

Denmark East Development Precinct

Community Consultation Process:

The Denmark East Development Precinct Options Report, together with the environmental, aboriginal heritage and arborist's reports were the subject to a public consultation period from the 17 October to the 14 November 2016. Four Fact Sheets and a "Frequently Asked Questions" document were provided to residents through the Shire's web site over the duration of the consultation period and a community forum was held during the early evening of the 25 October, where 11 project boards were assembled by LandCorp and displayed to the public.

The community consultation sought to focus community feedback on the preferred alignment for the Denmark River road and bridge crossing and on the preferred intersection treatment at the junction of the Denmark - Mount Barker Road and East River Road.

At the conclusion of the consultation period, a total of 226 submissions were received, with 177 (79%) opposed to the project either completely or in part. A further 15 (6%) of the submissions voiced concerns with current or previous processes to the Shire and 34 (15%) of the submissions voiced support for a project option. Only 11 submissions (5%) made comment on the intersection treatment.

The Shire of Denmark undertook to consult with the community on the final alignment for the western component of the Denmark East Development Precinct project and that action is a non-statutory requirement for the project. Therefore, the content of each submission has been incorporated into the schedule attached to the agenda and no attempt has been made by the Shire administration to provide an individual response to each of the submissions received. A summary statement has been provided adjacent to each submission, advising Council whether the submission supports or objects the project, and it highlights those submissions where a preference for an option has been expressed. Following is a broad summary of the issues expressed in those submissions.

Environmental Values:

Of the submissions received, 159 (71%) felt the project would negatively impact on the physical environment, with a further 68 (18%) concerned that the project would also have an unacceptable level of impact on the amenity of the residents adjoining the project route.

Providing any road crossing of the Denmark River in this locality will result in some vegetation removal. The submissions raise concerns over the clearing footprint that a road and bridge would require and were concerned that significant trees and understory vegetation would need to be cleared for the project. The trees are a resource that is valued by the community and they provide nesting or foraging habitat for the Forest Red-Tailed, Carnaby and Baudin Black Cockatoos. Creating a major severance of the Denmark River vegetation corridor, with an elevated road and the removal of understory, would affect the migration path of a range of animals within the river foreshore. Several submissions also raised concerns over the adequacy of the environmental investigation, with the consultancy team viewing flora and fauna over a short timeline and not providing adequate recordings of other fauna that have been known to frequent the locality.

The majority of the submissions opposed Option 3B due to the extent of vegetation that would need to be removed to construct that option. That option also places the proposed

road in close proximity to houses on Riverbend Lane and the Golden Hill Steiner School, resulting in an increase in traffic noise and a devaluation of the amenity enjoyed at those properties.

Previous Council Decision-Making:

The majority of the submissions have voiced concern over decisions taken, promises that have not been honoured, or on actions that have been undertaken by a previous Council or Shire staff. A total of 119 (53%) of the people lodging submissions felt dis-enfranchised from previous decisions, or they lacked trust in the current decision-making process. That position was further reinforced with 53 (14%) of the submissions claiming that the need to undertake the project had not been adequately communicated to them and 16 (7%) claiming that there are existing bridge crossings of the Denmark River that adequately service the needs of current and future residents.

Many residents are challenging the Shire's assertion that the Shire of Denmark Local Planning Strategy was produced in 2011 following a thorough community consultation process. Residents are claiming that they were either unaware of the existence of the Local Planning Strategy or that they were provided with assurances from the Council of the day that any future crossing point of the Denmark River would be the subject of another consultation process, before it was incorporated into a planning document; those residents further claim that the alignment shown in the Local Planning Strategy, and adopted by the WA Planning Commission in 2012, was not presented to or approved by the community. The production of the Business Case (to secure funding for the project) by the Shire administration, without the referral or endorsement of the application report by the Shire Council, was also seen as a problematic and they consider it is a fundamental flaw in the process. The decision to couple the industrial development and the bridge crossing components within the funding application cannot be rationally explained and many residents consider the current consultation process a farce and consider the project is a "fait accompli" following the Shire's decision to accept the funding and to purchase Lot 1.

Those residents are calling upon the current Council to abandon the project, to return the funding to the State, to sell Lot 1, to undertake a review of the Local Planning Strategy (particularly the allocation of land on the northern town fringe for the development of 700 new homes) and to demonstrate to the Denmark community that a future crossing of the Denmark River is required.

Aboriginal Heritage:

Within 91 (41%) submissions, the credibility of the heritage report has been questioned. Some submissions have noted the absence of Mr Wayne Webb (engaged to undertake the archaeological survey and was unavailable when final survey team met), Mr Joey Williams (name not submitted by the SWALSC) and Ms Venice Gilles (was member of survey team) from the survey team. The removal of these elders from the survey team was identified as an attempt to disenfranchise any aboriginal person likely to disapprove of the project.

Golden Hill Steiner School:

Approximately 58 (26%) of the submissions received were from school parents or supporters and utilised a common discussion format. The school community identifies the learning experiences and the values espoused at the school as being highly influenced by the schools location and ambience. The proposed road would have an unacceptable level of impact on the community amenity of the forest valley, as a refuge for peace and quiet and as

a place to connect with nature and aboriginal heritage. The residents believe the valley floor along the Koorabup trail should be officially preserved and protected.

The school community also strongly object to statements attributed to the school, in support of the business case, regarding the school's future aspirations for a high school. The school has previously recorded its objection to the road project dating back to 2009.

Denmark River and Foreshore;

33 submissions (15%) are concerned that the project will have an unacceptable impact upon the Kwoorabup Trail or the values that the community derive from using the trail. A further 12 submissions (6%) feel that the proposed road and bridge will directly impact upon water quality, river bed or the floodplain characteristics of the Denmark River. There were also other submissions which highlighted the impact of option 3B on the Scotsdale Creek and the capacity to connect existing accesses to the new road within the current reserves.

Supporting Submissions:

Of the 34 submissions (15%) in favour of the project, there is no clear direction on whether option 3B (35%) or option 3E (42%) should be constructed, with 23% simply unconditionally supporting the project. Not surprisingly, the majority of the supporters of the project have identified fire and emergency management benefits as the primary reason to proceed with the development. Others have indicated that there has been adequate consultation in the past and that the current opponents of the project either did not participate in the earlier consultation processes, or that they are raising issues that were previously dismissed when Council completed the strategic planning in 2011.

Denmark – Mount Barker Road and East River Road Intersection:

Only 11 submissions provided comment on the preferred treatment for this intersection. An equal number (46%) of respondents supported the roundabout (south) and the staggered junction options. The roundabout (east) option was the least favoured option (8%) amongst those who responded.

SCHEDULE OF SUBMISSIONS: DENMARK EAST DEVELOPMENT PRECINCT (WESTERN END)

Submission Number	Name & Address	Verbatim Submission	Summary
1	J Piercy	<p>Don't build another bridge!! An extra bridge will only increase the impact of noise and traffic on more residents. Keep the traffic in town – the South Coast Hwy can handle it.</p> <p>Fire Upgrade existing bridge if necessary in case of fire and emergency. The north bridge is in the fire zone and will not be useful. Extra bridge wont take pressure off the highway. The highway will still be busy!</p>	Opposed to Project (no options favoured)
2	F Perez	I'm happy to see that the East River project is going ahead and as an Airport subdivision resident, I welcome the fact that East River road is going to be upgraded and especially rejoice at the fact that a bridge will be constructed to link East River Rd to Scotsdale Rd.	Supports Project (no options favoured)
3	T Pedro	<p>Following the Public Presentation 25/10/16 the ability to talk to Development Officer, CEO and Councillors and quality information gained I feel there is ample opportunity to service both consultation/Social Impacts and Development required by another large group within our Community. The new Industrial area appears well designed and I support its access to Mt Barker Road. However the bridge location requires further inquiry to provide Denmark with a valuable asset providing improved access, bush fire security and tourism value. Compromise will be required by all parties, it will be very important for the management team to achieve consensus between Ag College, local opinion respected and financial demands to achieve this 1 in 25 opportunity.</p> <p>Option 3E or 3F appear to me the obvious location for the bridge with an attractive road linking Scotsdale and Mt Barker Road.</p> <p>I also include a submission map provided to Council noting another bridge site providing a low speed H.V bypass and fire security. (S3 Attachment A).</p> <p><u>Addendum 1</u> Following further enquiry I would like to present a 2nd submission to Planned Bridge Site.</p> <p>I have noted that Western Power has a major 3ph feeder line crossing the Denmark River just to the south of option 3B. This feeder line is already cleared and may well provide a crossing site with relative ease as the land is of the same geography on E&W side. The private land taken for this option could be compensated with land owned by the Shire next to Stinnor (Steiner) School.</p>	<p>Supports LIA development</p> <p>Opposed to Project (Option 3E preferred to Option 3B)</p>

		<p><u>Addendum 2</u> It appears to me Denmark's new Council have 2 options, they can retain the character of the previous Council and maintain an authoritarian and elitist stand taking no notice of the passion and logical arguments presented (ie treating the Community as fools) or a new stand could be taken where the public are given some respect and listened to thereby providing Councillors with a harmonious and progressive relationship with the Community.</p> <ol style="list-style-type: none"> 1. From a security aspect Option 3E is vastly superior to 3B. In fact 3B is an extremely dangerous crossing to be sending people as it is the southern end of the heavily forested river valley and capable of causing a canopy wild fire if hot and N winds prevail. 3E is a narrow crossing with cleared lands on both sides, providing a safe and achievable suppression point. In fact 3B could well be argued in a court as a wilfully designed high danger fire escape route that in the case of a disaster leave the Council to be sued. 2. The engineering aspects of 3B are of major concern. Firstly to provide a safe route in case of wild fire a massive corridor will have to be cleared, this will present Council with a powerful confirmation against a large sector of the Community unseen since the mid 1980 when our forest were planned to be wood chipped in this instance the Communities position won and I believe this would be repeated. 3B also requires huge flood mitigation at great expense. 3. However 3E escapes any flood mitigation as both E&W shoulders are well above any known flood heights. In fact the eastern connector road to East River Road can be positioned much closer to the River, still on high and well-drained lands and avoiding the grazing impact talked of by Ag College, in return the College will gain a high quality road to the new dairy. The height difference between E&W banks of the river at 3E can be alleviated by designing the Bridge to suit the sight ie the bridge would slope from the west to the east to some degree (this is a common design feature used world wide) thereby avoiding the massive fill requirements noted and used in an attempt to ignore option 3E. <p>To fund any extra costing of roading and bridge construction the lands purchased by Council can be re-zoned and sold for considerable profit. I hope the opportunity is taken by Council free of past prejudice and attitudes.</p>	
4	J Harman	<p><u>Preamble</u> It is my assertion that the entire process surrounding and leading up to this project was flawed from the commencement, reaching back as far as it appeared in the LPS. Council continues to claim that this project was supported by full consultation with the community. This is demonstrably untrue. In fact, virtually nobody I have spoken</p>	<p>Opposed to Project (Option 3E preferred) Supports LIA development</p>

to – and I meet many and diverse people in my business – knew anything about the bridge project until it received recent publicity. In my work of many years, in Australia and overseas, I have prepared and studied numerous business proposals and can honestly say that the Business Case document is the worst I have seen – given the importance of the project to the future of Denmark. It is poorly researched, contains numerous inaccuracies and typographical errors; not the least and not limited to the following:

- a) A claim that the Steiner School was a stakeholder and supporter of the project.
- b) Mistaken reference to Church Road as being Churchill Road.
- c) A reference to Aboriginal employment standing at 5% within the Shire of Denmark.

The fact that this amateurish document was successful in obtaining funding is only indicative of it being part of a Rubber Stamp charade in a process where even a “Thumbnail Dipped in Tar” message would have been equally successful.

PROPOSED BRIDGE LOCATION

The production of a list of “Options” for the proposed fourth bridge over the Denmark River is bordering on an insult to the intelligence of the average Ratepayer. It has been manifestly obvious from the very commencement – even looking back to the LPS process – that only one crossing point is or was ever under serious consideration, and that is the point which would take the road through Lot 1 (23 Riverbend Lane) which was obviously acquired by Council for the purpose; at a cost to Ratepayers of almost \$800,000. To add further evidence and surety to this, Landcorp has erected a project sign at the corner of Scotsdale Road and Riverbend Lane. It is therefore my contention that in following a policy of fait accompli and entering upon a charade of bogus consultation, Council has abrogated its duty and covenant to properly consult the community.

Whichever “choice” is made for the fourth bridge site, all would feed into the extension of East River Road which forms a part of the Kwoorabup Trail. This would destroy the ancient trees and delicate ecology system that closely follows the Denmark River at that location. On those grounds, my family and I will use every legal means available to us to prevent the proposed road destroying these trees and wildlife habitat.

RIPERIAN BUFFERS

The proposed extension of East River Road, if it were to follow and destroy the tree line, would not provide sufficient of a Riparian Buffer between the proposed Road and the River, as prescribed by the Department of Waters and Rivers.

CHURCHILL ROAD

I believe that insufficient consideration has been given to Churchill Road as an additional bridge crossing of the Denmark River. The potential of this access has never been properly explored. Much of this road has been sealed and widening of the existing bridge would provide an economical solution to the alleged need for another traffic bridge.

FLAWED REASONING

Much has been trumpeted by new bridge proponents about the need for an escape from a catastrophic fire event. Unfortunately, it may well happen that Denmark is threatened by a major bush fire. But how many new bridges would it take to make everyone safe? For example, at the moment, we have the main bridge, a pedestrian and cycle bridge at the Rivermouth and Churchill Road, so if the main bridge were closed for any reason, traffic could flow through Churchill Road and thence either north towards Mount Barker or south to join South Coast Highway. But what would happen if the Hay River Bridge were to be closed? There would be no possible escape anywhere to the East, short of driving to Mount Barker. The adjacent railway bridge was burnt down by fire some years ago and the same could happen to the traffic bridge. Then there is the Sleeman crossing, where the same situation applies. I say that the fear of fire has been harnessed by some bridge proponents as a cynical reason, judged as being prima facie difficult to refute.

ABORIGINAL CULTURAL SIGNIFICANCE

I believe it to be a disgrace that Mt Joey Williams, a person with genuine and direct cultural connection with the relevant land, has not been consulted on this project – particularly regarding the sensitive area along the Kwoorabup Trail. The fact that he may not be a member of an approved “panel” is yet another example of an establishment device to disenfranchise any Aboriginal person even faintly likely to disapprove of any project (not that I say Mr Williams would either approve or disapprove).

LANDCORP FEEDBACK

Some time ago, we were invited to meet with Mr Robert Fenn, the Landcorp manager for the project. We were each given 15 minutes of his time to raise any concerns and or questions we had. During this time, he provided us with his contact details and invited us to communicate any concerns or feed back to him on the project. Council also invited us to do so. However, Mr Fenn has totally ignored all communication from my family and I have not heard of anyone who has received any response from him. This is yet another example of the fait accompli and arrogant attitude which has attended this project from its commencement. I say that Mr Fenn is a mere functionary, whose mandate is to complete the project – irrespective of the concerns of the community. To invite feedback from us was simply “ticking a box” and yet another cynical device.

HEAVY VEHICLE TRAFFIC REDUCTION

Amongst the most ridiculous and misleading of the statements made in the Report is that somehow the fourth bridge will ease the flow of heavy traffic through the main town centre. Anyone who has ever driven a heavy haulage vehicle, as I have, will know that the idea for entering Scotsdale Road from any of the bridge sites, winding your way along Scotsdale Road past the hospital, negotiating the strange little roundabout at the intersection with Horsley Road and then trying to enter South Coast Highway into flowing traffic is a preposterous notion and no competent operator would ever consider it.

SUMMARY

I say the following in this submission:

1. That the LIA and bridge project should never have been combined because they encompass entirely different economic, environmental and cultural issues. Therefore, the consultative and due diligence content of the bridge project is entirely defective, inappropriate and insufficient.
2. That there has been a demonstrated need for the LIA, where there has not for the bridge.
3. That because the project does not involve the re zoning of land, full and proper environmental and EPA studies have not been undertaken.
4. That because of a ludicrous "panel" system, full and proper Aboriginal cultural investigation has not taken place.
5. That if the extension of East River Road were to be routed through the old-growth forest along the riverbank, permanent and irreparable damage would be done to this pristine and priceless asset.

SUGGESTIONS

1. That whatever fourth bridge crossing (if any) is decided, that the extension to East River Road, feeding to whichever crossing point, is routed through cleared paddocks to the South of the old growth tree line and more or less following the existing power line. This is more than a suggestion but a request for undertakings made to me by all but two of the Councillors, to be honoured.
2. If there must be a fourth bridge over the Denmark River, I suggest location 3F as marked on the map circulated by Council. I believe that the alleged additional cost of adopting this site could be defrayed by the subdivision and sale of resulting Lots out of Lot 1 (23 Riverbend Lane), the land acquired by Council for an access road to what I say was a pre determined crossing of the river. This land is zoned Special Rural 15, so with scheme water being available, could be subdivided into 5 lots. In the event that

		<p>Council were to re zone the land to Special Residential, 9 Lots would probably be feasible. The location would make the lots highly saleable and at good prices. Council could undertake the development using its own plant and equipment which would save on the development cost (And no, I am not fishing to act as agent).</p> <p><u>COUNCIL'S REPORT ON THE PROJECT</u> I consider the recently released Report on the project to be a delicately balanced combination of cut-and-paste and a masterly degree of obfuscation. For example: The presence of Water Buffalo within the affected area! In this regard, this Report has adhered closely to the tradition of the Business Case and bogus consulting process which attended the LPS before it. In conclusion, I solemnly state that my family and I will do everything within our legal power to protect the trees and eco system outlined above. All but two of the Councillors have assured me that they would not support a route that would impinge upon or destroy this system and that they would instead insure that the section of road concerned was constructed in cleared land to the South and more or less following the existing power line. I take those assurances literally and stand willing to do what may be needed, within whatever sphere may become relevant, to insure that these undertakings are honoured.</p>	
5	S Hawks & K Clark	<p>We are deeply concerned about the loss of a number of huge, old trees and the habitat they provide for animals such as the endangered red-tailed and white-tailed black cockatoos, as well as bandicoots and other native species.</p> <p>In this case, the environmental bottom line outweighs the economic bottom line, and Denmark residents are discerning enough to realise that our beautiful environment needs preserving, even if it cost us a little more.</p>	Opposed to Project (no options favoured)
6	D & H Furniss	<p>To whom it may concern regarding proposed bypass road and bridge alongside Riverbend Chalets and Caravan Park, Riverbend Lane in Denmark.</p> <p>We have heard about this proposed plan and would like to protest against this most strongly. I believe that this would absolutely shatter these lovely surroundings at Riverbend Chalets. The beautiful trees and birdlife that surround here are most precious and cannot be replaced and have been a great source of pleasure to us when we have stayed here. These are a huge part of the appeal and charm of staying here for us. We have been coming here to stay at Riverbend Chalets for the past ten years, twice a year. Most of our time is spent in Denmark where we have always supported many of the local businesses, cafes etc, even getting to know some of the proprietors, staff etc.</p>	Opposed to Option 3B

		<p>We absolutely love it here at Riverbend Chalets and would feel very sad and disappointed of any changes, especially those trees that would occur if this proposed plans goes ahead. (We also enjoy the gardens of two houses next door).</p> <p>Please reconsider an alternative plan that hopefully would cause less impact. Thank you.</p> <p>We love Denmark and find it to be a very healing place and especially at Riverbend Chalets.</p>	
7	C Lendrum	<p>I fully support the Shires development to date and endorse location chosen of the bridge route options, I pick 3A as the best alternative with 3B the next.</p> <p>I wish the Shire to maintain and implement those findings of the Aborigines, fact sheet (2) requests.</p> <p>I would like to see chosen the green roundabout (south) option for the intersection, fact sheet (8) of East River to Denbarker Roads.</p> <p>Lastly, well done to all involved.</p>	<p>Supports Options 3A or 3B</p> <p>Supports roundabout (south option)</p>
8	M Hackleton	<p>The proposal affects too many properties, schools, businesses without having, I believe been thought out properly, other than quickly using Royalties for Regions funding.</p> <p>A great number of people are affected by the proposals. Other ideas should be sought within a longer time frame. I also believe that one idea could be widening the current Denmark bridge using land to the northerly side.</p> <p>I am therefore not for the current proposals.</p>	<p>Opposed to Project (no options favoured)</p>
9	E Jerrett	<p>I am writing to you with respect to the proposed road cutting through from East River Road to Scotsdale Road.</p> <p>I wish to express my opinion to the Shire that I do not feel it is necessary for a road here and request that this be relooked at. Denmark is a beautiful place and a respected town for its natural beauty and wildlife.</p> <p>It is important to preserve as much nature as we can, especially with the growing awareness of how 'development' is affecting the planet on a global scale.</p> <p>Let us be a leading town setting an example in renewable energy and respecting the land here and enjoying this precious space that we have and to use existing routes to access places we need to go, as we have done thus far, with no problems.</p>	<p>Opposed to Project (no options favoured)</p>

		Thank you for your consideration.	
10	P Harman	<p>Firstly, I would like to thank you for giving me the opportunity to express my concerns regarding the above proposal. To date, I appreciate you and several Councillors taking the time and trouble in listening to the concerns, opinions and possible solutions put forward not only by myself but many of the residents living on East River Road and Riverbend Lane who will be severely impacted should this proposal go through. It is heartening to know that a few Councillors actually want to listen to what ratepayers are saying!</p> <p>But in saying this, I must register my extreme disappointment with your Landcorp representative Mr. Robert Fenn. I, along with other residents were informed by the Shire President, Councillor David Morrell, that should we have any queries to contact Mr. Fenn directly for information, Mr. Fenn duly gave us his email contact point. I have contacted Mr. Fenn twice by email; many months ago and to date have not had the courtesy of an answer.</p> <p>A comment on the fact Sheets:</p> <p><u>Fact Sheet 1:</u> Note: All transcripts colored red {NB: modified to italics by Shire staff} are directly taken from the reports and fact sheets provided by the Shire of Denmark.</p> <p><i>The extension of East River Road and a second bridge crossing over Denmark River are integral to the project.</i></p> <p>I disagree, they are not integral, the LIA can still be developed without the negative impact on residents living on East River Road and Riverbend Lane or the loss of an old growth forest and degeneration to the Denmark River with the upgrade of east River Road and a new bridge..</p> <p><i>Building a new industrial hub for business outside of the CBD will help free up land in the town centre as well as reduce the number of truck movements in the main street.</i></p> <p>I can fully understand the need to free up land in the town site but I do not understand how and why a new bridge will create less truck movement in town. Trucks coming from Walpole going to Albany are not going to divert off the fastest route to navigate a set of meandering narrow roads, which are not constructed for large vehicles, negotiate a roundabout that quite obviously was not designed for large vehicle usage, before entering Scotsdale Road, then travel a distance out of</p>	<p>Opposed to Project (Option 3F preferred then 3E)</p> <p>Supports Roundabout (south) Option</p>

town, turn into East River Road, then onto the Mount Barker Road, having negotiated yet another ‘truck unfriendly’ roundabout, to return to the South Coast Highway and resume their journey to Albany. Likewise for any vehicles coming from Albany traveling to Walpole.

The Shire, as part of its overall traffic management planning for the town, is reinstating a previous bridge crossing over the Denmark River to connect Scotsdale Road to the Denmark – Mt Barker Road. This road will assist in planning for the future growth of the town and will also be beneficial as a second crossing of the river in an emergency (depending on the emergency circumstance.)

The reinstating of a previous bridge! When the bridge was badly damaged by an out of control fire and then totally destroyed by floods in the 1980’s, the Shire did not see the necessity to rebuild the bridge with the thought of saving us from fires and other emergency circumstances. A new bridge will not save us from a catastrophic fire and it is ludicrous to say so. Other emergencies surely can be redirected to Churchill Road. The enormous cost of this project to benefit so few is appalling. Instead of building the bridge and new connector road for ‘future’ expansion and needs of the town to the north, we should be addressing the needs for building facilities and accommodating the ‘present’ community’.

A bridge at the 3B option , I think will have to be longer than 30 metres, the last major flood not only took out the last vestiges of the bridge, flooded nearby paddocks and the river flowed at a width of more than 30 metres. I have photographs showing my neighbours property at least 70% underwater from the backflow from the Denmark River and East River Creek.
(Refer to Submission 10 ‘Extract A’ Fact Sheet 1).

Fact Sheet 4:

The Shire of Denmark has a Local Planning Strategy (LPS) that was adopted in 2011 following extensive community consultation. As part of this strategy an additional bridge crossing was identified.

This did not take place; neither I nor other residents of East River Road and to my knowledge the majority of residents in Riverbend Lane or the Golden Steiner School were contacted for ‘extensive community consultation’. The majority of residents have been totally opposed to this project.

East Development Precinct. Phase 1 – Options Analysis.

In studying the Denmark East Development Precinct. Phase 1 – Options Analysis.

It appears that if we are forced to accept the Shire's Proposal of a second Bridge, which I believe is a massive waste of funds, then the only options which will have a lesser impact on the old growth forest, Denmark River, and fauna are Option 3F as a first choice followed by 3E. The \$1.8 million additional funds are nothing compared to the saving of the forest. Besides, if you intend to destroy this forest by clearing it, it would cost a dam sight more than \$1.8 million to do so.

(Refer to Extract B 'Figure 10')

I do however note that a further option was referred to in the Options Analysis, Eastern Precinct, Option 1B. Figure 5. This shows the construction of a road south of the airport which leads almost directly to the new LIA. See Map marked 'A'

(Refer to Extract C 'Map A')

On looking at this alternative route, this road ends at the Mt Barker Road. It could then cross the Mt Barker Road, where visibility is excellent both north and south, as the intersection is on the crest of a hill, proceed through the Denmark Agricultural School land using its 'utility track' and then continue to either the 3E or 3F Option. This road will pass close to the new dairy and it would make accessibility for the milk truck a lot safer and easier than negotiating the very steep hill currently leading to the dairy from East River Road. Virtually no clearing would have to be undertaken. Another advantage of this road would be faster access to the hospital by ambulance to the airport for the ambulance to deliver patients to the airport and the Flying Doctors. This 'new' road would be approximately 200 metres from East River Road, thereby taking traffic away from the residential area and leaving East River Road as a neighbourhood road.

Money saved from the sealing of McIntosh Road, the construction of the roundabout at the Mt Barker - East River Road intersection and lighting could go towards the purchase of land to accommodate this new road.

Naturally an engineer would have to be consulted about the terrain and other aspects, but as this option has been put forward, I presume an engineer has looked at the construction of the road from the LIA to the Mt. Barker Road. If this idea was successful it would cause no loss of lifestyle for the residents of Riverbend Land and the East River Road, safety concerns regarding the increase of traffic, especially trucks, would no longer pose a threat, one believes that the environmental impact would also be less as the road would not follow the river to such a large extent. Denmark would then have its 'supposedly required' second bridge

I have read the concerns of the WACAD and understand fully their reluctance to forfeit more land because of the problem of bisecting the farming paddocks. But the

farm is already bisected by the Mt Barker Road and the South Coast Highway and they appear to manage their operations with extreme efficiency. As the success of the Agricultural College grows, it is going to require more farming land to expand their operations and projects. I would much prefer to see the money acquired from Royalties for Regions put into the purchase of more land for the College. There are at least three large properties within a five kilometre radius of the College which would be eminently suitable for future expansion.

East River Road – Mount Barker Intersection:

This intersection would have to be one of the most dangerous in the Shire. It has appalling visibility, in particular to the north. As a resident and user of this intersection for 47 years, I have seen so many near accidents and am amazed that there has not be a fatality or serious accident – although I have witnessed some very near misses, including to myself. It is extremely difficult to cross the Mount Barker Road traveling east to the airport with a heavily laden trailer. Despite checking to the right, left and right again, I have often found myself half way across the intersection, before having a fast moving vehicle bear down on me and having to take evasive action so as not to have a collision with either my vehicle or trailer. On another occasion I was traveling north along the Mount Barker Road, I indicated that I was to turn left into East River Road, only to have a fast moving vehicle behind me overtake and then be confronted by another fast moving vehicle traveling north to south in the opposite lane. Again, I had to veer off the road onto the gravel embankment so that these vehicles would not have a head on collision.

On studying the options given by Landcorp to address this dangerous intersection I feel that Option 2 South is the only one which would pose less of a danger. It still does not address the issue of the poor sight line to the north when crossing west to east and vice versa. But it does protect native vegetation to the north east of the Mt Barker Road.

(Refer to Extract D ‘Option 2 South Figure 8’)

My personal points of concern with this project are:

Lifestyle:

Everyone of the residents/ratepayers have chosen to live in the locality of East River Road for the reason that they want a peaceful lifestyle and to live their lives in a ‘safe’ environment without the threat of major road systems going past their properties and the detrimental effect it would have on them, their children, pets and other animals, as well as the financial loss in the devaluing of their properties. If we had wanted to live near busy roads we would have chosen to have done so.

The effect of the proposed connector road on the many people living in the vicinity of East River Road and Riverbend Lane will be devastating. I, along with many other residents and visitors, often walk into town, walk pets and ride our horses and bikes following the East River Road down to the Kwoorabup Trail into Denmark. We do not want to walk or ride alongside a busy road and just want the peace and serenity such a trail as this provides. While I am walking/riding, I am not creating a carbon footprint by starting up my diesel four wheel drive just to go to work, collect my mail or shop, adding to the already short supply of parking spaces in town. I seriously doubt that I will continue walking when I am confronted by heavy vehicles (or any substantial increase in traffic) bearing down on me. It will just be 'safer' to use my large car!

I have noticed that many people from town use the trail as a walking or cycling circuit, I can imagine that this activity will cease for the majority because the reason to get out into the open air and enjoy what Denmark and its lovely river have to offer will be destroyed the minute construction starts on this connector road. Families picnic along this trail; 'Brave New Work's have held their rehearsals along this track all adding charm and diversity to our unique town – heavy haulage roads to not have the same attraction! The impact on a school which is close to the proposed route will be destructive and extremely hazardous to the young children going to and from school.

Environment:

When studying the Options given, I have asked the Shire President if the old growth forest is going to be protected as all of the maps show the proposed road steering relatively clear of the forest. But the only answer I only get is 'its indicative'. If the proposed route intends to follow the original old road and bridge crossing, it will appear to have no concept to the terrain being traversed and certainly no comprehension appears to have been given to the gigantic environmental damage which will occur supposedly in the name of progress! I am led to believe that should the East River Road – Riverbend Lane area be developed into a connector road that the road verge clearance alone will destroy virtually all of the old growth forest and native vegetation in the process. One hears on a regular basis of councils taking people to task for the removal of undergrowth alongside road verges or river systems, heavy fines are issued for those who destroy bush land and yet council intends to construct this connector road and bridge with impunity.

(Refer to Extract E 'Old Growth Forest under threat')

major road will also create ongoing pollution alongside the Denmark River which runs alongside the East River Road. Because of the topography the accumulation of diesel fuels and other hazardous waste will run off the bitumen road, into drainage

culverts, then directly into the river. This will create dire consequences for not only the river but the already fragile Wilson's Inlet.

A 'project' not so long ago had farmers being sponsored to fence off their farming properties from the river so that it would help prevent erosion and other environmental damage from livestock etc, but it appears to be acceptable to put the river at risk for a bridge which is really not required.

Does the Water Authority know of this road and bridge proposal and of its close proximity to the Denmark River? They have strict guidelines in place for the protection of river systems and on reading some of those guidelines I cannot see how they could be for this proposal.

(Refer to Extract F 'Department of Water – Water Quality Protection Note')

Wildlife:

My family property, on which we have lived since 1972, was for almost twenty years a wildlife recovery and rescue centre for native animals and birds. The south western boundary of our land which has never been developed and remains a forested area abutting the Denmark River and has been established as a sanctuary zone for native animals, birds and reptiles. The Kwoorabup Trail acts as a corridor for these creatures. The impact of traffic and heavy haulage trucks will take a high toll and possibly complete annihilation of wildlife over a short span of time.

The sanctuary was closed as a direct result of a development decision by Council. After winning our case in Court against this development, the company concerned was forced to go elsewhere, but I note that this development after promising the world to Denmark in job opportunities etc is now only operating as a glorified 'bottle shop'.

Because of the threat against the sanctuary, I decided it was no longer viable to continue building expensive infrastructure and expanding the sanctuary with the constant worry of an un-sympathetic development being built next door. I may not have given many job opportunities to the people of Denmark but I provided a free service to not only Denmark but the entire State. When the Denmark Ranger went on leave it was I who was called by the Shire to help with lost or injured animals, both native and domestic – the Shire was never charged for my time, vehicle use or fuel! I also took in 'overflow' dogs from the Ranger when the pound was full, once again – no charge. The Animal Rescue Centre was funded 100% by the Harman Family Trust; no grants or funding requests to the Denmark Shire were ever applied for.

The Animal Rescue Centre went on to offer assistance, care and re-homing for domestic and farm animals.

It provided a free service to people hospitalized who needed their pets taken into care. I also provided a free service to residents moving into aged care homes who were unable to take their pets with them. These animals were brought to the sanctuary and cared for, for the remainder of their lives, the owners would visit them or I would take the animal into town for a short visit with its owner. Many of the pets are buried on this property. Because of a poor decision by Council this comprehensive service has been lost. The many Australian and overseas visitors who came to see the sanctuary, spent money in Denmark with accommodation, food etc so, in a way I helped the Denmark economy. The sanctuary and its services are now lost to Denmark, lets hope another poor decision does not result in the destruction of an old growth forest and the fragile Denmark River.

The Animal Rescue Centre worked in conjunction with the then Department of Conservation, the RSPCA, Animal Protection Society, Dr Nick Gales [eminent Marine Biologist], the Perth Zoo, Eagles Heritage, Iris Anderson MBE, founder of the Immature and Injured Wildlife Centre [Patron, Gerald Durrell] and other wildlife sanctuaries.

The Animal Rescue Centre was unique to not only the district but the State.

Residents of East River Road have acted as protectors and custodians for a family of approximately sixty Western Grey Kangaroos and several families of Emus. Although these creatures are still wild, they have no fear of humans because we have not been a threat to their habitat which spans several properties, not one resident of East River Road employ kangaroo shooters or shoots any wildlife themselves. These animals, along with many reptiles and birds are now to be put at severe threat if the East River Road/Bridge is to be constructed.

The images featured are just a small selection of animals and birds which have been rescued, rehabilitated and released in the sanctuary bush land fronting East River Road and live there peacefully with their descendents.

(Refer to Extract G ‘Wildlife – Various Images’)

Tourism:

We have a thriving tourism industry, this has been created by forward thinking people who saw what the town and the surrounding countryside has to offer. When other established industries such as the timber mills, whaling, orchards, dairy and in some cases where diversified farming enterprises have disappeared, tourism helped resurrect the town and its business community.

Denmark is beginning to get a wonderful reputation for developing walking and cycling trails; most people wanting to enjoy Denmark do not need to be entertained by theme parks, mini golf and the like when the beautiful countryside is our best advertisement. The Mokare and Kwoorabup Trails, the Bibbulmun Track, the old railway embankment line are all used by locals and tourists alike because people can get 'away from it all', without threat of fast moving traffic. They use these trails to exercise and relax, to enjoy the natural beauty that they and we feel privileged to experience. Many visitors I have met along the Kwoorabup trail have told me that this area is absolutely priceless and how lucky we are to have such a pristine area with old growth forest so close to the town to enjoy.

Aboriginal Heritage & Cultural:

Fact Sheet 2:

The options were then subjected to detailed investigations and assessed by environmental and engineering consultants as well as input from local aboriginal elders. These findings were used to equitably assess the options through a multi-criteria selection process.

With no disrespect intended, I note that the advisors are in fact not local and that no local Aboriginal resident with knowledge of the Kwoorabup Trail and its significance to the Aboriginal people was represented on the panel. I understand Mr. Joey Williams, a long time resident of Denmark would have been qualified to represent his nation on the panel, is there a reason this was not done?

Aboriginal Heritage Findings:

- *They have no objection to a bridge crossing of Denmark River.*

It has been my understanding that the Aboriginal People had not objected in 2011 to a footbridge, not a vehicle carrying 30 metre construction. Can you confirm this or otherwise?

The Heritage Committee also make comment that:

- *All options for a bridge crossing equally affect the cultural significance of the river; (see Fact Sheet 4);*
- *Options 3B and 3E are preferred for social & environmental reasons; (see Fact Sheet 4);*

The Heritage Document mentions that over half the members of the Heritage Committee prefer Number 3 because it has:

less environmental impact and less entry impact.

And the committee also request:

- *Clearing be kept to a minimum, with cockatoo habitat/nesting sites avoided*

With years of experience in wildlife rescue and rehabilitation, I can say with full conviction that any disruption to breeding grounds through destructive development will destroy this habitat and the viability of vulnerable wildlife. Not only does the loss of habitat pose a danger but road systems also pose a threat. The majority of birds which I rehabilitated were injured from being hit by vehicles. A habit of the Black Cockatoo is to fly in groups, swooping low and therefore presenting themselves as a 'target' for vehicles – which do little to avoid them! It would be an environmental disaster for any development to take place within the locality of East River Road and the Kwoorabup Trail – it should be made into a sanctuary zone or reserve.

In the Fauna Report it states;

'that there are 902 potential breeding trees [13 with evidence of Black Cockatoo usage] The report also states that this would be a significant breeding zone for Baudin's Black Cockatoo'

Approximately 45 ha of suitable foraging and roosting habitat was recorded throughout the survey area in the Eucalyptus and Allocasuarina woodland habitats. 902 potential breeding trees were recorded within the survey area, with 40 trees recorded as having hollows; 8 trees had 9 large hollows; 8 trees had 10 medium hollows; and 28 trees had 43 small hollows. The timing of the September survey was within the breeding season of all species. A Baudin's Black Cockatoo was recorded as nesting within a large hollow in a Redgum in the western section of the survey area and one Forest Red-tailed Black Cockatoo was recorded sitting in the entrance to a hollow.

The significance of the old growth forest not only presents a safe breeding ground and this is because it is well away from major developments which would impact the Black Cockatoo. Clearing of any kind is also going to impact the foraging habits of not only the Black Cockatoo but other birds and wildlife.

Baudin's Black Cockatoo were recorded feeding and breeding in the survey area Referral will depend on the final impact area and quality of impacted habitat.

There is a large group of these birds, whose habitat is along the Kwoorabup Trail and neighbouring properties. They regularly feed not only on my property but in my garden.

(Refer to Extract H 'Fauna')

Threatened Species (fauna) Carnaby's Black-Cockatoo are likely to be present Referral will depend on the final impact area and quality of impacted habitat.

Threatened Species (fauna) Forest Red-tailed Black-Cockatoo were recorded feeding in the survey area

Referral will depend on the final impact area and quality of impacted habitat.

Forest Red-tailed Black-Cockatoo :

Approximately a dozen of this species were prevalent in the 1970's, when we first moved to our property up until the mid 1990's. Numbers have diminished and it is a rare occurrence to see them on East River Road. Any increase of development and traffic will put them under further threat of annihilation.

Threatened Species (fauna) Chuditch are likely to be present Referral unlikely to be required. No Chuditch were recorded during either the field surveys or camera survey.

The survey was conducted over 120 days, this is not enough time to establish what species are or are not present. I have lived here for 47 years and am still 'discovering' creatures!

338 East River Road, the property which was used for almost twenty years, as an animal rescue centre. It specialized in the rescue, rehabilitation and release of injured wildlife and birds back into the bush area fronting East River Road, these included Brushtail Possums, Honey Possums, Boobook Owls, Masked Owls, Tawney Frogmouths, Goshawks, Peregrine Falcons, Mastiff Bats, Monitor Lizards, Southern Brushtail Phascogales, Long Necked Tortoise, as well as Black Cockatoos to name but a few.

Site ID 22081 Denmark River

In 2005 Australian Interaction Consultants reported the Denmark River as a mythological water source. Traditional Owners from the Womber, Wagyl Kaip, Southern Noongar and Single Noongar Native Title Claim groups identified the Denmark River as a site of spiritual, mythological and cultural significance, as well

as a past and present resource for Aboriginal people. As such the Traditional Owners requested that AIC report the entire river as a site to the DAA in order for it to be protected under the AHA.

The cultural importance of the Kwoorabup Trail is of immense importance to its indigenous owners, this land is imperative to them, their culture and their historical past with the Denmark area. It should be respected by all who live in the vicinity. We must always be mindful of this ancient civilization and traditions. Local identity Joey Williams has a fantastic Aboriginal cultural tour operating from Denmark, his knowledge in particular of the Kwoorabup Trail is a fascinating insight how the Aborigines lived and survived in this area.

Fire:

The continuing arguments of fire safety brought up constantly to frighten us into accepting the new bridge is a smoke screen. The bridge over the Scotsdale Brook has been taken out by fire twice to my knowledge, once in my own lifetime, it is not a safety barrier against fire as the Shire is trying to promote. The bridge did not offer an escape route for us in the past nor would it in the future.

Should a bridge be built and a fire come from the north it would take out this bridge first, in the meantime, traffic escaping via the bridge and East River Road would be driving directly to the north and into the path of the fire. The back log of traffic congesting the East River Road [where visibility to see oncoming traffic is appalling] to the Mt Barker Road, then traveling to the South Coast Highway and meeting up with traffic coming from the town, all heading towards Albany and presumably a safe haven. The number of qualified people that will be required to direct traffic from all these points is unrealistic.

In the case of an accident on the bridge or repairs being made is also not really valid. We had a triple fatality at the bridge years ago and the bridge was only closed for a matter of just over an hour, traffic was diverted I assume to Churchill Road.

As the bridge underwent extensive work only recently, one presumes further work will not need to be done for some time, once again, why can't traffic be diverted to Churchill Road, it's not as though repairs will take years!!

I have in the past asked Council if the Shire had a Fire Policy and was told that it did. But on checking various Shire Policies in Western Australia, it appears that the Denmark Fire Policy is just a standard document put out by FESA – a one size fits all. It is almost a word for word document to that of other Shires.

I find it incredible that our topography, forested areas, road systems and escape routes have not been addressed or taken into account. We are not the same as other Shires or Perth! Surely it would not be difficult to adopt an evacuation plan, put together by our local volunteer fire brigades, for residents living in the Western Zone, Eastern Zone, or Central Zone which covers about fifteen localities? This information could be included on our Shire Rates or the Shire Information booklet. The Fire Danger Indicator located on Route 1 could also designate an evacuation point for visitors in case of a fire emergency.

On most of the 'Fire Plans' we are informed to go to a web site – how can this be done, power is usually the first to go during a fire as is the use of a radio. I also know of many residents who do not use a computer so this avenue of communication is useless.

I would strongly recommend to the Shire that all the Fire Control Officers get together and prepare an evacuation plan for their designated areas; they are the ones with the experience and knowledge of the terrains and road systems. At several Shire meetings when the subject of the new bridge is brought up as a fire safety issue, several people have commented at open forum that the bridge is needed but do not elaborate – vague reference is given to the tragic Yarloop fire, saying that catastrophe could happen here.

My understanding of the Yarloop disaster is that FESA turned off the water supply to the town, thereby stranding the local volunteer firefighters who were battling the blaze and leaving not only the firefighters in extreme danger but the entire population of the town with the loss of two lives. Again, big brother issuing orders in a situation of which they did not have the knowledge and they took priority over the experience of the local brigades. Yarloop burned, not because it did not have a second bridge but because of poor administrative decisions from FESA.

(Refer to Extract I – Fire)

The future of Denmark:

The future of our town rests in careful planning and expansion, so many towns have been ruined with adhoc planning and developments which are feathering the nests of people who have a personal vested interest in certain developments taking place.

We are blessed to be living in such a magnificent part of the State, I travel extensively throughout Western Australia and have seen a large percentage of our towns and cities. But when I return home I realize why we live in Denmark. It is unspoiled, its magnificent scenery and spectacular coastline really do make this a unique area. Visitors both Australian and from overseas are enamored with our little

		<p>town and what it has to offer. Careful decisions from Council have created wonderful trails and cycle paths for all. Delightful facilities have been constructed that enhance our surroundings. Once an old growth forest is destroyed, nothing can replace it. A road system and bridge is not compensation for the loss of trees estimated to be between 400 and 600 years old. An up-graded road and new bridge just to connect parts of future housing developments and the Light Industrial Area seem a poor reward against a river system denigrated beyond repair, loss of a natural pristine forest, wildlife and recreation for people.</p> <p>I must stress that I am totally opposed to this development, my concerns about the environment being the main factor followed by loss of lifestyle for those of us who have chosen to live 'away from it all'.</p> <p>In general, I do not oppose developments as long as they are well considered, sensitive to the environment and do not impact harshly on people. I did not oppose the new Airport because I could see its value to Denmark from a safety point of view with water bombers fighting fires and the Flying Doctor collecting patients through to tourism. I put up with the noise disruption and live with it.</p> <p>But I can see no advantage whatsoever in this project, the massive amount of money being thrown at it is terrifying, especially when Denmark desperately needs other improvements, for example, better footpaths, street lighting, and a swimming pool!</p>	
11	E & T Morse	<p>This extension affects local Denmark residents by both devaluation of their property and their chosen livelihood of a peaceful area to live. It is completely inappropriate when other route is available and not affecting individual houses and families.</p> <p>The Shire should look at its residents and not always the almighty dollars being saved.</p> <p>Please re-consider this extension going through Riverbend Lane and re-align it elsewhere.</p>	Opposed to Option 3B

		I am also concerned for not only the individual houses being affected but also the livelihood of the caravan park. This business would be completely affected by such a decision and is completely unfair.	
12	M Ramrath	<p>I would like to ask the Shire to minimize the negative impact of the bridge project.</p> <p>Firstly the Shire should exhaust all means to separate the development of the LIA and the bridge.</p> <p>There is no clear reason to link the two projects. Both could exist without each other.</p> <p>If all, I emphasize all, options fail to separate the two projects, the cancellation of both projects should be considered and the consequences made publicly available.</p> <p>If due to these consequences the decision is made to continue with both projects, the option 3E for the bridge, to preserve as much of the old growth forest as possible, and the “green Round about south”, again to preserve as much bush land as possible should be chosen.</p> <p>If those two options are not financially viable, the bridge project should be stopped and new negotiations for the LIA development started.</p> <p>The Shire should not make any decision purely due to the threat of losing the funding.</p>	<p>Opposed to Project (Option 3E preferred to Option 3B)</p> <p>Supports Industrial Project</p>
13	L Greenwood	<p>My submission refers to the section of road west of Mt Barker Road. I support the development of a new light industrial area in McIntosh Rd.</p> <p>Of the 6 options presented for the route across Denmark River, option 3E is the least harmful, although it still would destroy the peace and possibly the health of the East River walking trail, even without felling any trees, simply by its proximity. Therefore I would prefer none of the options; no road across the river in that area.</p> <p>I feel that the area is extremely high value, due to the age and character of the trees (irreplaceable) the flora and fauna that shelter there, and not least, the peace and beauty that promote the mental health, exercise, and creative expression of the humans who use it.</p> <p>I fear that if the road goes ahead, the least worst option (3E) will be rejected in favour of option 3B, on the grounds that the Agricultural College will not sell to the Shire the corner of land required for the road, and because of the higher cost.</p>	<p>Supports Industrial Project</p> <p>Opposed to Project (Option 3E preferred to Option 3B)</p>

		<p>With regard to the last point, the extra money required to pay for option 3E could be earned by sub-dividing and selling the land acquired for option 3B, between Scotsdale and Riche Roads.</p> <p>With regard to option 3B, which I suspect is the option the Shire is already committed to, I feel so strongly about the devastation this would cause, I would be prepared to lie down in front of the bulldozers.</p>	
14	L Dusenberg	<p>I object to proposed route 3B for the following reasons:</p> <ol style="list-style-type: none"> 1. The route runs next to the school my children attend, the building of this road will cause pollution, noise and general upset to the children there. 2. Sections of the bush will be destroyed to build the road and the bridge. 3. It appears to be a 'done deal' to use option 3B, without proper community agreement, I feel it is being hurried and rushed through. 4. Trucks being driven along Scotsdale Road in residential areas near the hospital is not a good idea. Lots of pedestrians, especially children use this route to go to the school. The information sheet (fact sheet 3) states industrial traffic is segregated from residential traffic. How so? The town end of Scotsdale is densely populated. <p>PS I don't think we should build the new road.</p>	Opposed to Option 3B
15	J Smith	<p>We live at 36 Riverbend Lane, next door to Riverbend Caravan Park. Our residence and that of the Caravan Park are the 2 properties most affected by the proposed 3B route over the Denmark River.</p> <ul style="list-style-type: none"> • The nature of Riverbend Lane will change irreparably, especially at our 'lower end' with a 'through road' instead of a safe, quiet cul de sac. • The loss of over 90 large trees will destroy the bird life and other native fauna. Most notably, 3 types of Black Cockatoo, Baudins, Carnabys and the elusive Red Tailed species all of which have used these trees to nest in for many generations. This option will take out over 14,000 sq mts of forest. • The noise impact from the new road will ruin the peace and tranquillity and no study was undertaken or mentioned in the proposal. Riverbend Caravan Park attracts thousands of tourists each year who prefer to a peaceful site for their holiday in preference to the larger, noisier Caravan Parks. If the proposed route goes ahead, access to the caravan site will be impossible for half of the year when the lower track and paddock are boggy or under water. Perhaps council should consider the 'payout' for loss of earnings to the owners. • The residents of Riverbend Lane were not consulted at any stage by the Project Team. This is appalling given that we were promised full consultation. • According to the Project Team, there will be a 2-3m embankment leading to the river crossing. There will be a concrete wall facing our property where currently we look at trees. 	<p>Opposed Option 3B</p> <p>Option 3E preferred to Option 3B</p>

		<ul style="list-style-type: none"> • According to the Project Team, our driveway will have to be realigned. This will take out our tall, twin karris on the verge, after which our property, Twin Gums, is named. We only found out this at the information session. • The values of ours and the other properties in Riverbend Lane will be severely affected. We have invested our life earnings into the house and land that has been lovingly landscaped and cared for. Please come and take a look! Then decide if you would like this to happen to your property. <p>Whilst we realise that Option 3B is the cheapest option, but there is a solution to raise the additional \$1.8million needed for Option 3E – which, statistically, came out as the best option. The land to the north of Riverbend Lane, already acquired by the Denmark Shire, could be rezoned and sub divided for housing thus raising the revenue for Option 3E. However, place a connecting road through the block, and any sub-division will be unsalable. After all, no one wants through traffic past their front door?</p> <p>In closing. It is obvious from the articles and letters in todays Denmark Bulletin that the community does not want to destroy the East River forest or the ‘iconic’ Riverbend Lane with the new road and bridge. How a heavily forested route, in the path of the most direction a fire would take, can possibly be considered a safe route out of town, is beyond belief. The old bridge was burnt down in a bush fire and its remains later swept away in floods, doesn’t this ring any bells??? Why on earth would you put a bridge back in the same location? Has history not taught us anything? (Refer to ‘Submission 15 - Extract A, B & C)</p>	
16	L Kenyon	<p>I strongly object to ALL the alignments that have been proposed for a second river crossing within the forest valley, 3) A-F.</p> <p>I most strongly object to alignments 3) A and B. I believe that the impact to the Steiner School is unacceptable, for a road with such dubious justification.</p> <p>As a parent of Golden Hill, I object strongly and abhor the negative impact that these alignments will have the forest behind the school that, I believe, as a school community we hold custodianship duty for. This is an area of special significance in terms of aboriginal heritage, ecological value and community amenity. The peace and tranquility of this area must be protected for residents and visitors, and for the special flora, and fauna, habitat and foraging.</p> <p>I object to the unlawful use of Golden Hill Steiner School, whose future aspirations for a high school, have been falsely used in the business case for this project.</p>	Opposed to Project (no option favoured)

		<p>This project has a huge impact on the Denmark Community, at large, and there should have been adequate community notification and engagement before the funding was sought. Many residents objected to this road, during the LPS submission process, at a public meeting and a Special General Meeting, that over a 100 residents signed for. This was a huge community response to a project that was indicative for 10 to 20 year's time. The Business Case should have been made public for community comment and should have been put to our elected Council for approval, before it was used in a funding application to Royalties for Regions.</p> <p>The Landcorp aboriginal consultation was inadequate as it misinterpreted the input of Traditional Owners involved in the Aboriginal Heritage Management Plan for the Kwoorabup Trail, 2011.</p> <p>The Landcorp flora and fauna survey was over too short a duration and was not done at the right time of year. Local conservation groups should have been engaged, such as DPAW, DWAG, Greenskills, and WICC.</p> <p>My strongest objections are to alignments 3) A and B. I also object to alignment 3) D which runs through a resident's home.</p> <p>I also object to all other alignments, including 3) E. I believe that while this alignment will have less impact on the forest, it will still have an enormous and disastrous impact on the community amenity of the forest valley, as a refuge of peace and quiet and a place to connect in a meaningful way, with nature and aboriginal heritage.</p> <p>I believe that the river forest valley, along the Kwoorabup Trail from the confluence of the Denmark River to the Nature Park should be officially preserved and protected.</p>	
17	L Smith	<p>I have been made aware of the proposed extension and bridge being planned for East River Road. I have taken the time to review the proposals and would like to voice my objection to the Option 3B.</p> <p>Working in project planning myself I fully understand the cost pressures of any capital works project, but I strongly believe that the long term social and environmental costs, of the two options being considered, outweigh the financial cost.</p> <p>Riverbend Lane is home to my parent's property and for me, my wife and son it is the peace and relaxing atmosphere of Riverbend lane that draws us to holiday in</p>	<p>Opposed to Option 3B</p> <p>Option 3E preferred to Option 3B</p>

		<p>Denmark at least 3-4 times every year. Having a through route built right outside the front door of the property will take that away. My 4yo son holidays at his Nanna and Grandads every couple of months and he thrives in the natural, peaceful and relaxing environment.</p> <p>In particular to me I want to object to the planned removal of “the twin gums” at the front of the property. It links the property to the family in a ways that are very special to us. My brother and I are identical twins, one of the reasons that my parents chose that land was because of the significance of the twin gums, it was like it was meant to be in our family. In 2011 my wife and I wed at the bottom of the gardens at Twin Gums many of our most cherish wedding photos are taken in front of that tree, to lose the tree will be losing a very special part of the day for us. What will Twin Gums be if you fell the twin gums??</p> <p>Please, I strongly urge the council to disregard Option 3B and proceed with Option 3E instead.</p>	
18	I Jansen-Neeling	<p>Due to the impacts on environmental and cultural heritage, I strongly object to all options for the extension of East River Road. Thank you.</p>	Opposed to Project (no options favoured)
19	E Livingstone	<p>I strongly object to ALL the alignments that have been proposed for a second river crossing within the forest valley, 3) A-F. Please consider my objections and please consider my specific objection to 3) B – which I consider to be the worst and most impactful alignment of all. The justification for this road has never been clearly presented to the Denmark Community, in a way in which we have been able to respond.</p> <p>This is an area of special significance in terms of Aboriginal heritage, ecological value and community amenity. The peace and tranquility of this area must be protected for residents and visitors, and the special native flora and fauna. Of particular concern, would be the loss of habitat and foraging for our endangered Baudin Cockatoos.</p> <p>I object to the unlawful use of Golden Hill Steiner School, whose future aspirations for a high school, have been falsely used in the business case for this project. No written documentation can be found to attest to consultation with the school, which the business case states will be a key benefactor of this project. The business case makes this claim despite letters of objection to the road project, on record from the School Office and parent body, dating back to 2009.</p> <p>This project will have a huge impact on the Denmark Community, at large, and there should have been adequate community notification and engagement before</p>	Opposed to Project (no options favoured)

		<p>the funding was sought. Many residents objected to this road, during the LPS submission process. Objections were made at a public meeting, and then again at a Special General Meeting, which over a 100 residents signed for. This was a huge community response to a project that was ‘indicative’ for 10 to 20 year’s time. 5 years on the project was sprung on the community and announced ‘fait accomplis’ before anyone even knew it was being considered for funding. The Business Case should have been made public for community comment and should have been put to our elected Council for approval, before it was used in a funding application to Royalties for Regions.</p> <p>The Landcorp Aboriginal consultation was inadequate as it misinterpreted the input of Traditional Owners involved in the Aboriginal Heritage Management Plan for the Kwoorabup Trail, 2011. The Landcorp flora and fauna survey was over too short a duration and was not done at the right time of year. Local conservation groups should have been engaged, such as DPAW, DWAG, Greenskills, and WICC.</p> <p>Soil profile studies have not yet been conducted, so we do not have information about the levels of nutrient or sulphates that may be released into our waterways because of this project’s removal of riparian vegetation next to intensively farmed agricultural land.</p> <p>My strongest objections are to alignments 3) A and B. I also object to alignment 3) D which runs through a resident’s home.</p> <p>I also object to all other alignments, including 3) E. I believe that while this alignment will have less impact on the forest, it will still have an enormous and disastrous impact on the community amenity of the forest valley, as a refuge of peace and quiet and a place to connect in a meaningful way, with nature and Aboriginal heritage. This alignment will also be potentially disastrous in terms of nutrients released into the river from agricultural land, and will also impact on a longer section of our highly regarded Kwoorabup Trail.</p> <p>I believe that the river forest valley, along the Kwoorabup Trail from the confluence of the Denmark River to the Nature Park should be officially preserved and protected.</p>	
20	K Smith	<p>1. At the Landcorp Information Session for the DEDPP held on the 5th May, 2016, in the Shire Offices, it was stated on a PowerPoint presentation that (quote) “Communication will be increased and targeted;....Direct contact with affected landowners and stakeholders.”</p> <p>Prior to the release of the Community Consultation Documents – in particular, Fact Sheet 4: East River Road Bridge Crossing – on the 25th October 2016, and</p>	Objects to the Project (Option 3E preferred)

in the two subsequent weeks since (up to November 8th 2016)...no direct contact with us was made by anyone from Landcorp despite our property at 36, Riverbend Lane being directly affected by the placement of the proposed new road under Option 3B. Under this plan, the roads placement would lead to the complete closure of our driveway; the removal of the “Twin Gums” that give our property its distinctive name; the requirement by us to construct a new driveway (at what and whose cost?) PLUS leaving us facing an ugly, 3-metre high retaining wall and a raised carriageway within fifty metres of our home instead of the beautiful trees we have at present.

In addition, no traffic noise pollution survey appears to have been carried out for no mention was made of the roads impact on residents and students/staff at Golden Hill Steiner School in the Community Consultation Documents. Once again, a complete oversight.

2. Due to the proposed line of the new road/bridge under Option 3B all access to our next door neighbours business – Riverbend Caravan Park – has also been severed. The only in-road was a “ramp” coming off the raised roadway, down to the bottom paddock of the park. For several months each year, the dirt track that runs through the bottom paddock is subject to the water table rising above ground level, thus making this entry/exit impassable to even lightweight vehicles (let alone 4-wheel drives towing caravans).
3. Visitors to Riverbend Caravan Park return year after year. Most come to this park because it is peaceful. The placement of a link road and bridge so close to park would shatter the peace and quiet they seek. Business is likely to decline, not only for the caravan park but also for businesses in the CBD who rely on these off-season visitors to tide them over. (Many are grey nomads doing their “Around-Australia” trips and they spend good money in Denmark’s cafes, restaurants, taverns and grocery shops.)
4. Option 3B has long been considered the “preferred Option” by the Shire, yet Option 3E was rated higher when all the contributing factors were taken into account. The estimated (not confirmed) extra cost of \$1.7 million for Option 3E could be off-set by the sale of Lot 1 Riverbend Lane that was purchased by the Shire. To drive a link road through Lot 1 would be the only thing that can be done with this road. Any notion that the rest of the 14 acres could be sub-divided wont realise buyers – who wants to have trucks going past their front gate?
5. It is very evident that none of the options was costed accurately, therefore no faith can be placed in the estimate that Option 3B will be cheaper than Option 3E. Factors that haven’t been taken into account include possible compensation payouts to affected businesses (such as Riverbend Caravan Park); the cost of noise barriers beside the Golden Hill Steiner School; the cost of crossovers – traffic patrol personnel to see GHSS students safely across the new road etc.

6. As far as my wife and I are concerned none of the options should be undertaken as we believe the bridge – as this site – is both unnecessary and fails to meet one of its principle aims:- as an escape road in the event of a fire. Former Councillor Roger Seeney stated at the Shire Council meeting (Nov. 8th) that a catastrophic fire was most likely come from the north of the town. Yet, where is it proposed to place the second bridge? In a heavily forested section to the north of town, in the exact same location where the previous bridge was burned down! This is asking for trouble.
7. Assuming all of this to be a fait accompli, and a choice has to be made, then my wife and I choose option 3E as the best location.

Option 3E:-

- Less clearing of native vegetation and mature/significant trees other options except 3B – 3233 sq metres (Option 3E) compared with 14,479sq metres (Option 3B)
- By comparison with Option 3B, this option afforded relatively minor impact on native fauna due to mortality, habitat loss and fragmentation effects from clearing.
- Road traverses through and cuts off buffering vegetation along an eastern bend of the Denmark River before continuing through Ag College land and across the river through native vegetation again.
- Due to steeper banks on the western side of the river, the bridge height and required abutment embankments (or retaining walls) will be large but this more than equates to Option 3B's excessive length (250-300 metres).
- This is the preferred location for the crossing from the Aboriginal Heritage survey.
- The geology of Option 3E shows the bridge will be built on dry sediment and granite.
- Acquisition of additional Ag College land would be necessary but if the road curved around the hill instead of traversing it in a dead-straight line (as shown on the plan), then less land would be lost by the College.

Option 3B:-

- This option involves extensive clearing of significant and old growth Karri and Marri trees including identified next tree for Black-Cockatoos (and others with suitable hollows for Black-Cockatoos and other hollow-dependent native fauna)
- In total, 80-90 Karri and Marri trees with a girth in excess of 1.5 metres would be cleared. Included in this number are many as two dozen significantly older trees, with girths in excess of four metres.
- Baudin's Black Cockatoo found nesting very close to proposed bridge crossing.

		<ul style="list-style-type: none"> • The geology of Option 3B shows the bridge and required embankments will be built on water-logged sediment. • No specific flora survey was undertaken in this location (no flora survey done south of this point either – opportunistic records only – area walked or driven not properly surveyed.) • Highly negative impact on native fauna due to mortality, habitat loss and fragmentation effects from clearing. • Scotsdale Brook would also be impacted during construction of road and bridge. • Aboriginal Heritage site directly affected and impacted by the project plans to conduct geotechnical drilling, clearing, and bridge construction on the Denmark River. • No survey was done or recommendations presented on the noise pollution affects this option would have on residents in Riverbend Lane and at Golden Steiner School. • Access arrangements would need to be addressed with Riche Road and Riverbend Lane residents to allow for continued residential and commercial access. <p>In conclusion.</p> <p>I am vehemently opposed to option 3B and I urge to Shire Council to consider carefully the huge impact that the building of this embankment and bridge would have on Riverbend Lane; its flora and fauna; the tourists who come here in their hundreds; and – most important of all – the resident ratepayers and voters who live there. (Refer Submission 20 Extract A&B)</p>	
21	S Tchan	<p>I would like to make my opposition to the proposed destruction of old growth forest and subsequent loss of habitat for flora, fauna and residents of East River road as proposed by the option 3B.</p> <p>My opposition to this development is based on the following points:</p> <ol style="list-style-type: none"> 1. The decision on 3 B appears to have been decided before the consultation period had even begun with the placement of signage at the corner of the Scotsdale and East River Rd. This process does not follow the most basic community consultative guidelines and appears to have been pushed along as a matter of expediency in order to present a Business Case that would tick the boxes for funding bodies. Having gained the funds the community should not be locked into a Business Case that was not developed with proper consideration for community input, especially those options that affect local residents and damages the innocent environment. 2. Show us the termites in the Riverbend Lane Karri Tree - more than one opinion is not enough when dealing with an ancient tree. Perhaps the termites could be eradicated and the tree life extended. This does not seem like a scientific or 	Opposed to Project (Option 3E preferred to Option 3B)

thoughtful attempt at truly valuing the life of a rare old tree or of finding an alternative. The arborist also states “ *Considering the maturity of the tree it is in good health and appears to be in good vitality*” He also said ducks and Cockatoos nest there. Given this statement why was the termite question the only issue put on the summary document. Denmark was heavily logged. Old growth trees of this stature are rare and cannot be replaced for any sum of money. Their value as part of the tourism industry should be seriously considered.

3. The entire area proposed in 3B is of high nature value which will be destroyed by the proposed road and bridge. Denmark’s tourist industry markets itself on nature tourism. Indeed the Shire website flaunts a stand of wonderful trees. This proposal is counter intuitive to the economic benefit for the region as clean, green and natural.
4. I do support either options but if they did have to be rated 3 E is the preferred option. I believe the original concept for this bridge development needs to be reformulated as a community consultative problem solving session to come up with innovation to resolve the conflicting needs of various sectoral interests including residents affected, environmental concerns, evacuation route issues and links to the industrial area. The emphasis should be that environmental and quality of life factors are prioritised above economic imperatives related to expenditure of Royalties for Regions funds or those with economic interests that may benefit from this development.
5. I do not believe an additional bridge is required for the additional residents that have been predicted to reside in the area. The reality is that people on Scotsdale already have the option of Churchill Rd to leave Denmark or will go through town as a matter of convenience. Most people moving to Denmark do so for quality of life issues and would be horrified to learn that access to a subdivision meant loss of ancient trees and a magical habitat for wildlife and Denmark community members who reside in that location.
6. If a bridge is deemed to go ahead the additional 1.8 m should be found. Again a community forum, similar to Hakathons run by IT professionals and other should be run, to establish innovative ways to address the funding shortfall. This issue should be quarantined from other Shire fiscal losses that may be anticipated through loss of income as a result of limepit mismanagement issues and potential for legal costs associated the legal action currently in play.
7. In closing this submission I would ask for consideration of a review of the entire concept supported by a facilitated workshop involving innovative approaches to meet the needs of the diverse and rich community of Denmark and its natural environment. This whole project has not been done with effective consultation. Many people do not want this second bridge – we should not have been

		<p>presented with a list of options – we should have been consulted in the first instance.</p> <p>However if we cannot turn back the clock due to procedural matters, then the route 3E which will skirt the Ag College and cross the river closer to the town and not affect any residents and a lot less trees is the preferred option.</p>	
22	A Dickinson	<p>I strongly object to all alignments proposed for a second bridge across the Kwoorabup Beeliar (Denmark river) for the following reasons.</p> <ul style="list-style-type: none"> • The clearing of habitat for endangered birds such as the iconic black cockatoos (Red-tailed, Carnabys, Baudins) should never be considered. • Any development across the river would compromise an already tenuous and fragile corridor for the movement of birds and animals. • The impacts of any more clearing of riparian vegetation along the river will result in loss of habitat, loss of nutrient/sediment filter, de-stabilisation of banks leading to erosion, easier run-off of nutrients and sediment. • The removal of iconic, old Karri, Marri, Jarrah trees that are essential nesting trees for a range of wildlife such as the three species of black cockatoo, possums – Brush tailed and Ring tailed and numerous other bird species, would represent a significant loss of habitat in an already impacted upon stretch of river. • It is worth noting that a single large tree can be seen as an eco-system in itself, supporting many different species at any one time. • The Kwoorabup walk trail would be cut by any development across the river. This walk trail, in particular the northern section is one of the few quiet places remaining in Denmark itself. Any bridge that cuts across the river, and therefore, the walk trail would result in the loss of this quiet place. • People need to have areas close to town where they can go, to be amongst nature, surrounded by natural sounds. This is very important for a community's mental health and general well-being. • I believe that building another bridge in anticipation of increase vehicle traffic, from housing that does not yet exist, is the wrong way to go about things. • The proposal for a new bridge should not be linked with the proposed industrial project site. Its is a separate issue that needs its own consultation process. 	Opposed to Project (no options favoured)
23	A Dickinson	<p>I strongly object to all alignments proposed for a 2nd bridge across the Denmark River. The reasons for my objection are stated below:</p> <p>A significant amount of excellent condition native vegetation and trees will need to be cleared to construct the bridge. The riparian vegetation is essential for the health of the river providing erosion control, habitat and nutrient filtering.</p> <p>The habitat to be cleared contains both resting sites and foraging areas for the threatened black cockatoo species. This clearing is in defiance of the heritage report conditions in which traditional owners state that this should be avoided.</p>	Opposed to Project (no options favoured)

		<p>I believe it will be impossible to construct the bridge without impacting on the health of the river and siltation and erosion will occur.</p> <p>Consultation with the public has been insufficient, in particular with Bibbulmun traditional owners with regards to the heritage values of the river.</p> <p>None of the bridge alignments will provide an appropriate fire escape route due to the close proximity of bushland.</p> <p>A bridge across the river is not essential for the development of industrial lots.</p> <p>There is no reason for the development of a new industrial area to be linked with the construction of a 2nd bridge across the river. These 2 projects should be considered independently.</p> <p>The construction of a 2nd bridge will cost the Shire a considerable amount of money which could be better spent on other projects – it may not even be necessary! People are part of the environment and are dependent on it for our physical and mental health.</p> <p>A large proportion of the public have been strong emotional connections with the river and surrounds. We value the animals that live there and the health of the river that our children swim in. It is a living eco-system that we do not want to see cleared and built on.</p>	
24	G Thallon	<p>I would like to comment on the location of the proposed second bridge for the town of Denmark.</p> <p>I make this comment as the immediate past Chief Bushfire Control Officer (2011-2015).</p> <p>During my tenure as Chief I was involved in a number of discussions and plans for emergency management. During this period the shire Local Emergency Management Arrangements (LEMA) document was extensively updated. This document details arrangements including emergency response, evacuation, welfare and recovery.</p> <p>The most likely event in the Shire of Denmark which requires significant actions in accordance with these arrangements is Bush Fire. As we are all aware, significant bush fires in this state are becoming a regular occurrence and it is a case of when and not if such a fire impacts on significant urban areas within the shire.</p>	Supports Project (option 3B)

In the summer of 2015 we had two significant fires which impacted or threatened semi-rural areas. The Sunrise road and Kenton estate fires. Both these fires occurred in weather conditions which had a Fire Danger rating of Low to Moderate. However, they required the response of the majority of our brigades, DPAW assistance, Fixed wing water bombers and earthmoving equipment in order to contain these fires. The Kenton Estate fire also had assistance from the City of Albany and Shire of Manjimup.

These fires occurring on a day of high and above Fire Danger rating would have proved very difficult to contain with the resultant threat to significant life and property loss.

In 1998 a fire emerged from north of Mt Lindsay, broke into private property and reached Churchill road. This fire was heading directly towards town, however a wind shift from the south enabled crews to stall and contain the fire. Had this fire crossed Churchill road, then it would have had a clear run through bushland to the town area. Studies estimating evacuation times since this fire would likely result in an urban evacuation.

In 2013 a wild fire in the Powley block within the wilderness area to the north west of town occurred. Weather predictions for the following days indicated strong northerly winds meaning any breakout to the south could potentially impact private property and expert modelling indicated a fire speed giving a three hour time span to impact on the western side of the urban area. Planning according to LEMA was put in place should the fire break the southern boundaries. Fortunately the weather did not reach the predicted conditions and the southern boundary held.

The recent Northcliffe fires broke containment lines on the eastern flank and crossed the southwest highway. Our brigades actively worked with DPAW and managed to contain this fire before it reached our shire, however evacuation plans were put in place for Walpole, Nornalup and Peaceful Bay. Again, LEMA procedures were followed and among other plans, bridge infrastructure was identified and checked across the shire to ensure vegetation was clear to minimise impact from fire.

In 2000 while still living on a semi-rural property to the north of Wanneroo a wildfire swept through our property and estate. We were instructed to evacuate by the local police and to only take one car, in our case leaving 2 cars behind. When we reached the evacuation assembly point we discovered many cars, caravans, boats and horse floats. Evacuation planning needs to consider these issues along with dealing with institutions such as schools and hospitals requiring buses etc. Tourists leaving with caravans and boats just adds another dimension to the whole exercise

when the population more than doubles during holiday periods (and most likely high fire danger times).

As Chief, I was a member of the Local Emergency Management Committee which had the main carriage of the LEMA. In October 2011 a motion was passed ‘That with respect to the Shire of Denmark local planning strategy, consideration is given to the designation and future construction of an additional bridge across the Denmark river within, or within close proximity of the town centre’ This motion was passed 12/0

It is therefore relevant to note that since 2011, emergency volunteer groups as well as shire councillors and officers have recognised the need for a second bridge to facilitate the orderly flow of traffic in an emergency.

As bush firefighters we have an order of priority:

1. Life,
2. Property,
3. The Environment.

Therefore, in order to preserve life, evacuation of threatened areas may be determined appropriate. We need the ability to communicate with those individuals impacted by fire as well as the general public in order to achieve an orderly evacuation if deemed appropriate. Shire records is one source of information we use to contact effected residents.

When protecting property, one tends to think of houses and associated buildings, however public infrastructure has a higher priority. This includes, power, bridges and community facilities. These are critical in minimising the ongoing impact and help reduce the recovery phase of a significant event.

One of the most critical community facilities is the shire office. It is from here that response management is most efficiently handled and any major recovery program would be significantly affected with the loss of the shire office. Shires that have experienced significant losses have had enormous stresses placed on their capability often resulting in degraded services to residents and landowners even without the loss of their offices.

Second Bridge:

A second bridge directing a proportion of evacuation traffic away from the existing bridge and past the shire office will allow safe and efficient flow of emergency vehicles to and from the shire office when used as an Incident Management point.

		<p>Of our 15 Bush fire brigades, only East Denmark is located east of the river. This means we have 2 fire appliances located east of the river and 21 to the west. In the event of a fire to the east of town, most appliances will need to cross the river. With 6 brigades totalling 9 appliances located within the vicinity of Scotsdale road, then this route will provide the fastest access to East Denmark and the proposed bridge at 3B will provide a significant reduction in travel time. All fires start small and the sooner we can respond, the less likelihood of a major bush fire occurring.</p> <p>The Incident Controller must always be aware of the time to evacuate and be prepared to exercise this option in a timely manner. During the development of the LEMA it was determined it would take several hours to evacuate the town and the most likely direction would be to the east where significant evacuation facilities are available in Albany and Mt Barker. As the population continues to grow and in particular during high tourist periods, a second bridge will significantly reduce the evacuation period. A bridge located at 3B will take residents from the north of town (an area planned to experience significant population growth) as well as those rural residents along the Scotsdale road route. A fire to the north of town is the most likely to create the need to evacuate the town and therefore rural residents along the Scotsdale road route will be adding to the traffic flow.</p> <p>Summary: It has been recognised by emergency service groups for some time the need for a second bridge.</p> <p>In the event of a significant fire (level 2/3) impacting the urban area a second bridge will help facilitate efficient response and evacuation procedures.</p> <p>Experience across the state and our own incidents in recent years makes the likelihood of a fire event requiring the evacuation of the town being a case of “When and not If” and therefore the sooner it is constructed the better. A traffic bridge at location 3B being already fully funded presents the best option.</p> <p>I trust this contribution will assist council in its deliberations and I am happy to discuss any of these issues further if that is appropriate.</p>	
S25	M Brooker	<p>After looking over the phase one options analysis I would like to support one particular option on the western end of the proposed development. That being option 3E.</p> <p>I believe this will cause the least angst among the residents of Riverbend Lane and the Riverbend Caravan Park. The least damage to the environment and Aboriginal</p>	Supports Option 3E

		<p>heritage. We need to understand that people purchase property for more than an investment, they also choose lifestyle and amenity. There are many people who I know choose the Riverbend Caravan Park as they find it a quieter, more relaxed environment than the other two big and busy parks. Many of these people are elderly and like the access they have to the walk trail and remnant vegetation available in this area.</p> <p>I believe that we should not disrupt or destroy the local residents lifestyle whether short term or long term. The individual loss of property value and the lifestyle elements that cannot be measured financially need to be considered especially when there is an option like 3E available.</p> <p>There is no doubt that this is an important project and I know that option 3E may be a little more expensive than other preferred options but I do believe that we must start considering the wellbeing of the ratepayers and that in the longer term the cheapest option is not always the best option. I believe that you do something once and do it well.</p> <p>We must consider more than just the economic cost and consider that we need to do things that bring the community together, consider that sometimes we need to do things that make life and living in an area worth living there in the first place.</p> <p>Build an economically important project but consider the wider social implications. I think that too often decisions based on economic rationalism damage our cultural engagement and community spirit. In this case it may be a few residents in Riverbend Lane but they are as important as anyone individual in any other part of the shire.</p> <p>I am aware that the shire owns the property north of Riverbend Lane, the subdivision and sale of this land could allow for the additional extra cost of option 3E, Further option 3E moves the road away from the Steiner School and the lovely educational environment that has been created there.</p>	
S26	A Ramrath	<p>I am very concerned about the plans to remove the beautiful old karris along the Denmark River to build a new bridge at Riverbend Lane. Apart from the fact that I don't see a need for that bridge in the first place, it should definitely not be built there. The other option 3E, though more expensive, is by far preferable.</p> <p>If we were to put a price tag on old trees and ecosystems that cannot be replaced anywhere in our lifetime, the Option 3B would be much, much more expensive.</p>	<p>Opposed to Option 3B</p> <p>Option 3E preferred to Option 3B</p>

		<p>The Shire Council will have to bear the responsibility of voting for a bridge location that is in keeping with Denmark's spirit of environmental awareness. Option 3B is surely not an option for a Council that prides itself as supporting sustainability.</p> <p>I urge the Council to stay strong and not give in to threats of losing funding. Think of generations to come and enjoy the Karri forest along the river. People will thank you for it.</p>	
S27	A & J Giles	<p>Our preferred option is 3E because it appears to have less impact on residents in Riverbend Lane and Caravan Park, a smaller bridge span than 3B and a more direct route requires less clearing of native vegetation and trees, also one of the preferred options from the Aboriginal Heritage Survey.</p>	Prefer Option 3E
S28	L Stevens	<p>Refer to Submission 19</p>	Opposed to Project (no option favoured)
S29	S Linckins	<p>It is in my interest and that of future generations of Denmark to protect a precious eco system that will be affected by the proposed development. It is also in my interest to express that it seems that the voice of the people of Denmark is being blatantly ignored. A beautiful part of our natural environment is on the brink of destruction, perhaps not all at once (yes, yes, it's all carefully planned and conservatively documented), but once the foot is in the (developmental) door, there will be the need for expansions and growth in the future and then more destruction will follow.</p> <p>The interest of people, wildlife, flora is severely affected if this unnecessary and detrimental project will go ahead. It depresses me that no matter how many submissions will be written, the public opinion will most likely be bulldozed as will be the trees in this ancient piece of forest..</p> <p>The logic of the proposal eludes me and it is incomprehensible that this ill-considered project could possibly go ahead.</p> <p>It is a bizarre thing that I would be invited to state my arguments against this project, knowing that your arguments for it are a minefield of hidden agendas, lobbying and the usual political on-goings. The carefully crafted wording is almost sickening. First of all there is the false premise that we, the people, have a choice. This is a famous tactic to divide and conquer, because the public will be lured into choosing one or the other. All the people that, in opposition to option 3B, choose the less invasive option (3E) which you know is not going to happen, will be good riddance for you. Hence I strongly state that I am against the entire development (against all options). It is completely unnecessary and the infrastructure that is in place is more than sufficient.</p>	Opposed to Project (no options favoured)

		<p>Furthermore, there has been no transparency of the true motive behind this development and were it not for intelligent and active members of our community, the public would still be in the dark and this project would be rammed down our throats. It is a shameful project, one which only can be gone ahead with if one is numb to the true values of our natural world and our community.</p> <p>As usual with these sorts of things, you will have prepared yourself well and put in place strategies that will make it look like you have ticked the boxes in terms of community consultation! I predict this will be a classic case of the people against the 'machine', a money-oriented project, driven by a few beneficiaries.</p>	
S30	B Lebbing	<p>I object to all options proposed, and I for one objected when this project was foreshadowed in the LPS some years ago.</p> <p>I strongly object to ALL the alignments that have been proposed for a second river crossing within the forest valley,3) A-F. Please consider my objections and please consider my specific objection to 3) B – which I consider to be the worst and most impactful alignment of all. The justification for this road has never been clearly presented to the Denmark Community, in a way in which we have been able to respond.have been able to respond.</p> <p>This project will have a huge impact on the Denmark Community, at large, and there should have been adequate community notification and engagement before the funding was sought. Many residents objected to this road, during the LPS submission process. Objections were made at a public meeting, and then again at a Special General Meeting, which over a 100 residents signed for. This was a huge community response to a project that was ‘indicative’ for 10 to 20 year’s time. 5 years on the project was sprung on the community and announced ‘fait accomplis’ before anyone even knew it was being considered for funding. The Business Case should have been made public for community comment and should have been put to our elected Council for approval, before it was used in a funding application to Royalties for Regions.</p> <p>My strongest objections are to alignments 3) A and B. I also object to alignment 3) D which runs through a resident’s home.</p> <p>I also object to all other alignments, including 3) E. I believe that while this alignment will have less impact on the forest, it will still have an enormous and disastrous impact on the community amenity of the forest valley, as a refuge of peace and quiet and a place to connect in a meaningful way, with nature and Aboriginal heritage. This alignment will also be potentially disastrous in terms of</p>	Opposed to Project (no options favoured)

		<p>nutrients released into the river from agricultural land, and will also impact on a longer section of our highly regarded Kwoorabup Trail.</p> <p>I believe that the river forest valley, along the Kwoorabup Trail from the confluence of the Denmark River to the Nature Park should be officially preserved and protected.</p>	
S31	C Appleby	Refer to Submission 19	Opposed to Project (no options favoured)
S32	C Howden	<p>I am a ratepayer in Denmark and am fully aware of the implications of a serious fire when there are so many tourists within the shire. It's imperative that a second escape route is established. East River road would look to be a perfect option, a solution without inconvenience to most. There are always people who object in Denmark to everything, the hospital is a good example. Once built these objectionable people are the first to use it's facilities.</p> <p>Property Affected by plans: We are all at risk by not taking up this important public safety solution. As far as impacting on Cockatoos, Forest and the proposition being sprung upon the residents of Denmark.....Pfittt, complete rubbish. Those making such claims want to involve themselves and keep themselves better informed.</p>	Supports Project (no options identified)
S33	R Angelini	Just consult	Submission inconclusive
S34	P Light	Refer Submission 19	Opposed to Project (no options favoured)
S35	K & M Holecek	We believe that the river forest valley, along the Kwoorabup Trail from the confluence of the Denmark River to the Nature Park should be officially preserved and protected. We do not want to see the last old growth forest in Denmark destroyed. We do not want the fauna and flora that rely on this forest to die off and/or be eliminated. We say no to any and all of the Western road development	Opposed to Project (no options favoured)
S36	R Williams	<p>Please be advised that I strongly object to all alignments proposed for the bridge extension to East River Road.</p> <p>The social, economic and environmental implications of all options for the project simply do not justify the limited perceived benefits sought.</p> <p>As a resident and rate payer within the Shire of Denmark I am strongly opposed to significant funds being spent on a bridge crossing that will serve little purpose. In addition, removal of mature and riparian native vegetation in this location would decimate the last ecological corridor between Mt Lindsay and the foreshore.</p>	Opposed to Project (no options favoured)

		The public's perception of the Shire of Denmark has hit a particularly low point in recent times. Here is an opportunity to demonstrate to the people of Denmark that their local authority acts in a responsible and transparent manner and has real regard for what the residents actually want.	
S37	N Bradshaw	Refer to Submission 19	Opposed to Project (no options favoured)
S38	T Bourne	<p>As a fulltime Denmark resident I see the proposed East River Road extension negatively affecting the natural environment, peaceful Steiner School environment, the residents and anyone using Scotsdale Road.</p> <p>Cutting down old growth forest of which Denmark has almost none is not an option, building a road near a quiet yet thriving school (for which many people move here for) is not an option either – Proposing to put this road directly next to a school is insane!</p> <p>I do not support the ERRE as it seems it will only benefit a few whilst deeply and negatively affecting the lives of many.</p> <p>However if one option was to be chosen it should be 3E as it seems the least destructive.</p>	Opposed to Project Option 3E preferred to Option 3B
S39	R Laud	As a full-time Denmark resident I do not support the East River Rd extension as it will negatively affect the Steiner School and surrounding environment.	Opposed to Project
S40	S Ayling	I object strongly to all alignments because all alignments will unacceptably affect the forests heritage value, amenity value and ecology of the flora, fauna and soil.	Opposed to Project (no options favoured)
S41	E Richardson	I don't see the point in ruining the roads "ambiance of the place" for a useless road and bridge that is greatly going to affect the feeling of the caravan park, and I don't believe you should cut those beautiful old trees	Opposed to option 3B
S42	T Smallwood	What a 'waste'.	Submission Inconclusive
S43	B Pringle	<p>Option 3B only viable option. New Bridge and East River Road upgrade needed for heavy traffic not just local urban traffic.</p> <p>New bridge required for highway traffic if the existing town bridge over Denmark River is closed for any reason.</p> <p>Need for stock trucks woodchip trucks and house movers to enter or exit Scotsdale Road without going through town.</p>	Supports Project (no options identified) Supports roundabout

		A roundabout at intersection of East River Road and Denmark/Mt Barker Road required for direct route for fire trucks and ambulance to air field, house estates and new industrial area. A staggered intersection or offset roundabouts are not options. (Refer Submission 43 Extract A)	
S44	M Pieroni	Refer to Submission 19	Opposed to Project (no options favoured)
S45	B Schur	<p>I am project manager with Green Skills and was responsible for coordinating establishment of the Kwoorabup Walk Trail along the Denmark River, as well as coordinating river foreshore rehabilitation, revegetation and weed control projects along the Denmark River between East River Road and the South Coast Highway Bridge. The various bridge and road alignments for crossing the Denmark River would all impact on foreshore forest and riparian vegetation that I have had a long involvement in conserving and rehabilitating.</p> <p>I am very concerned about the adverse impacts a bridge and associated road development would have on the Denmark River and associated high value foreshore forest. I am also concerned about the impacts of such development on the Kwoorabup Trail as well as previous works over many years to protect, conserve and rehabilitate the Denmark River foreshore adjacent to the Denmark Agricultural College farm.</p> <p>I strongly oppose any of the options presented for the bridge and associated road development. The two main options presented would both have unacceptable environmental impacts as well as impacting on the Denmark Agricultural College farm.</p> <p>While generally supportive of the proposal to establish the East Denmark Light Industrial area, I am concerned about the amount of clearing of good quality native vegetation that is involved.</p> <p>Because the overall project is likely to have a major impact on Black Cockatoo and other hollow dependent birds and wildlife, that the Shire of Denmark needs to provide environmental rehabilitation funding to (partly) compensate for this damage to Black Cockatoo habitat. This should include funding the re-vegetation of suitable, strategically placed land of at least 20 hectares of native flora comprising proteaceous and other suitable food species for the Black Cockatoo species.</p> <p>In addition the proponent should be required to pay for the installation of a major artificial nest box program, again in strategic locations on the south coast that would most benefit these species.</p>	<p>Opposed to Project (no options favoured)</p> <p>Supports industrial development</p>

		It is recommended that Bird Life Western Australia be the expert organisation to project manage such compensatory environmental funds.	
S46	C Hatch	Refer to Submission 19	Opposed to Project (no options favoured)
S47	B Ayling	I object strongly to all alignments because all alignments will unacceptably affect the forests heritage value, amenity value and ecology of the flora, fauna and soil.	Opposed to Project (no options favoured)
S48	R England	<p>This project has not had any proper community consultation and stands to only benefit a small proportion of the Denmark Community. The area to be developed is of high conservation value and is part of ecological corridor between Mt Lindsay and our foreshore.</p> <p>The project is focused on opening land to property developers and increasing the spread of Denmark again benefitting a small number of vested interests in the community. Denmarks high tourism value will not benefit from this type of development.</p> <p>I strongly object to all alignments because all alignments will unacceptably affect the forest valleys heritage value, amenity value and ecological value of flora, fauna and soils.</p>	Opposed to Project (no options favoured)
S49	N Goodliffe	<p>There has been no public consultation, no regard for our business our street our forest area, you have just railroaded this plan through. in the interest of greedy developers and received a grant through misinformation about the supposedly needed second road when you already have Churchill Rd which only needs a second lane.</p> <p>Please refer to submission 19</p> <p><u>Addendum:</u> I am writing again to you to plead that this bridge / road will not go through Riverbend lane. This will destroy our business and the flow on affect to tourism in Denmark itself will be big, as customers are already complaining and definitely will not return as it will change the whole tranquility of the park.</p> <p>Not to mention the removal of our beautiful trees this is heart breaking, we will not let you take these down without a fight.</p> <p>It really goes against the reason why Denmark is so special with our amazing huge trees and our beautiful rural feel will definitely be gone. Not to mention the wild</p>	<p>Opposed to Project (no options favoured)</p> <p>Opposed to Option 3B</p>

		<p>life and the little marsupial that are nearly extinct called dibblers that live in this corner will be destroyed.</p> <p>We can't stress how disheartened we are with the shire to even think about it, we object with all the options as they will have a massive effect on our business.</p> <p>This gives us no vote of confidence with the shire, as it's a total waste of money and is not needed. There are by far a lot better things to spend this money on.</p> <p>I know it's a grant that you will receive from the government, but you really have to look into this a lot harder for the long term good of the environment and natural beauty of Denmark. The town is unique in the fact it attracts sustainable tourism and not pander to the greed of developers. So please put a lot more thought into this massive decision before destroying people's business's, environments and homes.</p>	
S50	C Szathmary	Proposal is unnecessary and unwanted.	Opposed to Project (no options favoured)
S51	C Galbraith	<p>Could you please explain why can we not use the Denmark River bridge on Churchill Road? This already sealed road route from Scotsdale Road to Denbarker Road, will be ideal. You will only need to upgrade the bridge and chop a few more trees down.</p> <p>Please refer to submission 19</p>	Opposed to Project (no options favoured)
S52	L Ewing	<p>I believe this is a project that will provide badly needed employment prospects and prosperity for the people of Denmark now and into the future. The funding alone will provide a cash injection into the local economy during a time of what is realistically a state recession. Just driving around the Great Southern you can see what effect stagnant and negative growth has had on many towns with empty shops run down buildings and high unemployment the norm.</p> <p>Option B is the most appropriate with minimal loss of forest and using land which has already been purchased by the shire. The only dwelling lost is on this land and rented out at the moment.</p> <p>In fact the most significant tree that would have been lost has recently blown over in a winter storm a few months ago.</p> <p>This is a great opportunity for our town. The bridge will happen either now with the help of the available funding or in the future with the possible lack of outside funding.</p>	Support Option 3B

		To not build this bridge now would be a huge loss for the greater Denmark community and would show a tragic lack of strategic vision.	
S53	J Marsh	<p>I strongly object to all the alignments that have been proposed for a river crossing and western 'link road' as proposed.</p> <p>I trust that my explicit objection to all alignments will be registered and published, as per my understanding from CEO and Shire councillors.</p> <p>My firm belief is that the entire East river component of the project has been unsatisfactorily managed. The business case lacks both substance and fact. Although I understand current Shire councillors were not responsible for the poor management or decision making of this process – I do feel it is now your responsibility to acknowledge the process was flawed and take action to prevent the road going ahead.</p> <p>I strongly believe the Shire should return the money to royalties for regions.</p> <p>If this road and bridge are built through or around this significant forest (and encroaching further onto Agricultural college land) we have lost our way as a town.</p> <p>As custodians of this significant old forest at this juncture we have an opportunity and responsibility to find smarter options and to stand strong - to care deeply about our environment and future generations.</p> <p>My perspective on the reasons to reject the road outright and return the money to Royalties for Regions</p> <p><u>Business case issues</u></p> <p>The business case was not made available to the public – enabling untrue and 'weak' arguments to become the substance of the business case</p> <p>Golden Hill Steiner School (GHSS)</p> <p>I was heavily involved in the GHSS between 2012 to 2015 (and was on GHSS school council for most of 2013 and 2014) I am personally aware that GHSS was not formally consulted at any level (as per my letter to Shire council Sept 2016). The school was touted as a major beneficiary of the road in the business case. This is not how the school felt and this 'benefit' was not agreed to by the school, hence, my ongoing dispute as to the validity of the business case.</p> <p>Fire Exit</p>	Opposed to Project (no options favoured)

		<p>The use of this road as an effective fire exit has not been quantified or properly evaluated in the business case. Fire authorities believe the major fire risk to Denmark is from the northern direction. Therefore this ‘so called’ fire escape route does not take this into account. Also, the business case does not state how the town could evacuate a population in peak tourist season – weakening the business case further.</p> <p>Also, Churchill road (end to end) was sealed all the way from Mount Lindsay intersection with Scotsdale rd. a couple of years ago to accommodate a second river crossing/fire exit</p> <p>Below in brief are further reasons I believe we should return this portion of the monies – or all the monies if necessary.</p> <ul style="list-style-type: none"> • Lack of community consultation - lack of listening to community concerns in 2011 • Considerable Conflicts of interest – where many exemptions were granted in the initial process • There is no mention of the proposed housing subdivision directly west of the proposed road that appears it could heavily benefit from the road. (is this not in the business case) • The Business case was not openly available to the public for comment during the process • The unconditional joining of the 2 projects (Light industrial) and the ‘link’ road, this is bizarre as these could have easily been separate projects. • Flora and Fauna – minimal and inadequate assessment , no local wildlife groups consulted • Inadequate aboriginal consultation • Wildlife corridor, Black cockatoo nesting - risks <p>In summary, I request in earnest that Council give back the Royalties for Regions funding and embark on a fairer approach to the planning process. Denmark has a wonderful opportunity to be a leading example in community focused, ecologically sustainable urbanisation – allowing this road and bridge to be built will scar that opportunity forever.</p>	
S54	J Mills	Refer to Submission 19	Opposed to Project (no options favoured)
S55	N Collins	Refer to Submission 19	Opposed to Project (no options favoured)
S56	K Andersson	There are many concern re this proposal which require community consultation ASAP. This is not about being anti development ,this is about very carefully planning development so as not to lose the amazing environment for which this	Submission Inconclusive

		<p>town is valued .I feel we are very quickly loosing Denmark's uniqueness, the opportunity to be a model of sustainable development.it feels we are " cloning" Denmark, when we could be enhancing its outstanding qualities.</p> <p>Long term planning must override short term gain.</p> <p>Appreciate your consideration and opportunity to comment</p>	
S57	G Andersson	<p>I believe this area should be protected.</p> <p>I am concerned that development is not being addressed sustainably.</p> <p>Denmark naturally will have to expand but let's do it in a way that enhances rather than destroys the beauty that all of us value.</p> <p>There are many examples around the world of sustainable development done well, we don't have to reinvent the wheel.</p> <p>Smart careful planning must be paramount.</p> <p>Appreciate opportunity to comment</p>	Submission Inconclusive
S58	A (Surname not supplied)	<p>Refer to Submission 19 https://vimeo.com/187181616?ref=fbshare&inf_contact_key=18814d3ef654d6ce30f3c95a77b81bacd5ebf8ba67fed45d5354133d6a9b165b</p>	Opposed to Project (no options favoured)
S59	A Holmes	<p>As a resident and ratepayer of Denmark shire for nearly forty years I am concerned at the impact of this project and the way it has been blatantly foisted on the Denmark community. Why destroy precious native habitat and ruin remnant native forest for a road and bridge? Why have a detrimental impact on a beautiful residential area and successful school? Why destroy a beautiful walking trail along the river that we can enjoy for years to come? This is an ill-conceived project and I reject it totally.</p> <p>We are led to believe that an alternative route is necessary for evacuation in the event of fire. The community has previously rejected this outright. Now we have a recycled version slipping under the community radar by sleight of hand. By whom? Who is served by this? The pretense of a choice is an insult to the Denmark community. In my view all the options presented are flawed. What about the option of no option? In other words who wants to smash through beautiful riverside habitat to build a link road? What about the option of no new road and bridge? Where is the choice for that option? Why destroy precious forest, all so rare in Denmark shire, for a road we don't need. Where is the case to prove that this is an option that will best serve the interests of Denmark community and Denmark shire? Such short sighted disregard for a beautiful part of our natural environment is hard to fathom.</p>	Opposed to Project (no options favoured)

		<p>Give back the money to Royalties for Regions and have a proper consultation process with the Denmark community. I am very disturbed by the way that the Shire council and other parties have pushed this very bad development on the community.</p>	
S60	B Powley	<p>It is generally perceived within the Community that the subject proposal was driven be one man who is set to make a huge financial gain should the project proceed. [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Again, [REDACTED] so that the proposed new Industrial Area on McIntosh Road and the ERR projects must be linked so they both proceed simultaneously.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>The East West Community Link road concept (part of which is the ERR project) was pushed through Council and subsequently ratified although community input was overwhelmingly opposed to it.</p> <p>The whole thing then went quiet until suddenly, without any community consultation, the proposal has almost become a reality.</p> <p>It is on the public record that Thornton Building Company own an equal share of a subdivision which falls in the area of the “Community Link Road”. The cost of building a road to service this subdivision would be quite substantial. If a road was funded by the community and/or taxpayers it would save the developers an immense cost. One must note that should the ERR project proceed the next stage of the “Community Link Road” would likely pass the developer’s land.</p> <p>Council now find themselves in an invidious situation considering that if the available funds are not used for this project them money is ‘off the table’.</p> <p>I believe that Councillors should look closely at their guiding principals (copy below) in particular Transparency, Teamwork, Respect, Honesty and Integrity and most importantly Trust.</p> <p>Values</p>	Opposed to project

		<p>The guiding principles (values) on how the Shire of Denmark works internally and externally with the community, into the future have been identified as:</p> <ul style="list-style-type: none"> • Sustainability • Effectiveness • Teamwork • Transparency • Respect • Visionary Leadership • Honest & Integrity • Creativity • Commitment • Trust <p>These principles are perceived to have been largely absent in the immediate past council lead by Ross Thornton. The current council has already been vilified as a result of the actions of the previous council and are being called upon to atone for the sins of those who came before. Hardly a fair ask, but if our current council do not take actions to remedy the sins of the past they will be construed as being in league with or at very least complicit with the activities of the previous council. In conclusion I remind council of this quote –</p> <p>“ The only thing necessary for the triumph of evil is that good men do nothing”</p> <p>We have the evil and we have the good men and women. They will be judged on their decision.</p> <p>I thank Council for the opportunity to comment.</p>	
S61	R Seeney	<p>I am writing the submission in full support of option 3B.</p> <p>My reasons are: As population increases and Town expands I believe the proposed subdivisions to the North that have views and are serviced by sewerage and underground power will be areas that are prime for development. The increased traffic movements will put pressure on the intersections on Horsley Rd and the Existing bridge on South Coast highway.</p> <p>As an experienced Bushfire Fighter with 43 years experience, I believe we need the proposed bridge now for the security of this town.</p> <p>I have personally fought fires to the North of town at Sheepwash, Churchill Road and the Department of Parks and Wildlife (DPaW) Estate to the North. To date we have been very fortunate to stop these fires before they have had loss of life or they</p>	<p>Support Option 3B</p> <p>Opposed to option 3E</p>

	<p>have done any major damage to property. On a catastrophic or very high fire danger day these fires would have had very different outcome.</p> <p>Access to both sides of the Denmark River and the Agricultural College Estate is essential to stop a major bushfire with a wide front and driven by North Easterly winds.</p> <p>We only have East Denmark VFBG to the East with our other 17 Brigades along with DPaW to the West.</p> <p>A very difficult task to get these Fire appliances and resources across the river at the same time that we are evacuating people.</p> <p>I do understand that this development will affect the residents of River Bend Lane – But I believe that by Council purchasing the block next to the Steiner School they have given these residents a much better option. Every effort should be made to landscape the embankment and the approach to the bridge.</p> <p>This project is part of the LPS adopted by Council and approved by the Department of Planning.</p> <p>I attended meetings during the adoption of the LPS and I believe that there were adequate public consultation invitations. Unfortunately at the time, in my opinion, there seemed to be little community interest, given the scope of the document.</p> <p>This project has also been discussed and recommended by our Local Emergency Management Advisory Committee (LEMAC) and our Bush Fire Advisory Committee (BFAC).</p> <p>For safety reasons, I would support either of the Roundabout options. I would be surprised if Main Roads would allow a staggered intersection on this section of road.</p> <p>Under no circumstances would I support option 3E due to the extra cost estimated to be \$1.7M with additional costs for the purchase of prime agricultural College land. The underpass needed for cattle access to the cut off portion of land is estimated to cost \$400k. This is an expensive, poor option and a total waste of Local and State Government funds.</p> <p>Councillors we have the funds for option 3B, we have purchased a block of land for this project. Please make a decision in favour of all the residents of Denmark. We</p>	
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		<p>need a second Bridge. We need a new industrial area and we need improved fire access for the security of our Town.</p>	
S62	B Seeney	<p>I completely understand that those directly affected by this development are upset. I wouldn't like someone building a three-metre high wall outside of my front door and having to put up with a disturbance to my serenity as traffic flow is likely to increase. I would also hate the upheaval, mess, noise and disturbance whilst construction goes ahead but the reality is that Denmark needs a second bridge and in this current economic environment Denmark is not likely to get given this kind of money again for major projects such as this.</p> <p>Steiner School families are concerned that the road passes too close to their school and is likely to disturb their quiet amenity. The Steiner School Board state they are Not concerned. The 3B Bridge option crosses the back of land close to the Steiner School. The reality is that this road is not likely to be any busier than Scotsdale Road – except in a catastrophic fire event.</p> <p>Three other schools in Denmark – Denmark High School, Denmark TAFE and Denmark Agricultural College all site right alongside Highway One – South Coast Highway runs along their schools front boundary fence. This is a considerably higher traffic flow than that which Steiner School will ever experience.</p> <p>As an aside: Due to Child Safety Concerns..... I cringe every time I drive along South Coast Hwy at close of school, with the sheer volume of children crossing the hwy. Could we please have a zebra crossing and perhaps a Lolli-pop person. And at the Steiner School – could we have illuminated 40klm signs.</p> <p>The developers are very conscious of creating the most minimal disturbance to the Koorabup Trail. The Trail will run alongside the road for a very short distance then the Trail will go under the Bridge – Option 3B.</p> <p>Cultural considerations have been very closely explored. There are a few furfies being spread by opposing proponents about this but all the correct avenues have been addressed to a satisfactory conclusion</p> <p>There will only be about 5 significant trees that will be removed. Shire President David Morrell confirmed this at this weeks Council Meeting. One of these trees has already fallen over in the last storms, one is riddled with white ants and declared “Too far gone to save” – the other three will be removed.</p>	<p>Support Option 3B</p> <p>Opposed to Option 3E</p>

		<p>It is wrong to say Community Consultation has been inadequate. Over the past five years there have been Shire run Community Consultation sessions. They were poorly attended due to lack of interest by the public.</p> <p>There have been several delegations of fire fighters including Chief Fire Control Officer 1 & 2 attending Council meetings to state the need for a second bridge.</p> <p>Any other bridge road options will cost considerably more than option 3B.</p> <p>The Bridge Road Option 3E will cost in excess of \$1.7million more than Option 3B plus there will be considerable additional costs.</p> <p>The Agricultural College does not support option 3E. The Ag School Board is against releasing the necessary land for purchase so that Option 3E can be built across Ag School land. This means the underpass that is likely to cost \$400,000 will have to be built to allow cattle to move safely to the small portion of cut off land close to the river – further adding to the cost of 3E.</p> <p>If Option 3E is chosen by council the whole project is likely to fold and Denmark will lose all opportunity to build a bridge in the future with this kind of Government funding – plus Denmark is likely to lose the Industrial Area. Denmark will also be likely to lose creditability for their ability to follow through on major future projects. Grant funding is likely to diminish, as Denmark Shire Council will likely be considered to be indecisive and lacking commitment.</p> <p>I urge Council to vote for option 3B as I believe it is in the best interest of the whole of Denmark.</p>	
S63	C Verbunt	Please refer to Submission 19.	Opposed to Project (no options favoured)
S64	C Bondini	Please refer to Submission 19.	Opposed to Project (no options favoured)
<u>S65</u>	N Robinson	Please refer to Submission 19.	Opposed to Project (no options favoured)
S66	Jade Lawson	Please refer to Submission 19.	Opposed to Project (no options favoured)
S67	K Martin	Please refer to Submission 19.	Opposed to Project (no options favoured)
S68	M Jones	Please refer to Submission 19.	Opposed to Project (no options favoured)
S69	J Goulden	Please refer to Submission 19.	Opposed to Project (no options favoured)
S70	S Warren	Please refer to Submission 19.	Opposed to Project (no options favoured)

S71	S Bondini	Please refer to Submission 19.	Opposed to Project (no options favoured)
S72	U Danks	Please refer to Submission 19.	Opposed to Project (no options favoured)
S73	D Gwilliam	Please refer to Submission 19.	Opposed to Project (no options favoured)
S74	C Bradbury	Please refer to Submission 19.	Opposed to Project (no options favoured)
S75	C Rogers	Please refer to Submission 19.	Opposed to Project (no options favoured)
S76	C Williams	Please refer to Submission 19.	Opposed to Project (no options favoured)
S77	L Lebbing	Please refer to Submission 19.	Opposed to Project (no options favoured)
S78	M Ettridge	Please refer to Submission 19.	Opposed to Project (no options favoured)
S79	M Hodgson	Please refer to Submission 19.	Opposed to Project (no options favoured)
S80	S Untins	Please refer to Submission 19.	Opposed to Project (no options favoured)
S81	M Backhouse	Please refer to Submission 19.	Opposed to Project (no options favoured)
S82	B Morgan	Please refer to Submission 19.	Opposed to Project (no options favoured)
S83	R Robinson	<p>Please refer to Submission 19.</p> <p><u>Addendum:</u> I object strongly to all alignments “As we destroy our bushland, we destroy ourselves along with it”</p> <p>This is a tranquil area, a haven away from busy ultra-commercial caravan parks with many different species of birds and magnificent old karri trees. The impact of noise and traffic on this little country laneway, with a small community of proud garden lovers is unacceptable.</p> <p>Other points:</p> <ul style="list-style-type: none"> • The damage to the Denmark River and Scotsdale Brook. • Increased traffic and a risk to children at the Steiner School. • Destruction of 400y.old Karri trees • Destruction of wildlife habitat • Visitors come to Denmark “Where the forest meets the sea” because of our scenery, fresh air, peace and quiet. • Aboriginal and settler history of the area needs careful consideration • The lack of public information and meetings for community comment and consultations • Plus the attached submission 	Opposed to Project (no options favoured)

S84	E McMullan	Please refer to Submission 19.	Opposed to Project (no options favoured)
S85	L Gallaway	Please refer to Submission 19.	Opposed to Project (no options favoured)
S86	K Rutter	I prefer option 3E despite the increased cost, as it effects private residences, businesses and Steiner School less. I acknowledge the Ag College will be effected but believe this can be made into a positive learning experience as many farms span across Albany Hwy even. It also means less destruction of old growth forests. With regard to the cost, the land bought for option 3B can be sold off to recuperate the cost.	Support Option 3E
S87	M & G Woodfield	<p>For 3 years prior to settling in Denmark, we were Relief Managers for Riverbend Chalet & Caravan Park on Riverbend Lane.</p> <p>As such we & the many casual & repeat visitors to Riverbend Lane love the unspoilt nature of this location & must register our protest at the proposed East River Road Extension (western precinct) and second Denmark river bridge crossing</p> <ol style="list-style-type: none"> 1. The proposed route is singularly inappropriate, indeed reckless in that many old growth trees will be removed & much of Riverbend Lane will be irrevocably destroyed. Furthermore no amount of replacement planting will mitigate the habitat's ruin enjoyed for & by permanent & casual usage i.e. canoeists, walkers, cyclists, dog walkers plus residents & Caravan Park users. 2. We, as friends of both Riverbend Chalet & Caravan Park (40 Riverbend Lane), K & J Smith (Twin Gums @ 36 Riverbend Lane), S & S Bondini (30 Riverbend Lane) & M & S Travers (16 Riverbend Lane) & others, we believe our voice must be heard. 3. We still provide an on-going & permanent service & association with Riverbend Lane & many of its residents, as above & we object to the outlined proposal with considerable vigour 4. Finally we understand that there are alternatives to the proposed route which will not impact on either residents/homeowners or tourist/casual visitors & that this/those alternatives should be taken into greater consideration or the greater good of the Denmark community. 5. There are, we understand cost offsets to be had if a more favourable route is taken via some resumption of Agricultural College land & the gift to the college of the cottage & land at 23 Riverbend Lane. 	Opposed to Option 3B
S88	K Linckens	Growing up in Denmark and often going for walks through this ancient piece of land, I have become strongly attached to the beautiful trees and serenity of this forest. I would be heartbroken if a road was put there, tearing down trees over ten times as old as my age and tarnishing my fond childhood memories.	<p>Submission inconclusive</p> <p>Opposed to tree removal</p>

S89	L McGuinness	<p>As a resident of Denmark for 30 years I really want you to know I completely disagree with the East River Rd development plans. There are other options and I believe going through this pristine area is ludicrous environmentally un sound and completely irresponsible of you as a shire to go ahead with.</p> <p>Please refer to Submission 19</p>	Opposed to Project (no options favoured)
S90	G & M Bowley	<p>We have reviewed the Shire of Denmark Local Planning Strategy and DEDPP documentation and it is our opinion that the Western Precinct component of the DEDPP will make a significant contribution to the orderly development of our growing community.</p> <p>In particular we note:</p> <ul style="list-style-type: none"> • Currently approved and future provision for residential growth along Scotsdale Rd will need adequate road access along with other standard services. It is entirely sensible and proper for the Shire of Denmark to act to implement the community infrastructure plans outlined and approved in the LPS. In fact to do so is a primary function of Local Government and we commend the Shire of Denmark for successfully sourcing funds for both the LIA and the Western Precinct (second bridge and connector road). • As a long term and still active bush fire volunteer (Avon Valley, Perth Hills and Denmark) Geoff considers the improved safety afforded to our community by creating a second bridge across the Denmark River should be seen as an important outcome of the DEDPP. It may be that there is no real ideal location for a second bridge but in the event of catastrophic fire events (and the WILL occur) two escape options are always going to be better than one. • Environmental and Indigenous considerations must be, and have been, taken into account but in the final analysis we must take all reasonable measures to preserve the safety of our residents. All communities located in the Bush/Urban interface face the same dilemma and we believe that all possible measures should be taken to minimize the removal of high value old growth trees. Where this is not possible then we suggest that consideration be given to installing suitable nesting boxes in remaining vegetation to reduce the impact on valued wild life. We understand the actual number of significant trees that may require removal is quite small so to maintain at least the current number of nesting sites should not be difficult to achieve. • Access to and from the Denmark Health Campus will be improved by provision of a second bridge and connector road – an important consideration when minutes count in many life-threatening emergencies. 	<p>Support Project</p> <p>(no route option identified)</p>

		<p>Much has been made about the validity of the business case and the lack of community consultation. We believe, in the absence of any evidence of illegal activity in preparing the business case, that hearsay and innuendo questioning the business case should not be given any weight. Consultation is a two way process and the creation of the LPS provided both the opportunity and the time to comment. The community has now had the opportunity to review and comment on detailed DEDPP implementation studies and after taking the views of the community into account we ask that you implement the DEDPP in its entirety.</p>	
S91	Golden Hill Steiner School	<p>Thank you for this opportunity to submit our Golden Hill Steiner schools response to the proposed Denmark East Development Project.</p> <p>The GHSS Council has consulted with our School community through public meetings, survey and informal discussion. We would like to thank the Shire CEO Mr Bill Parker, Planning and Sustainability Officer Ms Annette Harbron and other Shire Council staff for making themselves available to our School community and the provision of Project information and display material. We also thank Deputy Shire President Ms Ceinwen Gearon for attending a community information session at our School.</p> <p>Council and community members observed that option 3a would be seriously detrimental to the operation of our School. The majority of concerned parents voiced deep anxiety at the prospect of the projected road 3b to a lesser extent to option 3e.</p> <p>The impact on our children life at school was the main reason given for objecting to the suggested route 3b for a connecting road. The impacts cited were noise, air borne pollution, road safety and visual pollution. The bridge placement was strongly rejected for reasons of environmental destruction and disturbance, Indigenous values and disruption of the Kwoorabup Trail.</p> <p>It was also stated that the planning process around the development itself lacked integrity. At our community's request we clarified publicly that the school has no documented record that we were consulted during the preparation of the projects Business Plan. Our Strategic Plan for School growth is being enacted by our new Principal. However creating a High School, though a long-held wish enshrined in our Constitution, is not currently part of this Plan.</p> <p>This issue has caused deep distress and disharmony in our small school community.</p>	Opposed to Options 3A, 3B and to a lesser degree Option 3E

		The School Council after due diligence submits that the outcome most aligned to our School's values, as evinced by our community's responses, is for the western precinct component of the DEDP to not proceed.	
S92	J McCluskey	<p>In addition to the viewpoint below, which I agree with, I would also like to make the following comments. While a light industrial area and further residential development may be a good idea, I do not see the necessity for a bridge as roads on either side can allow for travel to and from by car, and the Mount Barker road is a good road for truck traffic already. Further improvements could be made on either side without destroying the living wealth and long term residents (plant and animal) of this particular country. When making decisions a community must be guided by the shared values of the community as a whole first and final. Perhaps, more than roads we value our natural heritage and ancestors, pedestrian and cycling ways rather than road ways, and relationship rather than convenience. Wealth and economic value is not created by roads, and if we believe this than we really have lost touch with how value, and therefore economies, are created. Liquidation and destruction is certainly not the path, and leads to inevitable deficit that we are incapable of repaying.</p> <p>Please refer to Submission 19</p>	Opposed to Project (no options favoured)
S93	N Green	<p>Protection of East River Forest: I am a private citizen who recognises the fact that we humans share our place on earth with animals and plants and as such, are an integral part of a greater ecological system that we must respect and protect if the younger generations are to enjoy and thrive as we do today. By developing this road, endangered local species will be threatened possibly toward extinction and it would disrupt the source that has held a deep connection for local indigenous people for 1000's of years... I moved to Denmark for its world class natural environs and am strongly opposed to this development! a deeply concerned resident!</p> <p>Please refer to Submission 19</p>	Opposed to Project (no options favoured)
S94	M L Small	<p>I am a teacher at Golden Hill Steiner school and feel very strongly that if the planned development goes ahead the beautiful tranquil healthy environment that the school has worked so hard to create since 1988 and where our children grow learn and thrive will be basically destroyed.</p> <p>Please refer to Submission 19</p>	

S95	A Adams	<p>I strongly object to all the alignments of the bridge proposals 3 A-F. I request my objections are fully recorded.</p> <p>The justification for this road has never been clearly presented to the Denmark community, in a way in which we have been able to respond.</p> <p>The option I most strongly object to is 3B: This is an area of special significance in terms of Aboriginal heritage, ecological value and community amenity and value. The peace and tranquillity of this area and the special native flora and fauna must be protected for residents and visitors alike.</p> <p>There is no apparent written documentation about consultation with the Golden Hill Steiner School despite the business case's claims. Contrary to its claims, many letters of objection from the school have been submitted over many years.</p> <p>This project will have a huge impact on the Denmark Community at large. There should have been adequate community notification and engagement before the funding was sought. Many residents objected to this road, during the LPS submission process. Objections were made at a public meeting, and then again at a Special General Meeting, which over a 100 residents signed for. This was a huge community response to a project that was 'indicative' for 10 to 20 years' time. 5 years on, the project was sprung on the community and announced 'fait accomplis' before anyone even knew it was being considered for funding. The Business Case should have been made public for community comment and been put to our elected Council for approval, before it was used in a funding application to Royalties for Regions.</p> <p>The Landcorp aboriginal consultation was inadequate as it misinterpreted the input of Traditional Owners involved in the Aboriginal Heritage Management Plan for the Kwoorabup Trail, 2011.</p> <p>The Landcorp flora and fauna survey was over too short a duration and was not done at the right time of year. Local conservation groups should have been engaged such as DPAW, DWAG, Greenskills and WICC.</p> <p>Soil profile studies have not yet been conducted, so we do not have information about the levels of nutrient or sulphates that may be released into our waterways because of this project's removal of riparian vegetation next to intensively farmed agricultural land.</p>	Opposed to Project (no options favoured)
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		<p>Option 3E: While this alignment will have less impact on the Scotsdale Brook-Denmark River confluence, it will still have an enormous and disastrous impact on the community amenity of the forest valley, as a refuge of peace and quiet and a place to connect in a meaningful way with nature and Aboriginal Heritage. This alignment will also be potentially disastrous in terms of nutrients released into the river from agricultural land and run-off, and will also impact on a longer section of our highly regarded Kwoorabup Trail.</p> <p>This project is an abomination. It destroys a special part of Denmark. It turns a tranquil valley into a monolith of traffic noise, fumes and run-off, with its 30m wide swathe of concrete and bitumen. It insults the values that are held high in Denmark. The valley should be officially preserved and protected.</p>	
S96	P Winzer	<p>A few month ago I had the chance to visit this wonderful and spiritual place Denmark. I need to say that I never had such a powerful experience before. All the residents had so much respect to the environment. They understand how to live on earth. How to give back sufficient features! It was wonderful to see that it is still possible on our earth to have a perfect proportion between "give and take" and Denmark really is an evidence that we still have peace on our earth.</p> <p>Refer to Submission 19</p>	Opposed to Project (no options favoured)
S97	C Cayless	<p>I oppose the building of a traffic bridge as proposed in the ERRB as I have not been convinced of its necessity or even usefulness.</p> <p>If bridge is required for emergency reasons and people need to go east then the bridge on Churchill Road could be used. It would require widening and upgrading but as the entire road and Mount Lindesay Road (between Scotsdale and Churchill Roads) have already been sealed the cost would be minimal compared to the current proposal.</p> <p>A link road between the northern areas of Denmark and the east is certainly not warranted at the moment and probably wont be for many years. Denmarks population is not growing that fast and there is nothing to indicate that it will in the foreseeable future. Even when it does grow there are not many advantages of using a bridge just a few kilometres from the existing and main one.</p> <p>To build a bridge for easier access from the McIntosh Road Industrial site is an expensive venture. Royalties for Regions have offered a grant of \$7.6 million but the current expected cost of \$14.3 million and the Denmark community is expected</p>	Opposed to Project (no options favoured)

		<p>to contribute over \$4 million. Personally, I can think of many things that I would consider more important.</p> <p>There environmental impact of the proposed bridge and the hope that this incumbent Council will have the courage to overturn the decision made by the previous Councillors.</p>	
S98	P Taylor	<p>Local school bus driver who drives Golden Hill Steiner School students and uses the affected roads and area everyday, can see a potentially dangerous environment for students and road users in area if plans go ahead., ie extra traffic so students using bike/ footpath will require assistance to cross a major road Extra cars entering and leaving 40 km school zone and not to mention this will be a diversion for heavy haulage vehicles, so more potentially dangerous scenarios will unfold.</p> <p>Refer to Submission 19</p>	Opposed to Project (no options favoured)
S99	B Thayne	<p>I am opposed to all proposals re a bridge over the Denmark River, from an environmental point of view at the current proposed locations. I think it will have too much impact on the ancient forest and it's inhabitants.</p> <p>Also I am appalled by the fact that funding was sought without proper community consultation. A large group voiced their concern about this proposal during the LPS process, and objected to this plan back in 2010, and yet funding was sought by the Shire Council and approved by the State Government.</p> <p>I strongly object to ALL the alignments that have been proposed for a second river crossing within the forest valley, 3) A-F. Please consider my objections and please consider my specific objection to 3) B – which I consider to be the worst and most impactful alignment of all. The justification for this road has never been clearly presented to the Denmark Community, in a way in which we have been able to respond.</p> <p>I also object to all other alignments, including 3) E. I believe that while this alignment will have less impact on the forest, it will still have an enormous and disastrous impact on the community amenity of the forest valley, as a refuge of peace and quiet and a place to connect in a meaningful way, with nature and Aboriginal heritage. This alignment will also be potentially disastrous in terms of nutrients released into the river from agricultural land, and will also impact on a longer section of our highly regarded Kwoorabup Trail.</p>	Opposed to Project (no options favoured)

		<p>Many residents objected to this road, during the LPS submission process. Objections were made at a public meeting, and then again at a Special General Meeting, which over a 100 residents signed for. This was a huge community response to a project that was ‘indicative’ for 10 to 20 year’s time. 5 years on the project was sprung on the community and announced ‘fait accomplis’ before anyone even knew it was being considered for funding. The Business Case should have been made public for community comment and should have been put to our elected Council for approval, before it was used in a funding application to Royalties for Regions.</p> <p>No consideration was ever given to Churchill Rd bridge, as an alternative.</p>	
S100	T Dowden-Parker	<p>I am opposed to the Western Precinct Project for so many reasons. I could write one paragraph on these; Council decision making on “aspirational” documents; very poor consultation process (as stated by Cr Seeney at funding approval); funding approval gained prior to community consultation; irreparable impact to a vital riparian ecosystem; no apparent investigation supporting the emergency egress justification; a ‘snapshot’ environmental investigation (not assessed seasonally) with no local engagement; limited indigenous consultation (a single stormy day with not all options visited); the impact (safety, noise, pollution, visual amenity) to nearby residents, users of the Kwoorabup trail, and students, staff, parents of the Golden Hill Steiner School.</p> <p>An option that is closest to town, amidst typically cleared land, would be preferred, but I cannot state a clear preference for all the reasons stated above.</p> <p>One month to comment on this is unfair and unjust. It is not long enough to raise awareness in the community and consider the issues thoroughly. Unfortunately, it seems that is the intent: to push through a cleverly packaged project with the bare minimum of consultation.</p> <p>I have no doubt the Councillors, CEO and Shire personnel can find a way to prolong the consultation process, to delay the final decision on the Western Precinct, and maintain appropriate standing with the funding body. The Eastern Precinct can proceed unaffected.</p> <p>By doing so, additional time can be used to providing more information to the Denmark Community; providing the justification needed to explain why this is necessary and why the impact must be so severe. It will also allow some of the many highly skilled, experienced and very clever people within the Denmark Community to put forward alternate ideas and strategies to meet real needs with viable, logical and sustainable solutions.</p>	<p>Opposed to western precinct of Project (no options favoured)</p> <p>Eastern Precinct can proceed unaffected.</p>

		<p>The Western Precinct’s intent is for connectivity. By proceeding as planned with any one of the options, then the Denmark Shire will create disconnection; a disconnected riparian old growth forest is one, a greater disconnect between Shire and residents the other.</p> <p>Denmark can do better. Denmark can have a strong, flourishing future, where the Shire and residents work closer together, with effective communication and consultation. I’m hopeful that you recognise that and will act accordingly.</p>	
S101	Denmark Environment Centre Inc	<p>The Denmark Environment Centre (DEC) applauds the decision to develop a new industrial precinct. We feel decisions re road access to the new industrial area from the Mount Barker Road should be based on safety and don’t have any input on that issue.</p> <p>The DEC would like the two parts of the project de-coupled so that the planning and environmental issues of the East River Road Extension (Western Precinct) can be further discussed and resolved.</p> <p>The DEC committee would like an extended planning period for the East River Road Extension (Western Precinct).</p> <p>The DEC does not favour any of the bridge options, based on environmental impacts and weak case of a bridge.</p> <p>The DEC was recently asked by a number of local ratepayers to inspect the site of the East River Road extension and Bridge proposal. We looked at the Environmental impact at the four potential bridge sites with a focus on the “preferred option” at the old bridge, East River Road Extension.</p> <p>We think that none of the options should proceed until residents have been given a chance to be involved in a proper community consultation about all aspects of this proposal – including whether in fact there should be a bridge at all. This is based on a range of factors, including the significant environmental and social impacts involved in any of the bridge options, and the lack of a persuasive argument in favour of any bridge. If we are to pick a least worst option at this stage we would say this option 3E, which happens to be the option most favoured by GHD consultants.</p> <p>On the western side of the proposed bridge (3B) the road would necessitate the removal of significant old trees (one 400 year old karri in particular). It is also difficult to see how the road could be built without destroying a significant area of</p>	<p>Support Industrial precinct</p> <p>Opposed to western precinct of Project (no options favoured)</p>

riverside vegetation along the Scotsdale Brook which offers a vital stream buffer for Brook.

Compounding the negative aspects of clearing along a major river and tributary is the interference with a trail that is enjoyed by many people on a regular basis.

The terrain, for any new road alignment approaching the proposed bridge site, is difficult. It seems that any practical alignment of this approach will impact significantly on the Riverside vegetation for at least 100mtrs, probably much more.

We have three fundamental questions with respect to any of the bridge site options:-

Where will the traffic go after travelling west across the proposed bridge?

If significant traffic will flow from the East River Road extension into Scotsdale Road and past the Denmark Hospital to Horsley Road, have the road design implications of this increased traffic been planned for?

What fire scenario would the Bridge alleviate? Certainly not a scenario of a fire travelling towards Denmark from the North or North-East.

A satisfactory answer to these questions is essential to give a proper rationale to the planned work.

I notice that at the Ordinary meeting of Council 22 March 2016, under Item 8.5.2, Cr Lewis asked the first of these questions which I copy below:-

“The Business Case is focused on creating a Denmark East Development Precinct, comprising of the following works to occur”

Item 2 states: “In order to facilitate access to the IA, as well as managing local fire risk, the construction of a new East River Road Bridge (ERRB) across the Denmark River together with access roads which will provide a “connector” East-West Road link.”

As it is made clear in other sections of his report that this ‘connector’ road will not be used by heavy vehicles, can the CEO please explain a) what is meant by “In order to facilitate access to the IA?” b) how will road trains, trucks etc access the IA? c) is there any intention that, at any time in the future, heavy vehicles will be rerouted via this bridge and/or the proposed new ‘connector’ roads which will service the new subdivisions west of Scotsdale Rd?”

		<p>The response: The Chief Executive Officer provided the following responses to questions a), b) and c): a) To provide access to and from Scotsdale Road to the Light Industrial Area. b) Via South Coast Highway and Denmark-Mt Barker Road. c) The roads will be designed as local roads and therefore any vehicles not requiring a permit can access the bridge and connector road.</p> <p>The CEO's response did not seem to be in line with the Council's Business case. The road will not carry heavy traffic to the light industrial area. Any extra traffic that turns left into Scotsdale Road from the proposed East River Road Bridge will increase the traffic past the Denmark Hospital. This appears to be something that shouldn't happen without significant upgrading of Scotsdale Road, Horsley Road and the intersection of Horsley Road and South Coast Highway. None of these implications appear to have been addressed. In fact during a discussion with a councillor it appeared that any effect on traffic numbers passing the hospital and arriving at the intersection of Horsley Road and Scotsdale Road would be perceived as a traffic management issue.</p> <p>The question relating to a fire scenario that would be alleviated by the new bridge is similarly a flawed rationale. Most major fire threats to the present bridge on the South Coast Highway would come from the north. A fire coming from the north would destroy or incapacitate a bridge at the preferred East River Road Bridge site.</p> <p>We understand the problem associated with finding a second bridge site, given the geographical constraints, but we think that the present option is a poor solution. Losing the integrity of the riverine vegetation, including large old trees for an ill-conceived plan would be disappointing. The impact of the proposed bridge on the existing road network between East River Road and the Horsley Rd/South Coast Hwy intersection is a question that needs answering but is beyond our brief as an environmental organisation.</p> <p>We look forward to hearing of any resolution to the issues discussed above.</p>	
S102	D Harwood	<p>I call upon the Denmark Shire Councillors to dismiss the idea of creating a road and bridge over the Denmark River in the vicinity of Riverbend Lane.</p> <p>The native vegetation is contiguous along these sections of Scotsdale Brook and the Denmark River, and it is exceptional, so close to town, to have old growth Karri and Marri trees with a healthy diverse understorey. Any disturbance is to be avoided, let alone infrastructure of this magnitude.</p>	Opposed to Project (no options favoured)

		<p>Our community had plenty of time to think about and comment on the site of the Light Industrial Area (LIA), but this bridge has only been in the public arena as a firm proposal for a few months.</p> <p>The proposal for an additional bridge for Denmark needs to be more widely discussed and other options explored in a timely manner without the threat of losing the grant money obtained for the LIA.</p> <p>I respectfully request that you give us this opportunity.</p>	
S103	R Baer & C Blamey	<p>This community has an opportunity to build vital infrastructure for the future of the Shire, today.</p> <p>To put off or reject this opportunity, threatens the future safety, economic development and viability of Denmark.</p> <p>The procurement of funds and planning of this proposal has taken over 5 years and three councils to reach this point. There have been meetings, information, consultation and discussion.</p> <p>We support option 3B, aware that it will have an invasive impact on local residence, forest, native fauna and flora. Wherever possible we also support the suggestion or replanting of destroyed habitat and installation of nesting boxes for local birdlife. We also encourage adjusting the line of the bridge, if possible, to minimise its impact on local residence and schools.</p> <p>It is the only option that fits the current funding timeline and budget.</p> <p>To consider alternative options like 3E would require an extension of time and further negotiation with the Denmark agricultural school, department of education and funding authorities. That in the time frame for this further discussion; the political bodies will be under threat of election change. This extended process will also threaten the current availability of funds to build this link.</p> <p>If this process is postponed or stopped today, then sometime in the future, the shire and local residences will have to find the monies and resources to develop another link with the likelihood of increased devastation to local fauna and flora.</p> <p>We are at capacity today with the current single bridge servicing this town.</p> <p>We have responsibility for the future generations to participate and approve this development.</p>	Supports Option 3B

		We support the building of this bridge and link roads for the town of Denmark and its future.	
S104	L Maddock	<p>Refer to Submission 19</p> <p>...and protected. If any alignment does go ahead it will be important to take steps to provide habitat for Black Cockatoos and other hollow dependent birds. The project proponents need to provide environmental rehabilitation funding to (partly) compensate for damage to Black Cockatoo habitat. This could include funding the re-vegetation of suitable, strategically placed land of at least 20 hectares of native flora comprising proteaceous and other suitable food species for the Black Cockatoo species.</p>	Opposed to Project (no options favoured)
S105	M Wright	I don't understand the need for this road, Churchill Road (just a few kms further north on Mt Barker road) was bitumized recently to allow an alternate route on a sealed road out of town in case of the bridge over Denmark river in town was inaccessible.	Opposed to Project (no options favoured)
S106	D McKenzie	<p>The Kwoorabup trail is an amazing thing, I have walked along it in quiet thought, taken my dogs for walk there and even watched a performance staged along the trail.</p> <p>To have a road adjacent to it would be a disaster, with all the noise and clearing of vegetation that would occur. Nowadays clearing happens by small slices, that eventually add up to large areas and the removal of essential habitat.</p> <p>I am concerned that soil profile studies have not yet been conducted, so we do not have information about the levels of nutrient or sulphates that may be released into our waterways because of this project's removal of riparian vegetation next to intensively farmed agricultural land.</p> <p>I am unsure of the need or placement for this piece of infrastructure, if the road is indeed critical, then here is what I think of the alternatives.</p> <p>I strongly object to alignments 3) A and B. I also object to alignment 3) D which runs through a resident's home.</p> <p>If any alignment is to occur, then 3) E. is the only option for me. I believe that while this alignment will have less impact on the forest, it will still have an enormous and disastrous impact on the community amenity of the forest valley, as a refuge of peace and quiet and a place to connect in a meaningful way, with nature and Aboriginal heritage. This alignment will also be potentially disastrous in terms of</p>	<p>Opposed to Project</p> <p>(Option 3E preferred to Option 3B)</p>

		<p>nutrients released into the river from agricultural land, and will also impact on a longer section of our highly regarded Kwoorabup Trail.</p> <p>I believe that the river forest valley, along the Kwoorabup Trail from the confluence of the Denmark River to the Nature Park should be officially preserved and protected.</p>	
S107	S Clarke	<p>Refer to Submission 19</p> <p>My strongest objections are to alignments 3) A and B. I also object to alignment 3) D which runs through a resident's home.</p> <p>I also object to all other alignments, including 3) E. I believe that while this alignment will have less impact on the forest, it will still have an enormous and disastrous impact on the community amenity of the forest valley, as a refuge of peace and quiet and a place to connect in a meaningful way, with nature and Aboriginal heritage. This alignment will also be potentially disastrous in terms of nutrients released into the river from agricultural land, and will also impact on a longer section of our highly regarded Kwoorabup Trail.</p> <p>I believe that the river forest valley, along the Kwoorabup Trail from the confluence of the Denmark River to the Nature Park should be officially preserved and protected.</p> <p>We elect our government representatives in good faith and entrust them with the responsibility of making decisions for the good of the community, both present and future. This road development proposal betrays that trust, both in the decision making process and the proposal itself.</p>	Opposed to Project (no options favoured)
S108	T Smith	<p>As a regular visitor to Riverbend Lane I can not ignore the potential impact and disturbances option 3B will have on the local residents, the animals, the flora and fauna as well as the visitors who frequent this area for a well deserved break with the tranquil surroundings.</p> <p>3E seems to be the best option for alignment as it has less direct impact on local residents and their homes with the potential for a fantastic upgrade to the Kwoorabup trail for pedestrian use.</p> <p>3B has a higher flood risk than 3E which would exacerbate the current flood issue that is occurring at the Riverbend Lane bridge.</p>	<p>Opposed to Option 3B</p> <p>Option 3E preferred to Option 3B</p>

		<p>3E is a more viable option as a through route for locals and visitors to use and allows the residents of 3B to keep their properties quite and less congested with traffic, with out devaluing the property value of those located in 3B.</p> <p>Your considerations into these potential issues with the 3B option is greatly appreciated.</p>	
S109	C Wehland	<p>Subject of Submission: We moved to the Great Southern in January this year after successfully getting places for our children at the Golden Hill Steiner School (GHSS) in Denmark. We had this dream to live in this beautiful area for over eight years. Even though there is a local well sought after School in our neighbourhood we have chosen to send our children to GHSS due to the curriculum it offers, but also because it is located in a peaceful area, surrounded by a nurturing and calm environment. Our children take the school bus from Kronkup to Denmark and a few times a week we drive them to school or pick them up and spend time in Denmark. We enjoy the drive up Scotsdale Road to the school. We frequently have visitors from overseas and friends from Perth and have on many occasions taken the visitors on the tourist route along Scotsdale Road.</p> <p>Submission: After reading the Denmark Shire Reports about the East River Road Bridge and considering the implications the construction of the East River Road Extension and Second Denmark River Bridge Crossing have, we strongly oppose to any of the proposed road and bridge alignment options (3A-3F). All options will have a negative impact on the native flora and fauna and will also affect Indigenous cultural heritage. The Golden Hill Steiner School was used wrongly in the business case application for funding. There was no prior consultation with the school and parents. The community has not been given sufficient time for public comment before the business case lodged the application for funding. We most strongly object to options 3A and 3B. The old growth forest near GHSS is precious and important not only to the wildlife but also for the local community and especially the children attending the school. The negative impact of the East River Road Extension and bridge running past GHSS are unimaginable. It will not only increase noise levels and pollution, but also affect children's safety traveling along the footpath to and from school. Another reason for our objection is that the endangered Baudin Cockatoos will be deprived of their habitat by a large area of the forest being cleared for the alignment. The remaining options are also not acceptable as they are running through private properties (3D), affecting the College of Agriculture (3E and 3F). While 3E and F require less clearing of native vegetation and significant trees, there is a high possibility of nutrients being released into the river from agricultural land. We feel that there has been a lack of consultation of the community and in depth</p>	Opposed to Project (no options favoured)

		<p>research about the long term effects on native flora and fauna and the community. In the assessment process local conservation groups, such as DPAW, DWAG, Greenskills and WICC were not consulted.</p> <p>We would like to see river forest valley, along the Kwoorabup Trail from the confluence of the Denmark River to the Nature Park to be officially preserved and protected.</p>	
S110	L Nivatscou	I strongly object to the proposed bridge, there is no need to destroy such a vast area and for the people and holiday makers to loose another peaceful place to escape the stress of city life	Opposed to Project (no options favoured)
S111	D Rastrick	<p>Minimise Environmental Impact (General) and Indigenous Heritage</p> <p>From an environmental perspective, if one of these roads were absolutely necessary, say for emergency fire exit reasons, I would strongly urge the Shire to choose one of the options 3E or 3F, as less bushland and old trees are impacted. Reportedly, 3E is the preferred option from the Indigenous heritage survey, and I ask that this be respected, please.</p> <p>Emergency Fire Exit Road and Economics</p> <p>From a fire exit perspective, I also advocate for one of these two routes, 3E or 3F, as the road will traverse less bushland and therefore be safer from direct bushfire risk. I have heard from residents, that an emergency access road is a priority for the area, and that the location of option 3B, and the type of road and bridge that is flagged to be built there, is unsuitable for such emergency purposes. If this is indeed the case I would ask the Shire to realise that it requires additional funding to construct a road suitable for emergency exit purposes, and it would make certain sense to combine the existing funding for the currently proposed road with additional funding, rather than have to source an entirely separate amount of funding for a separate road in the future. Thus, finances and resources could be used more prudently if priorities towards a more long-term multi-purpose road and bridge, in a more suitable location (3E or 3F) rather than the currently proposed road (that does not meet the communities actual need for an emergency fire exit road). Additionally, some respondents to this submission process, may have been led to believe that the currently proposed road will be suitable for a fire access, and therefore preferred the currently financially expedient option 3B. I ask that these respondents submissions be considered in light of this misunderstanding, and reporting of submission findings explain how respondent's misconceptions affected their submissions, and that their real priority of establishing a viable emergency fire exit road be instead highlighted. I ask that option 3B and others 3A through to 3D be abandoned, and options 3E or 3F be chosen for a multipurpose emergency fire road instead.</p>	Supports Option 3E

		Thank you for considering this submission.	
S112	H Lee	<p>I am not happy with any road going through to Scotsdale Rd, because of the excessive damage to the forest and high impact to my childrens' school. What worries me most, is that Denmark will end up like every other country town that has let property, subdivisions and money dictate how the town looks and grows. The Margaret River township has already suffered this fate, so it would be great if the shire and community of Denmark have the opportunity to be different and stand for something more important – the environment, our children and the future. Look outside the box and give people a reason to want to live in and visit Denmark – we don't want a bare town without trees; the forest is what brings people down here in the first place and your proposal seems intent on destroying that.</p> <p>There are some many vacant lots already in Denmark, so putting in a new subdivision (which one of the primary beneficiaries of this new road) does not make sense. The money would be better spent on creating new opportunities for employment and focusing on conserving the environment. Please, lets be different from other councils. I believe that the potential exists here to rise above this and do what's right for the future.</p>	Opposed to Project (no options favoured)
S113	M Anderson	I wish to object to all of the current proposals for a new bridge over the Denmark River. I am concerned about the significant destruction of forest and habitat that would occur with any of the proposed alignments. I don't believe a justifiable case has been made for this road and I do not consider it necessary as part of the new light industrial area development which I do support.	Opposed to Project (no options favoured)
S114	D Barndon	<p>I do not support any of the road options put forward as part of this project. The entire application, in my opinion, needs to be restarted and submitted correctly with full community consultation and adherence to procedures; before any further progress should be made. The council has an obligation to support the views of the community, which is why you were all elected in the first place. Please, do not be blindsided by big business, property developers or money from the state government. What is being offered in return is of no value in comparison to what we are losing – beautiful, pristine forests; that can never be replaced.</p> <p>There have been many concerns raised within the community in relation to how this whole process got started and conflicts of interest by members of the previous shire council related to land ownership that would directly benefit from this road due to the proposed subdivision that this road will link to. What we need to see is integrity and courage on behalf of this council to make a difference, to stand up for what Denmark should be. If we are like every other town, letting property developers and subdivisions take over, why would anyone want to visit here much less live here permanently?</p>	Opposed to Project (no options favoured)

Let's look at the supposed benefits of this project

- LIA – Light Industrial Area; we don't have enough businesses to fill the existing one in town, with numerous businesses closing recently (e.g. Stockfeeders, Denmark Solar etc). How could we expect the existing ones to come up with the money to completely relocate themselves and all of their heavy infrastructure when they would not get any financial benefit and many are struggling just to make ends meet.
- Escape Route – seriously, putting a bridge in an area where the original bridge was burnt down? Do you really think this is the best idea?
- Employment; short term employment for people involved with the road construction and devastation of forest – most of this work will probably end up going to larger companies not based in Denmark, even the bridge will be built somewhere else. The new bowling club is a prime example of this lack of commitment to local business. At best, more coffee might be bought in the local cafes.
- New subdivision – considering that previous councilors had direct interests in this area (as shown in council meeting minutes from October 2011) and the exemptions given by state government, do you honestly believe that this has been proposed to benefit the town, or is it more likely that it's to line the pockets of those involved.
- Golden Hill Steiner School – the school has recently submitted that they are completely opposed to this project and at no point did they agree to be included in the business case. There is no money for expansion for the school, so unless the council is willing to find \$2,000,000 to fund it, I think we can all agree that this is not very likely to happen.

Now, for the negatives:

- Destruction of forest – does this really need to be explained?
- Environmental impact. Having viewed the reports that you have had done, will it really make any impact when we mention that there are numerous endangered and threatened species in this area? I hope that this has not just been done to 'tick a box' but will really be looked at and the project stopped due to this destruction of habitat
- Heavy traffic – three years of construction to build a road that is going to be run very close to a primary school, along with the associated noise, increased risk of danger to school students (many of whom cycle or walk to school).
- Destroying the environment for profit. You can't replace the forest, and even if 'environmental offsets' are done in other areas, the fact remains that you are obliterating this pristine and unique area, which can never be replicated regardless of what you do.

- Pollution – how can a bridge and 3-4m abutments be created without polluting the Denmark river? There will be excessive traffic, movement of earth and import of polluted soils, concrete, chemicals and other products involved with building this.
- Destruction of 400 year old tree. This one deserves a special mention, as it was apparently the only tree in the entire forest. From speaking with the CEO, the only reason this was looked at with an arborists report was that the Aboriginal elders (not from the Denmark Region) thought that there were signs of white ants. After my discussion with Bill Parker, he said that because he was aware that there was now a ‘hazard’ i.e. the tree could fall down in 20 years, that he would have to do something about it. Based on this logic, can we please get an arborists report for every tree in the district, just in case.
- Agriculture college – loss of land and income. The ‘preferred’ road options impact the Agriculture college, which brings in a substantial amount of money into the community every year. They have stated that they will not be selling any of their land for this project; which should bring this whole process to a halt.
- Loss of integrity and faith in the local council. The lack of adherence to correct processes, personal interests and somewhat underhanded behavior of previous serving councilors has caused many of the community (including myself) to doubt that the council is standing up for what the community wants. I would like to know that I can trust this new council and that they will do the best for us.

One of the main reasons that I moved here with my family nearly 3 years ago, was due to the beautiful forests, the serenity and an excellent steiner school in a quiet forested location, away from business and industry. I would hate to think what this would look like over the next three years if you proceed with any part of this development. Busy roads, pollution, dangerous traffic and destroyed forest and habitat. How would you feel personally if a child got run over due to the large trucks (up to 19m long) that are proposing to use this as an access route?

Please, think with your hearts. It’s not about personal egos, it’s not about the ‘reputation’ of the shire council to accept money from the government. It should be about what you, as individuals feel and know what is best for the community and environment. The money can be given back; it’s not like we have the ability at this stage to even fund the required \$4,190,000 to cover ‘our’ costs for the project. Why not put some thought and focus into how money like this could be better spent? New tourism events for example; make Denmark known for something that is unique and special; I’m pretty sure that people wouldn’t come down here to visit a road and destroyed forest...

		<p>I know that you will do the right thing. Mistakes and personal interests of previous councilors should not influence your decision. You have a blank slate to determine the direction of Denmark. Do not let us down.</p> <p>Cancel this project.</p> <p>On a side note, Bill Parker assured me personally that every councillor would read each and every submission and take them into considering when doing the final vote. I really hope that this happens and that the new council has the integrity that we all need right now.</p>	
S115	J Royce	<p>I consider options 3 A, 3 B and 3 C totally unsafe to be used as a possible exit route during a fire emergency evacuation. These old growth trees drop limbs regularly and right now a massive old karri tree has recently fallen over, the canopy resting on the survey peg at the proposed bridge site. These trees are killers and under fire conditions and extreme winds one branch fallen over the road is enough to trap everyone in the forest. The alignment should not be through a long winding avenue of precarious old growth forest. Select a route with the least amount of canopy with the maximum amount of surrounding areas of cleared pasture. For these reasons i feel that option 3 E will be the best.</p>	Supports Option 3E
S116	M Armstrong	<p>I strongly object to ALL the alignments that have been proposed for a second river crossing within the forest valley, 3) A-F. Please consider my objections and please consider my specific objection to 3) B – which I consider to be the worst and most impactful alignment of all. The justification for this road has never been clearly presented to the Denmark Community, in a way in which we have been able to respond.</p> <p>This is an area of special significance in terms of Aboriginal heritage, ecological value and community amenity. The peace and tranquillity of this area must be protected for residents and visitors, and the special native flora and fauna. Of particular concern, would be the loss of habitat and foraging for our endangered Baudin Cockatoos.</p> <p>The front page of your website states <i>‘A great deal is done today to conserve and protect the great forest trees and wilderness areas. The people of Denmark are very much aware of the need to care for our magnificent coastline and all its natural attractions, which bring so many visitors to the area each year.’</i> This seems to be completely contradictory to what will happen if this project goes ahead. Obviously some previous Councillors did not agree with this statement as it seems greed, money and power are more important than the environment and acting with integrity and in the best interests of the community.</p>	<p>Opposed to Project (no options favoured)</p> <p>Particularly opposed to option 3B</p>

I object to the unlawful use of Golden Hill Steiner School, whose future aspirations for a high school, have been falsely used in the business case for this project. No written documentation can be found to attest to consultation with the school, which the business case states will be a key benefactor of this project. The business case makes this claim despite letters of objection to the road project, on record from the School Office and parent body, dating back to 2009.

We do not want a road to go alongside our beautiful Steiner school, we do not want the Ag College to lose any of their land. None of these options are suitable. Think to the future, apparently with 700 residential lots being developed (what this road is really for), the Ag College will only grow – but whoops we took their land and they have submission on proposed East River Road Extension (western precinct) and second Denmark river bridge crossing no room for expansion. Golden Hill Steiner School would be a good option for all of those new families moving into these land developments but the road is too busy and noisy and its ruined the essence of the school. Please reconsider this project!

The fact this misleading Business Case was used to gain Royalties for Regions funding is dishonest and corrupt. Where is the Letter of Support from Golden Hill Steiner School that the Shire should have received and forwarded along with their funding application, considering Golden Hill Steiner School was named as a key benefactor of this project? Why was funding from the Great Southern Development Commission awarded when no Letter of Support was provided? Why was the Business Case not endorsed by Shire of Denmark Council? So many more questions, no real answers. We believe the whole process has not been transparent and no accountable consultation has taken place. We ask that the project be stopped and a more sustainable, environmentally friendly and innovative project take its place, with proper community consultation.

I ask the Shire Councillors to please stand up and say no to the road and bridge component of this project. Please listen to the community, please make your vote count. You have the chance to prove your integrity, your future foresight for this community.

We could make Denmark vibrant, innovative, sustainable, environmentally friendly and be a world leader!! We supported you when some parts of the community were asking you to step down, we know you can make amends for the terrible judgements of the previous Council.

		PLEASE for our children and their children, show our community that we will not go ahead with projects that destroy the environment and make the rich richer and the rest of us disillusioned. We believe in you!	
S117	A Lange	<p>I emphatically oppose the building of the proposed river crossing on the following grounds:</p> <ol style="list-style-type: none"> 1) There has been insufficient community consultation and the interests of only a few unnamed people will be served by what is being served up; 2) The proposed alignments threaten the flora and fauna in the forest valley, the quiet amenity of residents in Little River Road, and pose a risk to students using the Golden Hill Steiner School. I therefore object to all the proposed alignments; 3) There is insufficient justification provided to link the development of the new light industrial area with the proposed 'bypass' and new river crossing; 4) There is enormous value to the community as a whole (and tourists - see the Weekend West Travel Section - November 12th) in maintaining the forest, the trails, and the habitat for the cockatoos and other birds and fauna inhabiting the ancient trees. I strongly urge the council to preserve and protect the forest valley, along the Kwoorabup Trail from the confluence of the Denmark River to the Nature Park, not destroy this precious area; 5) The voice of the Denmark community is loudly decrying this proposal because the likely negative impacts are so obvious. The possible benefits are unclear and the social and environmental costs are not sustainable. 	Opposed to Project (no options favoured)
S118	J Underwood	<p>I strongly object to all the alignments that have been proposed for 'the East River Road Extension (Western Precinct) and Second Denmark River Bridge Crossing'; 3A, 3B, 3C, 3D, 3E, 3F. I ask that you please honorably consider and register this objection, along with a <u>specific objection to 3B</u> – which I consider to be the alignment that will impact most negatively on native vegetation, native wildlife, riparian values, Indigenous cultural values and community values.</p> <p>The whole DEDPP and ERRB sub-section of this project was conceived in an environment of dishonesty, poor practice and hidden agendas. My experience of the "community consultation" opportunities generally, and this submission specifically, have not been used to honestly consider community members perspectives, knowledge and wisdom. Further, there has been an open acknowledgment by all parties that due process and comprehensive consultation has not been followed. Therefore, if the council is to act from a place of integrity on this specific proposal, it must split development the East River Road Extension (Western Precinct) and Second Denmark River Bridge Crossing from the Light Industrial area Development. This action is crucial for the Denmark Shire Council to begin to build the respect and trust it currently needs from the Denmark community.</p>	Opposed to Project (no options favoured)

		<p>Therefore, I strongly and clearly state my objection to all alignments, and thus challenge the (apparent) closed door given to us (the Denmark community) by the Denmark Shire Council. There are many of us in the Denmark community who have the will and the courage to keep this door open.</p> <p>Lastly, as this decision directly impacts a forest, a river, the animals and plants that live in these systems, our community, and our culture (ancient and modern), I strongly urge the Denmark Shire Councilors to hold the meeting, in which Councilors vote on the alignment, <i>on location</i> at the East River Forest.</p> <p>Thank you for the opportunity to comment on this proposed project.</p>	
S119	K Woodward	<p>I object to 3B and vote for route 3E I commend you for honouring the special significance in terms of Aboriginal heritage, but route 3B does not respect the wishes of the residents of Riverbend Lane. It will cause them anguish, suffering and I suspect loss of value to their properties and starve them of the peace and tranquility, which is why I suspect many saved, purchased mortgages and moved there in the first place. The peace and tranquility of Riverbend Land must be protected for residents, visitors, fauna and flora.</p> <p>I believe Riverbend Lane to have special native flora and fauna. Of particular concern, would be the loss of habitat and foraging for the endangered Baudin Cockatoos. Route 3E requires fewer trees being removed and the impact of flooding on 3E is reduced.</p>	Supports Option 3E
S120	K Bewley	<p>I strongly object to ALL the alignments that have been proposed for ‘the East River Road Extension (Western Precinct) and Second Denmark River Bridge Crossing’; 3A, 3B, 3C, 3D, 3E, 3F. I ask that you please respectfully and honourably consider and register this objection.</p> <p>Also, I ask that you please respectfully and honourably consider and register my specific objection to 3B – which I consider to be the alignment that will impact most negatively on native vegetation, native wildlife, riparian values, Indigenous cultural values and community values.</p> <p>The whole DEDPP and ERRB sub-section of the project were conceived in an environment of dishonesty and hidden agendas. My experience of the “community consultation” opportunities generally, and the submission specifically, is that they have not been used to honestly consider community perspectives, knowledge and wisdom.</p> <p>By being asked to make a submission which facilitates the forward motion of a “community project” which has been openly acknowledged as lacking integrity and</p>	<p>Opposed to Project (no options favoured)</p> <p>Strong opposition to option 3B</p>

		<p>respect for due process and comprehensive consultation, I feel this submission process has attempted to compromise my integrity. However, because there has been a complete disregard for due process and consultation, I am not willing to compromise.</p> <p>Therefore, I choose to strongly and clearly state my objection to all alignments.</p> <p>I choose to use my vote to vote against a currently consistent global theme of asking the public to vote for the “lesser of two evils”. If we continue to move forward and make extremely important and long lasting decisions in this manner we will end up collectively creating a world that lacks integrity, beauty and diversity. And thus, I choose to challenge this (apparent) closed door given to us (the Denmark community) by the Denmark Shire Council, and to continue to explore whether the door of due process is actually still open. I choose to knock with courage, respect, integrity and purpose.</p> <p>As it is, the Denmark Shire Councilors who will ultimately vote and thus decide the alignment of ‘the East River Road Extension (Western Precinct) and Second Denmark River Bridge Crossing’, I wish to again ask the following question: <i>“I invite all of the elected Councilors to use your courage, and take a moment to reflect on the Denmark Shire values of Honesty, Integrity, Trust, Transparency and Respect. I invite you to ask yourselves the questions; what do these values really look and feel like in relation to this particular project, and what will the benefits be for our whole community if these values are really put into practice?”</i></p> <p>Lastly, as this decision directly impacts a forest, a river, the animals that live in these systems, our community, and our culture (ancient and modern), I strongly urge the Denmark Shire Councilors to please consider holding the Council meeting in which all elected Councilors will vote on the alignment <i>on location</i> at the East River Forest. For a wise woman once said; <i>“When you make decisions within four walls, you get four wall decisions”</i>. For only in the forest itself will the impact and reality of the decision being made will be honestly felt.</p>	
S121	C Kenyon	<p>This submission is 100% against any proposed alignment.</p> <p>No road is required or wanted.</p> <p>It seems that the 'bright idea' of giving LandCorp the bridge project to help cover their potential exposure on the LIA was hatched by someone who has no idea of the value of our natural assets or a care for what the residents of our town think.</p>	Opposed to Project (no options favoured)

		<p>I understand that the current Shire Council voted to accept the government funding for this project with limited time, information and the heavy hand of the 'progressives' - both on and recently off, the council but it remains true that they voted to take the money.</p> <p>The fraudulent use of the Golden Hill school and their 'wishes' for a high school is one issue, the lack of consultation with the community is another. There will be further scrutiny on on these events by people with more clout than mere 'rate-payers' and this process will reveal more than LandCorp, The Great Southern Development Corporation and Terry Redman will want out in the open.</p> <p>To be completely honest, after the way this project has been pushed through I would vote tomorrow for our Shire to go into administration and Denmark be amalgamated into The Shire of Albany.</p> <p>Baring this vote being made available and this abhorrent project going ahead, The Shire of Denmark will be under enormous scrutiny as to how this proceeds. Is there going to be clear 'design' of this road and bridge or is it just going to be engineered to the most cost effective application. Is there going to be water and soil testing and benchmarking with a future schedule of testing?</p> <p>I do feel that this submission will be taken as a 'donkey vote' and at this stage of proceedings this voice wont be heard but I do believe that our current councillors are good, honest and hardworking community members and dealing with pressures from people with a vested, monetary interest in this project is hard.</p> <p>Why are we not talking about a bridge that connects Beveridge Rd to Haire St. to Zimmerman to South Coast Highway?</p> <p>I object to all alignments that cross the river from the extension of East River Rd.</p>	
S122	M Clohessy	<p>I am writing this submission to let you know that without a scrap of doubt ,I am against the submission 3B,3C,3D, and believe that submission 3E of all the given choices, will serve the community best from the options available, for now and the future, 3E having less impact on residents and the Steiner School and the River, the Kwoorabup Trail and most importantly for (that which cannot speak for itself,) the nature. -the beautiful and unique ecology of the river, riverside embankment and habitats and birdlife and native fauna therein and Kwoorabup trail and surrounding Old Growth and all potential habitat and forest, trees and habitat . (Which must be considered very carefully with the understanding of the need to preserve the endangered and endemic wildlife in this area. The endangered Cockatoos-Baudins and Forest Redtail Cockatoos and many marsupials, the Dibbler and Phoscagael ,</p>	Supports Option 3E

that many are aware resides in this specific area. As residents have regular and some daily interactions with them, as do Kwoorabup Trail go-ers, we need this special unique and remnant Old Growth, to safe guard our river environment. This is the last true filter for the River before the inlet, it seems very dangerous to tamper with this, very precious system. Which for good reason has significant indigenous Heritage, they know the area is very special, that it is in fact Sacred to them. To disturb this area would definitely be detrimental to the ecosystem of the river and forest .

I have read extensively and spent much time in the area, I have been following this proposed nightmare since 2011. I am appalled by this councils stubbornness to withhold information from the community, to be hell bent on Riverbend Lane , when it is so precious to Denmark and residents and international visitors alike.when there are many other options , one being to do nothing, on a link road and instead focus on the fire safety aspect , which would best be a road on the Southern side of Denmark not the East. Riverbend Lane and the Bend in the River and the Kwoorabup Trail are Sacred to local people,the area is a special nook an Iconic favourite place to many, and should be an acknowledged Bibulman ans Menang Heritage area- some have been coming to that area for many many hundreds of years. How could you even consider such blatant dis respect, its gastly, I shudder at the implications to the local councils relationship with the indigenous community and all who hold them with rightful respect as the custodians and people of this land.

The 3B option to me serves the few, one need not be to bright to see through the councils charade, what villains are within this mess of proposed destruction and greed.

I see a vested interest by developers mostly, and some fearful fireys, that ate up the hype about a fire exit emergency route which this road is not! As stated at the last Council meeting , I was there it's in the minutes.

It is a far distant future , development route for investors and developers ease ,that is what I see.

The entire project is laced with greed and self preservation for a few, how wrong to subject an entire region to the wants of a handful of greedy people. I'm disgusted, and say 'we deserve a new council', and in the future individually and collectively , you will be held accountable for your actions against the wellbeing of the environment and community. We need a council who care to do what is in the best interests of the holistic community , be responsibly reflecting and acting on behalf

		of the wider community. Not just those with their hands in each others pockets. Bullying the few Councillors who have good intentions, to do what is right, responsible and with foresight for the generations to come.	
S123	W Schwab	The flora and fauna that will be lost is not acceptable. Very old trees that will have to go is not acceptable. Use Churchill Road not East River Road. Refer to Submission 19 Park should be officially preserved and protected.	Opposed to Project (no options favoured)
S124	Rod Ellinor	Refer to Submission 19	Opposed to Project (no options favoured)
S125	L McNab	There are other option ie Churchill Rd. No need to destroy our forest. Refer to Submission 19	Opposed to Project (no options favoured)
S126	T Murphy	Surely, if the shire council has acquired funds for a new bridge over the Denmark river it should be incorporated in a reasonably flat ring road around the town, or are the council waiting for a fatality in the main st before they are forced to act and then build another bridge. The current proposal schemed up by persons with alterior motives would have the trucks climbing to the top of Mt Shadforth to bypass the town, which is not going to happen! How much thought did council give to the current proposal or did they have tunnel vision and were led along by future property developers. The current proposal details are not clear enough to allow the ratepayer to make an informed decision, the plans are not detailed enough to see where the bridges would actually go, perhaps another tactic by the previous shire council. Despite the preserved proposal for a second bridge across the Denmark river there is already a second bridge across the river on Churchill Rd and has been used as an alternative when a large branch fell across the town bridge. It is time the council had a change in direction with truth, honesty and integrity which has not been the case for the last six years and be helpful to ratepayers, instead of making it as hard as possible and fleesing them at every opportunity, despite the fact, if they didn't have the ratepayers they would not have a job, and incorporate the funds even if lost and reapplied for, for a bridge incorporating a ring road around	Opposed to Project

		the town otherwise we will have four bridges across the river and who is going to pay for that?	
S127	R McNab	Other options available ie Churchill Road. East River Road is not an option. Refer to Submission 19	Opposed to Project (no options favoured)
S128	S Bondini	<p>I object strongly to all the options shown for the bridge crossing. It is unnecessary and the preferred option 3B will destroy a beautiful part of Denmark which will never be replaced all because people want to get from one place to another more quickly. I would ask the councillors and people pushing this, would they like a major bypass road running past their house, the answer would be no. this will not be some small country road for locals to use as they did in the past, it will be a major thoroughfare for trucks etc.</p> <p>The fire aspect is interesting considering that the previous bridge was burnt down. I have spoken to a few people and they all seem to agree that a major fire event would come from the north so that would seem to rule that argument. We have survived for the last fifty years without a bridge.</p> <p>I would also question about the noise pollution from trucks using the air brakes to slow down going over the new bridge, and the intersection of the new road so close to the Steiner School.</p> <p>That said it seems to be a forgone conclusion that it will be heading down our way thus destroying the end of our road, so the only options we have are to try and reduce the impact it will have.</p> <p>Option 1 Alter the alignment on 3B so that it runs over both Denmark River and the Scotsdale Brook the cost over runs would be met by rezoning Lot 1 into R5 and subdivided around the new road that will be built as part of the bridge project.</p> <p>Option 2 Alter the alignment of the bridge crossing to closely follow Scotsdale Brook this angle will keep it away from the caravan park entry and local residents, again rezone Lot 1 to R5 subdivide and sell to meet any extra costs.</p>	<p>Opposed to all Options proposed</p> <p>Suggests alternate Option 3B</p>
S129	A Callister	<p>I am not convinced that we need this road at all.</p> <p>Refer to Submission 19</p>	

S130	D & A Gould	<p>As a tax payer of Western Australia all of the Options that you have given the Town of Denmark have a lot of reasons against, and a massive amount of wasted money, that could be better spent on making the existing roads in Denmark safer to travel on.</p> <p>We do agree that there should be a second bridge for Denmark in case of an accident or emergency, but unless the roads of Hollings, Horsley and Scotsdale including the roundabout, have some major upgrades to make them safer to withstand the extra traffic flow from this development, that is a lot of money wasted on a road that is only going to be used if the main bridge was damaged.</p> <p>In an emergency (ie fire/flood) Scotsdale and the Mt Barker Road would be the last would want to use.</p> <p>A staggered intersection on Mt Barker/Denmark, East River Road would have least impact on the immediate environment (ie less light pollution), but for ease of use to the industrial area the roundabout would help with the traffic flow.</p> <p>We understand and agree with the need of an Industrial Park for the larger company's of this town as long as the environmental damage is kept to a minimal.</p> <p>We strongly oppose the Option 3B that have been given for the Western Connection of the development.</p> <p>It will take away one of the major draw cards that keep tourist (From as close as Albany, Mt Barker to as far away as France and England) repeatedly coming back to Denmark.</p> <p>In their words "Riverbend Lane is a hidden paradise of Denmark, with its magic of been able to camp so close to the Forest that you feel like you are part of it and be so close to town without the noise and traffic." "We booked in for one night as it was too late to drive to Albany/Walpole; we ended up staying few more nights/week. And have been coming back to Riverbend a couple times a year since." (What brings you back to Denmark?) "The tranquillity of this park, being able to sit and watch the colour change in the big trees from the sunrise/set, and apart from the soft hum of the town traffic all you can hear is the sounds of nature."</p>	<p>Strongly opposed to Option 3B</p> <p>Prefer Staggered intersection</p> <p>Support industrial project</p> <p>Tentative Support for option 3E</p>

	<p>Option 3B downgrades the Riverbend Chalets and Caravan Park value by taking away the trees, wildlife corridor and the tranquil atmosphere that the Park and Denmark has its name for (Where the forest meets the Ocean).</p> <p>OSH, Occupational Safety and Health, will be compromised if Option 3B goes ahead as it blocks of two accesses points to the property, this becomes a real concern as fire/emergency routes are blocked off due to the retaining walls of the road and bridge.</p> <p>More than 14479m² of trees will need to be removed from three river banks and the road boundaries of 3B route, compared to approximately 3233m² trees removed on 3E proposed route.</p> <p>Major nesting trees that can never be replace, to be removed.</p> <p>Major disruption to the Scotsdale Brook and Denmark River with the removal of the trees along the bank.</p> <p>No turning around point for truck, bus, cars and caravans (includes Shire rubbish truck).</p> <p>Richie Road will have to be moved and the bridge relocated, as there will be no access due to the road retaining walls (more trees to be removed at a higher cost).</p> <p>A major disruption to the Kwoorabup Walk Trail at the bridge site and to the Golden Hill Steiner School at the Scotsdale Road.</p> <p>Maintenance of retaining walls built on river silt along and over three river banks, will escalate in repairs for the future Rate payers of Denmark.</p> <p>Option 3E will still have a large impact on Riverbend lane due to noise and light pollution and a major impact on the Ag College.</p> <p>The Scotsdale Road including the roundabout and Horsley Road will need to have significant upgrades to accommodate the extra traffic load entering the North East side of Denmark.</p> <p>The advantages for 3E will be it would reduce the amount of environmental impact.</p>	
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		<p>The Kwoorabup Walk trail and the footpath for Scotsdale Road could both cross under the bridge reducing the impact of the flow of traffic and the need of school crossing point.</p> <p>The advantages of 3B/E will also be the ease of access for the Tourist/Locals to not have to go through the Denmark town site, with the choice to flow out around Scotsdale tourist drive to Walpole or through the north edge of town via Miller Street or Hardy Street on to the South Coast Highway.</p>	
S131	L Henderson	<p>I am very strongly opposed to the project to build the East River Road bridge. The destruction of our beautiful old growth forest which has taken many years to grow and is habitat to a number of animals is wrong. I feel it is un-necessary and we can continue to use the roads we already have. Please, please don't destroy this special environment that we have, for convenience sake. It is far too precious.</p>	Opposed to Project (no options favoured)
S132	P Leech	<p>I object to all alignments which unacceptably affect the areas heritage, amenity value and ecology of flora and fauna (as listed below).</p> <p>Refer to Submission 19</p>	Opposed to Project (no options favoured)
S133	L Jack	<p>I wish to express my disappointment at the process used to access funding for the DEDPP and the linkage with the ERRB project. I urge Denmark Shire Councillors to use this project as a turning point in the manner in which you facilitate economic development and engage with your community.</p> <p>My experience of "community consultation" prior to the submission for funding was both short term and did not link the two projects. The business case uses the Golden Hill Steiner school as a key driver for the development of the bridge based, it appears, on an informal conversation with the then School Principle. If our Shire is to live up to its "sustainable" and "Open and transparent" reputation then I trust that your future approaches to these issues will be far more professional and sophisticated than the approach this project has taken. I am truly saddened by ho</p> <p>As we move into reviewing our community strategic plan, this development is an excellent case study to test if we are adhering to the values stated in that document.</p> <p>My original understanding was that the bridge was an important linkage in terms of fire exits. In the community consultation with Landcorp, this issue did not appear to be the driving factor, rather the development of residential lots north of the area.</p> <p>If this is the case, then why has this project not also considered the traffic and sound management impact of building a new connector road to service this area? Where</p>	Submission Inconclusive

		<p>is the assessment of how the existing road system will cope and why do we not have access to scenario's on potential traffic increase. Personally I recognize the potential economic benefit from such a development but also value equally the natural habitat, cultural significance and personal solace that I find within this location.</p>	
S134	P Llewellyn	<p>We own at 40 Mt Shadforth Road. Our land development encourages walking and cycling into town. Many local resident also walk through our land to town near Scottsdale and Mt Shadforth.</p> <p>We are concerned that the east river road bridge will result in more traffic, including trucks being directed down Scotsdale road past the hospital, the community and Arts precinct and onto Mt Shadforth road creating an inappropriate urban 'rat run'.</p> <p>This will also impact Hardy Street and the Lionsville and Ammaroo retirement villages precinct.</p> <p>We believe that the current assessment for the East River road bridge proposal does not adequately address unintended consequences such as creating urban congestion and inappropriate short cuts through town. These Short cuts will be most attractive to truck movements from the New industrial area servicing communities west of town.</p> <p>Property Affected by plans: 40 mt Shadforth Rd Submission: Please decouple the light industrial area decision, and the East River Road Bridge proposal. It is not appropriate to conflate the two issues. The industrial precinct can be assessed on it own merits.</p> <p>Until the potential traffic impacts on existing residential and CBD road is thoroughly investigated and reported to the community, the east River Bridge decision should be deferred.</p> <p>If a bridge is entertained then the Scottsdale Road should be properly traffic calmed along its entire length from the bride to the Mt Shadforth intersection to prevent unintended traffic movements.</p> <p>This will preserve the amenity of Scotsdale road, the amenity of the Stcotsdale Road entrance to town. A high value tourist assesst.</p> <p>Comprehensive traffic calming along Scotsdale is the only reasonable planning strategy that will mitigate the unintended traffic movements, AND ensure that the East River Bridge will achieve its 'stated objective, of providinng an alternative northern access route and to alleviate congestion over the existing traffic bridge.</p>	Defer Project

		<p>If a community consensus confirms the need for a East River bridge, and the traffic issues are dealt with, in every case, a bridge crossing should avoid unnecessary destruction of native forest and riverine habitat. Private and Ag college land should be used in preference to clearing Bush. This view should not be taken to be approval of the construction of the bridge at any location...</p>	
S135	A Forman	<p>I strongly object all six alignments for the second river crossing and strongly ask that the funding's and tax payer moneys are used to find and build a safe 2nd fire route!</p> <p>I have no objections against the Light Industrial Area project but very much question how the East Development has been merged to the West Section and how our community and Royalty for Regions have been made to believe that the Golden Hill Steiner School would benefit from this project and that the bridge "increases community safety during an emergency!"</p> <p>I also have strong objections to accept that we need to look forward, that it's a done deal and if we try to separate this projects that Denmark will lose all the funding's and would eventually have to pay for it.</p> <p>I have a very strong believe in our new Council and CEO! You have seen and acknowledged that there is something wrong with this project and you have the chance to make it right! Make it right for our community and the planet! This Forrest is not available nor are our properties! We have no right to even consider it!</p> <p>If there is really nothing you could possibly do to stop the waste of RfR money and Forrest destruction please note that I feel that 3E appears to have the least impact on the Forrest. I understand that the land of the Agricultural Collage is not available nor is our property so 3D, 3E and 3F are actually not an option?</p> <p>Please, take this project back to the drawing board, explain to RfR how much Denmark cares about nature and safety because we need to protect every bit of the Forest, it's animals and of course us!</p> <p><i>Here is our letter to the Denmark Bulletin:</i></p> <p><i>Our precious time (not to be wasted or treated carelessly) influences our choices: plastic bag or own bag; burning it or using it as mulch; using pesticides or finding healthy solution, spending time on social media or being social as a volunteer? - the list goes on!</i></p>	<p>Opposed to Project (no options favoured)</p> <p>Support industrial development</p> <p>Option 3E preferred to option 3B</p>

		<p><i>In the area of Horsley, Scotsdale, Shadforth and McLean Rd up to 700 new property lots have been identified. To channel this traffic away from the existing bridge (and local businesses) a new link has been proposed to get to Mt. Barker Road.</i></p> <p><i>Understanding the upcoming destruction of Denmark's healthy forest with trees over 400 year old, is all about time again.</i></p> <p><i>It's officially not and (from a safety perspective) can't be the second fire escape route. It's mainly to connect Scotsdale Road with Mt. Barker Road giving a choice and saving time.</i></p> <p><i>It's not about option 3B or 3E rather "Where does the second so much needed bridge make sense?"</i></p> <p><i>Saving time or our forest? Our precious time verses our precious forest!</i></p>	
S136	T Forman	Refer to Submission 135	<p>Opposed to Project (no options favoured)</p> <p>Support industrial development</p> <p>Option 3E superior to option 3B</p>
S137	T Sinclair	<p>Firstly I like to thank you for giving me and my family the opportunity to express our concerns and observations as we live on east river Road West of the Mount Barker road.</p> <p>My wife, my children and myself have built our family home over the past 20 years, we are part of this community and we volunteer in this community. So we believe this proposal will negatively impact Denmark, our family and our lifestyle.</p> <p>We do not support this East River Road community link to Scottsdale Road with connecting bridges at all! We believe this will negatively impact on the endemic Flora and fauna and local residents immensely!</p> <p>Our family cycle and horse ride along east river road to the west connecting to the Kwoorabup trail and then into town. This is such a valuable recreational tourism asset to our community, we have the iconic tourism brand Tidy Town. We should also promote Denmark, as the safe town in regards to reduced speed limits! If this development is to continue regardless, we believe the only speed limit on, East River Road West connecting to Scottsdale, should be a maximum 50 km/h to aid in the protection of the existing and valuable endemic fauna of this region. We believe, if the speed limit is reduced to 50 km an hour this could assist and</p>	<p>Opposed to Project (no options favoured)</p> <p>Option 3E superior to Option 3B</p> <p>Support roundabout (south) intersection Option</p>

		<p>possibly reduce the expense of the widening and the upgrade of removing existing endemic trees.</p> <p>There should be no clearing of the existing flora to the north side of East River Road, so the widening and redevelopment should only be to the south where minimal trees will be removed.</p> <p>The only proposed bridges connecting to Scottsdale we support would be firstly 3F followed by 3E. We are aware there is an added cost but these two proposals limit the impact to the existing flora and fauna and as importantly local residents and the Steiner school</p> <p>The Mount Barker Road intersection. On studying the three options proposed by land Corp, to address this very dangerous intersection, I believe that the only option of the three would be option 2 south. This would pose less of a danger to road uses, cyclists and children catching the local school bus. Though it doesn't address the issue of a poor line of sight to the north when crossing west to East and vice versa but does protect endemic flora We believe that it has been suggested that possibly lighting this intersection from a safety perspective but do not support this measure. But again offer the opportunity for Denmark to reduce speed limits greatly, so when approaching this intersection from the North, East, South and West it leads to the protection of road users, children catching buses, cyclists and the endemic fauna.</p>	
S138	T Mansholt	<p>In point form my objections to the proposal are as follows:</p> <p>The inevitable extensive clearing of old growth forest, The impact on fauna, The impact on Aboriginal heritage sites, River and forest environment will be impacted, Golden Hill Steiner School, Riverbend Caravan and the local community will be impacted through noise and loss of aesthetics, Kwoorabup heritage trail will be impacted, Scotsdale Road will become a traffic hazard, with dangerous consequences for school children, the hospital and the local community, I cannot except that the limited advantages of this new bridge and road weigh up against the losses and dangers this project will cause.</p> <p>Refer to Submission 19</p>	Opposed to Project (no options favoured)

S139	M Trenow	Refer to Submission S19.	Opposed to Project (no options favoured)
S140	M P	<p>I strongly object to the current alignments suggested for the second river crossing for the following reasons:</p> <p>Poor use of funding. The key benefits in the business case appear to be questionable. The benefits to the Steiner school are listed higher than the second fire route escape and yet there is apparently no written agreement from the school that they will benefit from the road. I am failing to see the economical sense in building the second river road as the value of the road appears to be far less than the expense.</p> <p>Environmental impact. I do not agree that clearing more forest is the only or even the best choice. The Landcorp flora and fauna survey was over too short a duration and was not done at the right time of year. Local conservation groups should have been engaged, such as DPAW, DWAG, Greenskills, and WICC. Given the volume of clearing in this state for roads and development the clearing of any forest should be subject to far more consideration and consultation.</p> <p>Insufficient consultation and considerate of options. It appears the project is being pushed through without thorough investigation of benefits and options suggesting perhaps the project may not withstand greater scrutiny calling into question the merit of the road.</p> <p>I would like to see further investigation of the need for, and options for, the second river crossing road.</p>	Opposed to Project (no options favoured)
S141	D Anderson	<p>I have read the full options paper and none of the options presented have a compelling case for their adoption.</p> <p>The need for a heavy haulage route to the new industrial area is obvious but neither the emergency exit nor the alternative route to a new residential subdivision necessarily require heavy haulage suitability. Building the bridge so close to town is short sighted in terms of the development of Denmark. From a risk analysis perspective the same event could disable two road bridges within a few kilometres of each other,</p> <p>Of the options presented Option E is preferred but the existing route via Churchill could be upgraded and no reason was given for not including this in the analysis. I suspect this option would also be more cost effective.</p> <p>The project should not proceed until these important matters of project management have been resolved.</p>	<p>Opposed to Project</p> <p>Option 3E preferred to option 3B</p>

S142	K Lisson	<p>Reer to Submission 19</p> <p>Despite Shire claims that ‘extensive community consultation’ occurred, the following points are made:</p> <ul style="list-style-type: none"> • Over 100 community members attended the 25 October 2011 Special Electors Meeting, voicing their concerns over a lack of notice and concerns with the LPS itself. (Showing that, as defined by significant community concerns, Shire claims that ‘extensive community consultation’ occurred is clearly contestable, not a matter of fact.) • The Shire CEO, Dale Stewart, at the time, in an attempt to allay community concerns said “A LPS is not a zoning document [and]... will form the strategic direction that a new Town Planning Scheme will take and prior to any specific land being incorporated in a new Town Planning Scheme that proposes zoning changes, the Shire will undertake consultation with affected landowners.” This mirrored verbal assurances in community meetings that LPS was ‘only a strategy’ and that any specific plans would involve their own specific consultation processes. • The current opportunity for consultation does NOT involve a ‘no bridge’ option and no specialist community engagement consultants have been appointed to determine community aspirations, thus making a mockery of the above assurances. • The current Shire President informed community members at a recent Open Forum that there was a bridge was a tied, or non-negotiable, element of the East River Development project, meaning that a bridge must be built or the whole project could not be funded. <p>The above process represents, intentionally or otherwise, a ‘gun to the head’ approach to community consultation, that has, at worst been dishonest, or at best incompetent. The LPS now looks, as we feared, to be the ‘thin end of the wedge’ and because that was approved – in the fact of significant community concerns – it has paved the way for further initiatives. At the end of the day, community interests have been largely sidelined, dismissed (with patronising labelling of ‘nimbyism’), or relegated to issues of design and positioning, rather than allowed to focus on the bigger question of ‘appropriateness’.</p> <p>I also support other concerns expressed, particularly by the ‘Save East River Forest’ community group. While I do not believe the Shire ever adequately presented a</p>	Opposed to Project (no options favoured)
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		<p>strong, clear or consistent business case for a ‘second bridge’, that if ‘City Hall’ continues to push ahead, that any bridge that does occur should absolutely minimise environmental impact as a priority! The ‘death by a thousand cuts’ approach, that sees bit-by-bit’ our precious flora and fauna disregarded and removed, as if it had no value is something that the local community is clearly concerned about. Not only does it have an intrinsic value, but it also holds significant meaning to those who live in Denmark; it’s a big part of why we’re here! Money should not, yet again, be allowed to trump the environment.</p> <p>I believe that the river forest valley, along the Kwoorabup Trail from the confluence of the Denmark River to the Nature Park should be officially preserved and protected. The value of this area must be protected for residents and visitors, and the special native flora and fauna. Of particular concern, would be the loss of habitat and foraging for our endangered Baudin Cockatoos. This is also an area of special significance in terms of Aboriginal heritage, ecological value and community amenity.</p>	
S143	Z Underwood	<p>Thank you for this opportunity to submit my response to the above development. I consider myself a responsible and caring resident of our town. I am loyal to its community, to its magnificent natural environment, to its sustainable growth, and to our local authority, you, who we entrust with looking after the wellbeing of our Shire in responsible and transparent manner. As such, I am dismayed by the development proposed for East River Road Extension (Western Precinct) and Second Denmark River Crossing.</p> <p>On studying and considering the entire process which has resulted in this proposal before us, I conclude and I submit most strongly: that this development, the western precinct of East River Road, not proceed.</p> <p>I object to all the options (3A, 3B, 3C, 3D, 3E, 3F) proposed for River crossings and for road alignments.</p> <p>I consider that all the options will impact destructively on this environment of special significance: native vegetation and endangered wildlife, river life, Indigenous cultural values and community values.</p> <p>I also register my <u>specific objection to 3B</u> – which I consider to be the alignment that will impact most destructively.</p> <p>Furthermore, it has been publicly acknowledged that this ‘community project’ has lacked integrity, honesty and respect for due process and comprehensive community consultation in its earlier stages. Now we are being asked to respond to</p>	<p>Opposed to Project (no options favoured)</p> <p>Strongly Opposed to option 3B</p>

		<p>the proposal, to support its forward motion, when it has been publicly claimed to be ‘fait accompli’.</p> <p>In responding, I join other voices, stating very succinctly (quoting): ‘I choose to strongly and clearly state my objection to all alignments. I choose to use my vote to vote against a currently consistent global theme of asking the public to vote for the “lesser of two evils”. If we continue to move forward and make extremely important and long lasting decisions in this manner we will end up collectively creating a world that lacks integrity, beauty and diversity. And thus, I choose to challenge this (apparently) closed door given to us (the Denmark community) by the Denmark Shire Council, and to continue to explore whether the door of due process is actually still open. I choose to knock with courage, respect, integrity and purpose.</p> <p>As it is, the Denmark Shire Councilors who will ultimately vote and thus decide the alignment of ‘the East River Road Extension (Western Precinct) and Second Denmark River Bridge Crossing’, I wish to again ask the following question: <i>“I invite all of the elected Councilors to use your courage, and take a moment to reflect on the Denmark Shire values of Honesty, Integrity, Trust, Transparency and Respect. I invite you to ask yourselves the questions; what do these values really look and feel like in relation to this particular project, and what will the benefits be for our whole community if these values are really put into practice?”</i></p> <p>Lastly, as this decision directly impacts a forest, a river, the animals that live in these systems, our community, and our culture (ancient and modern), I strongly urge the Denmark Shire Councilors to please consider holding the Council meeting in which all elected Councilors will vote on the alignment <i>on location</i> at the East River Forest. For a wise woman once said; <i>“When you make decisions within four walls, you get four wall decisions”</i>. For only in the forest itself will the impact and reality of the decision being made will be honestly felt.’</p>	
S144	L Duxbury	<p>The planned upgrade of East River Road from the Denbarker Road to MacIntosh Road to the proposed new industrial area is not an issue for me. There has been long term planning and consultation concerning the need for and location of this area.</p> <p>The joining together of this proposal with the proposal for a second bridge over the Denmark River, in my view, is both inappropriate and confuses the discussion.</p> <p>The proposal for a second bridge over the Denmark River has also been discussed but there has not been community consensus regarding the need for it and the location. The current proposal does not appear to be the best option and appears to</p>	<p>Supports industrial project</p> <p>No Community consensus on Western Precinct</p>

		<p>have been chosen primarily on the basis of cost rather than on the basis of accessibility, impact on environment and appropriateness.</p> <p>The claim that there was wide consultation prior to the consultants report being prepared is not supported by a range of stakeholders.</p> <p>This process appears to have been driven by the opportunity to obtain R4R funding. While financing such a project is always a challenge, acting precipitately on the basis of funding does not represent quality decision making. It is important that the Shire of Denmark adheres to its own Community Engagement Policy and give this project the highest level of consultation which requires a longer consultation period, full engagement of all stakeholders, discussion of all options and the drawing out of a consensus decision so that the community can move forward together.</p> <p>The planned upgrade of East River Road – East of Denbarker Rd to new Industrial area is not an issue for me. There has been long term planning consultation.</p> <p>This is separate in my mind to the proposal for a second bridge over Denmark River. This aspect does not have community consensus. The chosen route does not appear to be the best option. The claim that wide consultation has done prior to its selections is not supported by evidence. The need and location of a second bridge is not well supported. This discussion is too significant and expensive to rush through in the face of community concern about process and proposed route. While an opportunity to finance the 2nd bridge may have appeared too good to miss, hindsight should provide the new that it important to gain a general consensus in the community prior to proceeding with such a critical project.</p>	
S145	R & H Wyle	<p>We both think the plan to use East River Road to the west is an ill-conceived and poorly thought out idea dating back to the 2011 L P S when it was suggested the Agricultural College paddocks to the west of the airport would be developed for housing as it was said at the time the attendance numbers were falling and the colleges future was not looking bright and as a result East River Road to the west would provide access to this development. This has proved to be totally wrong as student numbers are at record levels. This then debunks the necessity to turn East River Road into a link road.</p> <p>If the Agricultural College has to relinquish land for this development they should be compensated by gifting them the land currently occupied by Soils Solutions, Denmark Haulage and the earthmoving business when they relocate to the new industrial site.</p>	<p>Opposed to Project</p> <p>Option 3E preferred to Option 3B</p> <p>Staggered Tee intersection Option preferred</p>

Although we would prefer this development not to proceed, if it does, by using Option 3 (3E) as the crossing point, this would then allow the council to rezone to Residential, the “Barry Block” and use the proceeds of its sale to accommodate the extra cost of using option 3(E) instead of option 1 (3B), which affects so many people and wildlife habitat.

As part of the subdivision requirements when we built, we had to pay for a sealed crossover onto East River Road, this must be made good again at no financial cost to us.

Option 3 (E) Bridge Crossing is preferred, it is less invasive in the natural habitat of local flora and fauna, although it is more expensive.

Mt Barker/Denmark Road/East River Road intersection no roundabout please as it would create too much disruption to traffic on Barker Road and we don’t want to be affected by spill lighting. A staggered intersection is preferred by us.

We want the widening of East River Road West to be accommodated on the south side please.

No shrubbery or trees to be removed from the north side especially outside 246 East River Road. We need it for our privacy and to lessen the traffic noise and also the wildlife use the vegetation along the road verge for their habitat.

To minimise tyre noise please us minimum size aggregate for resurfacing East River Road West.

We would like the speed limit on East River Road West to be 50kph Mt Barker/Denmark Rd speed limit should be dropped to at most 80kph prior to Churchill Road.

We are very upset and unhappy about the fact that the project will devalue our property.

We are concerned as to why should ratepayers have to subsidise access to a residential development. Shouldn’t it not be the developer’s responsibility.

On page 2 para 7 of the report of an Aboriginal Heritage Survey of the dedp it clearly states “as the bridge is necessary to protect the town from fire events and to provide access to the infrastructure precinct planned at McIntosh Road”. We have been verbally assured it is not being looked at as an escape route in the event of fire but

		<p>the above definitely contradicts this despite the fuel load immediately to the north of the route being dangerously high.</p> <p>To the CEO and Councillors who have taken the time to listen to the community concerns we would like to say thank you. We believe the whole project was insufficiently funded in the first place and as a result has been to restrictive to find the best location to serve the whole community into the future. It should have allowed for assessment of other sites closer to the existing town bridge and to the south of the trotting track and golf club.</p> <p>To the CEO and Councillors, please find compassion and understanding with the residents who are being affected by this project. It is an emotional and worrying time having our beautiful peaceful lifestyle turned upside down</p>	
S146	M Parre	<p>There is no need to sacrifice old growth trees in order to provide another crossing of the Denmark River and an alternative route to the proposed industrial estate on McIntosh Road.</p> <p>We value these old growth trees within the town area as the last remnants of the forest which once covered the landscape. To be able to access these few aged monarchs on foot is part of what make our town special.</p> <p>The connection between the river, the land and the forest that occurs in this small area is special, in part due to the ease of access. Over the years, as a teacher, I have used this area to connect students to the timeless depths of the natural environment. It is an experience which cannot be duplicated without the awesome presence of these ancient trees. It is not a question of which trees can be removed and which can stay. In this case there is no need to remove any. Find an alternative that does not involve destroying the beauty of this area.</p>	Opposed to Project (no options favoured)
S147	J Cooper	<p>I support the LIA project and believe it should be dealt with separately to any second Denmark River crossing subject.</p> <p>I favour the Red Roundabout (East) option for the Denmark-Mount Barker Road intersection treatment.</p> <p>I have always assumed and wished that any second Denmark River crossing would allow for a second exit from the town in the case of a large fire. It appears the current options are considered to be <u>NOT</u> suitable as fire exits. As such, I do not support any of the options but consider 3E to be the lesser of two evils when compared to 3B.</p>	<p>Support LIA project</p> <p>Support roundabout (east) intersection Option</p> <p>Opposed to Project</p> <p>Option 3E preferred to Option 3B</p>
S148	M Neunuebel	<p>We do need a LIA but <u>don't</u> need a road and bridge to cross or run along the river. Protect that land for futures to come.</p>	Support LIA project

		<p>We don't need more development of houses when we can't provide water, electricity and sewer for what we have.</p> <p>Upgrade Churchill Road bridge to cope with extra road load.</p>	Opposed to Project (no options favoured)
S149	L Clark	<p>Keep the River pristine as there is no need for an additional road and bridge.</p> <p>Save taxpayers money and protect our environment. Exit can come using Churchill Road. We do not need additional housing, there is too much demand on out town center already.</p>	Opposed to Project (no options favoured)
S150	E Clark	The housing market is already in a slump, we do not need additional housing. We do not need another bridge. Protect the fauna and wildlife including the cockatoos.	Opposed to Project (no options favoured)
S151	K Leahy	<p>See Submission 19</p> <p>If an alignment has to be chosen, I vote for 3E.</p>	Opposed to Project (Option 3E preferred)
S152	D Volk	As a commuter in the area, I would like to put in my 2 cents. I am a person concerned with our environment, trees and wildlife. I would prefer to see option 3E. I support this choice also because it will reduce flooding impacts on the new bridge, reduce the effects on my neighbours and has been chosen by aboriginal heritage as the best route. The intersection at E River and Den/Mt Barker is a daily path for me. I believe the staggered model will make this a safer and more efficient route as well as being the least intrusive. I would hate to see lighting added in this area.	<p>Prefer Option 3E</p> <p>Prefer Staggered tee intersection Option</p>
S153	S Martin	<p>See Submission 19</p> <p>I do not want to see the town I have lived in for 15 ½ years becoming more industrialised and destroying ancient trees.</p>	Opposed to Project (no options favoured)
S154	C Chappelle	<p>“Denmark is a leader in Australia in terms of environmental planning and management ... The Shire of Denmark is committed to ensuring environmental issues are fully considered in any planning and development.</p> <p>“The role of Council is to help foster the economic development of the Shire while promoting and maintaining the concerns for the environment and the local community ... Economic development needs to be consistent with the values of the community and recognis[e] the historical context when considering potential development.”</p> <p>(Local Planning Strategy 2011, [LPS] p2; my emphasis)</p> <p><u>Abstract</u> angst (n): a feeling of deep anxiety or dread, typically an unfocused one about the human condition or the state of the world in general; a feeling of persistent worry about something trivial. (Apple Dictionary)</p>	<p>Supports Industrial Project</p> <p>Opposed to Project (no options favoured)</p> <p>Option 3E preferred to Option 3B</p>

This is the derogatory word that former shire CEO Dale Stewart chose to use when describing the response by Riverbend Lane residents and others to having a heavy haulage road constructed outside their front doors¹ – an unnecessary and inaccurate evaluation, and a less than helpful way to begin a community dialogue.

But things got worse ...

The community is now required to respond meaningfully to “one of the most significant infrastructure developments in Denmark’s history”² in less than a month, from a standing start, bombarded by mixed messages, and without access to some key background information. The process is derelict and disgraceful.

While principal responsibility for this failure lies with council, blame lies equally with the supporting agencies and the relevant government ministers, who have neither intervened nor (evidently) questioned this deeply flawed process, or responded to calls to have it reviewed.

While I applaud council for finally achieving a long-overdue and much-needed light industrial area (or “ordinary” industrial area – who knows, because both terms are used) I am deeply concerned about the western component of the project, both by its origins and in its offerings.

The LPS proposed a road/bridge configuration different from any presented in the BC or subsequently. To ignore the objections of the time and suggest a continuity of community acceptance between the several documents; to assume that community attitudes have not changed or that its needs remain the same, is presumptuous and misleading.

In my view none of the present options for a road/bridge combination in the western precinct is desirable or appropriate, and, given the veil of secrecy and half-truths that have marked the decision-making and consultation processes from the beginning I believe that councillors should have the courage to stand up for the community’s right to know, and reject this project outright, on principle.

Conclusion

It is spurious to argue that community consultation for the LPS translates as public acceptance of the BC’s preferred option and, by some kind of magical osmosis it’s bastard child, option 3B. The single road/bridge alignment indicated in the LPS is not reflected in the BC. None of the six current options are in the LPS, and only three (3B,C&E) bear any similarity to the BC.

Of the six, option 3E will have least physical, amenity and financial impacts on adjoining landowners, do least environmental damage, and is better positioned than 3B for traffic integration from land to the west marked for future subdivision. (See photomontage below)

3E is also likely to cost less than 3B, taking into account the unassessed costs of

- Felling several very large trees
- Realigning and extending Riche Rd, and moving or replacing the current bridge over Scotsdale Brook
- Riverbend La being raised up to 3m. This will require thousands of tonnes of fill, create an extensive horizontal footprint that will compromise adjoining properties, presumably require the installation of a kilometre or more of safety railing, destroy even more vegetation, and alter the form and hydrology of the area to such an extent that the effects of future flooding are unknowable;

See Map: Submission S154 - Extract A

Realigning McLean Rd would link more easily with 3E. It is a condition of subdivision that any internal road connecting to Scotsdale Rd must avoid the E-W line of trees on the gazetted (unformed) road alignment.

And by rezoning Lot 1 for subdivision and selling it council would realise a profit, thereby unlocking funds which can be put towards the “more expensive” but better option 3E, instead of bearing a costly liability into the future.

Background

The road project west of Mount Barker road is NOT critical to development of the LIA.³

So why are we continually being told that the two are interrelated and inseparable? In all but political terms the two components are independent of one another. The suggestion that the western component is inherently necessary “to facilitate access to the LIA”⁴ is balderdash. This fundamental falsehood underpins many of the misleading assumptions and erroneous conclusions in the BC and, consequently, some of those in the current reports.

It is clear that the two projects were bundled together for convenience, to "bulk out" council's RfR funding application.

Why does that matter?

The BC, including its “preferred alignment” was concocted without councillors’ knowledge or input, and later withheld from public scrutiny under the cloak of “commercial in confidence”. Thus its recommendation of only one road alignment and bridge location effectively represented a fait accompli.

The BC was drafted jointly by council administration and the GSDC, then handed to a private consultant to polish and give it an air of independence (though it relies largely for its storyline on verbatim quotes from the rather jaundiced letter to the GSDC from then shire CEO Dale Stewart, noted above).

It was a significant error of judgement by those who prepared the RfR funding application to lump the two components together, because if one fell over or was delayed it would jeopardise or even sink the whole project. Worse, to claim that the western component reflected the LPS in any but the most generalised way was simplistic and highly misleading. The only thing worse than not telling people what’s going on is trying to hoodwink them.

Cobbled together from incomplete and conflicting information, without due diligence or understanding the history of the issue, the BC consequently contains numerous errors of fact, misleading statements, incorrect assumptions and false conclusions – the worst of which is its claim to accurately reflect the findings of the LPS:

Extensive community consultation [1] has occurred in respect to the proposed McIntosh Road LIA and land identified in the Shire of Denmark LPS. The strategy was developed through an extensive consultation [1] process and was ultimately advertised for public comment and endorsed by the community, Council and the WAPC ... This document progressed through a statutory approval process which involved extensive community consultation [1]. The [LPS] clearly shows the indicative alignment of the East River Road Bridge access roads and crossing. [2] (BC, p27; my emphasis)

[1] "Extensive ... consultation" appears no less than three times in this one paragraph – a sure sign that snake oil is being applied. In this case it’s that the BC’s “preferred option” (now option 3B) has not received broad community support, because it’s not in the LPS.

[2] No it doesn’t. LPS Urban Area Plan 2 shows one possibility, which is even more ludicrous than the BC’s “preferred option” but slightly less ludicrous than current option 3A – and has subsequently magically disappeared.⁵

As a result of the public opposition and impracticalities associated with the connector road and bridge locations in the LPS, council resolved on 4 October 2011

that any future connector road not be built north of Riverbend Lane. All the current options not only introduce alignments which are not in the LPS but options 3A & 3B are north of Riverbend Lane, in contradiction of resolution 061011. Council has never rescinded that resolution.

More from page 27 of the BC:

“[While] the Council has included the [preferred option] in its adopted Local Planning Strategy [1], the public are aware of its former existence and rationale for reconstitution ... Whilst the Council is cognizant of very specific concerns by a limited number of residents [2] the Council remains committed to the broader objectives being achieved and is confident in the Community's support [3] for these objectives and outcomes.” (My emphasis)

[1] No it hasn't ... none of the BC or current options are in the LPS.

[2] The LIA was “... ultimately advertised for public comment and endorsed by the community” but the proposed connector road, which will be used by the community at large, has not been so endorsed: it was roundly rejected, drawing about 100 opposing submissions during the LPS comment period – and so far has zero support among those who will be directly or indirectly affected by 3B.

[3] Really? Then we should add naiveté to council’s shortcomings in the way it has handled this matter. How can the community be expected to have any confidence in – let alone give the go-ahead to – a preemptive strike out of left field, which limits public scrutiny and allows input only at the eleventh hour?

Playing catchup

“It is paramount for our community to understand that any funding allocation comes with conditions and performance timeframes. If we do not make a decision on the components that are being advertised for comment, then we run the very real risk of the funding being withdrawn...”⁶

This message was delivered publicly for the first time five months after council accepted the RfR funding and just 12 days before the close of public submissions, again highlighting the dog’s breakfast and brinkmanship that has characterised public engagement throughout this process.

The community only learned officially about the DEDP on 5 May 2016, at a Landcorp presentation – three weeks after council accepted the funding. Thus the BC ‘preferred option’ was foisted on us without warning or input, due process, or formal right of reply.

Why does that matter?

The BC remains embargoed to this day. Though it is not stamped “commercial in confidence” or “restricted” it is unlikely ever to be released⁷, despite being one of the two foundational documents upon which the current consultants’ investigations and reports were prepared, and whose contents the community is expected to accept without question.

Council held a meeting with affected East River Rd residents on 16/09/16 re the proposed new intersection with the Denmark-Mt Barker road eastern precinct.⁸ No such meeting has been held with Riverbend La residents to discuss their concerns, or any approach made to landowners/residents on Riche Rd. Those most affected are those least consulted.

See Map: Submission S154 - Extract B

An indication of what some Riverbend La residents and the heavily-patronised Riverbend Chalets & Caravan Park will face when the road is raised above the 20-year floodline under option 3B.

THE CONSULTANTS’ REPORTS

Central to these is the Options Analysis report, and its conditional preference for option 3E.

– Of the two options, Option 3E is slightly preferred due to its not requiring the removal of a particularly large and mature Karri [sic] tree. Should an independent arborist survey find this tree is unable to survive long term due to white ants, then Option 3B would be equally weighted to Option 3E, due to the site being previously disturbed by an old bridge at that site. (p7; my emphasis.)

The condition of the 400-year-old karri at the junction of Riverband La and Riche Rd, as described in the Arborist’s report, is irrelevant: if option is 3E is adopted the tree is safe; if 3B is adopted the tree will be demolished, irrespective of its health – Robert Fenn (Landcorp) makes that clear on p32 of the Heritage report. It is obvious to even the most casual observer that the option 3B roadway simply will not fit between the karri and the current road boundary of Riverbend Chalets; and there is no mention in any report or the BC that land in the immediate area will be resumed in order to save a significant tree.

The cost of felling and removing this tree, and each of the ancient marri required to be removed on the Kwoorabup Trail, has not been budgeted or investigated, but cumulatively would surely run into five figures.

The observation that the site is suitable for development because it is “previously disturbed by an old bridge” is mind-numbingly irrelevant: no useable bridge has existed there for nearly 70 years – that’s long enough for a karri, jarrah or marri to grow from nothing to a sizeable tree.

This they have done and, along with other native species, all but obliterated any sign of the old bridge. The Boranup Forest at Margaret River is little more than 80 years old and is recognised as a major tourist attraction – so here we have a free, natural tourist attraction but plan to replace it with a road that almost nobody wants.

Scientific research by the former Forests Dept and later CALM/DEC indicates that the presence of termites in living karri is not uncommon and does not necessarily cause death of the tree; in fact a symbiotic relationship exists, with the termites deterring pathogens and other harmful insects in return for the shelter/safety offered by the tree. Further, mature karri killed by pathogens or other causes rarely fall over; witness the many hundreds of stags that stand to this day throughout the southern karri forests – some for decades before succumbing to rot or fire.

Considerably less native vegetation will be disturbed – and thus wildlife habitat – by 3E, compared to what would occur under 3B.

It is certain that 3B will cost more than estimated, and possibly more than 3E by the time the Riche Rd bridge is moved/rebuilt, the roadway realigned and extended, and Riverbend La elevated by up to 3m, with its concrete retaining walls and (presumably) safety barriers on both sides for hundreds of metres ...

The Flora and Fauna report is not so much a survey as a snapshot. Consequently it is of limited value, being deficient in identifying the species present and by not even determining whether those observed are plentiful, underrepresented, under threat or have any other status.

A meaningful survey takes 12 months to conduct, and would have identified many “missing” species, among them Brush-tailed possum, Echidna, Southern brown bandicoot; Perentie, King skink, Long-necked tortoise, and several species of reptiles and bats; Tawny frogmouth, Masked and Boobook owls, Goshawk; Wedgetail and Little eagles, Spotted pardalote, Firetail finch and many other species of bird; and at least six species of frog ... all of which are known to live in or visit the study area – these in addition to the known Priority 4 species identified in the report.

There is anecdotal evidence that the endangered Dibbler (*Parantechinus apicalis*) has been seen in the Riverbend Lane area, which could be confirmed only by a properly-conducted survey, and would have to be investigated as a priority before any roadworks are begun, if 3B is chosen. It could also trigger the need for a federal environmental assessment and/or formal WA EPA referral.

The report contains no assessment of fungi, of which many species exist in and around Reserve 12995*, which has a fire history of more than 40 years and so may be habitat for fungi not found in disturbed areas.

The only fauna species to receive any detailed attention are black cockatoos, and the report, while noting that some threat exists, does not go far enough regarding their welfare. The shire and supporting agencies should provide funds to compensate for habitat damage which will inevitably occur, revegetate the affected area/s with plant species that provide food for black cockatoos, and install artificial nesting boxes to replace lost hollows and encourage birds to stay in the area.

* The one adjoining Riverbend Lane, not the more southerly, identically numbered reserve adjoining Scotsdale Rd

Fire

“A huge side benefit for the project is the associated road works, including a new bridge across the Denmark River, [which] will establish an alternative access route that will be a critical asset for Denmark in case of fire or emergency.”⁹

The argument that any of the proposed road/bridge locations within the study area will provide a viable alternative escape route in the event of catastrophic fire is a complete furphy: any fire of that magnitude will almost certainly approach from the north, making escape north of town dangerous if not suicidal. This argument carries no weight; indeed it diverts attention away from the reality.

The former shire CEO nails it: “Council has existing road reserves and former road alignments able to be used, and indeed ... were actively used for this very purpose up to the 1950s, where (sic) they were destroyed by fire.”¹⁰ (My emphasis.) Why would you build a fire escape on a site previously destroyed by fire?

Flooding

Flood events in the 3B area over the past 30 years have been thoroughly documented by local residents, and that information provided to LandCorp and the shire. Elevating a long section of new road above the known historic flood level would require a massively increased horizontal profile, cutting off road access for several

Riverbend La residents, the owners and countless annual visitors to the adjoining chalets and caravan park, and the four properties dependent upon the Riche Rd bridge. The new embankments and abutments would radically alter flood dynamics, with unknown and potentially disastrous consequences.

One of the relevant government authorities noticeable by its absence from all the documentation to date is the Dept of Water (DoW) which has responsibility for riparian vegetation – ie, river and stream reserves. I am advised by DoW Albany that it is aware of the DEDP but has not yet been asked for formal input.

Riparian buffers extend up to 50m either side of a watercourse. Clearly, option 3B would severely disturb the Scotsdale Brook and Denmark River reserves, including the Kwoorabup Trail, which lies almost entirely within the river's riparian zone. Road 3E would also need to be adjusted to avoid this zone and significant vegetation within it.

Ways and means

A professional land valuer has suggested that Lot 1 Riverbend La, if sold today “as is” would not fetch the \$795,000 paid by council just five months ago. Conversely, if it was

- rezoned special residential and sold for subdivision it could realise around \$900,000 towards the additional up-front cost of option 3E; or
- swapped in whole or in part with 2ha of Ag college land required by 3E/2A it would keep the land productive instead of it becoming the shire's widest road verge, with little or no commercial value, generating no income, and costing ratepayers perennial management and maintenance expenses.

It has now been established that the Steiner school has no plans for expansion, thus removing another false prop used to support the BC's findings and ipso facto underpin the current reports. To contemplate building a significant road to attract increased vehicle use, including heavy vehicles, which empties into a school zone, must rate as one of the great engineering idiocies of modern times.

Apparently, the sale of 12ha of productive agricultural land for the LIA was acceptable to the Ag college, but a road that would provide a straightforward, relatively simple solution to a major community development problem on this “this highly fertile land” suddenly becomes “a significant impact”.¹¹ While I understand the college wishing to protect its assets and remain relevant and viable, it has long been compartmentalised by South Coast Hwy and the Mt Barker road and seems to operate very efficiently. It is hardly going to founder by relinquishing one hectare – the actual area ‘lost’ once the proposed stock underpass is factored in. I would

		<p>argue that in this instance the college has a responsibility as a corporate citizen to put the needs of the community ahead of its own self interest.</p> <p>And who knows, the college may actually benefit from having a new road at its back door.</p> <p>STOP PRESS</p> <p>Ratepayers were advised at council’s ordinary meeting of 8/11/16 that amendments were being made to the draft design for option 3B, in light of the increased width of earthworks required to elevate a section of Riverbend Lane... but that there would be no opportunity for community input, since the amendment would not be ready before public submissions on the DEDP close on 14 November.</p> <p>farce n. a ... dramatic work using buffoonery and horseplay, and typically including crude characterisation and ludicrously improbable situations. (Apple dictionary)</p> <p><i>Attachments: See Submission S154 – Extracts C, D & E</i></p> <p><u><i>Superscript References:</i></u></p> <ol style="list-style-type: none"> 1 Letter to GSDC, 12/08/15: BC Appx 8, p87 – see Att A 2 Posted on council’s website Friday 14/10/16 3 Shire president Cr David Morrell, ordinary council meeting of 20/3/16; my emphasis 4 Business Case 2014-15, Exec Summary, 1.2 5 The LPS still doesn’t show the update required by the WAPC directive – see Att B 6 Shire president Cr D Morrell, quoted in media release posted on the shire website 02/11/16 7 See Att C 8 Minutes of Ordinary meeting of council 18/10/16, p40 9 Regional Development Minister Terry Redman, press release 04/03/16 10 Letter to GSDC, 12/08/15: BC Appx 8, p87 – see Att A 11 Options Analysis report 3.4.5, p32 	
S155	J White	<p>I consider the proposal for an additional bridge an unnecessary and pointless exercise for many reasons as outlined below:</p> <p>Firstly the proposal for a “second” bridge is invalid as we already have three bridges:</p> <ul style="list-style-type: none"> • One at the Inlet • One on South Coast Highway 	Opposed to Project (no options favoured)

- One on Churchill Road

The first two are in excellent condition having had restoration work in recent years.

The bridge on Churchill Road is narrow but could be widened. As the entire road is already bitumized, the huge amount of money which will thereby be saved could be spent on upgrading that bridge. Mount Lindesay Road has also been sealed between Scotsdale and Churchill Roads.

The arguments for an additional bridge are partly driven by fear and paranoia of either a bush fire or the main South Coast Highway bridge being blocked by an accident. Both these scenarios are remote but should either occur then we have other options for crossing the river – see above.

Also, people could escape a fire by going in another direction entirely – not just east. At the recent community consultation and information session held on October 25 I was told that a possible fire would almost certainly come from the north thus negating Churchill Road as an escape route. This, of course, is not necessarily so, but should the fire be an inferno heading south then anywhere along the river that has been identified as a possible site for a bridge would probably also be unsuitable as they would almost certainly also be affected by the fire, as they are all north of two of the existing bridges.

The area from the Steiner School to town is bush and or housing all along the river. The Kwoorabup walk trail is beautiful and would be adversely affected if a traffic bridge was erected. None of those resident would want a traffic bridge adjacent or near their homes and nor does the Steiner School community. The WA College of Agriculture is a valuable resource for Denmark and they are reluctantly losing land for both Industrial site and the proposed bridge. Option 3E requires more of their land but has a lesser impact on the environment.

To desecrate the old bush would be criminal as some of those trees are huge and up to 400 years old. Back on 2007 I had correspondent with the Office of Panning and Infrastructure when Alana MacTiernan was the incumbent Minister. I wrote in regard to the location of the new industrial park in Denmark and suggested the site on the corner of Mount Barker and Kernutts Roads. I was informed that bush could not be removed under any circumstances. Even though I pointed out that there were no huge trees on the site and that some trees could be retained it was still not an option.

Therefore, I find it mind boggling that it is now ok to destroy old growth forest. Has an assessment been put to the Environmental Protection Authority, Department of Parks and Wildlife and Department of Water? It would be interesting to see their response as the impact on fauna and flora is significant.

There was once a bridge across the rived East River Road and Riverbend Lane. It burnt down TWICE. Why does Council believe this won't happen again? The only way to prevent that happening would be to clear all the bush around it thereby destroying a beautiful natural area. It has been suggested that a concrete and steel bridge will be constructed. What an eyesore it would be and totally out of keeping with the Denmark environment, particularly in the location.

Another excuse for this additional bridge is the necessity for a link road between the northern areas of Denmark and the east. Optimistically, some think that Denmark's population is going to suddenly escalate despite history showing this unlikely. Denmark has a transient population with people coming but then going for many reasons – education, job opportunities and lack of medical facilities are generally the main ones.

Even if all these blocks are opened, sold and built on it cannot be obligatory for the occupants to use this proposed bridge as their main entry route. For workers commuting to Albany it may not necessarily save them time as the distance is more or less the same and they may not wish to risk meeting a truck on McIntosh Road. Other commuters would probably drop their children at the Primary or High School and then carry on to Albany so would go over the existing bridge on South Coast Highway. All travelers may wish to stop in town to collect mail or to shop and then carpooling meeting place is located between the Country Club and Shire Office on South Coast Highway.

The new blocks will almost certainly have refuse collection so trips to the tip will not be frequent.

Admittedly, it would be quicker when travelling north but how frequently do people go to Perth? It is almost a five hour journey so saving ten minutes is not really relevant. And the point made in the paragraph above may still apply.

It will be years before the new industrial site on McIntosh Road is fully occupied.

It is my understanding that initially only haulage industries are relocating to the site. Many of the lighter industries will need persuading that it is advantageous to be

		<p>3.5klms from town and some such as the mechanic, builder and mower repairs may find their businesses adversely affected.</p> <p>Royalties for Regions have offered a grant of \$7.6 million but the current expected cost is \$14.3 million. I have been told by a Councilor that the Royalties for Regions funding for the Industrial Site will be withdrawn unless another bridge is built in the proposed area. I find it extraordinary that such conditions can be imposed.</p> <p>The Denmark community is expected to contribute over \$4 million. Personally, I can think of many things that I would consider more important. For example, we still have too many gravel roads, a swimming pool would be advantageous for both health and recreation, more footpaths and cycle ways and aged care facilities – we currently have nowhere for advanced dementia patients to go, not even for respite.</p> <p>Council has allocated \$136,000 (a pittance compared to the cost of a bridge) for maintenance work on our cemetery which is long overdue as there are potholes in the roads and the bush on the eastern border is not only untidy but a definite fire risk. Although it should be Council's responsibility, volunteers do the regular maintenance of the grounds. After all, many of our forefathers are buried there and deserve to be respectfully remembered.</p> <p>Whilst I appreciate that the current Council has inherited this issue I trust they will listen to the community and the sound arguments against the building of another traffic bridge in the area between the Steiner School and town. It is unwanted and unwarranted as well as a costly (both financially and environmentally), pointless exercise that would adversely affect many directly or indirectly. By rescinding the ill-judged decisions of the past they have the opportunity to prove that they really do listen to the people and will be applauded accordingly.</p>	
S156	B Pierce	<p>I think Option 3E is a better option as it doesn't destroy as much bushland. It also doesn't affect the Steiner School or the people and businesses on Riverbend Lane.</p> <p>The Ag College can easily use this as a learning opportunity and have more land and can be more flexible with its use than the Steiner school. The land purchased for Option 3B could be sold off to make up the difference in cost.</p>	Supports Option 3E
S157	L Dowden-Parker	<ul style="list-style-type: none"> • Disturbed about the damage to old growth forest. • Disturbed to have the Kwoorabup trail disturbed. • Both of these points – our indigenous heritage and our precious natural environment are irreplaceable. • These are the reasons our family has moved to Denmark along with peace and quiet, low traffic and a wonderful informed community. 	Opposed to Project

		<ul style="list-style-type: none"> We have a child at high school and 3 at Golden Hill Steiner School who <u>ride bikes to school</u> – heavy traffic is unacceptable. 	
S158	N Koeing	<p>I wish to state my opposition to the proposed second Denmark River bridge crossing.</p> <p>My reasons are that the inevitable rate increase to facilitate the build cannot be justified. If there was a fire that last thing I would be thinking of is a bridge, I would be heading away from the fire in any direction regardless of an additional bridge.</p> <p>As an employee of the WA College of Agriculture I am not happy to be losing valuable farming land. The College is an important educational centre for the lower great southern area of Western Australia and its student population is growing and therefore we need more resources, not less.</p> <p>Hope you see the wisdom of these arguments and turn around the decision.</p>	Opposed to Project (no options favoured)
S159	T Chinnock	<p>Second River Crossing – it is ridiculous to protect the Black Cockatoo and rare orchids and then take the chainsaw to trees hundreds of years old. This is totally against everything Shire of Denmark states about environment.</p> <p>If a second river crossing is so critical upgrading of Churchill Road is a much better option.</p> <p>Vertical profiles of proposed East River Road upgrade are not safe for permit road standards particularly either side of Sheoak Drive intersection.</p> <p>The business case for the second river crossing is flawed in many areas. It attempts to pass off informal conversations as consultation. Statements attributed to the CEO we have signed the deal – the project will go ahead! - are not consultation and are not leadership. True visionaries take people with them – not ride roughshod over any concerns or comments.</p> <p>Recent meeting spoke of earthworks beginning early 2017 – major residents effected – Sheoak Drive – when will we know? CEO spoke about Sheoak Drive being a thru road to McIntosh! – no one knows of this including adjacent landowners! – Communication?</p> <p>Kernutts Road has become a “racetrack” for gravel trucks that ignore the intersection with McIntosh Road – an accident waiting to happen – not safe at all to exit with a horse float.</p>	Opposed to Project

		<p>Only one road intersects with East River Road development – Sheoak Drive (ignoring Wrightson Road) one of the largest concentrations of horse owners in the shire is – Sheoak Drive. Horses transported by float must exit Sheoak Drive at the T intersection onto East River Road – that intersection is currently dangerous and would only be worse with current plans.</p> <p>Many riders from Sheoak Drive – from primary school aged children to adults – use Sheoak Drive, East River Road, McIntosh Road as a bridle trail – this would be prevented or become exceedingly dangerous with proposed changes.</p>	
S160	L McKenna	<p>I completely disagree and object to all current ideas and alignments for the proposed East River Road extension and crossing.</p> <p>I feel this idea is being rushed through without full appreciation of the long term impacts to fauna, flora and nearby schools and families. The area has been identified as a significant place for endangered Baudin cockatoos and other fauna.</p> <p>The additional land that seems to be required to support the construction is huge and it is totally unreasonable to decimate this forest area in order to support a relative few who will enter the new “light industrial area”. Trucks and noise will roar past the school, bird breeding will be disrupted – this is not a positive for Denmark. I was reminded today that we are so lucky to live in a beautiful place. My response was “and we want to keep it that way”. In my view the plans are ill thought out. Can the Mt Lindesay Road – already sealed not be incorporated into this plan? Already cleared land or land already disturbed could be purchased from farmers/Ag School. It seems that this road and particularly bridge is being pushed through ahead of proper considerations to accommodate a “potential” future development. Even on your own fact sheet Number 1 – bottom column you state “...second crossing of the river in an emergency (depending on the emergency circumstances)...”. This admits that the current plans are actually unable to fulfill the reason for which they are being designed – for an emergency exit. Surely the chosen plan must be always able to provide an emergency exit. It does seem unusual that in the case of a raging fire people are unable to escape due to the fact of traversing dense forest and an inappropriate route. The fact that a 400 year old tree amongst others to, would have to be removed is <u>totally</u> unacceptable. I strongly reject all these plans and urge a community forum to be organized so we can together come up with the solution we can all live with.</p> <p>You need concerns from us – the rate payers, the community. Neither of these proposals can be a “done deal” whilst so many locals disagree.</p>	Opposed to Project (no options favoured)
S161	D Price	<p>I am totally opposed to this road extension and bridge crossing the Denmark River at or near East River Road. A second bridge across the Denmark River should be</p>	Opposed to Project (no options favoured)

		built close to town centre and the Churchill Road bridge renewed and built to 2 lanes. The emphasis for future housing in Denmark should be between the present town centre and Ocean Beach not on hills north of town centre. Not only is it a huge visual impact. The developing costs for land on hills is far more expensive. Roads, drainage, deep sewerage, water,, etc. Also there is a better option for the access route to the industrial area on McIntosh Road.	
S162	C & D Paget	It is totally inappropriate to bulldoze a road through an area of such ecological beauty and heritage value simply to create a convenience. There are so many alternatives to option 3C and 3B, so those two should be avoided as all cost. The destruction of habitat in such quantity to achieve a very slight advantage is both irresponsible and “criminal”. The other options should be the only ones on the table and a real study of the advantages should be reviewed to see if in fact they are necessary at all.	Opposed to Project (no options favoured) Strongly Opposed to option 3B
S163	G & J Honeybun	Option 3A is the best option for the long term sustainability of the whole area, followed by option 3E. Industrial/commercial traffic should continue to be catered to on the existing S W Highway without infiltrating into the residential/tourist areas of Denmark whose prime industry is tourism. New industrial zone should be off Mt Barker Road centered around airstrip with no need for new bridges. Should the current bridge be unable to cope build a parallel bridge in tandem with the current bridge whereby the additional industry/residents will still be serviced by the current town centre. The direct disruption to flora. Fauna and residents of a new bridge at Riverbend is particularly impractical, costly and has not been properly considered. Rethink this whole issue and stop wasting WA money.	Supports Option 3A
S164	A Edelman	Ruining a tract of old trees in an area which does not need to be developed when option 3E will not destroy as much old growth forest, does not make sense. If this route is even considered then it seems that only options 3E and 3F could be feasible. Why not consider route from the Mt Barker Road, thereby deviating commercial and industrial traffic away from residential and tourist areas?	Prefer Option 3E
S165	H & D Furniss	We have enjoyed coming to Riverbend Chalets for ten years twice a year. We love the surroundings, beautiful trees and bird life there as well as the gardens of two neighbouring properties that are so lovely. I would hate to see the lovely trees removed there, they can never be replaced and would devastate the loveliness of this location. The lovely owners of Riverbend have worked extremely hard to improve chalets during the ten years we have been coming there and this proposal of road extension and bridge I believe would have would be detrimental to this location, that people come here to enjoy. Bird species we’ve seen here include finches, blue wrens, kingfishers, kookaburras, magpies, crows, wattlebirds, new holland honey eaters, white robins, wagtails, fantails, bronze wing pigeons, pink & grey galahs, twenty eight parrots and carnabies black & white cockatoos as well as others that we don’t know names of. Please reconsider this proposal and find a less destructive route.	Opposed to Option 3B

S166	P Lanzunger	We do not agree with your submission to put new highway along Riverbend Road as this would destroy the tranquility and the environmental advantage that this caravan park presently has.	Opposed to Option 3B
S167	E Davey	As a member of the younger generation I feel that it is my responsibility to protect and conserve the little wildlife that remains on Earth. Although the natural world supplies us with many things and provided us with oxygen, still we don't realise how important it is. The proposed East River connector road may only be a very small area in contrast to the amount of forest we have left, but every tree counts and we can't afford to simply bulldoze old growth forest containing four hundred year old karri and Marri trees. As a former Golden Hill Steiner School student. I am not keen on having a two way bituminized connector road run past the school. I am afraid that the school will end up looking like Perth Waldolf School. Perth Waldolf School has a highway on one side and the surrounding areas have been built up into miserable suburbia. This is definitely not the ideal location for a Steiner school and I believe that Golden Hill Steiner School doesn't deserve to be closed in, constrained and trapped by development. A 30 metre wide strip must be cleared for this road. This means that any tree big or small, old or young will have to die. Although development in Denmark will benefit the town, create more jobs, etc. Are we willing to sacrifice such a wonderful area of forest for the sole purpose of "biggering"? Aboriginal Australians to whom we owe this land and the Denmark River have lived here for more than 50,000 years and only took what they needed from the land and barely left a trace of their existence. I oppose all of the bridge and road options from 3A to 3F. I believe that the lush and beautiful East River forest should not be disturbed and second Denmark River bridge crossing is not necessary.	Opposed to Project (no options favoured)
S168	H Vanmelle	I don't think it's a good combination putting heavy vehicle traffic on the main access to a kindergarten and growing primary school. The area also contains original flora and fauna including long necked tortoise. These reptiles cross Riverbend Lane to go to where they lay their eggs and return back across the road to get back to their normal territory. Their chances are not good against heavy traffic and trucks. Surely this area should be preserved for future generations to experience, including any prime agricultural land nearby. A foot bridge for walkers to make a loop out of town centre and back would see people enjoying this little treasure. Further development should be directed to poorer, already cleared sandy country east of town, along South Coast Highway.	Opposed to Option 3B
S169	P Riley	I am not in favour of any of the options offered. Too route extra traffic and including heavy haulage onto Scotsdale Road and past the hospital would create noise and exhaust pollution. The roundabout at the corner of Horsley and Scotsdale Roads is also a major obstacle. A better proposition would be to direct traffic to the old Nornalup rail trail from the new industrial area along Randall Road and link up with	Opposed to Project (no options favoured)

		the existing future industrial area. In the future this could also run out to Mt McLeod Road – with a minimum of fuss.	
S170	P Runham	<p>The proposed western alignment of the corridor will result in the destruction of a substantial area of native vegetation supporting a range of native flora, as well as native mammals, birds, reptiles and frogs. Siting of the corridor in one of the two eastern most corridors will mitigate much of these effects by utilizing already cleared and degraded land. This would also seem to ensure that at least one function of the corridor, as an alternative escape route from town in the event of bushfire.</p> <p>With regard to the native flora and fauna a number of fauna species are protected under the EPBC Act and will require the implementation of environmental offsets. While these are required under federal legislation, they cannot and do not replace the disturbed site, lost native vegetation and displaced fauna.</p> <p>One of the key issues in environmental management in the preservation of natural corridors linking larger wilderness areas. The forest in question has been noted as providing one of the final links between Mount Lindesay and the coast and the various habitats contained within these areas. Assessment of the impact of clearing the forest requires inclusion of the broader implications for native flora and fauna well beyond the species boundaries of the proposed corridor.</p> <p>The existing Level 1 fauna Survey at least is insufficient for the purpose it was conducted for in failing to address specific concerns regarding use of the area by black cockatoo. In addition to this, the habitats in the vicinity of Denmark are known to support invertebrate fauna of particular sensitivity, but have not been considered at all. It appears to be inappropriate to continue planning of the road as a “done deal” until such time as appropriate impact assessments of the relevant factors has been thoroughly completed.</p>	Opposed to Project
S171	J Riley	In 25 years of living in Denmark I have never thought of the traffic thru town as disturbing. Trucks – all cutting down old growth trees. Killing off native habitat I do find disturbing. I cannot see the reasoning for rerouting or giving on alternative way around the townsite. I think this decision would affect local business and tourism and impact on Denmark in general. Money being spent on this project could be used to making Denmark a worthwhile destination for many years to come not a dot on a map that people pass by on their way to the Tree Top Walk or The Gap in Albany.	Opposed to Project (no options favoured)
S172	J Jones	I object strongly to all alignments as the redirection of traffic suitable only for a highway should not be sent though residential streets. I also object to a large proportion of money being spent on a road system that not only destroys old growth forest, but seems to only benefit the developers not our local environment or community. I have nothing against an alternative fire exit bridge, nor development	Opposed to Project (no options favoured)

		of new residential lots. I do however object to poor planning and deceptive misrepresentation that has been seen this project reach approval without due warrant. Any money spent on road maintenance or construction needs to be well planned and resolve our towns development and fire safety issues without destroying endangered flora and fauna.	
S173	K Riley	I object strongly to all proposed alignments because I feel that the negative affect to forest and environment is not justified. The proposed road extension does not provide a comprehensive and complete solution to Denmark's needs. I definitely see the need for a bypass road other than South Coast Highway to traverse east to west but feel the proposed road extension does not practically provide this for commercial purposes. I strongly object to any spending of time and resources on a half solution and feel that until a solution is put forth that is more suitable for the greater good of all I am not going to be able to be in support of it.	Opposed to Project (no options favoured)
S174	K Ratcliffe	It appears to me that all proposals (3A to 3F) are inappropriate and unnecessary. 3B is particularly terrible for many reasons. Our community, including property owners and the Golden Hill Steiner School, were not adequately consulted during the process. The East River forest, which would be significantly and irreversibly damaged by option 3B, is valuable for its Aboriginal significance, ecological amenity, visual amenity of Denmark, tranquility and peace for Denmark citizens and habitat for many species including the Baudin Cockatoo. I further strongly oppose the Shire using Golden Hill Steiner School in its business case without proper consultation with our school and in fact while there have been objections made by parents of the school. Aboriginal consultation was inadequate, flora and fauna surveys were inadequate, soil studies have not been made. Other options (3A, 3D specifically) are also inappropriate and objectionable due to impacts on residents and forest. All options proposed will negatively impact our river, our peaceful and tranquil community and our natural environment and it benefits.	Opposed to Project (no options favoured)
S175	E Grace	I strongly object to all of the plans that have been proposed for a second river crossing within the forest valley, 3) A – F. I don't believe that the additional residential lots planned for the northern part of Denmark town will necessitate a second bridge the existing bridge can accommodate traffic to the new industrial area. The conservation value of the old growth Karri trees/forest out values the need for a second bridge. This is an area of specific significance in terms of aboriginal heritage, ecological value and community amenity. The peace and tranquility of this area must be protected for residents and visitors and the special native flora and fauna of particular concern would be the loss of habitat for our endangered Baudin Cockatoos.	Opposed to Project (no options favoured)
S176	I & K Trom	We hereby would like you to note our strong objections to all road alignments that have been proposed.	Opposed to Project (no options favoured)

		<p>In particular we object to the deceitful way in which the name of Steiner school has been used to make the case for the project.</p> <p>In our opinion, the welfare of a community cannot predicated on constant growth given that resources on this planet are limited. Plants are the only beings that are able use solar energy for their growth. The web of life that they sustain is the same one on which we rely as a species for our survival. Further destroying vegetation therefore amounts to a slow form of suicide that will include our own children and their descendants. Why would we then want to cut down vegetation for the sake of a road that will lead to even more environmental destruction by allowing even more development for the sake of the slight convenience that road may bring the community.? Clearly this proposal is destructive, unnecessary and is designed to benefit the few with vested interests . We would therefore like the shire council to show some true leadership and integrity in managing the welfare of the community as a whole and scrap this whole project.</p>	
S177	K Rainbird	I strongly object to all the alignments that have been proposed for a second river crossing 3A-F. Especially I object to alignment 3)B. Our forests are precious and should be preserved. Please officially protect and preserve this part of our river forest valley.	<p>Opposed to Project (no options favoured)</p> <p>Strongly Object to option 3B</p>
S178	S Weiss	<p>I strongly object to all alignments because all alignments will unacceptably affect the forest valleys heritage value, amenity value and ecology of the flora, fauna and soil.</p> <ul style="list-style-type: none"> • The road project has no community benefit, it only benefits a small number of property developers. • It will create traffic nightmare on Scottsdale Road on entry to town and especially the Steiner school and the hospital • It will not create an extra fire exit from town which I think is a priority • Tourists come to Denmark primarily for the wonderful nature and in particular the big trees <p>Our community and tourists stand to lose</p> <ul style="list-style-type: none"> • Irreplaceable 400 year old tress. • Essential habitat for endangered Baudin and cockatoos • Sacred and significant Aboriginal Heritage • An ecological corridor between Mt Lindsay and our foreshore • A place of quiet connection and escape • Potential threat to waterways due to soil disruption and riparian degradation <p>The east river project threatens the entire forest valley.</p>	<p>Opposed to Project (no options favoured)</p>

S179	M Thornton	<p>I write to support option 3b for the River crossing.</p> <p>From my interpretation of the LPS the river crossing provides three main functions.</p> <p>Seventy percent is everyday traffic management, fifteen percent emergency egress and fifteen percent aspirational.</p> <p>The first function is the simple everyday traffic management from Denmark's North. Although the LPS identifies a number of future urban expansion areas, the fact that the area north of town does not require Sewage pressure mains, but simply gravity mains, has led to the structural plans for 750 lots. These lots are developed about \$30,000 less than other identified future urban areas at an R20 lot Ratio. There is also the added holding cost as pressure main infrastructure is an upfront cost. These lots will throw an additional 5000 traffic movements per day into the vicinity, much of it through the Hollings Road/South Coast Highway intersection, leading to gridlock during peak periods of the day, especially during the summer months.</p> <p>3b advantage in dealing with this traffic movement is the more logical interception of Scotsdale road traffic in a flatter area, and the ability to push a future Mclean road further north onto flatter approach angles.</p> <p>A more northerly Mclean road also sets up the end boundary point future R20 in a timeframe outside the present LPS, as north of this point is timbered country zoned rural.</p> <p>As no development is happening in areas requiring pressure mains, only non-sewered large lots or gravity main areas, I expect northern expansion to have an economic advantage over the other identified future urban areas until its capacity is all used. I would prefer Denmark's hills to be covered in farmland and karri trees, with R20 in the lower regions, but the structural plans predate the LPS and are thus a reality.</p> <p>Emergency egress is better served by 3b as the flatter country gives better line of site within smoke/fire environments. As the people using this egress will be under stress, the easier and flatter it is to drive with the best lines of site are an advantage.</p> <p>It also creates the more logical last line of defence for Denmark from an approaching Northern firestorm, especially when linked with a future Mclean road. A northern Firestorm, if not stopped at Churchill road will run down the Scotsdale valley and the Denmark river valley, both heavily timbered with Mount Lea in the centre creating massive ember attacks onto lower southern farmland and residential areas.</p>	Support Option 3B
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		<p>As modelling shows the near impossibility of evacuating Denmark in peak tourist season, the northern crossing gives the people in the fire pathway and escape option , whilst people south of the highway can evacuate to the sandbar, beaches, inlet.</p> <p>The aspirational aspect of the road is the overwhelming desire of people at all the consultation meetings I attended, both pre LPS and preTPS4 meetings to have a community that was easy to live in, cycle, kids walk to school etc.</p> <p>The desire was a village as opposed to a community where all movements are by car. This cannot be achieved within this LPS because the land suitable to achieve this goal is the flat lands around the river used for the agriculture school.</p> <p>What the LPS does is give is the option for the school (through landcorp) to develop those areas if they wanted to fund far larger land acquisitions if they come available to the east/northeast of present school land, or the replacement of the school buildings in the twenty to thirty year timeframe. As the most likely additional primary school site is adjacent to the high school on already zoned land, an eastern suburb along the river that connects with the new primary, the Steiner and the town CBD via the Kwoorabup park bridge would create a walkable/cycle able community.</p> <p>3b alignment is an advantage for this because it creates the northern boundary to this possible eastern village like suburb, connecting Steiner and a future town primary.</p>	
S180	Denmark Weed Action Group	<p>Our organisation has worked along the Denmark River Kwoorabup Trail for many years, carrying out manual weed control using natural bush regeneration methods. During this time we have come to know this reserve's value.</p> <p>It is our recommendation that the bridge and industrial area be separated as stand alone projects. This allows the industrial area to go ahead as planned.</p> <p>Most importantly to us, it allows time and opportunity for alternatives to the current single South Coast Highway crossing to be presented and explored through genuine community consultation, with a clarity of factual information available.</p> <p>The natural values with a 3A/3B/3C route cannot be maintained with a cut through the remnant forest that involves removing several significant old growth trees and understory.</p>	<p>Supports Industrial project</p> <p>Opposed to Project (no options favoured)</p>

		<p>Progress or development is not an acceptable trade-off between loss of natural amenity in this instance.</p> <p>None of the proposed bridge/road alignments are acceptable as they would all cause considerable degradation to the river/forest ecosystem.</p> <p>This patch of forest is like no other area of public land out of more than twenty Shire Bushland Reserves that we work in. Its amenity is further enhanced by being walking distance from town and along a river.</p> <p>Our organisation is proactive in facilitating and creating better outcomes for bushland reserve policy and management. We feel the risk of irreversible collateral damage from the proposed infrastructure is too great in this particular bushland environment.</p>	
S181	D Carman	<p>To our new CEO, I trust that as a community we can move through this issue and look forward to your continued role as CEO into the future. To the councillors via the CEO. Dear Councillors. I feel for you having inherited a project presented as a fait accompli, when the consultation was never done for the proposed extension of East River Road and bridge across the Denmark River through East River Forest. Also, via the CEO I commend staff and council, past and present, for looking at ways to enhance Denmark's future with strategic planning and a reduction in the ad hoc nature of development approvals.</p> <p>My priority request is to have the road and bridge through the forest separated from the rest of the project.</p> <p>No – to road through the forest. Yes – to Light Industrial Area and accompanying road upgrade.</p> <p>To clarify No – to the road through the forest:</p> <p><i>I respectfully request council dismiss the extension of East River Road including the bridge through the old growth forest</i></p> <p>For setting the tone of my submission I will state my disappointment in the following put forward to support the East River Road Bridge that seem ill thought out and in some cases retracted.</p> <p>1) A route for crossing the river should the South Coast Highway be closed or congested. Alternative options exist. I request this be the subject of a separate consultation process.</p>	<p>Supports Industrial project</p> <p>Opposed to Project</p>

- 2) The use of Golden Hill Steiner School in the business case without more than a casual conversation with school staff.
- 3) Reducing the traffic congestion in town.

It concerns me that when trying to consider the cost of the loss of an area of forest being traded for a neighbourhood link road I am invariably offered the above reasons. When challenged, the argument seems to simply come back to anything along the lines of that its happening now and that's that.

It concerns me that I am hearing anecdotally of a State Minister claiming categorically that 3B is a done deal. It concerns me that I hear anecdotally of the same State Minister claiming the river crossing is inextricably linked to the industrial area and therefore the funding cannot be separated.

After having read documents and discussed with or listened to LandCorp, Councillors, Shire staff, residents and colleagues, I feel the funding is more like inexplicably linked.

It concerns me to hear the money for the Light Industrial Area will not be available if the extension to East River Road is renegotiated. It concerns me to hear the road/bridge through a remnant old growth forest is a done deal from councillors' perspectives, before submissions from the public are taken into consideration, and before council has an opportunity to respond should there be a number of residents requesting separating the funding for the separate projects.

The number of large trees to be removed concerns me. These are habitat trees. They continue to be habitat when fallen to the ground. If 4 or 5 trees are to be removed from the public reserve for 3B, how many more on the non-reserve parcels of land?

The removal of understory is even more ambiguous. Understorey is integral to the health of the forest, including the health of remaining trees. Removal of the understory for sight or fire issues for the road or during construction also weakens the forest's integrity and ability to remain healthy

Edge effects are significant ecological issues. Cutting a swathe through a relatively small patch of forest that is currently in excellent condition is a significant ecological event.

This patch of remnant vegetation is of significant local natural value. It is a pleasant walking distance from town, along the Denmark River. It continues to exist despite logging, farming, fire and flood.

I request this remaining patch of forest continues to exist in its current intact form, despite pressures for a road.

I noticed the business case put a dollar value on tangible and seemingly intangible items. I didn't see any monetary value or costings attributed to natural assets ?

The following extract is for your consideration:

“Shire of Denmark Policy Manual (2012) P100503 ENVIRONMENT POLICY Objectives A healthy natural environment is fundamental to our social, physical and economic wellbeing. With the increasingly visible impacts of population growth and its resultant development pressures there has been a broad recognition across the community that development must be scaled to the environment's capacity to assimilate it, if we are to maintain an acceptable standard of living into the future. The natural environment is the principal reason most people live in, or visit Denmark. In an increasingly populous and fast-moving world, the attractions of tall forests, clean air, pristine oceans, unspoiled landscapes, a closer relationship with nature, and a relaxed pace of life are in growing demand. Council is responsible for making decisions which directly affect the local environment – and thus, indirectly, other environments. It therefore has an explicit duty to balance the needs of a growing population against their impacts upon the natural world. Council supports the ethic of ecological sustainability. It will endeavour in all its activities to apply the principles associated with conserving natural resources, integrate environmental accounting procedures into its management decisions, and favour development which clearly demonstrates sympathy with the environment; to preserve Denmark's unique appeal and sense of place in the interests of present and future generations.”

I request council include framing their decision based on the above policy.

From Great Southern Regional Investment Blueprint Overview: “Envisage, by 2040, the Great Southern will have: Success will be measured by: . . . The region will be recognised as an exemplar for best practice management of its heritage assets, and natural resources across land, water, coastal and marine assets. . . .”

Putting a road through a remnant old growth forest is not best practice management of natural resources.

I request council make their decision based on the above stated principles that the Great Southern community wish to live by.

		<i>When will it be enough? When will we have taken enough trees, enough land, enough forest, enough habitat? When will the forest be so dissected to lose its value as an ecosystem or a natural asset?</i>	
S182	S Pozzi	<p>Refer to submission 19</p> <p>The community consultation process has been tokenistic and deeply flawed. Many Denmark residents have been ignored and even worse, misrepresented by those in positions of power and influence in this project.</p> <p>The East River Road forests and surrounding river corridors are of special significance in terms of Aboriginal heritage, ecological value and community amenity. Significant flora and fauna of this area need to be protected as well as the peace and tranquility of this environment preserved for residents and visitors to enjoy. This area forms part of the only continuous wildlife corridor out to Mt Lindsay. Of particular concern, would be the loss of habitat and foraging for our endangered Baudin Cockatoos. This area is home to 80 mature trees, including 400 year old Karri tree as well as many younger trees and a considerable understory.</p> <p>I am particularly concerned and disturbed as a parent of the Golden Hill Steiner School. This project will have a huge adverse effect on the school due to negative visual, noise, safety, environmental and traffic impacts on the school environment. The majority of parents at the school have been surveyed and they do not want the project to proceed.</p> <p>If options 3A,3B or 3C are chosen, traffic using the bridge will enter a 40 km school zone which will seriously slow and back up traffic. With any option presented a pedestrian overpass or zebra crossing and “lollipop person “ would need to be constructed to ensure the safety for the children travelling to school on foot or by bike. Many parents are concerned about the issue of road and pedestrian safety with the prospect of increased traffic and potential of heavy vehicles using this route. Increased parent traffic at drop off and pick up times would create congestion and the potential of a bottleneck for traffic at the intersection with Scotsdale Road.</p> <p>Many of the comments made above are equally applicable to all options of the bridge crossings connected with this project.</p> <p>As a resident of the Denmark Shire I strongly object to the lack of community consultation around this project. I understand that Denmark will need to adequately plan for bridge and road use in regard to traffic flow into the future given our rising population. However this project has been ill informed, with little consideration for our community and our valuable and irreplaceable environment.</p>	Opposed to Project (no options favoured)

		<p>The whole DEDPP and ERRB sub-section of the project were conceived in an environment of dishonesty and hidden agendas. My experience of the “community consultation” opportunities generally, and the submission specifically, is that they have not been used to honestly consider community perspectives, knowledge and wisdom.</p> <p>By being asked to make a submission which facilitates the forward motion of a “community project” which has been openly acknowledged as lacking integrity and respect for due process and comprehensive consultation, I feel this submission process has attempted to compromise my integrity.</p> <p>After discussion with fellow residents I also urge councilors to visit the proposed forest site before and when making their decision about this project in order to understand the full weight and impact of condemning the forest to this ill-conceived massive bridge and road project.</p>	
S183	L Bradbury	<p>People are attracted to visit, and to live in our Denmark Shire by our unique ancient ecosystems.</p> <p>Unique in the fact that the age of trees and their understory/ ecosystem span more time here than settlers. It is rare to find this now globally.</p> <p>As all our prosperity here in the Shire arises most in the time when visitors bring their wallets here, we need to protect our greatest assets, to continue to support our economy.</p> <p>The responsibility for the Shire to protect and repair native vegetation, filter & buffer edges along all our waterways, for 30 m inland from Kwoorabup’s river edge, measured when river is full? (or hundered year flood level?) does not seem to be respected adequately in any particular option for another bridge offered so far.</p> <p>I believe there are better options & other details yet to be considered. Perhaps a partnership with Ag College may provide solutions and man hours in the essential task of looking after the edges and our waterways, our shared water resource and fire protection, including a sensible wildfire town evacuation alternative route.</p> <p>Together the Ag College with the Shire need to demonstrate responsible water usage and frontage & wildfire planning.</p>	Opposed to Project (no options favoured)

		<p>Responsible rainwater / river water use needs to start with the bushfire shelter for the town population. If we are all to muster there, at the Ag. College, what rainfall is collected and stored there for our fire-fighting protection and thirst? none?</p> <p>The interface between people: roads/ farming/ irrigation/ runoff/ and ancient ecosystems can be done respectfully, ensuring we are doing the best to both look after and protect our unique and beautiful environment, and the water that life, including us, needs everyday.</p> <p>I strongly object to all the alignments that have been proposed so far for a second river crossing within the forest valley, 3) A-F.</p> <p>Of course the river's edge, which includes the river forest valley, along the Kwoorabup Trail from the confluence of the Denmark River to the Nature Park should be officially preserved and protected.</p>	
S184	S Ossinger	<p>I oppose all of the proposed routes which are listed on the SoD website.</p> <p>I have managed the only WA marine park on the South Coast, which was also the only marine park in Australia to comprise an entire estuarine system. I am also currently carrying out all of the estuarine water quality monitoring for Wilson Inlet on behalf of DoW, and am currently contracted by WICC to deliver approximately \$600,000 worth of nutrient reduction measures over the next four years as part of the Royalties for Regions funded Regional Estuaries Initiative (REI) for Wilson Inlet. This \$20,000,000 program is funding nutrient mitigation in six estuaries in the southwest that are threatened by eutrophication.</p> <p>The proposed benefits which are listed by the shire do not justify the loss of this sensitive and unique habitat. WICC has carried out nutrient mapping in 2008 which identifies the area proposed for the works as having high Nitrogen (N) and Phosphorous (P) export potential. As a result of this data, this area, along with Cuppup and Sleeman Rivers are a focus point for revegetation and stock exclusion. The proximity of the proposed works, elevated above the Denmark River, has been subjected to heavy fertiliser use over several decades. Maintaining a substantial nutrient stripping riparian zone is essential to remove the excess nutrients (especially P, which is what is the primary driver for the excessive growth of Ruppia Megacarpa in the inlet). Dairies, like the one being operated adjacent to proposed works, generally carry a much high rate of P than other agricultural enterprises. I would prefer to see an even greater riparian strip than what is currently in place.</p>	Opposed to Project (no options favoured)

		<p>In addition, SLIP imagery on LandGate identifies the proposed works area as having a very high potential for Passive Acid Sulphate Soils (PASS). When disturbed by earthworks, PASS become Acid Sulphate Soils (ASS). ASS leaching can result in an acidic effluent, which could only run into the Denmark River through sensitive riparian habitat.</p> <p>A Fifty metre riparian strip would be a minimum buffer in a scenario where you did not have such high N and P loads adjacent to an extremely sensitive waterway, however, given that this is not the case in this situation, maintaining (or expanding) the current riparian strip would be the best course of action.</p> <p>Lastly, the snapshot data derived from the fauna survey is insufficient to inform a proper Environmental Impact Assessment.</p> <p>I believe this is a chance for the current council members to listen to their community and demonstrate that the alleged historical internal council decisions that benefitted certain influential members of our community no longer takes place, and that this is a council which is brave enough to listen to their community, even if it means we all miss out on some funding.</p> <p>Thanks for offering this opportunity to the community to supply submissions.</p>	
S185	R Harman	<p><u>Introduction</u></p> <p>I have read very detailed proposals that express strongly held, well informed views I fully support. In the interests of an economy with words, I will not reproduce them all in full.</p> <p>I've noted a number of issues raised concerning the process the Shire of Denmark shire has followed to progress this project, which presents a threat to the legitimacy of the final outcome. The exclusion of Mr Joey Williams from any consultation concerning the Aboriginal Cultural Significance of the Koorabup Trail and bridge location options, is a significant omission and just one example. Further, the approach adopted by the Shire and some of the justifications for the project presented, appear not to stand the test of detailed analysis.</p> <p>My biggest concern, is ominous evidence that appears to be to the effect that the decisions around this project have already been made and that the community consultation is nothing more than a tick in a box along a path that is a foregone conclusion. This raises questions about the project / program governance framework in place. I believe the Community and the Department of Regional Development have a reasonable expectation that the project should operate within the realms of ethical decision making and a recognised methodology, especially</p>	<p>Opposed to Project (Option 3F preferred, then Option 3E and 3B)</p> <p>Option 3E preferred to Option 3B</p>

with regard to governance and the consultation process. In the absence of this, the risk of the final decision being challenged must certainly be higher, which in turn might lead to additional costs that may not have been covered in your Business Case and will not be to the benefit of the community as a whole.

For now, I will suspend the cynical view I presented above, as there is absolutely no point in me making this submission if there is truth in it.

Potential impact on Denmark's brand

The community of Denmark has successfully created a strong brand that is of enormous economic value to the town. It's composed of a mosaic of a beautiful nature environment, wholesome recreational activities, local produce and other quintessential Denmark enterprises amongst other things. The single biggest contributor to the power of Denmark's brand and the economic benefits derived from it, is the perception of Denmark being unspoiled.

The Shire of Denmark has made valuable contributions that have enhanced and protected Denmark's brand and ratepayers, residents, business owners and holiday makers want this work to continue. All sellers of produce in the shire benefit from value added by Denmark's increasingly recognisable brand, as do hospitality enterprises. I therefore ask that the chosen East River Road extension and second Denmark River bridge crossing option be decided based on the option that presents the smallest impact on the natural environment and unique character of the town which are key elements of Denmark's brand.

Savings achieved from making a decision based on available budget alone, may result in longer term costs to the community that can't be reversed.

Unacceptable Options

I find the following options unacceptable.

The destruction of old growth trees and the unique tranquility of the popular Kwoorabup Trail

The Kwoorabup Trail has rapidly grown in popularity and is amongst the things that contribute to Denmark's unspoiled character and uniqueness. It is a perfect companion to the excellent work already done by the Denmark Shire around improving the town's cycling and walking infrastructure.

The path that snakes along the upper reaches of the river has qualities that make it unique. The impressive old growth trees and abundance of wildlife in the area, add to the wonderful sense of tranquility enjoyed by everyone that uses the trail. It's an asset that's practically on the town's doorstep.

		<p>An East River Road extension option that entails the removal of old growth trees and significantly changing the route of the path, will destroy the Kwoorabup Trail and an asset for future generations to enjoy.</p> <p><u>Lack of compliance with the requirement for Riparian Buffers</u> A road extension that does not provide a sufficient buffer between the road and river, as prescribed by the Department of Water and Rivers, presents a significant environment risk to the river ecosystem. Contaminates and minerals running off the road surface will almost certainly have damaging impacts on the river in the longer term, if the required buffers are not maintained.</p> <p><u>Major areas of concern</u> I have the following concerns in relation to the project.</p> <ol style="list-style-type: none"> 1. That major decisions have been made on the basis of a funding opportunity, or available funding, rather than in the context of the broader impacts that this project may have on the community in the longer term. 2. That the Shire of Denmark would contemplate destroying what is irreplaceable in significant numbers. Namely, old growth trees. 3. That the Shire of Denmark would contemplate making substantial, irreversible damaging changes to the popular Kwoorabup Trail. 4. As a heavy vehicle bypass road, I don't believe the project is a sustainable long-term solution. In its existing form, I see potential road safety risks, given that the path traverses residential areas along a route that is popular with cyclist and walkers. As the town continues to grow, the risks will increase. 5. That the Churchill Road bypass option has not been given due consideration. <p><u>Preferred Options</u> Assuming there are no other options, my preferred options are as follows.</p> <ol style="list-style-type: none"> 1. The East River Road extension will be constructed on cleared land to the South, more or less following the existing power line. I understand that all but two councilors have made an assurance that this will be the case. The expectation is that these assurances will be honoured. 2. My preferred location for an additional bridge across the Denmark river, is location 3F as marked on Factsheet 4. However, if in reality the only available options are options 3B and 3E, then 3E would be my preferred option. 	
S186	N Owen	<p>As a private citizen I wish to make comment on the East River Road Project. I am very familiar with how local government operates given my past Managerial experience and have concerns in regards to:</p>	Support Project

		<p>1. The subjective information being disseminated by the local Save East River Forest group. I have faith in the Denmark Shire staff that have worked on this project to date with other local/state government bodies, non government organisations and local community members.</p> <p>Often community members are not aware of the processes/procedures that are undertaken in such projects from start to finish. Also some community members choose not to keep themselves informed, choose not to participate in engagement/consultation sessions in regards to local happenings in the first instance and take it upon themselves at the last minute to the become very vocal, active and subjective in their communication. Examples of this can be read on the Save East River Forest group webpage.</p> <p>2. Victorian Ash Wednesday Catastrophic fire event,1983. I was personally involved in this event where 47 people lost their lives, 2000+ homes were lost and there were also major stock and acreage losses. The impact of this event has ensured that I always have good awareness of my surroundings and preparedness should I find myself involved in a similar event. I realize that this projects main aim is not to be a designated emergency access road however if there were to be an emergency incident within the Denmark local government a large volume of vehicles would be moving through the town site on one road and one bridge. The likelihood of a large scale fire event occurring in the Shire of Denmark is a real possibility. I was therefore reassured and pleased to know that the Shire staff had a project such as this in place. I am hopeful that the current Council will see the merits of the long term benefits of this project as stated and endorse one of the Options that will be recommended to them.</p>	
S187	F Underwood	<p>I strongly object to all the alignments that have been proposed for ‘the East River Road Extension (Western Precinct) and Second Denmark River Bridge Crossing’; 3A, 3B, 3C, 3D, 3E, 3F. I ask that you please respectfully and honourably consider and register this objection.</p> <p>Also, I ask that you take the time consider and register my specific objection to 3B – which I consider to be the alignment that will impact most negatively on native vegetation, native wildlife, riparian values, Indigenous cultural values and community values.</p> <p>I deeply feel that the whole DEDPP and ERRB sub-section of the project were conceived in an environment of dishonesty, poor practice and hidden agendas. My experience of the “community consultation” opportunities generally, and the submission specifically have not been used to honestly consider the communities perspectives. As a young person within the community, future voter I am</p>	Opposed to Project (no options favoured)

		<p>disappointed at the lack of consideration that has been shown to the best interests of the community.</p> <p>As a young person in the community I see that change needs to be undertaken in the way the council and all government bodies need to deal with important issues. If this change does not occur now when will it? If it does not occur here where will it.</p> <p>Now is the time.</p>	
S188	M Howe	<p>I strongly object to ALL the alignments that have been proposed for a river crossing over the Denmark River identified as 3A; 3B; 3C; 3D; 3E; and 3F in LandCorp Option Analysis Report – October 2016.</p> <p>I especially object to 3A, 3B and 3C proposed alignments – which I consider to be the most environmentally and socially damaging alignments proposed.</p> <p><u>DESTRUCTION OF FLORA AND FAUNA; ESPECIALLY, THE DESTRUCTION OF ENDANGERED BLACK-COCKATOO HABITAT AND FORAGING AREAS</u></p> <p>I am concerned the East River Road extension west of Denmark-Mount Barker Road and Denmark River bridge crossing will result in the loss and degradation of mature, hollow-bearing trees necessary for hollow-dependent fauna and particularly Black-cockatoo breeding. Denmark has been identified as a known breeding area for Baudin’s and Red-tailed Black-Cockatoos. The Endangered Baudin’s Black-Cockatoo and Vulnerable Forest Red-tailed Black-Cockatoos were recorded in the study area and are protected by Federal legislation under the Environmental Protection and Biodiversity Conservation (EPBC) Act 2000. The Flora and Fauna report by LandCorp stated there were 40 tree hollows in the study area (only 9 of them being large hollows in 8 trees) which includes the Light Industrial Area, East River Road and the Denmark river bridge crossing. The majority of large tree hollows currently considered suitable for Black-Cockatoo nesting are concentrated along proposed road alignments 3A and 3B and 3C so these alignments are not acceptable. Hollows are very slow to develop so can be quickly lost, but not easily replaced. Many of the ‘potential’ habitat trees identified in the Flora and Fauna report by LandCorp (trees greater than 500 mm in diameter) will not be ready for Black-cockatoos to use as nest hollows for over 100 years. Recent studies have shown that hollows suitable for Black-Cockatoos did not begin to appear in eucalypts until they are at least 209 years old. A number of nest trees used by Forest Red-tailed Black Cockatoos and Baudin’s and Carnaby’s Cockatoos have been estimated to be between 300–500 years of age (WA Museum). There has not been sufficient research on artificial hollows to rely on them as an alternative.</p>	<p>Opposed to Project (no options favoured)</p> <p>Strongly object to Options 3A, 3B & 3C</p>

Baudin's Black-Cockatoos inhabit and forage in the bushland along the Denmark river. I see a regular group of 12 Baudin's Black-Cockatoos flying past whenever I am in town early in the morning or at dusk. Baudin's Black-Cockatoos have also been present whenever I have visited the East River end of the forest along Denmark River. This population obviously rely on the resources that Denmark's natural environment provides and further studies on their environmental requirements should be undertaken before projects like this and others proceed. This is a case of 'death by a thousand cuts' where several smaller scale development proposals involving the clearing and impact of native vegetation may not be assessed for their cumulative impact on the region under the Environmental Protection and Biodiversity Conservation Act 2000.

FLORA AND FAUNA REPORT

Landcorp's flora survey did not set up any flora survey quadrats south or west of Riche Road which is odd considering there were 3 other proposed alignments south of this point including 3E which was short-listed by LandCorp's Option Analysis Report. The Flora and Fauna report says all areas were traversed by foot or driven but this does not give me much confidence that a thorough survey of the flora south or west of the last quadrat above Riche Road was undertaken. There are numerous quadrats along the existing East River Road which is vegetated but in the very large area of bushland west of East River Road end there are very few quadrats. What native flora species are in the bushland west and south of Riche Road? The last flora survey for this project was undertaken in early September which is a significant limitation as this is often too early to detect numerous flora species that would not yet have been flowering to aid easy identification such as numerous orchids, sedges and rushes. Despite this, I was impressed with the flora species recorded and identified by the consultants and they were clear about the limitations of the survey.

I would have liked to see the 'potential habitat' trees for Black-Cockatoos defined better so that the trees with available hollows that do not show evidence of use now or in the past weren't counted with the trees that had not yet developed hollows but had diameters over 500 mm. This may be the common standard though. The fauna survey was very well done given the timeframe.

ABORIGINAL HERITAGE CONSULTATION

The Aboriginal Heritage consultation was undertaken on a cold and rainy day when certain sections of the Kwoorabup Trail were muddy and inaccessible for the Noongar Elders and representatives to walk on. As a result, they did not see the eastern side of many of the proposed alignments, including 3B and 3C where other large old growth trees would be removed and impacted, including a Black-Cockatoo nesting tree identified in the fauna survey if the alignment was to proceed here. The

Noongar Elders and representatives recommended the Shire to avoid the removal of Black-Cockatoo habitat trees. They should have every right to be consulted further regarding this project or withdraw their conditional support if they choose to based on the incomplete nature of this consultation to date and considering the Flora and Fauna report was not complete at the time of their consultation.

The Noongar Elders and representatives showed great concern for a very large old growth Karri tree on the corner of Riche Road and Riverbend Lane (on the western side of Denmark River - Option 3B and 3C), and recommended an arborist report be conducted to see how structurally viable the tree was, as they knew it may have to be removed if Option 3B or 3C went ahead. The Arborist report was undertaken and several management actions were recommended. I wonder what the Noongar Elders and representatives would have said if they had the opportunity to visit more than half a dozen additional old growth trees on the eastern side of the river that will be removed or impacted as a direct result of 3A and 3B road alignments? Project Manager from Landcorp, Robert Fenn assured them their decision would have significant weighting in their recommendations to the Shire (their decision had a 13.5% bearing on the Option Analysis report presented to the Shire). A majority voted for 3E, the remainder voted for 3B and said they would 'conditionally' support going for a Section 18. Their decision was weighted exactly the same in the Option Analysis Report despite the majority favouring Option 3E and not seeing the whole site area of 3B.

So it seems the Noongar Elders and representatives were left to believe only one large old growth tree would be removed as a result of the 3B and 3C road alignment. This is deceitful and negligent not to undertake full and proper consultation and be honest about the full impacts of these alignments through the old growth trees for Black-Cockatoos and other hollow-dependent fauna such as possums, Brush-tailed phascogales and a suite of birds, that the Noongar Elders and representatives very clearly showed concern for during their consultation. The large old growth Karri and Marri trees in the area of Option 3B and 3C are estimated to be 380 to 590 years old based on a diameter formula (1.5 to 2.5 m trunk diameters at breast height).

In the Aboriginal Heritage Management Plan for the Southern Section of the Kwoorabup Beelia (Denmark River), 2011 a recommendation was made by Noongar Elders and custodians to reconstruct the bridge at the traditional Aboriginal crossing (also site of old wooden bridge that flooded, burnt down and is now dilapidated). I believe this recommendation has been misinterpreted by the Shire and would like clarity on what was recommended by the Noongar Elders and representatives and the Archaeologists in this plan. Did they want a 30.7 metre

clearing through native bushland that will result in the removal of old growth trees or did they want a footbridge or smaller traffic bridge?

LACK OF CONSULTATION AND MISREPRESENTATION OF THE DENMARK COMMUNITY

Consultation for a large development with an environmental, social and economic footprint such as the Denmark East Development Precinct should have been WHOLLY and CLEARLY presented to the Denmark community and most definitely to Shire of Denmark Councillors on the public record, BEFORE funding was sought and accepted by the Shire of Denmark (the Shire). The Shire signed a funding contract with the State Government with milestones before any proper, transparent and clear consultation occurred regarding this project with stakeholders who will be directly affected or the Denmark community at large.

The Business Case used to apply for Royalties for Regions funding for the East River road extension, Denmark River crossing and Light Industrial Area was never signed off by the Shire of Denmark Council. It was submitted by former Shire of Denmark CEO Dale Stewart to Royalties for Regions in 2015. The funding was announced by the State Government Royalties for Regions in March 2016 and Councillors had to decide on whether to accept this funding on 22nd March 2016 (see Shire of Denmark minutes 22nd March 2016). The nature and order of events for the Western Precinct of the Denmark East Development Precinct may not be unlawful but it should be and it is very disturbing. The Business Case is still not publicly available on the Shire website or anywhere else at this time.

Many residents objected to this road, during the Local Planning Strategy (LPS) submission process in 2011. Motions were made at a public meeting to scrap the road proposal and defer finalising the LPS 2011 until proper community consultation had occurred on this issue. Soon after this, a Special General Meeting was held, which over 100 residents signed up to support. The LPS 2011 should not have been used in the Business case 5 years later (which resulted in obtaining about \$7.626 million Royalties for Regions funding) to infer support from the Denmark community, stakeholders or the Denmark Shire Councillors in regards to the East River Road extension and Denmark River bridge crossing (see Shire of Denmark minutes 22nd March 2016).

I object to the improper use of Golden Hill Steiner School to plump up the Business Case in the costs and benefits analysis. It has become clear that the school were not formally consulted about this project in the context it was used in the Business Case. They are a stakeholder that will be directly affected by this proposal so I think this

		<p>to be very bad practice and misleading to the funding body, especially considering they were used to value the development proposal by \$2 million.</p> <p>Noongar Elders and representatives (not just Department of Aboriginal Affairs) and local conservation groups such as Denmark Weed Action Group, Green Skills, and Wilson Inlet Catchment Committee as well as other relevant stakeholders should have been consulted prior to funding being applied for. Any of the road alignments proposed, would denigrate the revegetation, restoration and weed control works along the Denmark River foreshore that have been undertaken by all of these local not-for-profit community groups. This shows a lack of respect, transparency and decency to consult stakeholders by the Shire of Denmark before signing the funding agreement.</p> <p>The Shire of Denmark may be achieve their funding milestones but the community stand to lose so much more for a road to nowhere for nothing. Option 3A, 3B or 3C is supporting the destruction of old growth forest to leverage our Roads to Recovery money for the Light Industrial Area project. This is a shoddy way to propose a development and absolutely unnecessary destruction to the environment.</p>	
S189	D Head	<p>Thanks for the opportunity to comment on the Denmark East Development Project. I have taken the time to visit the proposed location of the proposed new Bridge as outlined in options 3B and 3E. I have listened to some of the residents of Riverbend Lane and personally spoken to one of them about their concerns re option 3B.</p> <p>I have great empathy with their situation, as I do with residents who feel they may be adversely impacted by option 3E.</p> <p>Having walked the Kwoorabup trail on two occasions in the last week I strongly believe 3B is by far the best option, for the following reasons.</p> <p>It falls within the allocated budget and will have far less impost financially on future Shire budgets.</p> <p>There is much less impact on both the Kwoorabup trail and the Ag College.</p> <p>Whilst I regret the loss of the Karri tree at the intersection of Riverbend Lane and Riche Rd, it is obvious from the arborists report that this trees days are numbered. I do not wish to sound flippant about this, but as is evidenced from the fallen tree on the Kwoorabup trail opposite Riverbend Lane, these majestic giants do fall naturally and the Karri mentioned above has severe structural damage. If option 3b is adopted</p>	Supports Option 3B

		<p>then I would urge the Shire to do all in its powers to ensure as many of the nesting hollows mentioned in the arborists report are relocated to other appropriate sites.</p> <p>I appreciate the Council taking the time to consider the residents thoughts on this matter.</p>	
S190	A Syme	<p>Allowing less than a month, it's absurd that the community has been asked to respond to the DEDP - "one of the most significant infrastructure developments in Denmark's history" Council should be ashamed of the way it's handled the public consultation process. As a former councillor I condemn the way council has handled this matter.</p> <p>The <i>Local Planning Strategy 2011</i> contains none of the road/bridge alignments proposed in the consultants' reports.</p> <p>The process you have set up requires me to make a choice. I overwhelmingly support Option 3E. This option was what Councillors had in front of them when they made their final determinations of the LPS in 2011. This is shown on the LPS Plan 2, but unfortunately shown a little upstream of what councilors of the day were looking at. The impact of 3E on the Agricultural College is minimal when taking into account the fact that the College farm will soon need to give up riparian zone riverfront land for ecological purposes.</p> <p>The other option provided by the consultants (Option 3B) was never intended to be considered by Council. The misreading of the Council decision combined with an uncorrected mapping error lead to this option being considered. The consultants' reports give us some horrifying scenarios:</p> <ul style="list-style-type: none"> • a 2.4m - 3m high road running parallel to Riverbend Lane will leave residents of Riverbend Lane (a tranquil, semi-rural no through road) coping with traffic noise • the Shire having to budget each year for extreme rainfall event damage to the new road (evidence of flooding from Scotsdale Brook in this area is in the Shire's Department of Planning files). • The joining of a new Riche Road and Scotsdale Brook bridge also introduces more areas for flooding impacts. 	Supports Option 3E
S191	C Blair	<p>I often walk in the bush at the end of East River Rd. I have spent time there with aboriginal elders and have been involved with art projects at this site. There is so much wildlife at this area to put a road through here would be sinful.</p>	Opposed to Project
S192	<u>K Almoosa</u>	<p>I object to any extension of East River Rd. Westwards and most particularly to another bridge across the river. I believe this to be an ill considered and unnecessary project, with huge negative financial, social and environmental impacts. The case for a new bridge has never been articulated clearly and the public consultation has</p>	<p>Supports industrial project</p> <p>Opposed to Project (no options favoured)</p>

		<p>been woefully inadequate. Why do we need this? The light industrial area is something the community by and large supports, but an extra bridge to link East River Rd. and Scotsdale Rd. over the river is pointless, who is going to use it?</p> <p>Any of the proposed alignments would divert traffic through a native forest and end up in a school zone. Has adequate provision been made for this? Traffic will be subject to a 40kmh speed limit for at least 4 hours a day. The safety concerns for children at the start and end of the school day are enormous, most likely many of the children who currently cycle or walk to school would no longer do so, increasing traffic even more.</p>	
S193	A & B Wilson	<p>When this proposal was introduced in TPS 3 the majority of submissions made to council were opposed to the project. The points of objection at that time are still relevant.</p> <p>Environmentally the area will be impacted negatively. The vegetation on the northern side is a feeding and breeding area for three species of endangered cockatoo as well as many other birds. It is also a feeding and breeding habitat for many native animals: for example Western Grey Kangaroos, Bandicoots, Phascogale, Possums, Antechinus and various reptiles.</p> <p>All would be under greater threat from heavier road use.</p> <p>The vegetation along the East River Road is also important, consisting of remnant forest which will be lost if the project as proposed proceeds.</p> <p>The area at present is also safe and liveable for families, especially children catching school buses and the general public who frequently walk. Community members as well as tourists use the road as a link between the Koorabup walk trail and the Mt Barker road.</p> <p>Any increase in traffic flow and resulting increased noise and danger of impact will negatively impact on this community of road users, human and wildlife. A more appropriate speed limit should be 50 km/h.</p> <p>The alternatives given for the project appear to create many problems of safety and unnecessary encroachment on both the environment and residents of the area.</p> <p>I believe that the following option should be given more weight by Council.</p> <p>The Denmark River be crossed at proposal E3, a new road be built up through the Agricultural College to connect to the internal road used by the college to move</p>	Supports Options 2C and 3E

		<p>cattle and machinery across the Mount Barker Rd. The road would proceed toward the east, south of the airstrip directly to the industrial area.</p> <p>The benefits of this proposal would include:</p> <ol style="list-style-type: none"> 1) No need to move the power poles and lines to the south of East River Rd/or the need to encroach on vegetation to the north in order to gain sufficient road reserve to rebuild East River Rd. 2) The crossing on the Mt Barker Rd would be simpler and less costly, involving neither a round-about nor by-pass lanes as there is very good line of site both north and south along the Mount Barker Rd from the hill crest. 3) There would be no need to encroach on the corner properties as is the case in both the round -about and by-pass situations. 4) The safety of school children and pedestrians would be preserved. 5) There would be far less impact on wildlife. 6) All the land involved already belongs to the Government. 7) The new bridge would be far less vulnerable to flooding. 	
S194	S & K Williams	<p>I believe the whole project is poorly thought out and totally wrong for the purpose intended.</p> <p>My first concern is the access to the industrial area past the airport, anyone with any knowledge of the transport industry would know that access to the industrial area would be better to implement via Kernutts Rd through to McIntosh Rd. The money saved could then be better spent looking at an access road to South Coast Hwy, because extra mass vehicles will find it almost impossible entering and leaving McIntosh Rd because of the steep gradient at the beginning of the road.</p> <p>Secondly the money would also be better directed, putting a “duel lane Bridge” on <u>Churchill RD</u> to eliminate the “Death Trap” waiting to happen.</p> <p>One of the reasons behind “East River upgrade” is to establish a second escape route out of Denmark, But I thought the bitumising of Churchill RD was for that reason, BUT work seemed to stop as soon as the road was sealed.</p> <p>I feel the whole project was extremely poorly advertised, and has very little to offer the vast majority of ratepayers.</p> <p>One of the arguments for the project is because there is 700 proposed new blocks on the northern side of the town, and it would be advantageous for people who work in Albany and Mt Barker to travel on, what about the 360 new blocks about to get underway on the Western side of Denmark at the “Denmarque” development, Do</p>	Opposed to Project

		we now screen potential buyers and all those that intend to work in Albany or Mt Barker, will they have to buy only the Northern blocks.	
S195	K Devoy	<p>As a property owner and rate payer, I wish to state my opposition to the development of East River road and most vociferously to a planned second crossing/bridge on the Denmark River.</p> <p>The principal reason for my opposition is the destruction to habitat which will occur in an area of significant usage both by feeding and breeding Cockatoos and of disturbance to a range of animals native to this area along the river.</p> <p>I do not believe there is a need for a second crossing as access to Mc Intosh Road and the proposed LIA is quite sufficient using the existing highway. If this destructive and unnecessary proposal to destroy a large area of our heritage is to go ahead without due regard for resident wishes, then option 3E is the only one which should be considered. It is beholden upon the shire council to reflect the views of those constituents who elect them and it is quite clear that the residents of Denmark including myself do not see the need for a second bridge which will destroy so much significant old growth forest.</p> <p>A staggered intersection at the junction of East River Road and Mt Barker Road is to me the least intrusive and offers an increased level of safety for those turning into and from East River Road. Road trains on East River Road? You must be kidding. Road trains belong on highways NOT small roads which service residential areas.</p> <p>Development should not be principally cost considerations alone. Cost should not drive the decision making when the environmental cost is potentially so high. I am one of many, if not most, residents who came to this area for its environmental amenity. Denmark is known for its active concern and care for the environment and if this goes ahead without regard for the issues stated by the majority of the residents, then the level of arrogance and disregard for the local constituents will see continuing disruption and antagonism towards the council on the part of the community.</p>	<p>Opposed to Project (no options favoured)</p> <p>Option 3E preferred to Option 3B</p> <p>Staggered intersection preferred Option</p>
S196	J Partington	<p>See Submission 19.</p> <p>I propose that serious consideration be given to widening the existing bridge.</p>	Opposed to Project (no options favoured)
S197	B Kelly	<p>Please regard this note as rejection of your proposal to destroy a significant portion of old growth forest/habitat along the Denmark River.</p> <p>We do not need another bridge over this river and need to select as a priority – due to cost – the widest deepest oldest section of the forest is totally unacceptable.</p>	Opposed to Project (no options favoured)

		<p>This is Denmark.</p> <p>Don't destroy habitat.</p>	
S198	A Ware	See Submission 19.	
S199	L Buttler	<p>See Submission 19.</p> <p>The area is too vulnerable to go any risk!</p>	
S200	E Fox	See Submission 19	
S201	K Britza	<p>Denmark needs a second bridge and we are unlikely to get the offer of such funding again. This is a once off opportunity and we would be crazy not to take it. Trees would have been knocked down to build the schools and houses of people in the area that are complaining, so I find it all rather hypocritical.</p> <p>The Steiner School already has a busy road at its boundary in Scotsdale Rd, and I doubt this one would be busier than that. We desperately need a new industrial area. The amount of near accidents that happen in our current one is ridiculous. Businesses cannot expand due to lack of space. This makes sense... common sense, which a lot at the moment, seem to be lacking.</p> <p>In an ideal world, the less impact on the environment the better, that is a fact. In this case, the alternative route comes at an extra cost. At huge extra cost. Unless this cost is somehow covered by extra funding, I support option 3B. It's the only logical route unless further information becomes available that ensure the extra cost is not passed on to the ratepayers and community.</p>	Support Option 3B
S202	M & S Bush	<p>See Submission 19</p> <p>The forest and wildlife in the area will be devastated.</p>	Opposed to Project (no options favoured)
S203	R & E Powley	<p>See Submission 19</p> <p>I am against any further Bridge crossings, or roads as Churchill Road is bitumised and ready for use as a by pass road, paid for by ratepayers.</p>	Opposed to Project (no options favoured)
S204	J & M King	<p>We thank the Shire for the opportunity to present our points of view.</p> <p>Whilst we recognise that the process that set the Denmark East Development project in place was commenced in the LPS of 2011, there were so many issues being discussed at that time, eg Cussons Rd – Mt Shadforth Rd – McLean Rd as “connector” roads to Scotsdale Rd; the proposed LIA; the flagging of the Denmark Ag. College as a future residential area; that the issues of a second bridge, the impacts of acquiring land from the Ag. College, and also the impacts of</p>	<p>Supports Option 3B</p> <p>Supports staggered intersection Option</p>

inconvenience, land devaluation, loss of amenity for a number of residents were not fully recognised by many people at that time.

It is only now that the planning details of the options have been presented that the public and affected residents are aware of, and faced with the harsh reality of the effects on them, and the disruption to their hitherto peaceful Denmark lifestyle.

Additionally, the loss of any WACOD land will contribute to the College's "Death of a Thousand Cuts"

The value of WACOD to Denmark is well documented and any land required for the East River project must be kept to a minimum.

We recognise that the current Council is having to deal with questionable decisions made by the former Council and it may be difficult to wind back or delay some of those earlier decisions. We also believe that the LIA and the Eastern Precinct of the proposal need not be linked with the Western Precinct Proposal, and we urge Council to put the Western Precinct and bridge crossing on hold for the time being. It has been suggested that there is a threat that a loss of funding could occur if the project was split and/or delayed, but we firmly believe that it would be possible – with courage – to negotiate with the State Government on this issue to achieve a satisfactory outcome. It seems to us that there is a groundswell of opinion supporting this idea.

However, should Council decide to proceed with the project as one operation we wish to make the following comments.

RIVER CROSSING AND ROUTE ALIGNMENT

Option 3B connection with Option 2B seems to offer a reasonable compromise for residents of Riverbend Land and East River Road although we believe that there may be problems with flood mitigation works affecting the amenity of some residents on Riverbend Lane. It is important that this problem is resolved satisfactorily.

MT BARKER ROAD INTERSECTION OPTIONS

We believe that the staggered intersection would be more acceptable to the nearby East River Road residents, and if incorporated into option 2B no additional land would be required from WACAD.

We also believe that the "Positives" as outlined in the Fact Sheet 3 outweigh the "Considerations"

		<p><u>WACAD : LAND LOSS</u> As acknowledged in Phase 1 – Options Analysis WACAD 2.7.1 “The continual erosion of the WACAD’s land holdings will impact on its capacity... Etc.</p> <p>We therefore suggest that there may be two ways to reduce the impact.</p> <ol style="list-style-type: none"> 1. Allow the College to Parkland clear any of the degraded bush to the south of and adjacent to the centre of the Denmark airstrip, should they wish to do so, and also the bush to the south west of the approach to runway 09. 2. The College already uses some fenced in land within the Airport Reserve for grazing. <p>We strongly believe that there is an opportunity for the College to use further land at the Airport Reserve without impinging on aviation activity or safety, and indeed would reduce the fire hazard and could reduce the Council’s cost of slashing which has to be done each spring.</p> <p>2.2 On the south western side of the airstrip, within the Airport Reserve there is a paddock of approximately 4.0 hectares which the College uses for grazing. This area could be extended by approximately another 4.0 hectares if the existing fence was continued through to McIntosh Road. By doing this it would go close to offsetting the loss of land in Option 2B.</p> <p>Our knowledge of the airport has been gained over the years that we have been associated with aviation in Denmark. We currently house our aircraft in our hangar on the leased area on the airfield.</p> <p>We attached herewith a diagram of the airstrip showing the current grazing paddock and the proposed extension, together with a rather blurry Google photo of the paddock currently being used.</p> <p>See S204 – Extracts A & B</p>	
S205	Shire of Denmark’s Bush Fire Advisory Committee (BFAC)	<p>I am writing to provide you with the Shire of Denmark’s Bush Fire Advisory Committee’s (BFAC) comments on the need for a second bridge across the Denmark River within a reasonable distance of the CBD.</p> <p>At its November 3 2016 meeting BFAC considered this matter and made the following decision:</p> <p><i>“OFFICER RECOMMENDATION & COMMITTEE DECISION</i></p> <p><i>Moved: Roger Seeney Seconded: Alex Williams</i></p>	Support Option 3B

		<p><i>That BFAC requests that the CESM write a letter, addressed to Council:</i></p> <ol style="list-style-type: none"> 1) <i>Voicing full support for the construction of a second bridge and endorsing option 3B as BFAC's preferred option.</i> 2) <i>Expressing BFAC's concerns with regard to public safety and evacuation generally and in particular regarding getting additional firefighting resources into the district in the event that access into Denmark is compromised in some way either due to an evacuation being called, an accident or natural event that affects the current bridge or its approaches or the long term impact of increasing congestion due to Denmark's predicted growth.</i> <p><i>Carried: 14/4</i></p> <p><i>Adrian Kronnendonk, Malcolm Hick, Don Atkinson & Chris Hoare asked that their names be recorded as voting against the motion and Joan Merrifield left the room at the time of the vote."</i></p> <p>Those members that voted against the motion did so because they either felt that BFAC should not be nominating a specific option or that a bridge should be on the rail trail alignment as part of a heavy transport bypass.</p>	
S206	Shire of Denmark's Local Emergency Management Committee (LEMC)	<p>I am writing to provide you with the Shire of Denmark's Local Emergency Management Committee's (LEMC) comments on the need for a second bridge across the Denmark River within a reasonable distance of the CBD.</p> <p>At its 12 Sept 2016 meeting the LEMC considered this matter and made the following decision:</p> <p><i>"OFFICER RECOMMENDATION & COMMITTEE DECISION ITEM 6.4</i> <i>Moved: Harold Luxton Seconded: Ross McDougall</i></p> <p><i>That the CESM write a letter, addressed to Council, expressing the committees concerns with regard to public safety in the event that the bridge in Denmark is compromised in some way and at the same time voicing full support for the construction of a second bridge.</i></p> <p><i>Carried: Unanimously"</i></p>	Supports Project
S207	J Davey	<p>I am writing with this submission with regards to the proposed East River Crossing that is part of the Denmark East Development Precinct Project. It follows earlier correspondence from I sent to the Shire and council on the 31st of August 2016.</p> <p>I understand that the current CEO and Councillors were not involved in the creation of this plan, and as such thank you all for listening to our concerns. I hope that the outcome will reflect the Denmark Shire values of Honesty, Integrity, Trust, Transparency and Respect.</p> <p>Having read the Landcorp reports and attended the information session I am now making further comment in writing. This letter is also to be tabled to council for</p>	Opposed to Project (no options favoured)

discussion, and I respectfully request a response from each councillor and Shire CEO to the numbered points below.

The Shire reports published and information obtained since our last letter has not diminished our concern, in fact the reverse is the case.

1. There are irregularities in the application for funding. The western link road and bridge were added to the Business Case and were not ratified by council. The Business case was not released publicly, never formally endorsed by councillors or even seen by some councillors until February 2016. The business case contains errors and miss-representations. The road and bridge clearly benefit the property developers of land west of Scotsdale Road. The Shire President at the time the Business Case was written was Mr Ross Thornton. [REDACTED]

[REDACTED]

2. The extensive concern among residents along with many issues raised in the reports requires the *Shire to return to the funding bodies and negotiate to delay milestones until a solution acceptable to the community is found.*
3. *The Shire should also seek to negotiate with the state government to separate the West component of this project from the East component.*
4. The Flora and fauna report, though limited in scope and time, confirmed rich and extensive natural habitats at all of the proposed bridge crossings. This is despite the lack of flora survey quadrants in any of the vegetation south of Riche Road. There are current nesting sites for a number of endangered species, and reports that the area is largely in good to pristine condition. The report states that a referral under the EPBC Act (Table2) has not been made. When discussing this with the author he indicated that it was very close to automatic referral. Given the acknowledged limitations of the study and the additional evidence from local residents, the *Shire as the proponent of this project must initiate a complete and detailed study via the independent body of the EPA.* No development in the surveyed area should be considered without such a study. This would give the community some confidence that correct process and consideration is being given to this critical location.

5. There are irregularities in the execution of the Heritage report. On the 26th of July 2011 the Denmark River was registered as a Heritage site, the participants were Wayne Webb, Toni Webb, Vernice Gillies, Joey Williams (Noongar community members); Harley Coyne, Graham Townley, Robert Reynolds (Department of Indigenous Affairs, Albany); Cindy Simpson and Yvette Caruso (Shire of Denmark); Basil Schur (Green Skills Inc). Brad Goode (Brad Goode and Associates) provided detailed ethnographic background information and advice on anthropological matters. *Note that none of the above Noongar community members were included in the group that participated in the Heritage report study. Why was this the case? The Shire must now invite the local Noongar community to add and amend to the Heritage report for it to be considered legitimate.*
6. *The Shire must support and recommend to the ACMC that the section 18 notice be retained regardless of any interference or activity for this project in question or others in the future.* In the Heritage report, Page 41 it states “Mr Goode advised the group that once the section 18 notice was lodged it was possible that the river would be taken off the register by the ACMC unless statements from Noongars determined it to be a sacred place of special significance.” This is very concerning. The section 18 notice has already been challenged by the Water Corporation. The Kwoorabup River is of spiritual significance not only to Noongars but also to the wider community. It is clear that the river was and still is a sacred place as an entire body, not just small sites. The heritage report makes it very clear the river and its borders as a whole are critically important, the Shire should respect that.
7. *Can the Shire please explain how a 10m wide road with 10m buffer zones on each side, fits with the goals of “minimising environmental impact from vegetation clearing”?* The disturbance to the flora and fauna would be extensive, both from de-forestation, noise, works machinery, disease and weed infestation. A 30m clearing breaks the wildlife corridor.
8. The bridge and road is often mentioned as a “community link road”. *How is it therefore designed in such a way to be the largest bridge in the shire?* It is easily extrapolated that this road and bridge is designed for expansion and could be converted to highway classification in the future.
9. I object to the Golden Hill Steiner School being listed unlawfully and incorrectly as a beneficiary in the business case for this project. So far the shire cannot produce any written evidence of who was consulted, when they were consulted, and what was discussed. With no evidence, this claim can easily have been manufactured and/or distorted. The shire cannot claim support of the school at that time without corroborating evidence. *What steps are in place to obtain this evidence?*

I am deeply troubled by this flawed plan and strongly oppose the placement of a road and bridge across the river in any of the proposed currently locations, 2A, 3A to 3F. I am saddened at the potential loss to our community, the environment and lifestyle we all love.

I trust that my explicit objection to all alignments will be registered and published, as per my understanding from CEO and Shire councillors.

There are significant irregularities that need investigation, and to continue with the plan in its current form makes the Shire and the Councillors complicit in them.

I first experienced this special East River location as an audience member for Solace and Yearning performance in 2011 <https://www.youtube.com/watch?v=KILtad23JY8> . I was struck and moved by the sheer presence of the huge and ancient trees, the peace, the animal sounds and the river flowing by. The performance sought to bring understanding and a connection to the land for peoples past and present. It remains a special and magic place that I return to often. To put a road in this area and cut a 30m wide clearing with a massive bridge is outrageous.

It is time to listen to our personal truths and not to follow bad decisions with more. Progress does not mean replacing communities and habitats with concrete to satisfy the greed of a few. The River, Environment, the Community and the Wildlife can outlive the greed and the politics if we give it a chance. Money cannot buy what will be forever lost. Please let's make this a place better by having courage, standing firm, and making a difference.

Below follows context that provides the reasons for the numbered points and views above.

Introduction

Our family of five, Silvia (Theatre Director), myself (Engineer) and three children, have been living in Denmark WA now since 2008. We have been enjoying living here with its vibrant community and unique and beautiful environment. It has treated us well and we do our best to give back and contribute.

In our own small way we ensure that our resource use is minimal, and that the land is respected. Our children have all been part of the Golden Hill Steiner School, and this has helped us all grow as individuals.

We see ourselves as part of nature, here for a short time. The folds of the land, the river and the trees have been here so much longer than any of us and we hope they shall continue after we are gone.

It leads to some simple practical principles.

- Don't build near large trees for the safety of us and the tree
- Avoid introducing disease and weeds to the landscape
- Respect and protect places that are special and pristine
- Work to improve and restore places that are degraded
- Live in, engage and be part of the community
- Live these principles and teach them to our children.

It's these principles that inform our views on the proposed East River crossing.

Report analysis

'Phase 1 – Options Analysis document

In the document "Phase 1 – Options Analysis" there states:

"Landcorp and the Shire of Denmark are committed to demonstrating high quality design and sustainability initiatives in the delivery of the DEDP project, to promote environmental, cultural and engineering best practice and to encourage economic opportunities for Denmark that are integrated into the cultural and natural landscape"

And then lists key benefits identified for the project.

None of the key points relate to environmental, cultural, sustainability or natural landscape.

The Flora and Fauna study accepts that it was constrained in time and seasons. It also accepts that many species would have been missed. No attempt was made to look at aquatic flora and fauna.

Not including aquatic flora and fauna is a major omission when key source of all life in the area is the River itself.

In its short span the study identified 5 conservation significant species (priority 4 and 5) and also many active and potential nesting sites. It also identifies that most of the site is in Good or Pristine condition. As such this study provides a small window into the richness of the location and as such should be ringing alarm bells that such a significant location is planned to be disturbed. A full and detailed EPA

investigation needs to be undertaken to more fully understand and catalogue the entire system at work.

Active nests were identified and local residents are well aware of the activity of Black Cockatoos, bandicoots and many other fauna along the river. In my own visits, I have observed cockatoos very active in the trees.

It is alarming that despite clear evidence no automatic referral was made for the Black Cockatoo and the Water Rat under the EPBC Act.

Section 2.3

It states “that it would be preferable to use Crown reserves”. Crown reserves in this case are areas of significant native vegetation.

Section 2.4.3

Lists that “No historical groundwater data has been identified in the immediate vicinity of the site” It assumes that the only item of importance is the effects on bores in the area. No mention is made of the River and its vast amount of water flow, and the impacts of the quality of this water downstream on flora, fauna, local residents, the community and eco-system as a whole.

Section 2.4.4

States that Rock blasting “Should not be discounted”. It this occurs, this is a massive disruption to the environment, Aboriginal heritage and residents. Blasting would go against all stated goals of minimising impact. *Why has it not been discounted?*

Section 2.5 Flood records are only available since 1997.

Local residents can attest that floods are a regular occurrence and part of the ecological cycle. The study admits that 100 year flood figures are not available, and therefore the design can only meet 20 year flood expectations. With that in mind engineers are obliged to over estimate limits in order to protect the structures that are built. This makes them bigger, higher and more invasive to the environment. The bridge at some locations are in a flood plain and have to be raised significantly for the contingency leading to bigger and more intrusive works.

Section 2.6 Lists community concerns.

It is alarming that community feedback on proposals for a road crossing at East River are continually noted and then ignored. The concerns now are identical to those in the past. It states “High levels of concern”

- *Proposed location of the bridge and road infrastructure,*
- *Protection of the Kwoorabup Trail, both during and post construction and improving future*
- *access to the Trail ,*
- *Impact on existing flora and fauna,*
- *Increased east-west traffic movement leading to greater noise and safety issues,*
- *particularly with small children and the existing bus pick-up/drop-off,*
- *Impacts to residents on upgraded roads due to purchased land and safety issues,*
- *The movement of industrial traffic through the urban environment,*
- *Addressing existing intersection safety issues, and*
- *Effects of proposed bridge on the floodway and potential for upgrade works of existing drains.*

Section 2.6.1

Has a short section on the very significant Kwoorabup Trail.

It proposes that the bridge includes a cycle path, 2m wide. This suggestion appears to be included to give the appearance of concern for the trail and providing amenity. However it allows the bridge to be bigger and wider such that the road can absorb the bike path in the future and be expanded to accommodate even larger vehicles.

The bridge is to be 10.7m wide, plus a 10m vegetation clearing on each side for fire protection. This is a massive 30.7m invasion into the habitats and serenity of the location. There is no way this be considered to be a minimal impact with a clear conscience.

Section 2.8 Funding.

The financial costs to the community for the road and bridge are high and I and many see no benefit achieved. The costs are much greater if we factor in intangible benefits of having old-growth forest so close to town. It is an impact that is *permanent*. The community sees loss of amenity, of environment, endangered species and of ancient forest. We do not believe that the community should pay for the destruction that this project would bring.

Section 3.2 Mt Barker / East River Rd intersection

A junction of these roads to service the Light Industrial area should avoid clearing native vegetation.

Therefore we would suggest a modification to Option 1 where the stagger consumes airport land to the south instead of vegetation to the north.

Section 3.3 Western Precinct

As mentioned before, our family sees no benefit for the community for any of the bridge crossing options. We believe the arguments are flawed, and that a crossings as proposed will massively damage the ecosystems, the heritage and the amenity of the area. The only beneficiaries are financial rewards for the developers of the land on the west of Scotsdale Road.

Section 3.3.1 Option 2A

This road runs close to the forest edge causing a number of issues:
It is close or though Cockatoo nesting sites identified in the flora and fauna study. These birds are timid and will leave the sites when there is traffic and building nearby.

Users of the Kwoorabup trail will no longer have the wilderness experience that is currently present. The forest is currently full of natural sounds and activity that would be impacted by the noise and vibration of a road nearby, not to mention the actual destruction of ancient trees and habitat.

A road brings run off of pollutants, disease and weeds. All of which degrade this pristine wildlife corridor and river.

Section 3.3.3 Option 2C

Although appealing for reasons of little native vegetation impact, it bisects the agricultural college. This institution provides much richness to the community and our young people and a road through its centre would have serious consequences to its viability.

Section 3.4 The Kwoorabup (Denmark) river crossing

The banks of the river provide a wildlife corridor from Mt Lindsay to the inlet. It is narrow at this point but still in excellent condition. The Flora and Fauna study backs up what local people have always known. The area is rich in wildlife and is a peaceful and serene asset that has a spiritual attachment for many people (in a similar manner to Greens Pool). Making a cut in this corridor, 30.7m wide as proposed is massively detrimental. All options have serious issues with habitat destruction, loss of amenity, and difficult and expensive building conditions.

The community has put forward other ideas that have not been included in the options provided. The recently surfaced Churchill road to the north is a case example that I believe could have met the state goals of greater access for the future.

Section 3.4.1 Option 3A

Unacceptable because of the following:

Excessive clearing of native vegetation including many Old Growth trees

Hi negative impact on fauna due to mortality, habitat loss and fragmentation

Wide and long path through forest and natural habitats, breaking the wildlife corridor

The disturbance of to two waterways

Disturbance to Heritage site

The proximity to the Steiner School boundary. The road passes next to the Kindergarten. Steiner philosophy and its focus on nature and its custodianship are incompatible with such a road. There are also significant safety issues when roads are close to schools and cost implications when trying to mitigate these.

Section 3.4.2 Option 3B

Unacceptable because of the following:

This is a long and wide clearing and there are many ancient trees in the path or close by. It is very rich in fauna, flora and heritage significance.

There are Cockatoo nesting sites alongside or in the way of the road and bridge crossing

No flora survey was conducted in this quadrant

Highly negative impact on Fauna and Flora

I personally consider this to be the most sacred location on the trail, which concurs with the Heritage report.

The large tree at the junction of River Bend Lane and Richie Road should not be condemned because of the presence of white ants. Any tree that is 500years old will have evidence of white ants, and will likely stand for hundreds of years more providing valuable habitat.

Section 3.4.3 Option 3C

Unacceptable because of the following:

It is equally preposterous to place a wide road though river bend lane. All or most of the mature Karri trees would need to be removed and there would be massive disturbance to the residents and Caravan Park.

Highly negative impact on Fauna and Flora

Section 3.4.4 Option 3D

Unacceptable because of the following:

It goes directly through a family home via low lying creek bed and wet areas. The road goes parallel to the Kwoorabup trail causing disturbance and destroying the peace of the trail. It also disturbs habitats and flight paths due to the proximity and takes a significant portion of college lands. Speeds of 70Km/h would be permitted which is incompatible with the serenity of the area.

Section 3.4.5 Option 3E/3F

Unacceptable:

Again, extends the parallel disturbance to alongside the river and the Kwoorabup trail. It takes a large amount of land from the college and then has to negotiate a steep bank. The building will require significant earthworks requiring a large amount clearing and increased cost.

Vehicle size

Unacceptable:

Shockingly, even though termed a local link road, it is designated to take sub-RAV4 vehicles. This includes:



The bridge is a massive 10.7m wide with clearings on each side to make a total width of 30.7m.

Why is this bridge larger than any other in the Shire?

Section 3.6.1

Unacceptable:

Peak discharge estimates are acknowledged to be inadequate. Local residents know that flooding regularly occur. Therefore a bridge should not be built without sufficient data on the land it is to span. Lifting the bridge deck brings a bridge into closer contact with the flight paths of birds and makes the structure bigger and more intrusive.

“It should be noted that, due to the presence of two dams in the upstream catchment, the use of the PRM is considered inadequate and likely to overestimate the peak discharges significantly.”

“values in Table 8 should be considered to be highly indicative and not reflective of the actual flood conditions”

Section 4.4 Preferred Options

Unacceptable:

Table 12 favours 3B or 3E but fails to acknowledge the significant destruction of natural habitat and amenity in 3B as well as additional costs to deal with unexpected flooding and flood events. Option 3E fails to address disturbance of the parallel path along the Kwoorabup trail and subsequent clearing due to the difficult steep construction.

Section 5.3.1 3B details

Unacceptable:

This highlights the need for a long bridge with substantial earthworks on each end. It would require the removal of ancient trees needed to protect the road and bridge from fire. It also requires a tall bridge that is visually intrusive, noisy and becomes a danger to birds. This area is the richest in ancient forest flora and fauna.

Flora and Fauna Report:

This report clearly states in its introduction the richness of the river habitat, and the numerous endangered and conservation significant plants and animals.

We believe that lack of referrals under the EPBC act in this document is due to the short nature of the study. Less than 7 days over three months is not sufficient to make an informed decision. Local residents were not asked to provide records, photos, sightings etc which would have been beneficial to the study.

No sampling for Aquatic species occurred.

Most notably a large area of the survey contained “Pristine, Excellent and Very Good” vegetation, which is important to conserve and expand rather than degrade.

Many conservation significant species were recorded. Black Cockatoos, Bandicoots, Water Rats and it indicates that many other un-observed species are likely to occur, as corroborated by local residents.

It is imperative that this area is studied properly and comprehensively via an EPA study.

Section 4.3.1

Indicates that the habitat is well connected through linkages. A bridge and road of the size discussed will break that crucial link for flora and fauna.

Options that cross near Riverbend Lane 3A, 3B and 3C are the worst when it comes to disturbing black cockatoo habitat, as shown on the habitat map page 68

Section Legislation

It lists the 10 clearing principles.

Every single one of the clearing principles (below) are contravened for all river crossings.

- a) *Native vegetation should not be cleared if it comprises a high level of biodiversity.*
- b) *Native vegetation should not be cleared if it comprises the whole or a part of, or is necessary for the maintenance of a significance habitat for fauna indigenous to Western Australia.*
- c) *Native vegetation should not be cleared if it includes, or is necessary, for the continued existence of rare flora.*
- d) *Native vegetation should not be cleared if it comprises the whole or part of native vegetation in an area that has been extensively cleared.*
- e) *Native vegetation should not be cleared if it is significant as a remnant of native vegetation in an area that has been extensively cleared.*
- f) *Native vegetation should not be cleared if it is growing in, or in association with, an environment associated with a watercourse or wetland.*
- g) *Native vegetation should not be cleared if the clearing of the vegetation is likely to have an impact on the environmental values of any adjacent or nearby conservation area.*
- h) *Native vegetation should not be cleared if the clearing of the vegetation is likely to cause appreciable land degradation.*
- i) *Native vegetation should not be cleared if the clearing of the vegetation is likely to cause deterioration in the quality of surface or underground water.*
- j) *Native vegetation should not be cleared if clearing the vegetation is likely to cause, or exacerbate, the incidence of flooding.*

Heritage Report

The river in general and particularly the old bridge crossing was the meeting site for indigenous people. As a more recent resident I to believe that the Kwoorabup trail and the river banks are sacred and precious. They give people a serene and special place to walk and contemplate. Feelings of sacredness run deep for many natural

		<p>places such as the Kwoorabup River, Greens Pool, and Lights Beach. These places are our Church and deserve to be respected as such.</p> <p>The report also acknowledges “many objections to the bridge construction and the new road from the locals” which has been an ongoing struggle.</p> <p>The Noongar representatives (Wayne Webb, Toni Webb, Vernice Gillies, and Joey Williams) that were instrumental in registering Denmark as a significant site were not included as participants in the Heritage Report study. <i>It raises the question as to why were they excluded?</i></p> <p>Participants in the report were not taken the East River road location where most of the Old Growth trees are located. As such they were unable to comment on their preservation. The tree at the end of River Bend Lane that they did identify as important to preserve has already been deemed unsafe and scheduled for removal.</p> <p>Most concerning in this report are the constant efforts to undermine the section 18 notice and remove the little power of comment that the indigenous community has.</p>	
S208	S Lehmann	<p>Thank you for this opportunity to make a submission about the proposed East River Rd extension (Western portion) and the options for the proposed bridge crossing of the Kwoorabup Beelia (Denmark River).</p> <p>I have read all of the Landcorp reports and I attended the information session provided by the Shire and Landcorp.</p> <p>My attendance at the information session and my reading of the reports published, as well as Denmark Shire minutes of council meetings, has only increased my grave concern at this western portion of the Denmark East Development Precinct proposal.</p> <p>I vehemently object to all of the proposed bridge crossings, especially proposed bridge crossings 3A, 3B, and 3C, for the following reasons:</p> <ol style="list-style-type: none"> 1. The Royalties for Regions funding that was obtained for the DEDP rests on too many irregularities and I urge you to renegotiate the terms of the funding agreement with the State of Western Australia in light of strong community objection and suspicion. As a community member I am strongly aware of the following irregularities with the Business Case that was used to obtain the current funding: <ol style="list-style-type: none"> a) The Golden Hill Steiner School was misused as a major beneficiary and for some points in the business case cited as the only reason the bridge and road 	Opposed to Project (no options favoured)

component of the funding should go ahead. The Golden Hill Steiner School (GHSS) has no written evidence whatsoever of any conversation that may have taken place between the authors of the business case and the school. Even if such a conversation had taken place, there are no notes, no email correspondence, and no trace of proof that this took place, other than 'taking the author's word for it', who had a vested interest in the business case's success. At the time the business case was authored and submitted to the State Government, GHSS was in a state of upheaval, with School Coordinator Robert Gilman resigning and an interim school coordinator employed, Elise Everett. As a past school administration assistant and a very active school community parent, I can vouch for the fact that any 'casual' conversation about a proposed road and being mentioned in a business case would not have had much attention at that time, as the school administration was focused on keeping the school going on an even keel. Neither Robert Gilman nor Elise Everett can recall the conversation that had supposedly taken place. Furthermore, as a professional theatre director I'm fully aware of the grant writing process – I have written many arts grant applications. There is no way an arts grant would be granted to me if I did not have a letter of support from ALL listed beneficiaries to my project. There is no scrap of formal or informal written approval of being a beneficiary to the business case application in evidence from the Golden Hill Steiner School. A not-recalled casual conversation surely cannot justify a grant of 7.626 million dollars? As it stands, well over half of the present and past school staff and community are vehemently opposed to the road and bridge project, especially as options 3A and 3B directly affect the future amenity of the school.

- b) The Business Case used to obtain the current funding was not released publicly and was never formally endorsed by the Denmark Shire Council before being submitted. (Please see appendix 1: email from Cr Jan Lewis) The Business Case was submitted by the Denmark Shire to the Sate Government on the 18/09/2015. Soon after, on 20/10/2015 there was a change in the council members re-elected and elected. One of the few councilors who remained on the new council was Cr. Jan Lewis. Cr Jan Lewis was part of council prior to the business case being submitted for funding and after the new elections of council members in October. Cr Jan Lewis clearly states when questioned about the business case once this had been 'leaked' to the public that she 'had never seen the business case' before 9 February 2016. Therefore – the current business case, which contains the addition of the road and bridge component (western portion) of the DEDP was never formally sighted or voted on by the Denmark Shire Council. An earlier draft of the Business Case from 26/3/2013 (which did

NOT include the controversial western road and bridge component) HAD been endorsed and voted on by Council. It can therefore be argued that the authors of the successful business case were trying to hide the fact they had included the road and bridge in their submission. This cannot be explained away to me – please provide me with truthful reasons why the Royalties for Regions funding is not being rejected by the current council when it is so obvious to everyone in the Denmark community that this business case was authored and hidden away by a select few who have every reason to benefit from the inclusion of the bridge and road (western portion) due to their vested interest in future urban expansion in that part of Denmark, but were afraid of public outcry.

[REDACTED]

d) Furthermore, hefty community opposition to the proposed bridge and road location had been purposely ignored and the adoption of the LPS rushed through with a special council meeting before the public could react. Five days earlier, on the 29/9/2011 there was a public meeting at the Denmark Civic Centre concerning the LPS at which two motions were passed, of which Motion 2 is of most interest here: “This meeting calls on the Denmark Shire Council to delete the current proposed East West Link Road from the Local Planning Strategy until such time, that in-depth research into the justification, effectiveness, environmental and social impacts has been conducted into all possible options for an alternative river crossing, with adequate input of stakeholders and the broader community (110 for, 1 against). 110 community members voted for this motion, and many submissions opposing the bridge and river crossing were received in this time. A Special Electors Meeting was promised on this issue by then Shire CEO Dale Stewart, however, the LPS was adopted at a special meeting of council just five days later, on 4/10/2011, 21 days before the special electors meeting. This is not democracy at work! This is not listening to community concerns! The same amount of people are still opposed to all the current bridge crossing options, and the motion still holds – we ask that the bridge and river crossing be deleted from the LPS until such time, that in-depth research into the justification, effectiveness, environmental and social

impacts has been conducted into all possible options for an alternative river crossing, with adequate input of stakeholders and the broader community. The argument that the East-West Link road had subsequently been deleted from the LPS does not hold, as the motion specifically asked for other options of a river crossing be considered by the community of Denmark. Furthermore, though deleted from the public eyes, the link road is present in the Business Case that was used to receive the current funding, but was kept secret from the unsuspecting Denmark community and the councilors at the time the funding application was submitted. It is very clear that this proposed very wide bridge and road are a portion of the original Link Road, and will be used as justification to build the rest of the Link Road once the bridge is physically in place. I hope I'm making my point that the Business Case on which this DEDP project rests is fraught with untruths. Please councilors, there is no wool left to pull over our eyes. Take the funding back to the State of Western Australia and re-negotiate the terms of funding, and please take the community concerns that are voiced again and again seriously.

e) I applaud Cr. Jan Lewis who took it upon herself to question the validity of the business case and the Royalties for Regions funding for the DEDP at the council meeting on 22/3/2016. She argued that the statement on page 35 of the agenda is 'misleading' as the Business case was never approved by Council. She argued she had never seen the Business Case until the meeting of the 9th of Feb 2016 after she requested a copy. The interim CEO at the time (Mr Frewing) countered that 'Council had agreed when it adopted the LPS'. However, as I explained above, the LPS was adopted hastily by a council with [REDACTED]

[REDACTED] I completely concur with Cr. Jan Lewis that this anomaly that council never voted on, nor saw, the actual Business Case that was used to obtain this project's funding, but was then listed in a public document as having approved it, [REDACTED]

[REDACTED] I urge you as current councilors and new CEO to re-negotiate the terms of this funding agreement with the State of Western Australia that does not include a bridge over the Denmark River anywhere near the Kwoorabup trail, the old growth forest or the flood plain. Please initiate a meaningful community consultation about a location for a new bridge that is not destructive of a sacred piece of remnant old growth forest instead of powering ahead with funding obtained in an untruthful, underhanded and secretive manner, and alienating a vast portion of the Denmark community, who do not feel heard, and who you are elected to represent.

2. In July 2011 the Denmark River was registered as an Aboriginal Heritage Site with the Department of Aboriginal Affairs (Denmark River Site ID 22081). The guiding document to protect and manage the Indigenous heritage values of the Kwoorabup Beelia (Denmark River) was adopted by the Denmark Shire council on 26/7/11 (Res no: 06711). This work to have the river listed as an Aboriginal Heritage Site is now in real danger of being null and void by the current project. At the information session I was told by a Landcorp representative that even the application for approval for a bridge location has called the registration of the River as an Aboriginal site into question. I was told that even if the bridge will not go ahead, the site registration is compromised and may not stay on the register. I cannot stress enough how important this is to me that Denmark Shire do their utmost whatever the outcome of this project to maintain the Denmark River as a registered Aboriginal Heritage Site with the Department of Aboriginal Affairs. This is potentially playing into the hands of developers to do whatever they like on or near the river without needing to spend effort and money on receiving the approval of local Aboriginal representatives in the future. As it is, the local Noongar representatives have not been adequately consulted. Here are my facts to support this assertion: On the 26/7/2011 a recommendation by the Aboriginal Heritage Management Plan was blatantly misconstrued. An extract from the plan reads: "Traditional and contemporary crossing point (river and tributary) requires bridge reconstruction to prevent ongoing erosion and impacts to the heritage area". This recommendation refers to the reconstruction of a footbridge across the river, not approval for the biggest bridge in the Denmark Shire. Because this recommendation was near the potential east-west link road proposed at the time, the Denmark Shire has used this recommendation as justification to put the bridge crossing in this location in the new Local Planning Strategy (LPS) being worked on at the time. In my view this is a gross misuse of a recommendation to restore a simple footbridge and turn it into a 30m wide destructive corridor that no flora or fauna will ever be able to cross.
3. Further, there are irregularities with the participants asked to be part of the current Heritage Report. In July 2011 when the Denmark River was listed as a Heritage Site the following participants were: Wayne Webb, Toni Webb, Vernice Gillies, Joey Williams (Noongar community members); Harley Coyne, Graham Townley, Robert Reynold (Dept of Indigenous affairs, Albany); Cindy Simpson and Yvette Caruso (Shire of Denmark); Basil Schur (Green Skills Inc). Brad Goode (Brad Goode and Associates) provided detailed ethnographic background information and advice on anthropological matters. This group of people wrote the guiding document of how to protect and manage the Indigenous heritage values of the Kwoorabup Beelia, which was adopted by the

Denmark Shire council (Resolution quoted above). Why then, were none of the Noongar representatives asked to be part of the Aboriginal Heritage Report prepared by Landcorp for this bridge and road component of the DEDP? It is very important to me that the Denmark Shire invites these local Noongar community representatives to add and amend the Heritage report tabled.

4. I was saddened to read in the Aboriginal Heritage report the continued threat that under Section 18 the Aboriginal Heritage Site listing will most likely be removed from the Denmark River, no matter what the Aboriginal representatives recommended. It seems clear from the report that the Noongar representatives were never given a choice to dismiss the bridge outright, which should have, as a democratic right, been given as an option for them to vote on. There are numerous quotes how important the river is to the Noongar people of this area, that the river was a border between tribes, that women went to the river to birth, that people camped 100metres or more away so as not to disturb the Madjit. I'm saddened and upset that the size and location proposals of this bridge are so invasive of everything that was mentioned as sacred, spiritual and important culturally to these people. In my opinion, making a bridge without pylons is a band aid to the destruction and disruption of all life along the Kwoorabup trail that is planned. I was also saddened to read that the group was taken to the Mt Barker side of the Kwoorabup trail but only to the location of proposed crossing option 3A. The Mt Barker side of Option 3B was never walked with the group as on the 31st August it was raining, and the place was deemed too 'boggy'. If the Noongar participants were able to see the many more Old Growth trees located in the path of this option, they most likely would have been concerned for their preservation as much as they were for the old tree on the corner of Richie Rd and Riverbend Lane. It saddens me even further that apparently the arborists report for that tree (for I have not seen this) has come back with the diagnosis that the 400 year old tree contains white ants. The arborist needed to invade and drill ten holes into the trunk of the tree in order to find them. It comes as no surprise to ecologically minded people that a tree that age contains white ants. I would like to see this, and all other old growth trees, respected and not cut down in the name of development.

5. Five thin white lines and 5 slim little white boxes to demarcate the five options for the road and bridge are contributors to the misleading information that is supplied to the broader community of Denmark. These thin white lines do not represent the 30m wide swathe of destruction of old growth forest that will occur as part of this project. The project makes sense on a map if you draw thin white lines, but it no longer makes any sense when you actually walk the Kwoorabup trail on foot through his magnificent section of pristine bush. As part of the 'Options Analysis' document released for this submission process I read:

“Lancorp and the Shire of Denmark are committed to demonstrating high quality design and sustainability initiatives in the delivery of the DEDP project, to promote environmental, cultural, and engineering best practice and to encourage economic opportunities for Denmark that are integrated into the cultural and natural landscape.” Please explain to me in writing how cutting a 30m destructive path through Old Growth Forest can possibly have ‘sustainability initiatives’, and be able to be ‘integrated’ into the cultural and natural landscape? Are you referring to a similar ‘cultural integration’ that we have offered Noongar people since the Great Southern Region was invaded and settled by white people in the early 1800s? How will wildlife and even indigenous plants be able to cross a 30m wide clearing, and how can this possibly be called ‘integration into the natural landscape’? Please explain.

Healing Cartographer Scars (by Linda Bradbury)

cartographers
drew lines without ever having
walked this place

them early boatpeople
drew lines
straight long lines

bulldozed through rockholes
through birthplace
through eons old grinding hollows

delineating belonging
looking for things to sell
and a quick way to get
from here to there

6. The Flora and Fauna Report simply pays lip service to what is a legal requirement for a project such as this, and I feel the Denmark community deserves a much more in-depth study, especially since so much community objection has been raised on the flora and fauna habitat destruction alone. At the information session, the author of the flora and fauna study admitted that it had been ‘very close’ to an automatic referral to the EPA. Less than seven days over three months is not sufficient for any scientist to make an informed decision. Local residents have long observed many conservation significant species including Black Cockatoos, Bandicoots and water rats. Furthermore, no

study of aquatic species was undertaken. My question to you is this: was the study limited in its scope and timing to avoid this automatic referral to an independent body such as the EPA? That's what it feels like to me, and many others. Can you as councilors please motion that the Denmark Shire initiate a complete and detailed study of the flora and fauna via the independent body of the EPA before these bridge location proposals are voted on by you?

7. The financial costs to the Denmark community for the road and bridge component are high. In the same Council meeting of 22/3/2016 Cr Lewis questions the allocation of \$1.081million from Roads to Recovery funds to this project. She said: "This is our total allocation for 3 consecutive years." As a rate payer, I vehemently object to my rates being used to finance this road and bridge for a full 3 years that I do not want and can see no use for. I do not want Denmark to turn into the next Bussleton/Dunsborough urban development and I will do everything in my power to stop unsustainable, ecologically damaging and amenity destroying developments of 'suburbia' in the town of Denmark that I hold precious and is my home. The proposed bridge and road serves ONLY the economic interests of large landholders and large-scale developers. It has no other justification that can be ratified – it cannot be a legitimate fire exit as it traverses an old growth forest with a history of fire through it. A much more feasible fire evacuation exit is the recently sealed Church St/Churchill Rd bridge. The proposed bridge cannot be a 'faster exit' bypassing town as it traverses a 40km school zone, and surely we do not want to take through traffic away from the businesses in town? It cannot be a truck delivery route as there is a round about to negotiate on the intersection of Scotsdale and Horsley Roads, unless of course, it becomes part of a 'reinstated' link road that the community so strongly opposed in 2011. There is no way around the fact that this proposed bridge and road are a left over part of the 'rejected' link road, and as such the need, and most importantly, the location of such a bridge needs to be re-assessed.

8. My objections to the actual proposed river crossing sites:

Option 3A

Unacceptable: Excessive clearing of native vegetation, wide and long path through forest and native vegetation, the disturbance of two waterways, the proximity to the GHSS boundary.

Option 3B

Unacceptable: Excessive clearing of native vegetation including several ancient trees that are in the path of the road or close by. This area is very rich in indigenous flora, fauna and heritage significance. All trees need to remain, even if white ants are present, as these ancient trees provide valuable habitat and

		<p>nesting habitat for potentially endangered species. This option is also both too close to the GHSS boundary and Riverbend Lane. Steiner philosophy and its focus on nature and its custodianship are incompatible with a 30m wide bridge and road in such close proximity.</p> <p>Option 3C Unacceptable: Riverbend lane should not be widened for the mature karri trees that would need to be removed and for the amenity of residents and the caravan park.</p> <p>Option 3D Unacceptable: Not only does this option cut through a privately held property and the house would need to be knocked down, the dam and creek would need filling in which would be ecologically disastrous.</p> <p>Option 3E and 3F Unacceptable: These options cut through a substantial portion of the Ag College land, the road will travel alongside a long section of the Kwoorabup trail, destroying its amenity for endangered black cockatoos, countless other wildlife, plants and people. The steep bank that the bridge and road would need to negotiate would require so much fill that an eyesore and the destruction of a huge swathe of natural habitat would result.</p> <p>As a child I was read ‘The Lorax’ by Dr.Seuss on my Mother’s knee, and I now still need to read its message to my children. We have not learnt its simple directive to leave precious and beautiful pockets of genuine old growth forest alone. ‘I am the Lorax. I speak for the trees... which everyone, everyone, everyone needs.’ Denmark is at a cross roads – as Denmark Shire Councilors and new CEO you have the choice to go down the road of economic greed and rubber stamping undeserved funding, or preserving something so precious that your children and grandchildren will thank you for your foresight.</p> <p>See S208 – Extract A</p>	
S209	A Grace	I object to all plans, 3A-F, for a 2 nd river crossing. I do not believe that the additional residential lots planned for the northern part of Denmark town will necessitate a 2 nd bridge. The existing bridge can accommodate traffic to the now industrial area. The conservation value of the old growth Karri forest outvalues the need for a 2 nd bridge.	Opposed to Project (no options favoured)
S210	M Egan	I believe that the proposed East River Rd extension will affect the learning environment at the school and will affect the safety of our kids travelling to and from school.	Opposed to Project

		Also the East River River area and walk trails are of more value as nature reserve than as a bridge and Road. Denmark is known for its natural beauty. Lets look after it and keep it.	
S211	J Curic	This area is such a unique pocket of Denmark and I believe it will be detrimental to the local forest environment/flora and fauna.	Opposed to Project
S212	K Madigan	<p>Not only is the area in question of sacred cultural significance, it is also an irreplaceable habitat to rare, endangered, vulnerable, migratory animals.</p> <p>These animals, like all things in nature are there for a reason and play a purposeful role in maintaining how things work in the eco system around us.</p> <p>Denmark is a beautiful place due to area's such as this one existing. Denmark Town is based right next to the river, if you mess with this habitat the Denmark you know and love today will soon have been ruined. The Denmark Shire makes a lot of mistakes which it then attempts to fix rather than using forward thinking to avoid making mistakes. This proposal is a situation which you and the occupants of Denmark can not afford to have happen. Also it is not necessary truck can get around Mt barker rd via Churchill to Scotsdale.</p>	Opposed to Project
S213	C Cairns	<p>I wish to register my opposition to all proposed alignments. Please find my submission attached, with details of my reasons for objecting to the ERRB project. I would also like to support a fellow Denmark community members suggestion that any meeting of Shire Council in which all elected council members vote on alignments/location of this project, be held at the East River forest, by the Denmark River, so they may truly understand the impact of their decision and what is at stake for our community and the environment we live in. We live in challenging times, when so much of the lifestyles we have taken for granted are threatened and challenging. It is time for unconventional methods to be used to find our way to a better future for all.</p> <p>Regarding the proposed East River Road extension and bridge crossing. I wish to register my strong opposition to all current alignments 3A – 3F and most particularly against the shire preferred option of 3B, given the negative impact it will have on community and environment and the highly doubtful benefits it is supposed to bring.</p> <p>This project has been approved despite long and considerable opposition from the community and despite no real benefit to the community being sufficiently demonstrated. The project has also been approved without true council endorsement. As the Shire Council never voted on, or approved a Business Case for the Light Industrial Area (LIA) which included the western precinct, prior to it being present to government bodies for funding. The Business Case included flawed data,</p>	<p>Opposed to Project (no options favoured)</p> <p>Strongly Opposed to Option 3B</p>

misusing the name of the Golden Hill Steiner School (GHSS) without the permission or even the knowledge of the school and claiming that some vague form of verbal “consultation” took place with an unnamed individual, despite the school clearly being disadvantaged by the project. The Shire Council has been unable to produce any kind of documentation to verify the “consultation” took place, other than an assertion from a previous CEO, which has been refuted by the only likely candidate from GHSS to have been involved in any such a conversation.

Importantly, this project will have a devastating impact on one of the last pockets of Old Growth forest, with high conservation valued in the Denmark area. It will negatively impact on threatened flora and fauna, including the Baudin’s Cockatoo which has been found nesting in the area. The Denmark River is an important sacred cultural area to local Denmark Noongar members who opposed the project with who consultation was limited and short and many were not consulted at all.

The flora and fauna surveys were incredibly short and thus could only hint at what might be lost of this project goes ahead. The popular Kwoorabup Walk Trail will also be significantly impacted.

All of the options, but particularly 3A, 3B (preferred) and 3C will have an extremely negative impact on GHSS (despite the Business Case’s illogical argument that the school will benefit). GHSS was specifically sited to take advantage of the beautiful, quiet natural environment in order to enhance the learning experiences of its students. Putting a major road and intersection right next to it will destroy this. The road/bridge proposal will also create a significant safety hazard to young children walking or biking along the bike path to school, unless a walking bridge/overpass is constructed (significantly adding to the project costs) or School Crossing Officers (‘lollipop’ men and women) are introduced to help children cross the East River/Riverbend Road. The intersection with Scotsdale Road will come through a 40km School Zone, with parents, school buses, children walking and biking to/from school, creating a nightmare bottleneck of traffic congestion every morning and afternoon during the week, dramatically increasing the likelihood of serious accidents. Many people will therefore avoid the intersection and will prefer to cross the main bridge in town, making the new bridge a very expensive white elephant.

The argument that the project will create a new exit/entrance into town for residents travelling from either Perth or Mt Barker is illogical. The massive negative impact will far outweigh any possible benefits of shaving a few minutes off a 45 minute (or 4 ½ hour) trip and will likely lead to congestion problems at the old bridge, as traffic from the new bridge attempts to turn right off Hollings Road into the South Coast Highway to get into town. The idea that this will benefit hypothetical residents who might in the future live in new northern subdivisions is also spurious. The vast

		<p>majority of these residents will still need to come into town to shop, drop children at school, got to work, etc. and with increased traffic congestion at the Scotsdale/East River intersection these residents are more likely to avoid the new road and bridge even when they wish to access the LIA. Any residents commuting to Albany are unlikely to use the new bridge as it will be no quicker than the current route and very likely longer.</p> <p>The new bridge has been called a ‘neighbourhood connector’ road but the only argument forthcoming about who/where/what it might be connecting is to facilitate easier movement between the new (and as yet non-existent) northern suburbs and the new LIA. No clear explanation has been given for why this is necessary for a small minority of residents or even desirable (why avoid the town centre??. The Business Case however, calls this road and bridge a ‘major commercial link’ between the new LIA, the airport and Albany. The likely increase in heavy traffic will not benefit the community and there is significant opposition from residents which has been ignored.</p> <p>The East River Road and bridge project has been described as a possible emergency exit, however, it is clear following the community consultation evening with Landcorp and other specialists, that Fire experts do not consider it a viable fire exit. This not only renders the bridge completely pointless, but means that money is being wasted on building a bridge that cannot function as an effective fire escape, which could be used to build one in a better location that would be an emergency exit.</p> <p>The size and scale of the bridge itself, larger and more prominent than the current main bridge, renders it a ugly eyesore completely at odds with the Denmark aesthetic and in stark contradiction to the Shire Council’s own stated goals of enhancing and protecting and protecting our stunning natural environment and safe guarding the visual amenity of the area. It is the wrong bridge in the wrong place proposed and approved for the wrong reasons.</p> <p>In addition and regarding the options for a new intersection between the East River Road (west) and Denbarker Road the development of the western side should be abandoned for all the reasons mentioned above. The entrance (east) for heavy traffic to the LIA can be created easily with no need for it to correspond to or line up with the East River Road (west) causing little impact on vegetation and thus a massive, ugly intersection with street light can be avoided.</p>	
S214	B Anthony	I strongly object to ALL the options that have been proposed for a second river crossing within the forest valley, 3) A-F.	<p>Opposed to Project (no options favoured)</p> <p>Strong Objection to options 3A and 3B</p>

I particularly wish to register my strong objection to options 3)A and 3)B (which is listed in the Shire's Options Analysis document as the preferred option). These options would cause significant environmental damage to an area of great beauty and tranquility, and profoundly degrade the heritage and ecological values of the forest valley precinct forever. It is areas such as this that draw people to visit and reside in Denmark, and at present it is a community amenity which brings great comfort and inspiration to those who spend time on its trails. Beyond the enjoyment of visitors and residents, this bush is home to a range of flora and fauna that would be destroyed or severely impacted by the proposed options, including I believe the loss of habitat and foraging for our endangered Baudin Cockatoos.

Indeed, all options, 3) A-F, would have the effect of destroying the peace and tranquility of this special riverside sanctuary for human and non-human residents and visitors.

As somebody who was a member of the Golden Hill Steiner School council from 2011 through to 2014, and, as stated above, have been a parent and teacher in the school at various times since 1997, I object to the unlawful use of the school's future aspirations for a high school in the business case for this project. I am certain that the school council was never consulted during the period I was active on it, and I understand that no written documentation can be found to attest to consultation with the school. Indeed I believe that there are letters of objection to the road project on record from the School Office and parent body, dating back to 2009; and yet the business case argued that the school would be a key benefactor of this project. Again, I emphasise I speak as a private citizen and not in any way on behalf of the school.

I also wish to express my objection to the manner in which this Development has been presented to the Denmark Community as a 'fait accomplis', after Royalties For Region funding has already been sought and approved. This makes it seem that our only choice as a community is to comment on one option or another, and whatever our objections one or the other of these options will inevitably go ahead anyway. Given the substantial benefits that would inevitably flow to a select group of property developers out of this project, some of whom have had a direct association with Shire Councillors over the period when these actions were covertly taken, and given the very short period of 'consultation' afforded to the wider Denmark community, it has the appearance that vested interests are being placed ahead of any genuine process of community consultation. This project will have a huge impact on the Denmark Community at large, and there should have been adequate community notification and engagement before the funding was sought. The Business Case should have been made public for community comment and

		<p>should have been put to our elected Council for approval, before it was used in a funding application to Royalties for Regions.</p> <p>I would also like to state my objection to the manner in which the Landcorp Aboriginal consultation process was conducted. The elders who were bussed in for the day do not represent the full spectrum of views on this valuable heritage, and they were not given the opportunity to speak with local residents about the issues involved. One of the elders who attended on the day expressed to me recently that, while he claims cultural ties to the Kwoorabup River, he doesn't live in Denmark and is not aware of local concerns and issues. The same could be argued for all the elders that were consulted that day. I am personally aware of several Noongar people with ties to this country who very much object to any development proceeding that would impact the river forest valley precinct, yet they are prevented for cultural reasons from speaking out over their elders. For these reasons I believe the Aboriginal consultation was more of a one day 'tick the box' exercise than a serious engagement with Minang and Bibbulmen Noongar perspectives on the issues</p> <p>I also believe that local conservation groups, such as DPAW, DWAG, Greenskills, and WICC, were not consulted or engaged in the flora and fauna survey for the proposed project. Again, one is left to conclude that no serious effort has been made to present the community with accurate and useful data based on all the years of local expertise in this area. I do not consider information gathered by a government department without that sort of local consultation to be trustworthy or reliable enough to take seriously.</p> <p>Apparently, soil profile studies have not yet been conducted, so we do not have information about the levels of nutrient or sulphates that may be released into our waterways because of this project's removal of riparian vegetation next to intensively farmed agricultural land.</p> <p>In summary, I restate my objection to ALL options from 3)A to 3)F, and concur with the view that the river forest valley, along the Kwoorabup Trail from the confluence of the Denmark River to the Nature Park should be officially preserved and protected for future generations to appreciate and enjoy. Genuine community consultation, involving Noongar stakeholders and local environment groups in dialogue with one another, with the shire and with the local community, should be undertaken to explore alternative options for the future development of our town.</p>	
S215	D Bullen	<p>I have worked in "Karri Kindergarten" at Golden Hill Steiner School for eleven years. Prior to that I was a Class teacher there, and both of my sons attended the school. One of my initial attractions to the school was the location and beautiful</p>	<p>Opposed to Project Option 3E preferred to Option 3B</p>

		<p>outlook. Over the years I have felt that the aspect across the paddock which my neighbours my kindergarten playground has provided a rich addition to the learning possibilities we offer. From watching the horses which were formerly agisted there, to observing the farmers mowing the hay and magpies nesting in the trees and Easter lilies blooming. The thought of a busy road through there is extremely unpleasant, and would have an impact upon the children's play I believe. Many parents are drawn to Golden Hill Steiner School for it's peaceful rural location and a major road passing alongside could have a negative impact on enrolments at the school.</p> <p>If the development must go ahead, I would prefer option 3E, as this is the furthest from school, and has many other stated benefits including lowest loss of trees, another concern of mine, especially since my career involves nurturing the next generation's love of nature.</p> <p>In closing, I reiterate that I write as a private citizen, not on behalf of my employer, Golden Hill Steiner School, yet the impact of the development proposal is felt due to my chosen place of work.</p>	
S216	B Fenwick	<p>I strongly object to any and all of the proposed alignment options for the proposed second Denmark River bridge crossing. The Kwoorabup Trail and Denmark River foreshore is an area of special significance in terms of Noongar heritage, ecological values and community amenity. The case for the necessity of the second Denmark River Bridge has not been presented to the Denmark community nor have alternative options been adequately considered. Community consultation on the construction of the East River Road extension should have been conducted before application for Royalty for Region funding. No ground works should be begun on the East River Road extension until more extensive community consultation has occurred.</p>	Opposed to Project (no options favoured)
S217	A Nutter	See Submission 19	Opposed to Project (no options favoured)
S218	B Ford	<p>I am very concerned of the impact any bridge of the design and construction as outlined in the documents will have on the environment and the ambience of the area of Riverbend Lane and East River Road. The flora and fauna reports note in particular the impact on Black Cockatoos and small marsupials which live in the bush. I also note the impact the destruction of a large part of the bush in that area could have on future tourism as it is a jewel in the crown of the Kwoorabup Walk Trail. I am also concerned with the need to remove Denmark River from the list of Indigenous Heritage sites particularly if it means removing the whole river from the list and not just that spot. My recommendation for a 2nd bridge of the river is to upgrade the Railway Bridge and take the traffic via a new sealed section of road a short distance to Beveridge Street and thence onto the highway. This will be a very good exit from town for the higher density suburban areas through to Weedon Hill</p>	<p>Opposed to Project</p> <p>Option 3E preferred to Option 3B</p>

		and by extension Ocean Beach. If this could be reconsidered, then my preferred option of all those presented is 3E.	
S219	P Edwards	<ol style="list-style-type: none"> 1. There is an obvious need for a light industrial area on the periphery of Denmark. This development makes sense. Building a very expensive length of road and a bridge which will not cater for large vehicles and will not be utilized by a large part of the community does not. I do not understand what this new road has to do with the new Industrial Estate. Why these two projects are so inextricably connect? 2. I fail to see the justification for the major road works planned to service the future development of approximately 700 residential lots to the north of the Denmark township. It is unlikely that these blocks will be developed in the foreseeable future. Surely when the time comes for such developments the developer should be required to contribute to the cost of the required infrastructure. A second bridge in any of the proposed locations does not serve the whole town and would not provide a satisfactory emergency exit in the case of a serious fire. 3. Approval has been given for over 900 residential lots to the southwest of the town. Surely it would make more sense to provide a second bridge to serve people living to the west and south of the township rather than building an expensive piece of infrastructure which has limited usefulness for the next twenty or so years. There is a significant population living west and south of the town – far greater than the population along Scotsdale Road. What studies were undertaken to evaluate the need for an emergency exit for people who already live here and towards Walpole? <p>I sincerely hope some way can be found to ensure that the expenditure of so much money can be justified as a project of benefit the entire community.</p>	<p>Supports industrial project</p> <p>Opposed to Project (no options favoured)</p>
S220	P Pattinson	See Submission 19	Opposed to Project (no options favoured)
S221	K McMullan	See Submission 19 Globally we have all arrived at the place where Earth systems must be more important than any amount of money.	Opposed to Project (no options favoured)
S222	K Schimmelpfennig	See Submission 19 I see no adequate benefit to the community that justifies this project. The way it's been carried out is highly concerning and my trust in those supporting it shaken to the core. This is NOT how I wish the Denmark community to be lead.	Opposed to Project (no options favoured)
S223	T Garvin	See Submission 19	Opposed to Project (no options favoured)
S224	H Moon	Option E is the least awful – but I vote for none of these options. I commend the current council but they have inherited a ‘poisoned chalice’ as far as consultancy and transparency goes. Save all remaining wilderness and native bush! Stop	<p>Opposed to Project (no options favoured)</p> <p>Option 3E least objectionable</p>

		presenting us with fait accompli, we are destroying the very thing that is special about us!. Where is the ‘conversation’ about growth!!!. It is always assumed it is a good thing. Start genuine consulting with actual people not middle management and the usual suspects or go the way of Brexit, one Nation and Trump – coming to a town near you.	
S225	K Jones	I would like to express my opposition to all the alignments 3A – F that has been proposed to develop as a second bridge that will extend the East River Road to a major intersection with Scotsdale Road. The Shire’s preferred option 3B, to which I particularly oppose to, would pass through East River forest and then cut through the paddock on the south side of the Golden Hill Steiner School. This will not only cause environmental impact on the sensitive riverside ecosystem of Scotsdale Brook, which is an important part of the school grounds but, it will also bring concern to the children’s safety on foot and bicycle along the foot path. This project area has significant meaning to the aboriginal Heritage and I sincerely believe the forest along the Kwoorabup Trail be preserved and protected for generations to come.	Opposed to Project (no options favoured) Strongly Opposed to Option 3B
S226	W Edgeley	<ol style="list-style-type: none"> 1. From statements made at Council meetings and in conversations in the community, it is clear that there is a great deal of unhappiness with the way in which this project has proceeded. Rumours are rife about a lack of due process at the outset, about conflicts of interest, denial of open access to certain documents and lack of appropriate consultation with those most affected. There is a strong feeling that the community has been saddled with a project which has two parts, one of which is very desirable while the other is of questionable value. People do not understand why the two parts cannot be separated. This is an unhealthy situation. This situation was not of the current Council’s making but current members will be required to resolve it. In seeking to do so, they will need to be extremely sensitive to the unhappiness in the community and to make every effort to find a solution which minimises adverse effects on the community. 2. Having been told at the recent Council meeting that the planned new connector road (with associated river bridge crossing) has been planned primarily as a connector road rather than as the ideal second fire exit for the town, I am extremely concerned that the community will be making a significant contribution to a road and bridge that will not provide the most effective second fire exit which the town desperately needs and which offers benefits to far fewer people than would an optimum fire exit. In my opinion the very highest priority for Denmark is to have a second fire exit to alleviate congestion on the existing bridge in the event of a major fire threat. Significant research and planning (population spread at peak times, traffic flow, etc.) should be put into finding the best option which would ensure smooth traffic exits at times of catastrophic fire risk. I do not believe it is reasonable to expect the community to contribute 	Supports Industrial project Strong Objection to Option 3B Option 3E preferred to Option 3B

to a road/bridge development which has limited community benefits at this stage and which does not provide the optimum fire exit. (and may well be using assets which could otherwise be directed towards building an optimum fire exit). I am therefore opposed to the development of the planned connector road between South West Highway and Scotsdale Road. I do however support the development of the new Industrial Estate. Ideally I would like to see the two elements of the development separated, so that the industrial estate goes ahead, but the connector road is deferred. I would also wish to see urgent consideration of an optimum second fire exit bridge/road for the town.

3. In the event that the Council is genuinely unable to separate out the two halves of this project and is obliged to proceed with either Option 3B or Option 3E, I have a strong preference for Option 3E and a very strong objection to Option 3B.

Option 3B would:

- Require the removal of a very large number of trees including an iconic 400 years-old specimen. While it may well have a life of less than 20 years, it would in that time provide nesting holes for endangered cockatoos, thereby enabling the breeding of significant number of birds. As stated in the arborist's report such nesting holes take a long time to form and are rare.
- Very adversely impact on their lives of residents of Riverbend Lane, through loss of their current quiet and beautiful surroundings and through loss of property value. In a caring community, this is completely unacceptable when alternatives exist.
- Severely impact the Riverbend Caravan Park, potentially destroying its business completely, as many of the tourists (often repeat customers) who visit it go there specifically for peace and quiet. Again, it would be unforgivable to do this if alternatives exist.

Option 3E is preferable because:

- It would impact on the Agricultural College land (and only to a limited extent) rather than on the lives of individual members of our community.
- It would cause less damage to the environment and to bird and animal life.
- Anyone using the new bridge as a fire exit would be further from forest which might be on fire.

While I understand the Option E would cost \$1.8m more than Option B, I believe it is incumbent on the Council to explore means of funding it. As Mr Travers suggested at the last Council meeting, it might be possible to offset the additional cost by selling the land Council owns at the end of Riverbend Lane. All options should be explored.

S227	J Axe	<p>As a regular attendee at Shire Council Meeting's I have concerns at the growing number of proponents now presenting in opposition to the proposed East River Road extension (Western precinct) and second Denmark River Bridge crossing, in particular to the proposed 3B option. Over the time frame of this proposal there has been ample opportunity for residents to be have been heard and to give their point of view through Council and community consultation. I was present at the council meeting on the 22 March 2016, when the acceptance for funding the East River Road extension and decision for a second bridge over the Denmark River as part of the LPS was made by the sitting *Council (refer footnote).</p> <p>At this meeting summary and background information, diagrams, road strategy linked to future development and growth of Denmark as a whole, key consultations already undertaken, statutory obligations, policy implications, financial make-up and risk factors, strategic and sustainable implications, pros and cons of the project and decision making progress was presented and discussed in great depth – some 11 pages if one reads the minutes from that meeting. It would seem no stone was left unturned.</p> <p>A resolution was also accepted at that meeting (Carried 6/1) that in accordance with Part 1 Section 4.10 'Transport' of the LPS section 1(d) Implementation; to <i>ensure community consultation did occur to determine where the bridge crossing point across the Denmark River is to be located and where the connector road between the bridge and Scotsdale road is to be located.</i></p> <p>Not to determine if there <u>should</u> be a bridge or a road or a deferral of these.</p> <p>Considerable time, energy and money will have been expended in bringing the project to bear and to secure all the necessary funding. The project has been fully assessed, screened, vetted and given high level Government support. To do a turnaround now is tantamount to stating that all the checks and balances have been worthless; Will leave the Shire with a financial predicament and in the position of trying to bid for funds for a similar project in the future (if we are to believe our own LPS and decision making processes that a second bridge is a necessity). Not easy given project funds have already been offered and accepted and if rejected, will reflect poorly on the Shire.</p> <p>For any project of this magnitude there will be people in the community affected. That may be easy for me to say given I do not live in or near the proposed precinct. But as a resident of Denmark I feel we need to make good decisions on behalf of the entire community. Having attended Council regularly, read the extensive material available and by asking questions, I feel confident that most issues have been addressed appropriately.</p>	Supports Option 3B
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I have also taken the time to visit the sites on the proposed plan, found the surveyors pegs and assessed the vantage points and walked the trail, so that I could ascertain for myself and make an informed choice. In doing this it would appear that Proposal 3B is the best option overall.

Valid concerns about the felling of old growth trees has been somewhat allayed as we are assured that only a few “Significant” trees will be lost and according to reports, there will be minimal disturbance to the Koorabup Trail as the developers have already taken community and cultural issues into consideration as part of the planning process. Some residents fear concrete (retaining) walls will abut their boundaries in an imposing/invasive manner, but having seen the 3B site, this seems unfounded. Also, given any retaining works required, can the Shire consider building these ‘walls’ in the form of natural mounds or supports, using more modern materials and complementary screening? I understand the Shire has also purposely purchased the land adjacent to the area to create space and act as a further buffer zone for those who might be affected.

As a parent and grandparent I also empathise with parents of schoolchildren who do not want a road passing near to the Steiner School. We do however already have three other schools in Denmark situated on or close-by to South Coast Highway (Highway 1), which carries enormous amounts of traffic and heavy haulage vehicles – something the proposed 3B road will not be rated to do; Yet we hear very little from the community of the safety issues associated with this.

Other options for a bridge over the Denmark River have already been extensively assessed and acknowledged as too expensive or undesirable for a number of reasons. The Shire has successfully negotiated a funding model and secured funds to provide a bridge for Denmark, an opportunity we may not be afforded again. A bridge is necessary, not only for carriage of a growing population and to relieve road congestion during peak holiday periods, but as a secondary exit route in case of emergencies.

Perhaps undue attention has been placed on the bridge as being an exit route in case of catastrophic events, as we know it will be far more than this. May I say though, from personal experience as someone living and working in Melbourne at the time of the Black Saturday fires, that until you are directly faced with an event of this scale you cannot begin to imagine what it is like, or the extreme weather conditions that led to that tragic event. Hotter than normal temperatures coupled with high winds led to the extreme fire conditions that finally turned Melbourne’s surrounding

		<p>bush into an inferno and 173 people lost their lives. Do these weather conditions sound familiar?</p> <p>The Shire has a duty of care and a responsibility to ensure the safety of its citizens. It promotes itself as a Top Tourist Town and encourages its swelling number of tourists every summer to who they also owe a duty of care. We would be hard pressed to accommodate the quick evacuation of Denmark’s 5,000 or so residents, let alone the 15,000+ we anticipate every summer, at the height of the fire season. If for no other reason, Denmark needs a second bridge and we have the resources to complete the project, now.</p> <p>Thank you for the opportunity to make comment on the proposed East River Road extension and second Denmark River bridge crossing. I trust that the Shire Council will take my comments into consideration.</p> <p>Footnote I reject the recent notion made by the Shire President at the Council meeting on the 8 November 2016 that inferred that somehow the current Council have “inherited this” (decisions/perceived problems associated with the project). That is not correct as four of our current six sitting Councillors were at that meeting on the 22 March 2016 and voted in favour of the project.</p>	
S228	C Edwards	<p>I have attached two discussion papers that I wish to be considered as an integral part of this submission. The earlier of these “<i>Emergency Traffic in the East Denmark Development Precinct v5</i>” is concerned entirely with emergency egress in the event of a controlled eastward evacuation of the entire Shire. It’s companion paper “<i>Bridges in the Denmark East Development Precinct Project v3.2</i>” concerns itself with the wider issues of traffic flow, access to the LIA and the role that the chosen crossing location would have on a functional east-west road link.</p> <p>Both papers adopt an analytical approach and strive to be objective.</p> <p>I believe that an additional, relatively central, bridge crossing as identified in the 2011 Local Planning Strategy is of paramount importance. The DEDDP presents a unique opportunity to implement what was, in the formative stage of the LPS little more than a pipedream. However, the latter is now five years old and like all good plans it must be flexible. Here we have a change in circumstances and we must do due diligence by reviewing the LPS from the perspective of its recommendations relevant to the DEDPP. Specifically, we must test its choice of bridge location.</p> <p>I argue in the second paper that all of the chosen options 3A to 3D fail to support the claims made in the project’s business case in terms of traffic flows. All six improve community safety from an emergency egress perspective, as do the options</p>	Supports Project Option 3E

	<p>proposed in the two papers attached. If a choice should be forced upon our community, I would support 3E only with great reluctance.</p> <p>My analysis may of course be flawed, but I strongly urge Council to review the suggested alternatives that fall outside of the DEDPP if this can be done without losing the change of securing a new bridge across the Denmark River.</p>	
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NEW Road By Pass. — A By Pass for DENMARK with NEW Bridge for Fire Security etc plus Senic River Drive
NEW Bridge. To DENMARK Shire Councilors + Shire of DENMARK CEO + Planning. 15-8-2016.



This is A IDEA to Provide Denmark with A NEW Bridge, A H.V. ACCESS Route, AND ALBANY TRAFIC From Town Centre with Very Little ENVIRONMENTAL DAMAGE IN FACT the EASTERN Side of the River would become ACCESSABLE to the DENMARK Community Rather than CATTLE & SHOPS. by AJ PEDRO

Submission 10 – Extract A ('Fact Sheet 1')



Remains of original East River Road

Submission 10 - Extract B (Figure 10)

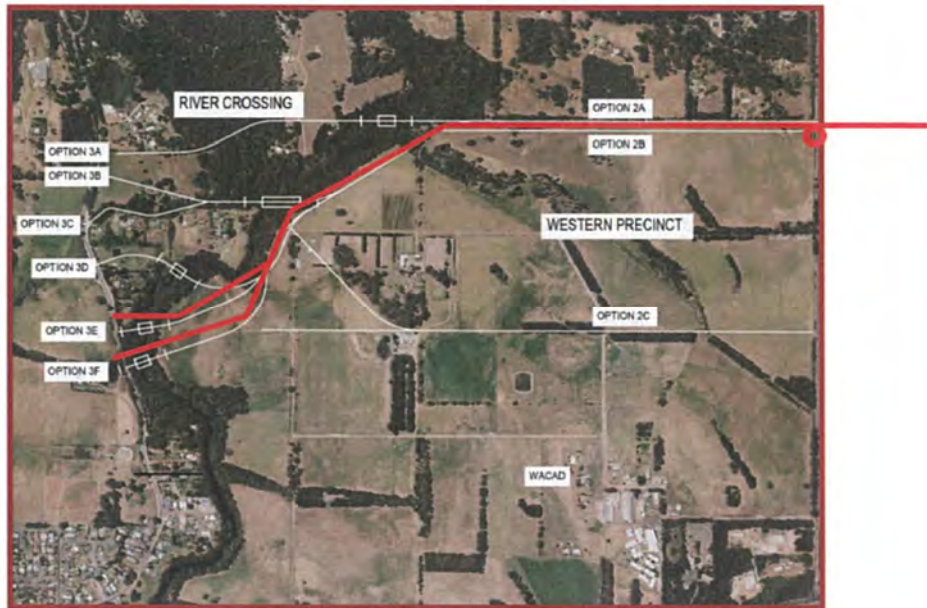


Figure 10 – Western Precinct

Map 'A'



Figure 10 – Western Precinct

Figure 5 – Eastern Precinct – Option 1B

Submission 10 - Extract D

(‘Option 2 South Figure 8’)



Submission 10 - Extract E ('Old Growth Forest under threat')



Submission 10 - Extract F ('Department of Water – Water Quality Protection Note')

Department of Water
Government of Western Australia

Water Quality Protection Note

WQPN 6, February 2006

Vegetation buffers to sensitive water resources

Purpose

Native vegetation buffers to estuaries, reservoirs, watercourses, wetlands and production wells (drawing from the water table aquifer) provide the following environmental benefits:

- A filter that helps protect surface waters from pathogens, turbidity, nutrient-enriched run-off and waterborne spread of weed species. Buffers are particularly important down gradient of erosive soil such as disturbed land and unpaved roadways.
- Slow water movement into waterbodies, allowing time for remedial action in the event of chemical spills.
- Vegetation roots protect waterway banks from erosion and slow the progress of floodwaters.
- Provide a physical and visual barrier to limit unnecessary human and domestic animal access to sensitive waterways.
- Support waterway ecology by shading waters, providing food and habitat for aquatic fauna eg a natural source of food from leaf litter and shelter provided by fallen branches.
- Provide a home and migration corridors for native fauna.

Clean water resources used for drinking water, support to local ecology and social or commercial benefits, along with breathable air, rank as the most fundamental and important requirements to sustain communities. These water resources need to remain within defined quality limits to retain their value, and therefore need adequate protection. Many wetlands and waterways in WA have lost native vegetation margins, which increases the risk of contaminants entering the waterbody and causing fish deaths, turbidity, degraded water quality and algal blooms. This department supports retention, protection and where necessary restoration of adequate vegetated buffers between any land use activities that may pose a contamination risk and the margins of the State's surface and groundwater resources, as part of the State's water quality management strategy. A further aim of this note is to improve people's awareness of the need for vegetated buffers to both surface waterbodies and groundwater extraction points as an essential protective contaminant barrier to sustain the quality of these waters and maintain their values.

Vegetated buffers are key strategic elements among a series of protection barrier options that reduce the risk of contaminant impact on water quality. Other barriers include risk-awareness programs, risk avoidance (less contaminating materials used), land use activity constraints, spill containment facilities, best practice application controls for agricultural chemicals, spill-related intervention strategies, soil amendment to attenuate contaminants in the environment, wastewater treatment accompanied by monitoring, and isolation of contaminated waters.

The buffer retention objective may conflict with existing approved land uses, and raise social and economic challenges that present difficulties in the short term. This note aims to present technical information on buffer issues and help to define appropriate buffers to land use activities that may pose a threat to water quality.

www.water.wa.gov.au 1 of 16 pages Vegetation buffers to sensitive waters

Submission 10 - Extract G ('Wildlife – Various Images')



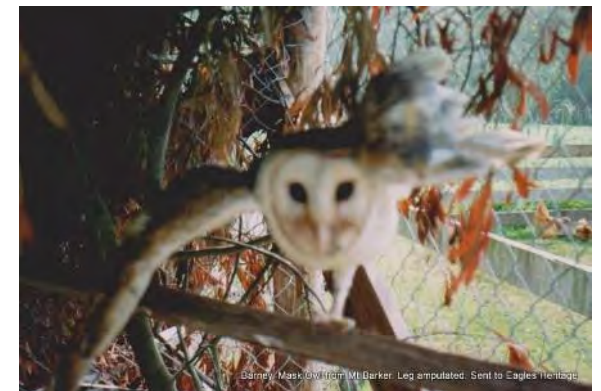
Tawny Frogmouth



Brushtail Possum



Goshawk



Masked Owl



Emu family on East River Road



Black Cockatoo



Tawny Frogmouth



Long Necked Tortoise

Submission 10 - Extract G ('Wildlife – Various Images') Cont'd



Blue Wren



Monitor Lizard



Wattlebird Fledgling



Orphaned Western Grey Kangaroos



Juvenile Mastiff Bats



Sugar Possum

Submission 10 - Extract G ('Wildlife – Various Images') Cont'd



Orphaned Ducklings



Red Kangaroo from the Kalgoorlie area



Western Grey Kangaroos



Ringtail Possum



Injured seal pup found at Parry's Beach

Submission 10 - Extract H ('Fauna')



Black Cockatoos feeding on 338 East River Road

Submission 10 – Extract I ('Fire')

December 2014

BUSHFIRE WARNINGS AND EMERGENCY ALERT

PREPARE. ACT. SURVIVE.

During a bushfire, emergency services will provide you with as much information as possible through a number of different channels.

What is the 'BUSHFIRE WARNING SYSTEM?'
The Bushfire Warning System has three levels of warning. These change to reflect the increasing risk to your life and the decreasing amount of time you have until the fire arrives.

ADVICE: Be aware and keep up to date. A fire has started but there is no immediate danger.

WATCH AND ACT: Put your preparations into action – do not wait and see.

EMERGENCY WARNING: You will be impacted by the fire – take immediate action to survive.

ALL CLEAR: Take care to avoid any dangers and keep up to date with information from the DFES & radio.

Where can you get information during a bushfire?

- DFES Information Line on 13DFES (13 3337)
- Bushfire Warnings at www.dfes.wa.gov.au
- Follow DFES on Twitter @dfes_wa
- ABC radio updates

Your surroundings could be your best source of information. Stay alert to what is happening around you. If you believe you may be in danger, act immediately to keep yourself safe.

For additional information and resources:

- Visit the DFES website www.dfes.wa.gov.au
- DFES Prepare Act Survive
- For more information please contact DFES Community Engagement on 9395 9816

EMERGENCY ALERT

Emergency Alert is one tool used to warn communities of an emergency and should not be relied on as your only source of information. It is an additional tool used to alert people in a specific location where there is immediate danger.

Emergency Alert is a free phone messaging service that sends voice and text warnings to your landline or mobile phone during an emergency when lives may be in danger in your neighbourhood or where you are located.

If you are outside of the affected area then you must consider ways of keeping up to date with what is happening.

How will I know if I have received an emergency alert?

The assigned Emergency Alert number 0444 444 444 will be displayed in the message header or caller identification.

Version 1 – No. 12 series 12/2014

This document has very little information in procedures and evacuation for our town and surrounding districts in the event of a catastrophic bushfire.

The information given is totally useless for Denmark residents; it appears that no local input has been included into a safety plan by our volunteer firefighters who have the experienced and knowledge required for an evacuation strategy to be put in place.

Submission 15 – Extract A & B

View from 36 Riverbend Lane driveway
with option 3B.

Would you like this outside your property?!



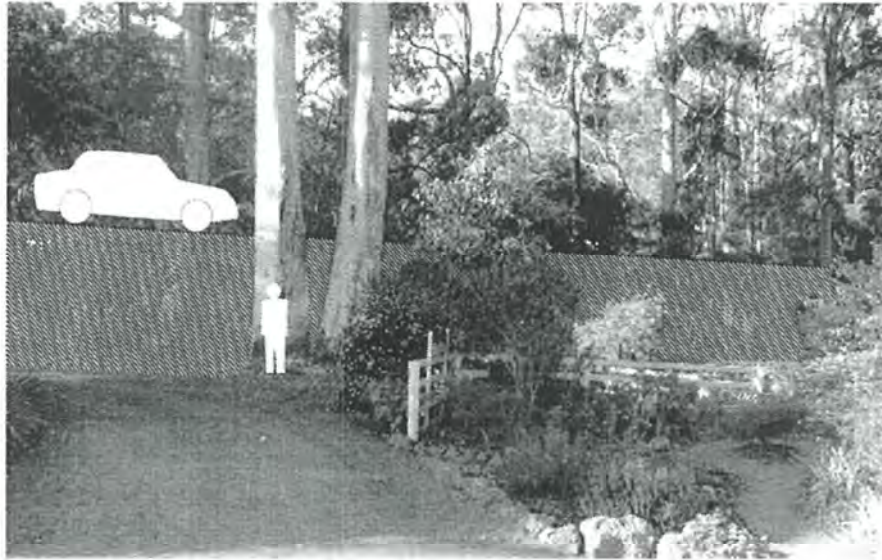
View of lower section of Riverbend Lane
(minus all trees in view) with option 3B.



Route 3B



Our property
36 Riverhand Lane



VIEW OF PROPOSED EMBANKMENT
AT THE END OF OUR DRIVEWAY
UNDER OPTION 3B.



CROSS-SECTION OF PROPOSED
EMBANKMENT RUNNING DOWN
THE EASTERN END OF RIVERBEND LAKE
UNDER OPTION 3B.

Submission 154 – Extract A



Realigning McLean Rd would link more easily with 3E. It is a condition of subdivision that any internal road connecting to Scotsdale Rd must avoid the E-W line of trees on the gazetted (unformed) road alignment.

Submission 154 – Extract B



An indication of what some Riverbend La residents and the heavily-patronised Riverbend Chalets & Caravan Park will face when the road is raised above the 20-year floodline under option 3B.

ATTACHMENT A

Shire of Denmark

Our Ref: DS/CT File GOV.16 / ICR15734402
Enquiries: Dale Stewart

12 August 2015

Mr B Manning
Chief Executive Officer
Great Southern Development Commission
PO Box 280
ALBANY WA 6331

Emailed to:

bruce.manning@gsdc.wa.gov.au & grvtsje.dcust@gsdc.wa.gov.au

Dear Bruce

Re: Southern Investment Initiative – Denmark East Development Precinct – Business Case

In response to your letter dated 17 July 2015 regarding the above Business Case and your request therein for additional information required in order for the GSDC to address the Department of Regional Development's concerns, I provide the following.

(1) Evidence of demand

As detailed within the Business Plan the Shire remains committed to securing up to 2ha of the initial 12ha site, owned freehold by the Shire, for the purposes of relocating its current significant Works Depot Operations as an inaugural and key tenant at the Industrial Area.

Council has received confirmation from Main Roads WA that it too, is seeking to acquire approximately 1ha of land at the Industrial Area for the purposes of a Main Roads WA Depot for its contractors that operate within the Shire.

I also confirm that Council has leases with the following businesses, all expiring on 31 December 2015, at the Council's freehold owned Service Park, some 2km from the Industrial Area. Council has intention to provide an extension of these three leases to the 31 December 2017 only, whereby it is Council's clear intention to no longer lease this land to these tenants and to ensure that they relocate to the Industrial Area, to which they are more suited.

The Council, as freehold landowner of this site, has complete control over the tenants tenure and has the clear and publically stated intention of developing the Service Park for other interests not related to industrial activities.

We are confident that these businesses have no misconception that they need to relocate at the end of their term.

The businesses are;

- Vancouver Waste Services, t/as Soil Solutions, currently occupying 8,000sqm and providing landscaping supplies and waste removal services.*



- *Denmark Haulage, currently occupying 4,000sqm and providing truck breakdown and general transport services.*
- *Denmark Earthmoving, currently occupying 6,000sqm and providing general earthmoving, road building and house pad services.*

I also confirm that the Council, in its role as planning authority, also has time limited approvals in place for another three businesses that are trading and occupying land either owned by themselves or leased that such approvals cease with the advent of appropriate zoned and serviced land such as the Industrial Area.

In summation, these lessees will be required to vacate the property and seek land in the proposed Industrial Area as tenants and/or landlords in waiting.

Those businesses are Denmark Civil Works, Denmark Mini Diggers and Great Southern Earthworks.

These businesses would be required to relocate to appropriately zoned land within 12 months of that land being available, lest they be considered to be operating illegally.

The Council will be held accountable to adjoining and other landowners to ensure that it follows through with its planning obligations.

In addition I advise that the Council continues to receive requests from potential businesses that require industrial land in order for them to validly operate within the Shire. Recent examples include; Denmark Concrete Constructions and Denmark Transport.

Therefore I can confirm that Council has itself, Main Roads WA, the three businesses leasing Council land mentioned above, together with a further three occupying inappropriate land plus the other two businesses that would ensure that the Industrial Area has at least ten existing operating businesses that would purchase land within the first 12 months. Therefore this provides confidence of achieving full occupancy for the first phase of the development in a short period of time.

In our estimation the Business Case submitted takes a far more conservative approach to the estimated take up rate for this land than demonstrated herein.

I confirm that no vacant land currently exists within the existing Denmark Industrial Area and that there are several businesses within this estate that would, I believe, expand if opportunity arose with a new industrial estate such as Hanson Concrete, whose Manager has enquired as to the availability of additional land for the purpose.

(2) Status of the project

I confirm that the Council and Landcorp have jointly contracted Edge Consulting to undertake the Scheme Amendment documentation for the Industrial Area and that this information should be available to Council to initiate the rezoning by the end of September 2015. Given the Council's adopted Local Planning Strategy (LPS) already designates this land to be industrial, and the LPS has already been subject to significant community consultation, I anticipate that the Council would approve the rezoning to its required zone before the end of December 2015, which would then be referred to the Western Australian Planning Commission (WAPC) for final endorsement.

Indications that the Council has received are that there would be no likely impediments to rezoning being approved by the Commission in the early part of 2016 calendar year.

Council believes that this project has minimal risk with progressing given the Council owns the land in freehold and has confidence with the planning process, having concluded the Local Planning Strategy and the Council has invested over \$600,000 into the project and is committed to it.

With respect to the proposed East River Road bridge crossing, the Council has existing road reserves and former road alignments able to be used, and indeed, both the location of the bridge and alignments were actively used for this very purpose up to the 1950s, where they were destroyed by fire. Therefore we foresee no structural or planning impediments to its construction.

Whilst it is noted that there may be some consternation from residents or landowners surrounding the proposed bridge location, the Council has included this site in its adopted Local Planning Strategy, the public are aware of its former existence and rationale for reconstitution, and the Council has landowner control over the existing road reserves intended to be used and is the local planning authority. Whilst the Council is cognizant of very specific angst by a limited number of residents, the Council remains committed to the broader objectives being achieved and is confident in the Community's support for these objectives and outcomes.

(3) Project Cost estimates

Council has confidence with respect to the engineering estimates provided by Town Planning Management Engineering (TME), who are a well qualified and recognised firm who regularly are engaged by many clients in this field and, indeed, the Council's own Engineer has validated the estimates and is comfortable and confident in them. Further, the Council has also received independent, albeit desktop, analysis of the estimates that gave us no reason to seek review beyond these three sources.

(4) Project sustainability

With respect to road, general infrastructure and the bridge itself the Council has in place appropriate asset management systems including well documented whole of life costing requirements that are assessed and brought to account annually. The Council insures all of its bridge structures for full replacement and cost of remediation, if required.

Council's utilises the nationally recognised asset management system called RoMAN which provides Council confidence and appropriate mechanisms to monitor the assets annually and for their whole of life.

With respect to the Industrial Area, the Council will only have the task of managing any unsold land parcels and/or road infrastructure or reserves and this task is easily able to be incorporated into Council's annual maintenance programs, including management of the weeds and pests, fire breaks and such like.

(5) Shire's matching funding and other commitments to project

Council estimates that approximately 5% of the project value will be directed towards employment opportunities for Aboriginal people. This estimate is predominately based on local employment statistics for the current employment of Aborigines within the district and the Shire of Denmark.

The Council estimates that approximately 5% of the project value will be directed towards the employment of apprentices, trainees and cadetships in related fields of environmental management, civil construction and town planning.

Council has a Regional Price Preference Policy adopted, pursuant to State and National Legislation that provides preferential local content discount within certain parameters, of up to 5%, that would relate to the project.

The project will be managed by Council's four Executive Staff and CEO, who currently have combined experience in local government of 120 years, the majority of which is in the field of Senior Executive service and delivering projects of this type and scope.

These Staff currently manage multiple major, multi-disciplinary capital works projects and have tertiary qualifications in the following specifically related fields:

- *Civil Engineering;*
- *Town Planning;*
- *Environmental Health;*
- *Project Management;*
- *Accounting; and*
- *Local Government.*

Council is confident in its ability to service any committed funding contributions through cash, employment related in-kind activities (project management and supervision), day labour and debt servicing.

Council's existing debt structure is low by industry standards and revenue streams continue to grow to provide surety to it that it will have future income to meet recurrent and future debt service obligations. The Council also has, as demonstrated above, confidence around the lot sales progressing faster than predicted in the Business Case, which would necessitate debt for a shorter period of time. This notwithstanding, if the lower Business Case projections are realised, the Council can service those obligations. The Council currently has total indebtedness of \$2,069,603 and cash back reserve funds of \$4,129,560. The Council's total net assets under management at 30 June 2015 are \$86,158,266 and the Council's total turnover for 2015/16 financial year is budgeted to be \$17,591,145.

I trust provision of the above information will assist inform the Business Case however should you require further information or advice on this matter please contact the undersigned on telephone (08) 9848 0300 or email enquiries@denmark.wa.gov.au.

Yours faithfully



Dale Stewart

Chief Executive Officer

cc. Annette Harbron, Director of Planning & Sustainability

ATTACHMENT B



Government of **Western Australia**
Department of **Planning**

Our ref: DR/12/005/2/1
Enquiries: Stephen Petersen
Telephone: (08) 9892 7305

Mr Craig Chappelle
Valinor Farm
PO Box 58
DENMARK, WA 6333

Dear Mr Chappelle

Denmark Local Planning Strategy

Thank you for your letter regarding the alignment of the proposed northern neighbourhood connector road on Urban Area Plan 2 of the Denmark Local Planning Strategy (LPS) which identifies the road through your property.

In considering the adoption of the LPS Council resolved in October 2011 to:

- a) make provision for a bridge crossing point in the general vicinity of the stretch of river from Reserve 12995 north to Riverbend Lane; and
- b) identify as neighbourhood connector roads Riverbend Lane and East River Road from Denmark-Mt Barker Road noting these two roads should be shown as indicative neighbourhood connector roads as they will be dependent on the location of the proposed bridge crossing.

There would appear to be a lack of clarity as to the location of the proposed neighbourhood connector and the bridge crossing as East River Road is clearly north of Riverbend Lane, which is, in general, the northern most extremity of the area under consideration for the bridge crossing.

I have therefore forwarded a copy of this correspondence to the Shire, and request that they provide clarity as to whether the area under consideration for the bridge crossing and therefore the neighbourhood connector is to be limited in its northern extent to Riverbend Lane, and therefore if that is so, to amend the LPS to reflect Council's intentions in this matter.

Thank you for bringing your concerns to my attention.

Yours sincerely

Eric Lumsden PSM
Director General

8 15 / 2013

Cc: Shire of Denmark, 953 South Coast Highway, Denmark, WA 6333
Ms Elizabeth Taylor, SPC Community Representative, 4 Coreen Way, Kalamunda WA
6076

ATTACHMENT C



Our Ref: CF/CT File PLN.74 - ICR16539501
Enquiries: Cliff Frewing

6 May 2016

Mr C Chappelle
27 Riche Road
DENMARK WA 6333

Emailed to: valinor@denmarkwa.net.au

Dear Mr Chappelle

Re: Denmark East Development Precinct

In response to your email received on 26 April 2016 and 3 May 2016 and your questions therein I provide the following responses.

Question 1. As Council has deliberated on it, is the Business Case (BC) now a public document? - If not, why not; and will it be released at some future date?

Response: The Business Case is not a public document that the Shire can release. Whilst the Shire contributed to the document, it remains "Cabinet Confidential. The document belongs to the Great Southern Development Commission which was submitted to the relevant Minister for approval by the State Cabinet.

2. By what process was the BC's author/s selected or appointed?

Response: The Business Case was prepared by a combination of Shire and LandCorp officers, consultants and advice and support from the Great Southern Development Commission.

3. May I have a copy of the briefing document/s prepared for the author/s of the BC?

Response: The Business Case was developed over a period of time by those organisations referred to above with the objective of implementing the provisions of that part of the Local Planning Strategy adopted by Council in 2011 and approved by the WAPC in 2012. There is no briefing document as such but the guiding document is the Shire's Local Planning Strategy which can be found on the Shire's webpage at <http://www.denmark.wa.gov.au/business-and-investing/planning-services/local-planning-strategy.aspx>.

4. Was the author/s chosen by Council, the GSDC, LandCorp, WAPC, DRD, another entity, or some combination of these bodies?

Response: Refer to responses provided above.

2..

..2)

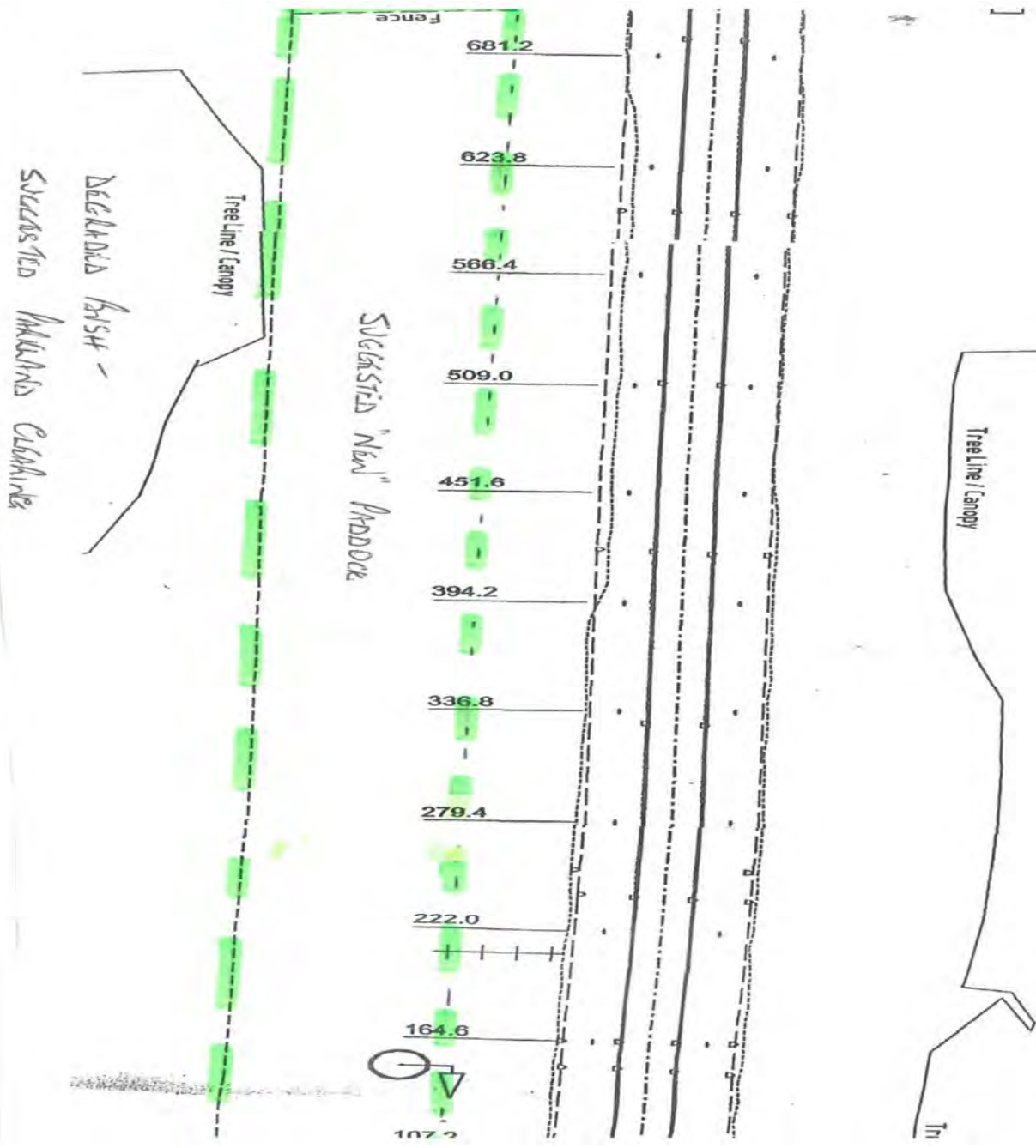
The main purpose of the Business Case was to attract State Government funds to implement the Shire's Town Planning Strategy and was successful. It is a significant achievement for the Shire to be granted in excess of \$10m to a single project.

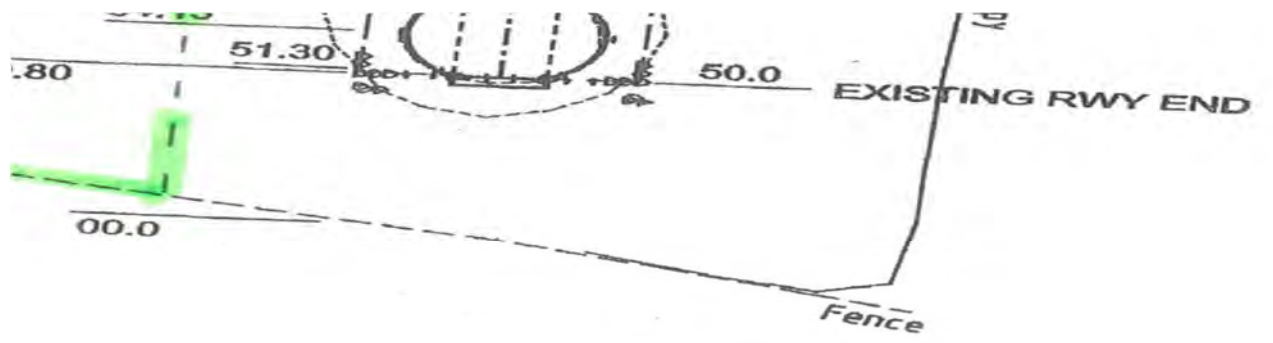
The funds have now been accepted, the project manager appointed and the project is now being implemented. Regular updates on the progress will be made available on the Shires webpage. Should you require further information or advice on this matter please contact the undersigned on telephone (08) 9848 0300 or email enquiries@denmark.wa.gov.au.

Yours faithfully

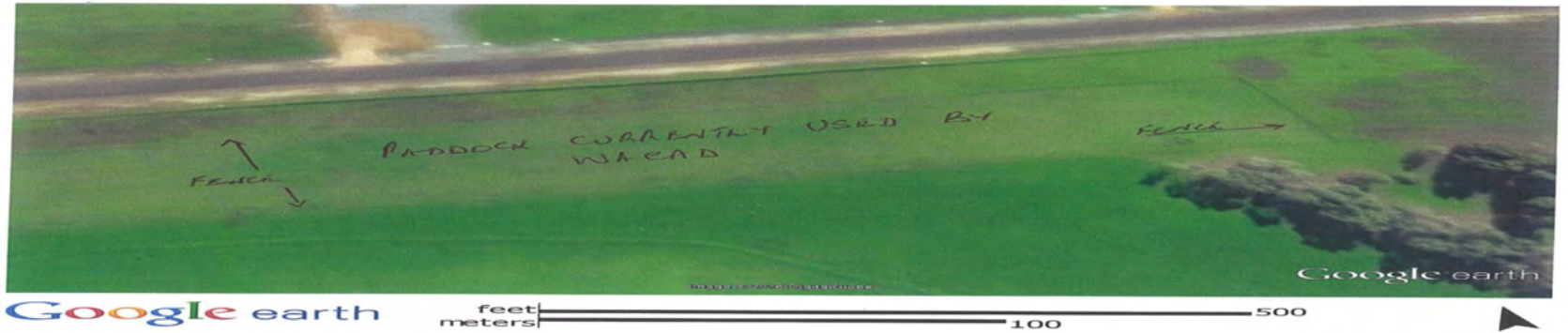


*Cliff Frewing
Chief Executive Officer*





Submission 204 - Extract B (photo of paddock used by WACAD for grazing)



ATTACHMENT TO SUBMISSION - JAMES RICE

Submission 207 - Extract A (various images)



Submission 207 - Extract A (various images) cont.



Submission 207 - Extract A (various images) Cont



Emergency Traffic in the East Denmark Development Precinct A discussion paper v5

Cyril Edwards, 30 September 2016

The East Denmark Development Precinct [EDDP] project is well underway and we can expect an opportunity for public comment in October 2016. A new bridge crossing is likely to be the most contentious issue within the community. Objections will arise from people who are unaware of the Local Planning Strategy [LPS3] and the proposed ‘bypass’ or ‘east/west link road’ controversy of five years ago, and simply object to the downside of a bridge at Riverbend Lane (the East River Road Bridge [ERRB] component of the Precinct Plan). Objections may also arise from those who are fully aware of the LPS.

The ERRB is part historical¹, for early maps show Riverbend Lane continuing across a bridge into East River Road. It is also relevant to current town planning (LPS3) in that the sale and occupancy of ~350 residential blocks is anticipated in the north east quadrant of the township. This area is bounded on the north side by the gazetted extension of McLean Road which is part of the proposed by-pass. McLean Road, as gazetted, would emerge onto Scotsdale Road about 500m from its junction with Riverbend Lane². It is therefore not surprising that a new crossing in the vicinity of the old bridge appeared sensible from a town planning³ perspective in 2011.

However given that the proposed by-pass has been abandoned, community safety in the event of a major bushfire becomes the dominant reason for an additional river crossing. We should therefore re-examine the question of location with a view to making that bridge most effective. This means that we need to think about where the traffic sources originate and how the traffic flows reach the relative safety of the South Coast Highway [SCH]. A glance at the town map shows that its ‘centre of gravity’ is well south of the SCH and the safety of those on the south should not be sacrificed to that of those north of the highway.

The following comments are restricted to those features of the East Denmark Development Precinct Project [EDDPP] that relate to the management of emergencies requiring significant or complete evacuation of the Shire in an easterly direction.

§1 The issues

1. The Business Plan for the \$14.3M EDDPP relies on an approved \$7.6M contribution from Royalties for Regions and a \$6.7M contribution from the Shire and Landcorp. The Shire’s contribution to the latter will be in the order of \$4.2M. No matter how the Shire plans to invest this amount from the community treasure chest, it is important to recognise that money spent this way cannot be spent on other worthy projects.

¹ See for example “1949 Andimaps” published a few years ago.

² McLean Road extends from Mt Shadforth Road to Scotsdale Road. However it was planned to add a dog leg at the Scotsdale Road end to align with a new bridge near Riverbend Lane

³ See the “Denmark Business Case” ... “*The new East River Road Bridge and upgrading of East River Road will provide an entry/exit point to a housing development totalling approximately 350 lots, immediately abutting Scotsdale Road, which is recognised in Denmark’s Town Planning Scheme and Local Planning Strategy as a significant northward urban extension of the Denmark townsite.*”

2. The Project artificially merges two separate projects which are time-wise disjunct: the Light Industrial Area [LIA] site, which is needed as soon as possible, and the East River Road Bridge [ERRB] which, apart from one feature, will not become urgent for twenty or thirty years. In other words the new industrial site was needed yesterday but the proposed new bridge is an issue for the distant future.
3. The single factor that justifies considering both projects in a common time frame is the problem of evacuating community members in the event of a major bushfire threat from the northwest (or northeast). The need for an additional river crossing was recognised in the LPS in 2011 and three sites were identified. Both the existing bridge at Churchill Road in the north and a new bridge near the old Railway Bridge in the south were discarded. A bridge in the vicinity of the old bridge crossing at Riverbend became the favoured option and a basis in the EDDP.
4. At this point it is reasonable to ask two questions. “How robust is the case for another bridge?” and “Does today’s community consider this to be its highest priority?” If the community answers yes to both, we need to be satisfied that the proposed solution has the best chance of working effectively and that its immediacy is *justified*.
5. On the latter point, the Local Emergency Management Committee [LEMC] considered a case study some time after the 1998/9 Mt Lindesay bush fire and the Shire President, Ross Thornton, reported in 2011 that “*the LEMC had looked at a case study where a bush fire had started in the north which took out communication towers. The study revealed that trying to evacuate the population of Denmark via the Denmark River Bridge on South Coast Highway resulted in a grid lock of traffic*”.
6. Detailed case study parameters are not readily accessible. In their absence, we should concede that the comment fails to identify clearly whether grid-lock within the township is the problem rather than a blocked bridge. Although my recollection of private discussions with other volunteer fire fighters at the time is that the case study assumed that the Denmark River Bridge had been blocked by a jack- knifed car-caravan combination, we should certainly try to think about both potential problems ... the flow through town and a blocked bridge.
7. So what might the traffic flow *through* town look like? In the map alongside I have suggested two main traffic streams. One, the southern stream, is shown in blue and ends at point B i.e. the junction of Hollings Road and South Coast Highway at the existing traffic bridge. Here it is joined by a secondary flow from the south eastern part of town. The enhanced flow then moves east across the existing traffic bridge.

The northern stream, in red, terminates at point A, the roundabout at the junction of Horsley and Scotsdale Road. From here, it would move along Scotsdale Road to the ERRB or to an alternative bridge to be discussed later.



Note that the two streams come close but do not touch: they remain separated by the stretch of South Coast Highway between Hardy Street and Ocean Beach Road. Note also the green areas earmarked for future residential housing⁴.

8. From an emergency management perspective, we'd like to estimate how much time an Incident Controller would need to clear residents in a specific emergency ... so let's assume that a major bushfire threatens the entire Shire from the northwest at a time of maximum occupancy. In the previous diagram we have anticipated this case and assumed that escape would be eastwards towards Albany.

Clearly, if we can estimate traffic volumes in each of these two streams we can go on to deal with both one bridge and two bridge scenarios ... for in the first case the two streams combine and cross the river on either one of two alternate bridges. If both bridges are in operation, the streams can remain divided until they are eventually forced to merge at some point on the highway.

9. The town population is often quoted as somewhere between 10,000 and 15,000 people at the peak of the tourist season. We cannot know exactly where all these visitors might be accommodated,

but we can assume *a priori* that they are shared uniformly over each residential property and will share a single⁵ escape vehicle with the owner of that property or its usual resident(s). Note that it is the *number of vehicles* needing to escape that matters and this will be *at least* equal to the number of rateable residences in the Shire⁶.



⁴ About 1800 additional urban residential lots have been zoned in the LPS of which about half are south of SCH.

⁵ There's sure be cases in which more than one vehicle participates in the evacuation, so we should not forget that taking just one per property gives us only a lower limit on the traffic load.

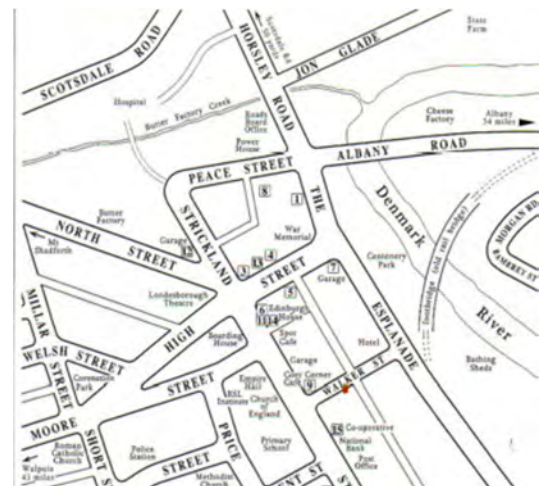
⁶ For the more remote parts of the Shire it's not unreasonable to show a single arrow and number to indicate the flow from a particular region and to treat that flow as if it emerged from a single point (node). The tracks/roads used to access the highway may differ for each vehicle, but the traffic is likely to flow freely ... that is to say at a speed determined entirely by the driver unimpeded by other vehicles. Once on the highway, the traffic will probably alternate between free flow and bound flow ... that is to say a smooth lower speed flow restricted by the vehicle ahead. In the event of a blockage on the open highway, the speed may drop even more and the bound flow becomes

10. The key roads feeding district traffic into the township are shown on the right. Figures in red italic refer to the caravan park sites (fully occupied) and future growth possibilities are not yet considered. At present, peak period flow needing to cross the existing bridge amounts to 3595 to which we should add another 540 (in 2012/13), many of which could be towing caravans. Scotsdale Road (to Riverbend Road) and/or South Coast Highway would therefore be carrying 3965 plus 227 from East Denmark ... or roughly at least 4000 vehicles beyond the intersection of MacIntosh Road and South Coast Highway.

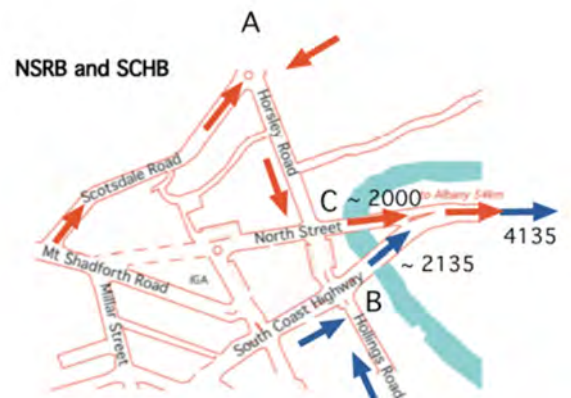


It is this that prompts a critical question ... if we have a new bridge, where should it be to be most effective?

11. At this point it is worth recalling the location of Denmark’s first traffic bridge built in 1914. The map of the town sketched on the right is dated 1949 and shows both the earliest road bridge and a railway bridge. The curved railway bridge emerged on the west bank close to the current hotel bottle shop, but the road bridge shows a smooth continuation into what is now called North Street (shown as Peace Street on this map ... and North Street is now renamed as Mt Shadforth Road). This bridge was destroyed by fire when the current traffic bridge was built in 1961. It is labelled “Albany Road” on the map.



12. This map shows the existing SCHB [SCHB] and a new bridge in more or less the exact location of the 1914 bridge. This ‘North Street River Bridge’ [NSRB] crosses the Mokare Trail before joining South Coast Highway slightly east of the Riverside Club. The western end of the bridge is shown aligned with North Street. A second road, shown by the dotted red lines would offer, if necessary, an additional entry directly from Mount Shadforth Road. Traffic escaping from the north and northwest would therefore avoid potential congestion near IGA without using Scotsdale Road.

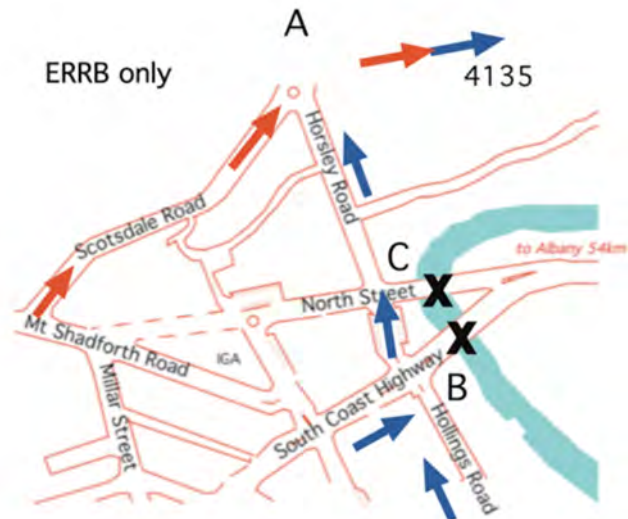


congested. I have described the township as a “distributed node” to emphasise that it is an area in which bidirectional traffic movements take place and impact on the unidirectional flow that characterizes an evacuation. This network and the internal road junctions will dominate system behavior and it would be misleading to suggest that it was a simple “point” node.

The red arrows here refer to the northern traffic stream as before, and the blue to the southern stream.

If both bridges are available, the northern stream reaching point A could either continue along Scotsdale Road to the ERRB or turn towards point C, cross the river on the NSRB to merge with the southern stream on the east side of the bridge. .

If only the ERRB is available, all the escaping traffic (indicated by the nose to tail blue/red arrow) must use Scotsdale Road for 1.5km to the ERRB approach Road: a further 1.1km of new road (including the bridge to meet the end of East River Road; another 1.1km of existing road to the DenBarker Road; and finally another 1.4km to reach the South Coast Highway junction at South Coast Highway. In all, approximately 5.1km of second class (?) roads when compared with South Coast Highway.



13. I am unaware of any evidence to suggest that this NSRB possibility was considered and dismissed in 2011 when the Local Planning Strategy [LPS3] was under consideration. Although the LPS was approved by Council at the time, and later by the WAPC, we should not ignore the NSRB without summarizing its potential pros and cons.
14. The following features are attractive
 - The NSRB would be equally effective should the bushfire approach from the North West *or* the North West. In the latter case, visitors might prove reluctant to venture into unfamiliar territory in the face of smoke ahead (even if distant).
 - The high profile location of the NSRB would be clear to all visitors to Denmark. Possible reluctance to follow instructions (Police/SES) to take the ERRB option could be safely ruled out.
 - Since the majority of traffic will be sourced from the west and south of SCH the NSRB is much more accessible to the majority of those attempting to escape.
 - Given that both escape routes (the ERRB and the NSRB/SCHB) are susceptible to accidental blockage, and assuming that the probability of a blockage is proportional to the path length, the ERRB route could be perhaps ~50 times more hazardous (i.e 5 km⁷ cf 100m) than either the NSRB or SCHB.
 - The NSRB provides a solution which, from an environmental perspective, is significantly better than the RRB.

⁷ I am thinking here about the length of Scotsdale Road between Horsley Road and Riverbend Lane and roads beyond which, in their carrying capacity, compare unfavourably with an equivalent length of South Coast Highway.

- The NSRB offers a solution where engineering challenges are significantly reduced, and where there is no flood plain that requires additional culverts and scour protection.
 - The NSRB provides a much cheaper solution. Since the estimated cost of the approach roads (\$3.5M) is greater than that of the bridge itself (\$3M) significant savings seem possible. Unrecoverable expenditures already made may prove insignificant when compared with these savings.
 - The NSRB would completely defuse the objections raised to the ERRB crossing. East River Road residents could rest in peace (not too literally!) and the heritage trees of the Kwoorabup Trail would be protected.
 - In normal (no emergency) circumstances, traffic approaching from the East would have a more efficient access to Mt Shadforth Road and the hospital via Scotsdale Road, avoiding potential conflict with parked vehicles (and those *entering* or *leaving* parking spaces) on the short commercial segment of Horsley Road between South Coast Highway and North Street.
15. There are no free lunches though ... and some of the potential problems that have occurred to me are ...
- The EDDP project has already built significant momentum and even a *suggestion* that there may be a better location for a river crossing is likely to frustrate key players.
 - The junction between South Coast Highway and the eastern access to the NSRB may suffer a sight-line problem in the location that I have indicated. (Might this be solvable by removing some shrubs on the south side of the highway?).
 - It may be necessary to relocate the public toilet block and/or the rotunda to accommodate the bridge approach on the western side. (However, the essential ambience of the Norm Thornton Park could be preserved ... and an opportunity opened up on the opposite bank for a new terraced feature to balance the converging bridges.)
 - The Mokare Heritage Trail winds along the east bank of the Denmark River between the Denmark Traffic Bridge and the Mokare Heritage Rail Bridge. It either *is* or it *contains* an aboriginal sacred site. Any engineering works on the east bank must respect this. (The river bank between the converging bridges on the east side of the river offers an exciting opportunity for new landscaping that could emphasise the aboriginal heritage at the start of the Trail.)
 - Construction works would impact on many more people using this busy west bank area than similar works carried on in the peace and quiet of Riverbend Lane.

§2 Conclusions

I think it would be prudent re-examine the LPS with a view to comparing the NSRB and ERRB alternatives.

While it may appear that crossing the Denmark River is the central problem in an emergency evacuation, the traffic management within the town distributed-node is no less important in the event of an emergency. When making the critical decision of when to issue an evacuation order, the Incident Controller will have to take into account traffic jams and blockages that may be difficult to clear. Clearly, the more robust the route, the less warning time will need to be given ... for mistiming the decision to evacuate may have serious consequences.

Making useful estimates of traffic flows and anticipating management solutions will not be easy. It is actually a complex problem in mathematical physics that has challenged some of the great minds of our age.

However, I suspect that numerical work, enabled by the rapid advance of computing power, may by now be reflected in useful engineering correlations. Although these may be largely specific to particular cases, a professional traffic engineer should be able to identify key similarities and apply them to Denmark's needs. Here, the Local Emergency Management Committee would have a critical role in identifying the essential inputs needed in writing the brief. I recommend that a comprehensive traffic flow analysis should be completed before the location of the river crossing is finalised.

Cyril Edwards
30 September 2016

Bridges in the Denmark East Development Precinct Project v3.2F

Cyril Edwards, 14 November 2016

The business case for this project, indicates a bridge¹ location at Riverbend Lane, calling it the East River Road Bridge [ERRB], and claiming that it would “... *facilitate access to the LIA, as well as managing local fire risk, the construction of a new East River Road Bridge (ERRB) across the Denmark River together with access roads which will provide a strategic East-West Road link.*

The second of these claims was the substance of an earlier companion paper², ‘*Emergency Traffic in the East Denmark Development Precinct: v5*’ [ET5], written from my perspective as a volunteer fire fighter. It was restricted to the issue of local fire risk, ignoring considerations of both access to the proposed Light Industrial Area [LIA] and the wider question of an East-West Road link.

ET5 concluded that “*it would be prudent to re-examine the LPS with a view to comparing the NSRB and the ERRB alternatives*” and recommended “*that a comprehensive traffic flow analysis should be completed before the location of the river crossing is finalised*”.

The first of these conclusions, although articulated with emergency egress in mind, survives in the wider context of traffic flow – for the LPS is the foundation stone upon which the location of the ERRB options are built. Due diligence requires a review of any alternative locations for a river crossing that were considered at the time and, since only the Riverbend location survived, why if alternatives were found they were discarded.

The Shire of Denmark Settlement Strategy Plan

The map shown as Figure 1 on the next page is based on Figure 4 of the LPS – “*Shire Planning Strategy*”. The original figure has been enhanced to highlight residential developments in Planning Units A, B, C and D lying north of the South Coast Highway in red and E, F, G and H on the south side in green. In addition, the residential capacity of each Planning Unit is given for both approved Urban Residential [UR] and Special Residential [SR] lots³. The capacity of ‘existing and identified new extension areas’ are shown in italics.

Figure 1 is concerned largely with the west side of the Denmark River. It shows some potential river crossing locations. The six options 3A to 3F in the DEDPP are shown in red together with East River Road and part of the Denbarker Road in yellow.

¹ “Denmark Light Industrial Area and Restructure of Denmark’s Road System Business Case” Figure 1, p3..

² The discussion paper progressed through a sequence of drafts, each circulated to a small number of individuals so that their feedback helped to shape a subsequent version. Release of the Denmark East Development Precinct documentation, and the public meeting that followed on 25 October, marked a natural end point of this series. It is marked as the fifth and final version.

³ See Table 9 of the June 2012 version (v5) of the Local Planning Strategy(2011).

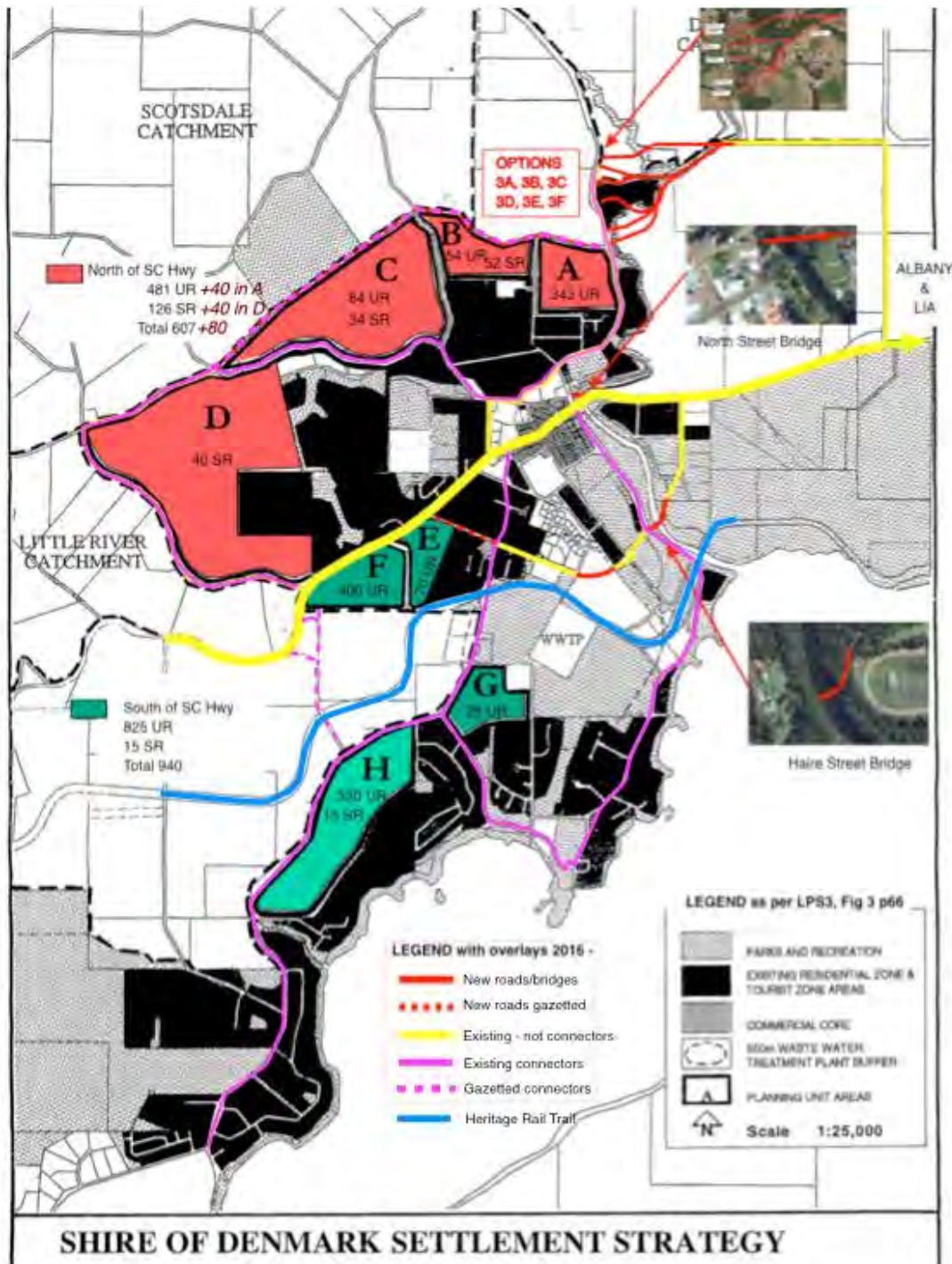


Figure 1. The Settlement Strategy for Denmark west of the river.

It also shows a North Street Bridge [NSRB] proposed in ET5, and a new suggestion - a bridge connecting the southern tip of Beveridge Street with Haire Street. Once across the river, the latter requires only a short length of new road crossing Brazier Street to join with Zimmerman Street, whose gazetted extension is shown by a dotted red line to continue across Ocean Beach Road to the highway. Figure 1 also shows the Denmark-Nornalup Heritage Rail Trail (in blue). A “southern link

alignment” in the vicinity⁴ of this trail was discarded⁵ in the LPS for reasons that included ...

- environmental constraints
- conflict with the existing use by the community of the Denmark-Nornalup Heritage Rail Trail
- and the fact that the majority of proposed residential development would be occurring to the north of the townsite.

The first two of reasons apply equally well to the ERRB except that in that case the conflict would be the Kwoorabup Trail rather than the Rail Trail. So ‘environmental constraints’ should not be used to arbitrarily rule out one option but preserve the other.

The third reason is puzzling since the majority of the proposed residential development would be occurring to the south (904) of the townsite rather than north (607)⁶. This is at least the case if South Coast Highway, shown here as a broad yellow line, is taken as the natural dividing line.

However, accepting that the southern link alignment must be regarded as irrevocably rejected, the North Street and Haire street bridges shown have significant advantages over any of those offered in the DEDPP (but originating in the LPS).

Access to the LIA and Strategic East-West Road Link

In addition to the presumed positive impact of a new river crossing on fire management and access to the LIA, the Business Case claims that the ERRB would facilitate access to the LIA.

The obvious question here is ‘access for whom and from where?’ If the beneficiaries are to be the residents of Denmark then Figure 1 casts severe doubt on the first of these claims ... for the residential areas already developed, and those anticipated, reveals a ‘population centre of gravity’ well south of the highway. It follows that, for most, the existing traffic bridge would offer better access to the LIA than would the ERRB.

⁴ No detailed alignment for this ‘Rivermouth’ crossing is given ... it is simply in the vicinity of’ the Rail Trail.

⁵ The precise quote from the LPS is as follows:

“Council, in its early deliberations on the LPS discussed an alternative, southern link alignment in the vicinity of Inlet Drive and the rivermouth however opted to discount this route in the early stages of the process for a number of reasons, including environmental constraints, conflict with the existing use by the community of the Denmark-Nornalup Heritage Rail Trail and the fact that the majority of proposed residential development would be occurring to the north of the townsite.”

⁶ Numbers in the vicinity of 700 have been credited to a northern development and appear to conflict with the LPS data. The numbers given here are taken directly from Table 9 on p95 of the LPS and refer to blocks already zoned. The same table shows an additional 40 Urban Residential lots in Planning Unit A and a further 40 Special Residential lots in the south of Planning Unit D added between November 2011 and June 2012. These should really count as being on the south side of the highway. The 100 additional lots on the Smith Street development are also north of the townsite, but so close top the highway that the same comment applies because these residents would almost certainly use South Coast Highway rather than the ERRB. If these additions are counted the north-south balance becomes roughly 647 to 1080 in favour of the south.

But in the absence of an emergency, i.e. normal day-to-day operations, the location of any new bridge should be such as to offer the safest and most convenient road use to as many residents (and visitors) as possible. And this cannot be restricted to only the LIA. Those on the south side of town contemplating travel to and from our regional city for employment or leisure need an attractive alternative to the peak time traffic hold-ups at the junctions of the highway between Ocean Beach Road and Horsley Road ... particularly the delays at the four-way intersection at the existing bridge.

It is here that the proposed Haire-Zimmerman [HZRB] link would excel ... for it would be far more effective in dispersing traffic than any of the other options. And although the NSRB proposed in ET5 could handle an emergency evacuation, it could only do so under conditions where traffic could be rigidly streamed by police or SES. In normal every day use it would offer similar advantages to those above, but would do nothing to redirect traffic from the west and south away from the CBD.

An East West Road link

The claim that the ERRB would provide a strategic East-West Road link is extremely doubtful when benchmarked against the proposed alternative southern links. Clearly, in this regard, the NSRB does little to ease traffic flow in the township so we can rule it out.

The ERRB is indeed superior for traffic from the west that chooses to turn left at Hardy Street in order to enter Scotsdale Road and proceed past the hospital to the ERRB and then East River Road to the Muir Highway. But it would be an unlikely route for traffic bound for Albany.

At about the time that the LPS was topical, the Cussons, Mount Shadforth, Maclean Road (gazetted and dotted in purple in Figure 1) northern ring road had received much attention. But this would be an even more unlikely route for Albany traffic because of the steep gradients and the length of the detour.

In stark contrast, the HZRB alignment would service eastbound through traffic to the LIA, to Albany and the Muir Highway and all westbound traffic wishing to avoid congestion in the township on South Coast Highway. Moreover it would do so from the day it was built and, unlike the ERRB, it would almost certainly have a net positive NPV.

Conclusions

- None of six of the options offered in the DEDPP appear to have the claimed advantages: they rate poorly in terms of their role as part of an east-west link.
- The HZRB alignment seems to be superior to all six and the NSRB proposed in the companion paper. It would almost certainly be less costly than all but the NSRB.
- All eight options would be effective in the context of fire management with the HSRB perhaps having a slight edge over the NSRB and an even greater edge over the ERRB its associated old growth fuel burden and given that wildfires from the northeast are generally considered the most likely high risk.