



DENMARK EAST DEVELOPMENT PRECINCT

FREQUENTLY ASKED QUESTIONS (FAQs)

About the project

Q: What are the key project details for Denmark East Development Precinct Project (DEDPP) and where can I see a proposed plan?

A: The project comprises a number of actions and is a major component of the Shire's long term land use planning strategy, and it is the catalyst for the revitalisation of Denmark's Central Business District. Building a new industrial hub for business outside of the town centre and the road network to support long term urban growth will help free up land in the town centre as well as reduce the number of car and truck movements in the main street.

The Shire, as part of its overall land use and traffic management planning for the town, is proposing to provide a second bridge crossing over the Denmark River to connect Scotsdale Road to the Denmark – Mt Barker Road.

The McIntosh Road Industrial Estate will deliver increased economic growth to the region and employment opportunities within Denmark.

The DEDPP is an initiative of the Shire of Denmark with funding provided by the State Government (Royalties for Regions - 53%), the Shire of Denmark (30%) and LandCorp (17%). The Shire of Denmark is responsible for delivering the project, with the project planning and delivery being overseen by a Project Control Group comprising Shire, LandCorp and Great Southern Development Commission officers.

The Shire has appointed LandCorp as the project manager to coordinate the delivery of the project.

Construction of the road network east of the Denmark-Mt Barker Road is expected to be started by the Shire in early 2017. The construction of Stage 1 of the McIntosh Road Industrial Estate is due to be started by LandCorp in spring 2017. Construction of the road network to connect the Denmark-Mt

Barker Road to Scotsdale Road by the Shire and the construction of the bridge over the Denmark River by a contractor is expected to be started in Spring 2017.

The proposed plan for the project can be viewed on the Shire's website or by visiting the foyer at the Shire Administration office.

Q: Why has this development been proposed?

A: The Shire of Denmark Local Planning Strategy (LPS) identifies the planning principles for the long term growth of the Denmark town site and the key infrastructure needed to support that growth. Approximately 343 new homes will be constructed on the northern fringe of the Denmark townsite in the future with potential for a further 408 lots in the long term. Planning for that growth has acknowledged the need for a local distributor road to be provided between the new development and the Denmark-Mount Barker Road.

The major infrastructure and growth drivers from the LPS were reviewed within the Great Southern Regional Investment Blueprint, with the need for the northern local distributor road and the production of "general industrial" lots in Denmark acknowledged by State and Local Governments as being a high priority for the Sub-Region.

New industrial enterprises wishing to locate in Denmark are currently unable to secure land for their projects and they are being forced to move to surrounding towns. The land shortage is also preventing existing businesses in Denmark from expanding, thereby placing pressure on the Shire to allow non-conforming operations on inappropriately zoned sites to capture the employment opportunities they can provide in Denmark.

The capacity for the Shire of Denmark to deliver a second river bridge crossing

and to release industrial lots adjacent to McIntosh Road was limited, and the Shire acknowledged there was an urgency attached to delivering the DEDPP. The Shire of Denmark submitted a request to LandCorp to deliver Stage One of the McIntosh Industrial Estate through LandCorp's Regional Development Assistance Program (RDAP) and also submitted a funding request to the Great Southern Development Commission (GSDC), through the "Growing our South Investment Fund", to deliver the balance of the project.

The LandCorp Board approved the development of the first stage of the industrial development subject to the successful funding and delivery of the DEDPP; the Minister for Regional Development and Lands announced that the funding request was successful on the 4 March 2016, with the State Government committing over \$7.6 million to the project.

Q: Has this project been approved to go ahead?

A: On 4 March 2016 the Minister for Regional Development and Lands announced \$7.6m Royalties for Region's funding approval for this project. LandCorp has also committed to delivering the first stage (six lots) of the McIntosh Road Industrial Estate subject to the successful funding and delivery of the DEDPP.

Following the Minister for Regional Development and Lands announcement, and confirmation from LandCorp that it would deliver Stage One of the McIntosh Industrial Estate, the Shire committed the resources needed to undertake the DEDPP on 22 March 2016. At that meeting, LandCorp was also appointed the Project Manager to assist the Shire with the delivery of the project through a Project Control Group. Details can be found in the Council Minutes of 22 March 2016 (item 8.5.2).



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The Shire of Denmark has now entered into a Funding Assistance Agreement (FAA) with the Department of Regional Development and is contracted to deliver the DEDPP by 30 June 2018. There remain a number of components of the project that are yet to be finalised and are to be subjected to community consultation. These include route options for the road extension and bridge alignment across the Denmark River, and options to create a safe intersection where East River Road and the Denmark-Mt Barker Road meet. The Shire will be working with the community to seek advice and to resolve those considerations in December 2016.

Q: What is LandCorp's role in this project?

A: The Shire of Denmark has decided to proceed with the DEDPP and has entered into a Funding Assistance Agreement (FAA) with the Department of Regional Development; the Shire has appointed LandCorp, as the Project Manager to deliver a road connection from Scotsdale Road to the McIntosh Road Industrial Area on behalf of the Shire. This will include the preparation of the contract documentation for the project, engaging and managing the consultancy team, securing State and Federal Government approvals (where required) and engaging the contractors needed to build key structures and associated civil works.

As a parallel and separate project, LandCorp will also be utilising its resources to bring the required services and infrastructure to the McIntosh Road industrial area and deliver the first six lots in the industrial estate.

LandCorp, on behalf of the Shire, is committed to demonstrating high quality design and sustainability initiatives in the delivery of the DEDPP, to promote environmental, cultural and engineering best practice and to enable additional economic opportunities for Denmark that are integrated into the cultural and natural landscape.

Q: Why has LandCorp been appointed as the project manager?

A: LandCorp is the Western Australian Government's land and property development agency with the appropriate expertise to successfully manage the project on behalf of the Shire. Appointing LandCorp as project manager also ensures coordination between the DEDPP and development of Stage 1 of the McIntosh Road Industrial Estate, for which LandCorp is solely responsible.

Q: What is the Shire of Denmark's role in this project?

A: The Shire is responsible for the delivery of the DEDPP. This includes securing the Royalties for Region funding, managing community concerns and expectations, providing internal funding and resources for the project and ensuring the delivery of the project. The Shire of Denmark will be utilising its day labour and contract construction resources to build and upgrade the roads within the DEDPP.

Q: Can you tell me what studies have been undertaken and the key findings?

A: Several studies have been undertaken to assist in determining viable routes for the project. These include environmental, engineering and heritage reports. Fact sheets outlining the key findings of the consultancy firms engaged to prepare the reports are available from the Shire's administration office and the Shire website as well as copies of each of those reports.

Q: Can you tell me more about the approvals process?

A: The Shire of Denmark Local Planning Strategy (LPS) took many years to prepare and involved significant community consultation (to raise awareness and garner feedback). A summary of the processes undertaken by the Shire of Denmark to prepare the LPS can be found in the report accompanying Council minutes of 22 March 2016 (item 8.5.2).

At the ordinary meeting on the 18 October 2016 the Denmark Shire Council is intending to make a decision on the intersection upgrading treatment at the junction of East River Road and McIntosh Road. This intersection treatment and the upgrading of East River Road (east) has been referred to landowners fronting East River Road (east) and separately endorsed by those landowners. This section of road was required to be progressed in advance of the remainder of the DEDPP to achieve milestone targets set under the project's Funding Agreement.

Following investigations by engineering, environmental and heritage consultants, a report recommending two route options has been prepared for the new East River Road extension and Bridge crossing.

Three alternative intersection treatments have also been identified for the East River Road and the Denmark-Mount Barker Road intersection upgrade.

The report also identifies a number of other road solutions that were analysed and are not being recommended for consideration. The report containing the reviewed options is now available for comment by the public.

Following community input, an agenda item will be prepared by Council Officers and a decision on the final alignment will be made by the Denmark Council in December 2016. Once a final alignment has been determined, the requisite approvals to construct the DEDPP will be secured from Government agencies during 2017. The Shire of Denmark is committed to ensuring that all of the requisite approvals are secured for the project within the agreed time frame.

The Shire of Denmark is also processing amendment documentation to Town Planning Scheme No. 3 to rezone the local authority's land and other land, fronting McIntosh Road, to "general industry". The amendment is planned to be initiated at the Council meeting on the 18 October and should be released for public comment late in 2016, with the aim of being finalised by mid-2017.



DENMARK EAST DEVELOPMENT PRECINCT

FREQUENTLY ASKED QUESTIONS (FAQs)

Q: What were the other options and why have other options been eliminated?

A: The Denmark Community has highlighted to the Shire and LandCorp during the feedback sessions in May 2016 and through the Shire's web page that the assessment of route options should not be limited to those previously identified by the Shire. The project has been separated into three sectors and the options report has examined two route options for the sector of the project east of the Denmark-Mt Barker Road, three options for the sector between the Denmark-Mt Barker Road and the Denmark River and six route options for the sector from the Denmark River to Scotsdale Road.

A multi-criteria assessment process was developed to compare route options. That process resulted in preliminary designs not being undertaken on a number of the options.

Those options have not been eliminated, but the report identifies the reasons why further work on them has been suspended.

Community consultation

Q: What community consultation has been done for this project?

A: The project was identified in the Shire of Denmark Local Planning Strategy and the Great Southern Regional Investment Blueprint. These documents were developed with community input during the period from 2010 to 2015. Both were subjected to separate and extensive consultation processes and the Shire is now actioning the highest priority transformational project from within those strategies.

The Business Case prepared by the Shire of Denmark to secure the Royalties for Region's "Growing our South" Investment funding contains a number of potential route options for the new road (with multiple bridge crossings shown) and a "preferred route" was identified. The

options shown in that business case were not subjected to detailed community consultation and the Shire agreed to engage consultants to review and examine the environmental, hydrological, physical and aboriginal heritage acceptability of each, to better inform the public on the merits of each. That work would allow final alignment options to be presented, and for the community to be engaged in late 2016 in the selection of the final route for the road and the location of the new bridge. The intention of comprehensive analysis by a range of expert consultants was to provide quality information to be made available for the public consultation process.

On 5 May 2016 an open community briefing was provided by the Shire of Denmark, with the project explained, project delivery timelines outlined and opportunities for community consultation identified.

In July 2016, a survey was conducted with elders for the Minang and Bibbulmun people to make them aware of the project, to seek their comments on the impacts of the project on the registered Aboriginal Heritage Place and to gain support for a bridge crossing.

A consultation period is to be held between 17th October and 14th November 2016 to seek feedback on the route selection report, prior to a decision being taken to establish the final alignment for the second Denmark River Bridge and the road connection between the Denmark-Mt Barker Road and Scotsdale Road.

A scheme amendment process will be actioned by the Shire of Denmark for the McIntosh Road Industrial Area site, and this also involves community consultation. No planning approvals are required for the new road or bridge.

Q: Can I submit any feedback or comments about the proposed development?

A: Feedback and landowner concerns with the road and the bridge can be provided directly to the Shire in writing on or before 14 November 2016 to:

In person:

Shire of Denmark Administration Building
953 South Coast Highway, Denmark

Or via post:

Shire of Denmark
P.O. Box 183, Denmark, WA 6333

Or email to:

enquiries@denmark.wa.gov.au

The submission form can be found on the Shire website (Consultation page) or from the Shire Reception.

Q: Can I speak to anyone at the Shire of Denmark or LandCorp about this project?

A: All communication should be directed to the Shire of Denmark in the first instance.

Information can be obtained by contacting the Shire on (08) 9848 0300.

Build process

Q: When can I expect to see activity on the project site?

A: Specialist consultants may return to the site over the coming months. They will be gathering information on the site conditions to assist in finalising the route for the road and allowing the detailed designs to be undertaken.

Construction of the road network from the Denmark-Mt Barker Road to the McIntosh Road Industrial Estate is expected to commence in early 2017.

Construction of the McIntosh Road Industrial Estate, plus the road connection between Scotsdale Road and the Denmark-Mt Barker Road, is due to start in spring 2017.

Notice will be provided to all residents in the vicinity of the proposed works with advertisements in the local papers and signage onsite.



DENMARK EAST DEVELOPMENT PRECINCT

FREQUENTLY ASKED QUESTIONS (FAQs)

Q: What is the project budget? Is it adequate and what is the Shire contributing?

A: The total project budget is \$14.3 million with funding split amongst the State Government (53%) the Shire of Denmark (30%) and LandCorp (17%). The project budget was determined using multiple engineering estimates and is based on a number of assumptions. The Shire of Denmark anticipates that the project can be constructed within the allocated budget, subject to the final options selected.

The Shire is contributing \$4.19m to the project. That contribution is made up of purchased Shire land assets and the utilisation of the Shire's construction resources and plant to undertake the upgrading and construction of the proposed roads and drainage.

Q: What type of road is being proposed?

A: The proposed road between Scotsdale Road and the Denmark-Mt Barker Road will be built to a rural road standard, with a seven metre bitumen surface and designed to follow the natural contours of the land, where possible. The existing section of East River Road (west) will need to be widened to ensure it is fit for purpose, is durable and meets suitable safety standards. Where East River Road crosses the Denmark River, its width will remain at seven metres and a 2.5 metre pedestrian path will be provided adjacent to the road, on the bridge deck. The road will be constructed for a 60km/h limit.

The road network at and to the east of the Denmark-Mt Barker Road will be providing access for road trains to the new industrial estate and will be built to a higher standard. East River Road (east) will be built to a rural standard, seven metres in width, and meeting MRWA construction standards for RAV classification. The Denmark-Mt Barker Road intersection with East River Road and the connection of East River Road

onto McIntosh Road will be modified to improve traffic safety.

Q: What vegetation will be removed to build the new road that leads to the bridge crossing?

A: The extent of clearing required for a new road will not be determined until the final alignment is known. To reduce the extent of clearing required to accommodate fill batters, the project engineers are exploring the cost and practicality of using retaining walls to elevate the potential road surfaces.

The two recommended alignments for the road are now open to the public for feedback between 17th October and 14 November 2016. The two options have different impacts on the vegetation affected by the respective alignments.

The Shire acknowledges that it is not possible to construct a road and bridge over the Denmark River without undertaking some clearing; however, actions have been taken to minimise the extent of clearing required, and to avoid significant trees wherever possible.

A detailed flora survey was recently undertaken within the survey area by environmental consultants who have advised that no EPBC Act threatened ecological communities, or State priority ecological communities or conservation significant flora was recorded in the survey area.

Eight vegetation types (not including highly disturbed areas, planted trees and water bodies) were identified and described from the survey area. There is 27.84 ha of native vegetation in the survey area of which 19.44 ha is in excellent to good condition.

An arborist report was obtained on the Karri tree at the junction of Riverbend Lane and Riche Road. Termite damage constitutes a large percentage of the cross section of the tree trunk and there is a significant chance the tree will fall due to a fracture of the lower trunk.

Regardless of the alignment selected, the Shire will need to address this safety issue.

For more information, please refer to the Detailed Flora and Fauna Survey Report at the Shire's administration office or on the Shire of Denmark website.

Q: The two bridge options appear to go through forest. Can you tell me how many trees will be removed for each of the options?

A: Detailed plans have been prepared showing the potential impacts of two bridge crossings of the Denmark River, plus the roadworks leading to those bridges. The final alignment for the road and bridge crossing is yet to be determined. Until that decision is taken and more detailed designs are completed it is not possible to advise the public on the number of trees that will need to be removed for the proposed works. However, significant trees near the Denmark River have been accurately plotted and every effort is being made to avoid those significant trees, plus trees containing hollows suitable for fauna breeding.

Q: Will the 400 year old tree be removed under either of the options?

A: The Shire acknowledges that there will be some removal of significant trees to undertake this project, though wherever possible we have instructed the consultants to explore all feasible options to avoid removal and will continue to work with the consultants to reduce the impacts associated with tree removal.

Unfortunately the Riverbend Lane alignment options would not be able to avoid the removal of the Karri tree at the junction of Riverbend Lane and Riche Road. An arborist report was obtained and the Shire is advised that termite damage constitutes a large percentage of the cross section of the tree trunk and there is a significant chance the tree will fall due to a fracture of the lower trunk.



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Q: Will any wildlife be impacted by the new road build?

A: A detailed fauna survey was recently undertaken by environmental consultants to understand the extent and habitat of fauna within the study area.

Nine fauna habitat types were recorded within the study area. The largest extent of which was the Karri, Marri and Peppermint forest habitat, occupying 19.7 ha.

Habitat for the Baudin's, Carnaby's and Red-tailed Black Cockatoos was found within the study area. This included foraging habitat totalling 40.91 ha. Evidence of recent feeding was found in the area. Suitable roosting habitat was recorded throughout the study area. 902 potential breeding trees were recorded with 13 hollows showing evidence of potential Black Cockatoo usage.

Upon the resolution of the road alignment appropriate management of the site will occur based upon the consultant's findings to protect local fauna.

The alignment of the two recommended options for East River Road will be adjusted to avoid significant trees used for cockatoo breeding and the habitat of the Southern Brush-Tailed Phascogale and the Quenda (Southern Brown Bandicoot) where feasible.

For more information, please refer to the Detailed Flora and Fauna Survey Report at the Shire's administration office or on the Shire of Denmark website.

Q: Will the new road impact people living on Riverbend Lane or East River Road?

A: Potentially, yes if the Riverbend Lane option is selected as the final route option for the extension of East River Road. For the majority of residents on the existing and extended East River Road there may be disturbance during initial clearing for the road. The construction period will

also impact local residents when large machinery will be onsite. Residents will be provided with notice prior to any construction activity taking place.

At the completion of the project, a gradual build-up of vehicles travelling along the road network is anticipated, resulting in an increase in background noise. An increase in background light levels may also be experienced with motorists using the road at night.

However, it should be noted that the road will be designed for a 60 km/h limit. It is also envisaged that the road will be mainly in use by passenger vehicles and local traffic.

The option to use the existing Riverbend Lane road pavement did not score highly in the multi-criteria assessment and the option to move a potential road into lot 1 was considered to be more acceptable because it increases the potential interface distance between the road and most of the Riverbend Lane residents.

Q: Will the existing entries to East River Road be improved as part of this project?

A: Yes, the engineer is required to assess the safety of vehicles entering and exiting the new road network when considering the potential routes. Traffic safety is a primary objective within the construction design. Further refinements to the road design will be undertaken once a final route selection has been made.

Shire of Denmark road design guidelines require a seven metre road pavement with gravel shoulder to be constructed and that standard should allow for increased sight lines to oncoming traffic for residents exiting their properties or entering East River Road from other local roads.

Q: Are there any plans to alter or close existing walking trails along Denmark River?

A: A section of the Kwoorabup Trail along the eastern bank of the Denmark River may be closed during construction periods for safety reasons. Wherever possible, temporary deviations would be set up during that period. All identified road options run parallel to the Kwoorabup Trail and cross the trail at a single point, thereby limiting the impact on the trail and users of the trail.

The integrity of the trail will be maintained and it will be re-opened following the completion of construction works; some modifications may be required to move around, under or over the new bridge, and that work will form part of the project.

Q: Will the routes for the bridge alter the route of the Kwoorabup trail?

A: When evaluating options during the route selection process for the proposed East River Road extension in the Western Precinct, the Shire sought route options that minimized the impact of the DEDPP on the Kwoorabup Trail. The route of the trail will not be changed, except in the immediate vicinity of the crossing point of the road over the trail. A localized deviation of the Kwoorabup Trail would be required to pass it over, under or around the bridge crossing point.



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Q: Can you tell me more about the proposed new bridge?

A: A structural engineering consultancy has been appointed to design the proposed new bridge. For the two preferred options (3B and 3E) 30 metre long bridges are being proposed with a deck width of 10.7 metres (7 metre road, 1.2m shoulder and 2.5m shared use path). The bridge would be constructed with either concrete or steel and have a concrete deck.

The design and construction of the bridge will be in accordance with Australian Standard AS5100 and MRWA approval will be sought to progress the design to tender. MRWA criteria requires the bridge to be constructed to a level above the 5% Annual Return Interval (1 in 20 year) flood level and for an area of ten metres around the bridge to be fire safe.

Pedestrian linkages from the local road network and the Kwoorabup Trail will be provided onto East River Road and across the bridge deck.

The bridge design is expected to be completed by July 2017. The elders for the Minang and Bibbulmun people have requested that the bridge be named Kwoorabup Bridge.

Q: Will large trucks be able to use the proposed new bridge?

A: The only trucks permitted to cross the new bridge will be Main Roads' approved "as of right" vehicles. Those rigid body and articulated vehicles have a maximum length of 19 metres and are able to travel on any public road in Western Australia. An example is a furniture truck.

Q: Will a roundabout be built at the intersection of the Denmark – Mt Barker Road and East River Road?

A: A review of intersection treatments at the junction of East River Road and the Denmark-Mt Barker Road has been conducted. Engineering and traffic design guidelines accommodate either a staggered intersection or a roundabout solution.

A roundabout option requires a roundabout large enough to accommodate road train truck movements (similar to the roundabout on Albany Highway Mount Barker) and the centre of the roundabout would need to be moved either to the south or to the east of the current intersection. A roundabout would also require the intersection to be provided with street lighting and that requirement could introduce light spillage onto adjoining properties.

Three proposed intersection designs (a staggered intersection and two roundabout solutions) will be open for public comment from 17 October 2016 to 14 November 2016.

Q: Will the project impact existing access to the Denmark Agricultural College?

A: The Denmark Agricultural College currently has a northern access driveway into their farm from East River Road that will be replaced at the conclusion of the construction. During the construction period, the Shire will work with the Denmark Agricultural College to manage daily bulk milk pickups and other traffic movements associated with the operations of the college.

Most road alignment options impact the College land to a smaller or larger extent. The Shire will continue to work with the consultancy team to minimise the impact of the project on the Denmark Agricultural College, to maintain a dialogue with the College Principal and Board and to ensure existing access arrangements are maintained or enhanced.

Sales process for industrial lots

Q: When will the first lots be available for purchase and can I register my interest now?

A: It is anticipated that the first six industrial lots will be available for sale by June 2018. Businesses can register their interest in a proposed lot by writing (or via email) to the Shire. Please provide details of the business, contact details (include your email address to receive updates), and preferred lot size.

Q: If the first stage of industrial lots sells quickly, will additional lots be released?

A: The release of future stages of the McIntosh Road Industrial Estate will be determined by the Shire of Denmark and assessed through standard prioritisation processes. An adjoining landowner will also have the capacity to release industrial lots to the market following the rezoning of their land and by expanding services installed by LandCorp into their land.