacts on each other
20. Will need to do a proper impact and feasibility study to identify the limitations in the environment's and infrastructure's carrying capacity, before the natural appearance and health of the coastline, and the social amenity, is destroyed. At the moment there is no real visibility of housing and infrastructure when looking out across the ocean
21. Need to factor in increasing use of Bibbulmun Track

22. There is a very real limitation to the land available, which will continue to have a significant impact of land prices and rates which in turn will have a significant impact on the demographic of the population
23. Disaster management – impacts of climate change (eg sea levels and Tsunamis), and fire risks, with only single exit point from the Peaceful Bay
24. Infrastructure (Power, Water and Waste disposal, including sewerage) – even if this infrastructure is not adequately equipped, we will still have the increase in people through holiday makers, travellers and tourists.

3. WHAT IDEAS DO WE HAVE TO MEET THOSE CHALLENGES?

It should be noted that these objectives and ideas are developed within the context of the demand for services in a 10 – 15 year time frame, and are intended to address the expected demand on Peaceful Bay’s infrastructure from increased numbers of people and traffic visiting the area.

Objective One:

The overall objective of these ideas is to protect the unique and traditional character of Peaceful Bay and its fragile environment by developing appropriate infrastructure to manage the flow of increased traffic and people through the area.

Actions:

1. No street lighting to be installed.
2. Keep historical precinct roads just as they are now.
3. Declare the two village precincts “local area traffic zones”.
4. Divert all through traffic and non-local traffic away from the two village precincts by establishing designated specific activity areas and developing alternative access roads to those areas.

Objective Two:

Ensure demand does not outstretch the social and environmental carrying capacity of Peaceful Bay and surrounds.

Actions:

1. Conduct a social and environmental impact and feasibility study to establish the carrying capacity of the village areas and the surrounding environment.

Objective Three:

Ensure various recreational activities are able to be enjoyed safely without having a negative impact on each other and minimise vandalism.

Actions:

- 1 Identify recreational requirements of various age groups, with particular attention to teenagers.
- 2 Establish appropriate designated areas and infrastructure for each of those specific activities, and develop access roads or pathways that do not pass through the villages. (As a provocation for further thought, it may be worth looking at bituminising some of the 4WD tracks to protect the environment.)
- 3 Install clear signage for designated activity areas.

Objective Four:

Improve traffic flow and safety to and from the beach.

Actions:

- 1 Develop two lanes in existing beach access road, or develop an additional road for traffic leaving the beach.
- 2 Note for boat launching: there is not community wide agreement on the need for a jetty, and some strong opposition to it. Do we really need a jetty, and can we ask the Shire to allocate the funds to other purposes?

Objective Five:

Ensure beach frontage does not become a large car park.

Actions:

- 1 Restrict boat trailers parking on beach.
- 2 Develop off beach car park to the east with separate sections for visitors and boat trailers, and provide an additional viewing platform with steps access to beach and toilet facilities.

Objective Six:

Ensure the safety and amenity of pedestrian and bicycle traffic around Peaceful Bay.

Actions:

- 1 Build bicycle/walk path around Ring Road and upgrade existing track along Rame Head Road.
- 2 All future roads to include bicycle/walk paths.

Objective Seven:

Ensure effective evacuation capacity in case of emergencies or disaster caused by fire, weather or accident.

Actions:

- 1 Develop a North-South link as additional exit road from Peaceful Bay.

Objective Eight:

Establish appropriate and sustainable infrastructure.

Actions:

- 1 Investigate use of Alternative Treatment Units for waste water and sewerage.
- 2 Investigate renewable energy options to give a reliable local power supply.
- 3 Increase the tip opening hours and/or provide more bins.