



Monkey Rock Mountain Bike Company

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Development Management Strategy 82 Lapko Road Denmark Mountain Bike Track Development



Supporting evidence for development application, as requested by Shire of Denmark.

Our Vision:

The purpose of this development is to provide the Denmark Mountain Bike Club (DMTBC) with a facility for nurturing mountain biking in Denmark. The DMTBC has established a contract with the Gadsby family that allows mountain biking activities on their property, however all mountain bikers must be associated with the DMTBC or MTBA in order to ensure all riders are covered with insurance (covered by MTBA). This is an amazing opportunity that has been facilitated by a small business within the Denmark region, with the intention of developing a wholesome activity for the Denmark community. The DMTBC is then able to foster mountain biking, engage young people in the environment and develop confidence, physical challenge, positive mental well-being and enjoyment for friends and families, as well as a place where parents and children can interact together with a common goal. These opportunities are not just limited to residents in Denmark, as the club has a vision to use this facility to engage all youth in the Great Southern Region, & WA in coaching activities that can prepare them for a lifestyle of mountain biking on the world stage. This development also provides a platform for our students and coaches to up skill in order to be able to delve in a new and exciting new career opportunity that is booming in Western Australia at the moment. This project is not just beneficial to mountain bikers within our region, but also aims to engage numerous small businesses within our community to help with aspects such as transport, develop traffic management strategies, retail vendors, accommodation suppliers, restaurants and cafes – to name a few. The club hopes that by being able to establish this facility, we can attract more members to our club, ensuring the survival of a group that is making such a large positive impact on many of Denmark's youth. The DMTBC vision for this facility sets it apart from any other club within Western Australia, and provides Denmark with a truly unique opportunity.

Infrastructure:

Toilets

Toilets utilised for coaching classes.. The Gadsby family have kindly permitted the use of their toilet for usage during club activities, including coaching.

Parking

Please refer to map:

A: cleared area without grass. Size of area: 1400m² cleared land. All parking will be restricted to this area and no vehicles will be allowed to park at the top of the hill, this is to ensure that there is a safe turn around area for the transport of riders when needed.

18 February 2020 - Attachment 8.1.1a

Visual Impact

The trail we propose to develop will be built to the highest standards, as we aspire to develop a world class facility with minimal visual impact. All features proposed to be built in the grassed area that are visible from Lapko Road will be dressed with top soil in order for growth of vegetation in order to blend with the surrounding natural environment.

Management of rider transportation to the start line

For the purposes of coaching, vehicle transportation will not always be necessary, as many aspects of our coaching program focus primarily on repeating small sections of the trail in order to develop appropriate skills. When events are held, local charter vehicles (small buses) will be contracted to transport riders from the finish line to the start line via the Gadsby's existing driveway. There is a large area safe for turn-around at the top and bottom of the hill. To ensure there is no extra load placed upon a bus full of riders, a support 4WD vehicle with trailer will transport bicycles to the top of the hill.

Activity:

Mountain Biking

The DMTBC is affiliated with Mountain Bike Australia – which provides insurance on all mountain bike activities that would take place on this location. All riders must be affiliated with the DMTBC or MTBA before they ride at this location. Under no circumstance can any other member of the public access this trail. The DMTBC has established a contract with the Gadsby family defining the parameters of this trail's use which states if the DMTBC is to construct a trail on this location, we are allowed to potentially use it for club activities, primarily as a coaching and MTB development facility. The number of riders involved in coaching sessions at any one time would not exceed 8 riders and 1 coach (as specified by MTBA guidelines) coaching sessions would be held twice a month throughout the mountain bike season which lasts for 10 months of the year. This trail is designed for a specific style of mountain biking that cannot be engaged in on a regular trail and because of this numbers are limited as not every rider likes to engage in this style.



Environment:

Die Back Management

Each bike will be inspected, cleaned and washed down upon entry to the site this is reinforced by MTBA standards for this style of riding that requires bikes to be inspected prior to undertaking the activity as a safety precaution.

Trail construction in the bush

All works to be undertaken in the bush area will not require the removal of any trees.

Risk Management:

Bush Fire Risk Management

Professional Bush-Fire consultant has been engaged for assessment of the area and advice on how to construct a Bush-Fire management plan.

As our club believes in promoting healthy activity, there will be no smoking permitted on this site at all.

Community Consultation

GSCORE has been engaged to conduct mediation session with all neighbouring properties

All neighbours have received verbal notification from the Gadsby family, and have been invited for a walk-through with explanation of the proposed development.

Development support letter

The Denmark mountain bike club (DMTBC) is a small club of 35 members and has an amazing opportunity to develop a critical asset thanks to the Denmark community. This course is primarily going to be used for coaching purpose and club social ride's which will require participants to be members of the DMBTC. As the DMTBC is ingrained the state body we may have the occasional rider that contacts the club when visiting Denmark and what's to go for a ride. Providing they are affiliated with Mountain bike Australia and the timing coincides with a coaching session or social ride they may come along, it's also important to remember that the track is for a specific style of riding and because of this the numbers of riders will be limited. To reinforce this the track will have no more than 10 riders on it at one, time this is for many reasons but primarily for safety and in most occasion's, there will be a 30 second cap between each rider. There will be minimal noise as only small groups will be attending so there would be no need for any type of P.A system or loud music. The DMTBC also fosters many other styles of mountain biking and has members that participate in many events around the state each year and because of this the club can only facilitate so many days of riding, so days of use for this track are limited, at some stages we might ride once a week and at others we might ride once a month.

DMTBC President

Nathan Devenport.

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E
Vehicle turn around area

F
Toilet for coaching

C
Route or access to the start

A
parking

E
Finish line

D
Start line

B
Proposed evacuation route

B
Proposed evacuation route



table top

Double berm

Table top

Shark fin

Track length 1km

500m in the paddock and 500m in the bush

Start



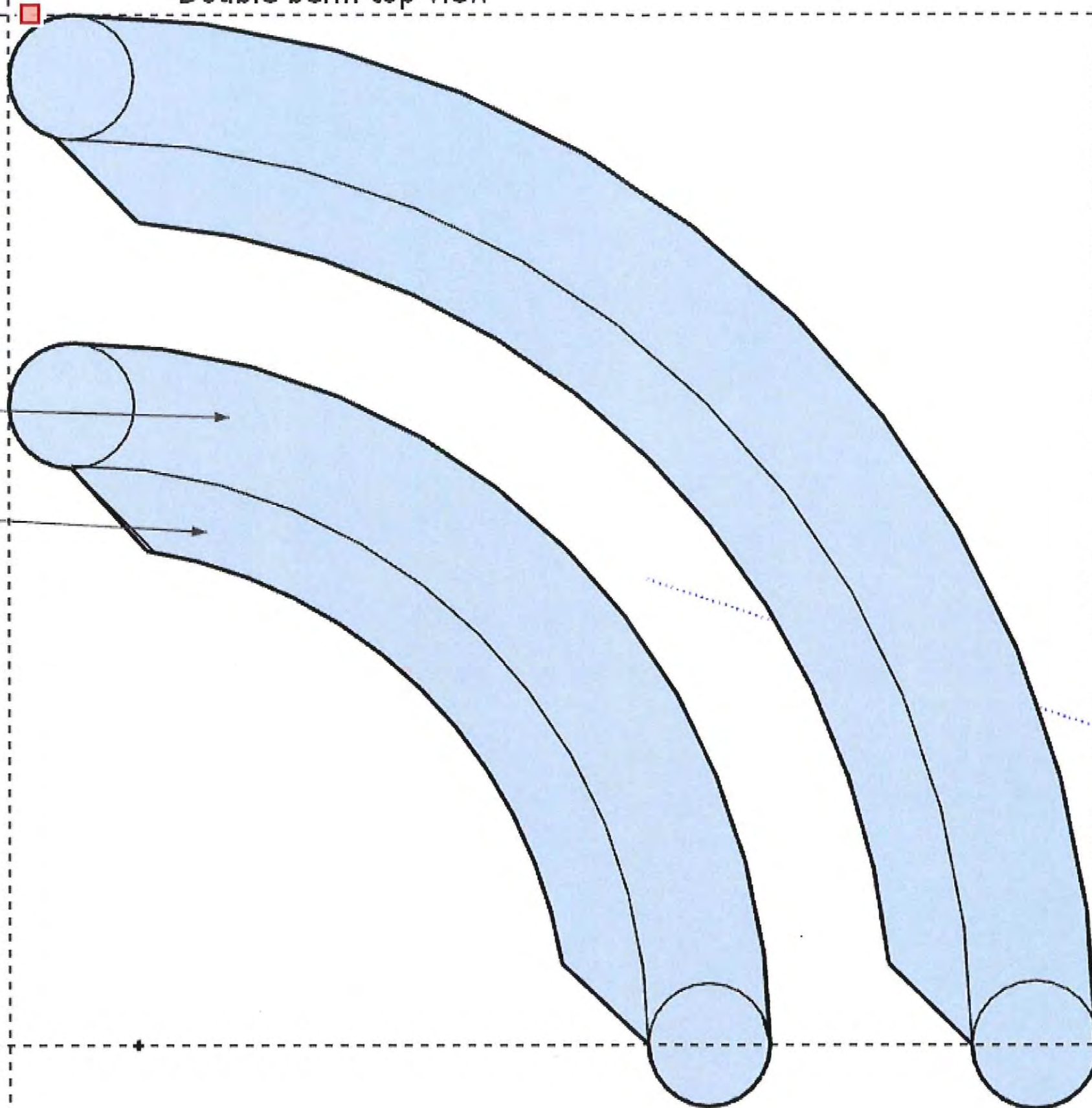
Double berm top view

.5m Berm wall

1e riding wall

13.3m

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Shire of Denmark



Double berm cross section

1.8m

1.5m

1m

1.5m

1m

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Shire of Denmark

Final Tabletop top view

Landing area

Chamfered edge

take off 2

3m

take off 1

Chanfered edge

2m high

6m

6m

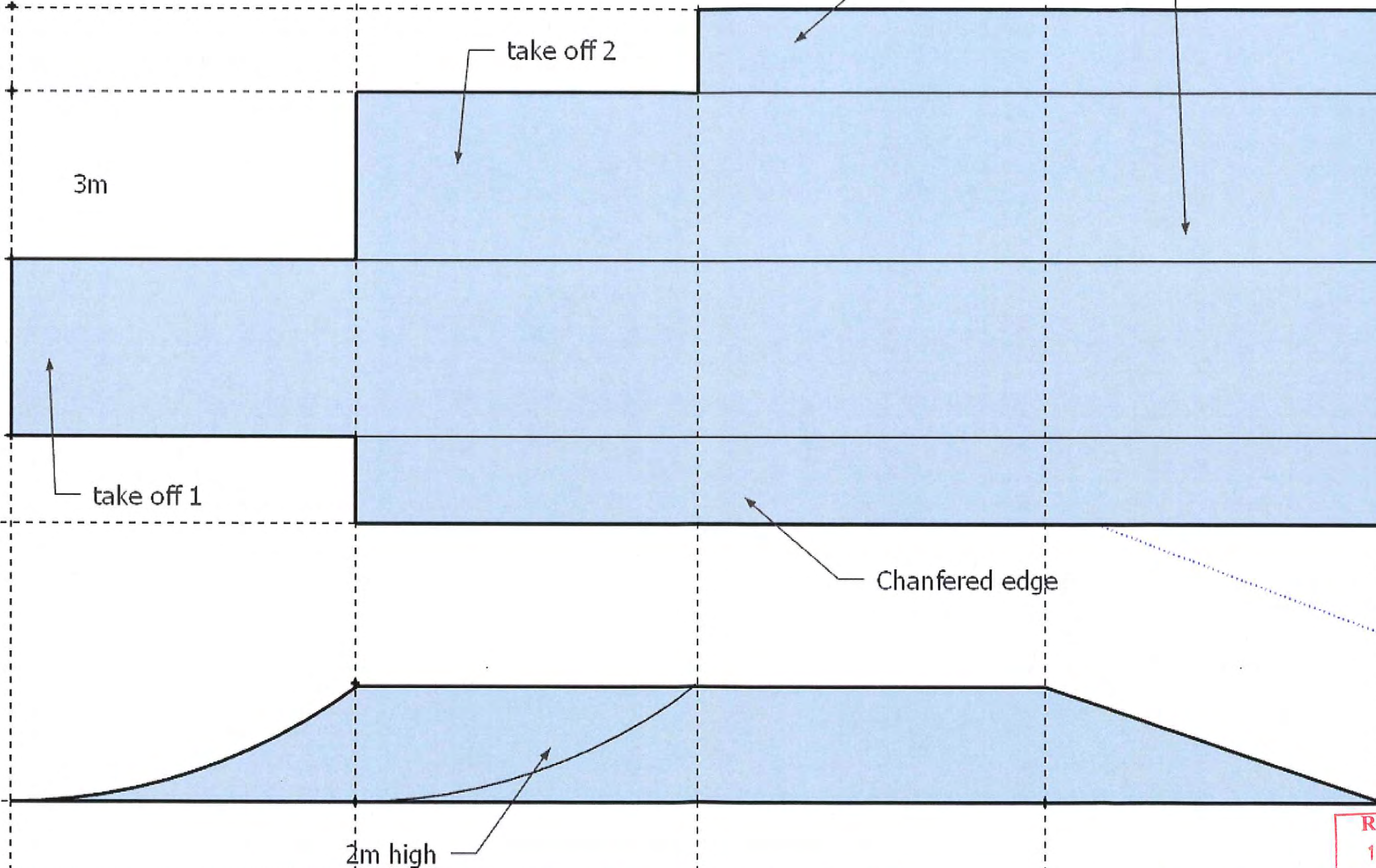
6m

6m

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10 OCT 2019

Shire of Denmark



Tabletop 1

1.2m chamfered edge on both sides

Take off

Landing

nd level

1.5m

4.1m

8m

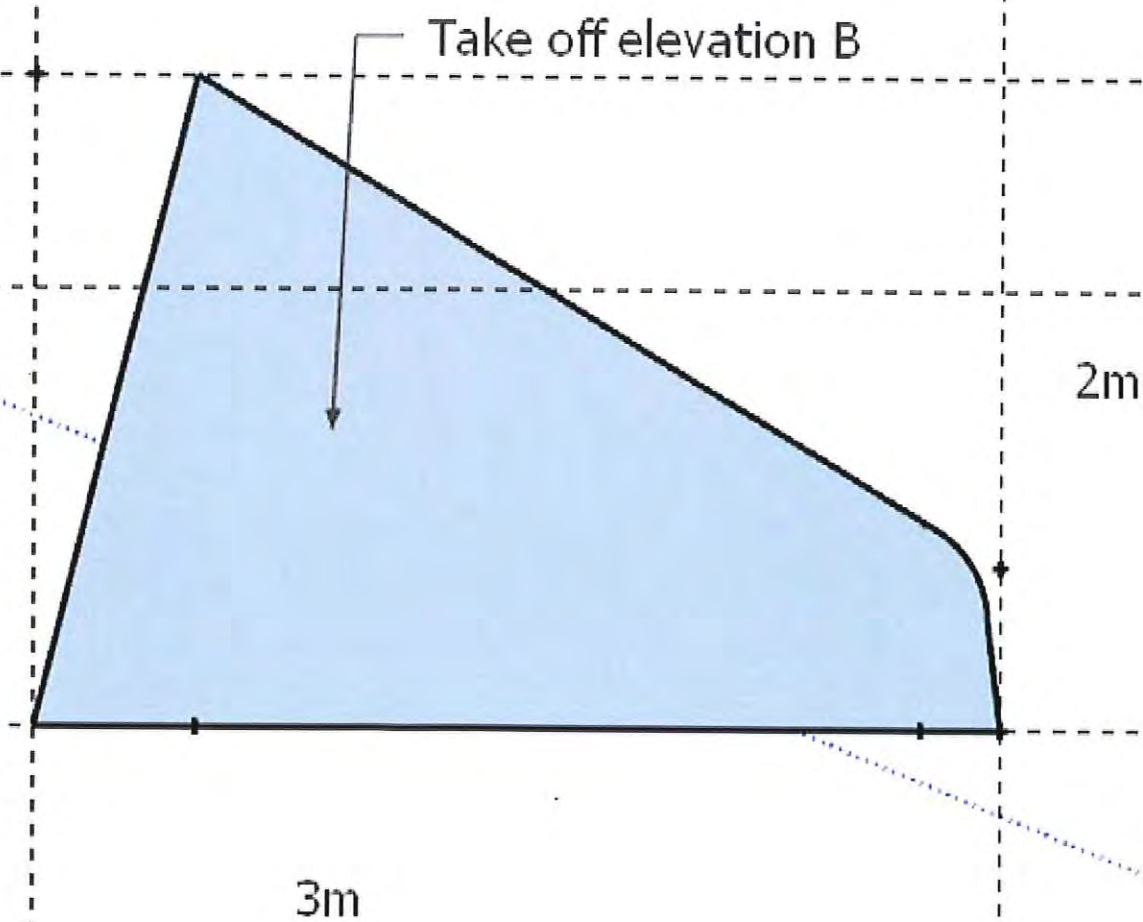
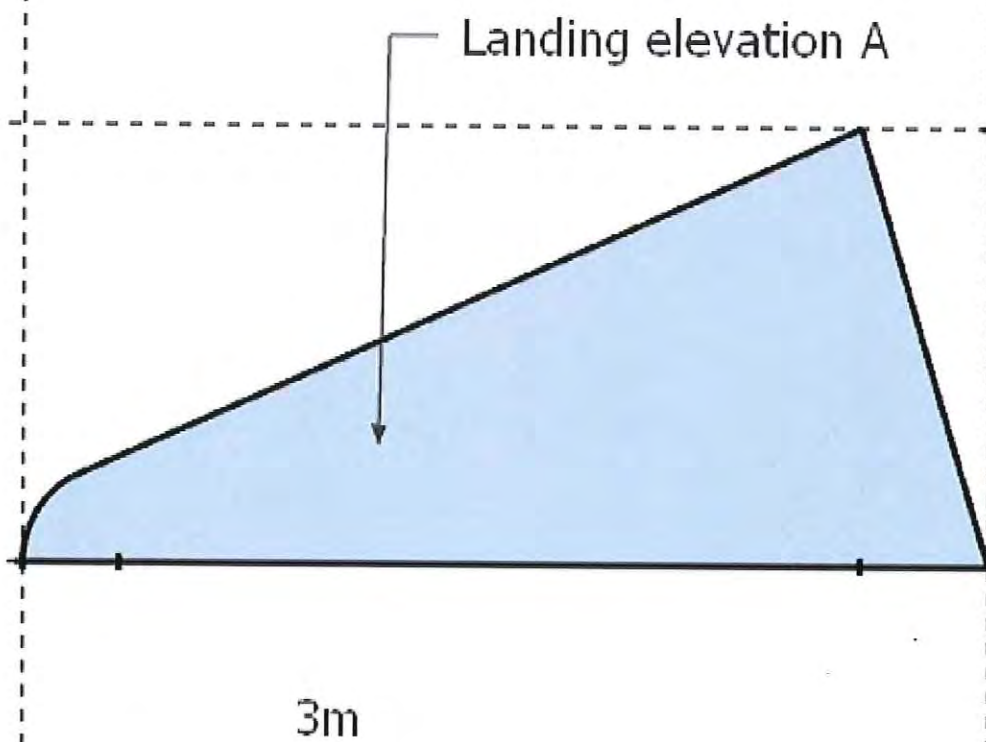
9.3m

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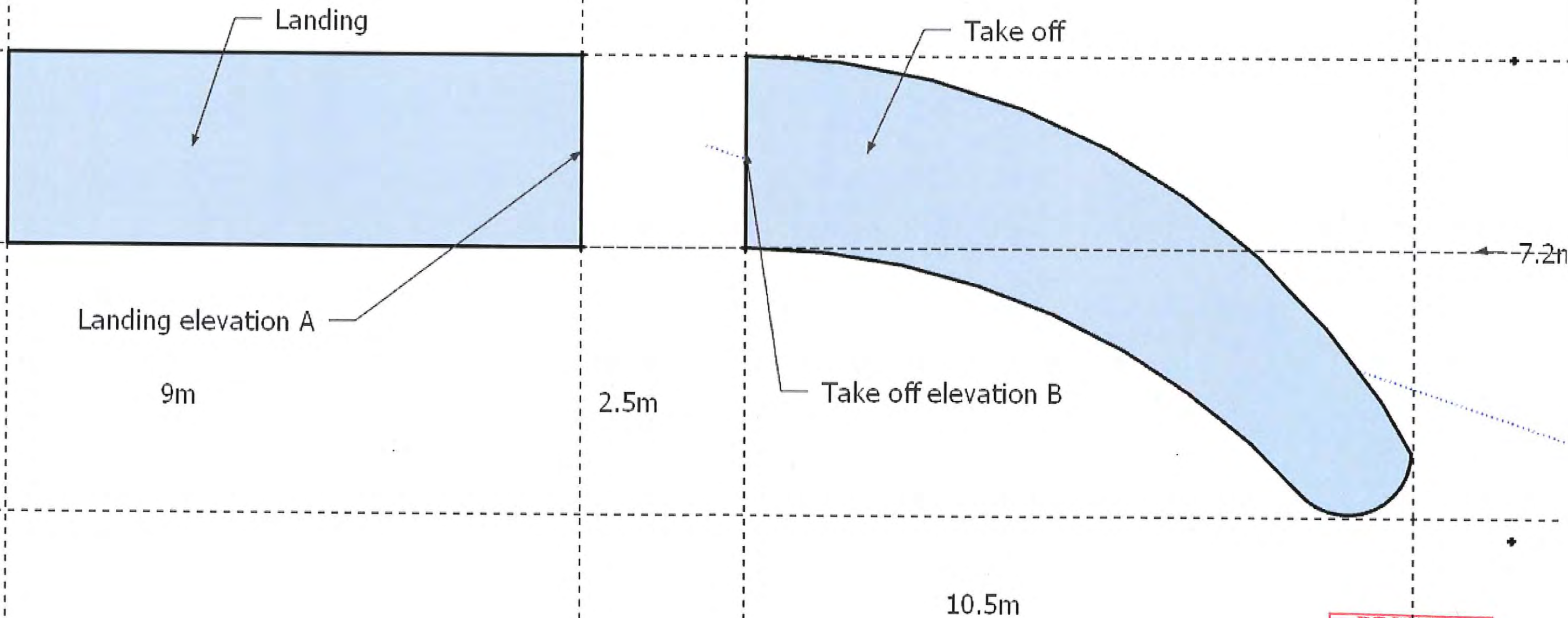
Shire of Denmark

Shark Fin end elevations



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Shire of Denmark

Shark Fin top view



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10 OCT 2019
Shire of Denmark

SCHEDULE OF SUBMISSIONS

Submissions Received from Public – DA 2019/138 – Public Recreation – Mountain Bike Trail

Ref No.	Name & Address Details	Verbatim Submission	Planning Services Comment
S.1	[REDACTED]	<p>As owners and residents of Hidden Valley Strata Plan 39235 (75 & 95 Lapko Road, Shadforth) we are concerned about the development currently taking place on a neighbouring property, 82 Lapko Road. It has recently come to our attention that a mountain bike downhill track with associated competitive event activities is underway and in planning consideration for the site.</p> <p>Could your Planning Services Department please advise us regarding the following:</p> <ol style="list-style-type: none"> 1) Have any development or re-zoning applications been lodged with the Shire by the owners of 82 Lapko Road, and if so, when will we as neighbours to this property, be invited to comment on this development or any tourism re-zoning applications? 2) Are the recent earthworks undertaken on 82 Lapko Road permitted in terms of the current zoning of the property – Rural Small Holding (shire of Denmark LPS 2011). 3) What zoning and other requirements would need to be in place for the hosting of public events. We are under the impression that they have the intent to host large competitive events which would have associated issues of noise disturbance, traffic congestion and parking on Lapko Road (a single, no through-road laneway) and our strata resident's access to strategic exit roads in the case of a bushfire. This would directly impact Lapko road resident's peaceful environment and our safety. <p>We look forward to hearing from you and your planning department regarding the above and any further information in relation to the proposed/planned developments at 82 Lapko Road.</p>	<p>Events are subject to a separate application and assessment process and are not part of this Development Application. The Shire is not currently in receipt of an application for an event on the subject lot, notwithstanding an application may be received in the future and assessed accordingly. It is also acknowledged there had been some discussion regarding a State Downhill Round. It has been confirmed this is no longer proposed for 2020.</p> <p>No application has been made to the Shire to initiate re-zoning (Scheme Amendment), noting any such proposal would be subject to public consultation.</p> <p>The property is <i>currently</i> zoned 'Rural' under Town Planning Scheme No. 3. The LPS identifies <i>future potential</i> use of land whereby it is identified as 'Rural Small Holdings'. Earthworks exceeding 500mm in height are assessed as part of any development application regardless of the property zoning.</p> <p>Unless exempt from approval as per TPS Policy No. 38, events are assessed on their merits and not based on a particular land zoning, noting the primary purpose of event assessment is to mitigate impact and risk.</p>
S.2	[REDACTED]	<p>We are opposed to the development as outlined below.</p> <p>1. The information provided by the Shire does not advise who the proponent is for the development. Is it the owners of Lot 100 (82) Lapko Road or is it the Denmark Mountain Bike Club (DMTBC) or Monkey Rock Mountain Bike Company neither of whom are owners of the property.</p> <p>The only information on which to base our submission is a document entitled 'supporting evidence for development application, as requested by Shire of Denmark' which is on Monkey Rock Mountain Bike company letterhead. Is that the only information provided to the shire as an application? Where is the application from the property owner? This document mentions a contract between DMTBC and the property owners, the [REDACTED] family but does not provide details of that arrangement. Is it a lease</p>	<p>See 'Key Issues' section of the report for discussion relating to the application and documentation provided.</p> <p>The personal contract between the owners and applicant is not a Planning matter.</p> <p>The application can be conditioned to limit numbers of riders on-site at any one time regardless of the association they represent.</p>

		<p>arrangement or some other kind of commercial contract? From the outset this appears to be a commercial venture and not a private development, 'community or not for profit' activity. The document states that the trail is only for the use of DMTBC and any affiliated members of Mountain Bike Australia (MTBA). See attached page from the MTBA annual report that states they have over 17,000 members and over 74,000 affiliated members in Australia.</p> <p>2. No-where in the information provided by the Shire does it mention that the development of the Trail has already occurred. It has been constructed obviously prior to any approvals. Why has this been allowed? Have there been any environmental assessments done?</p> <ul style="list-style-type: none"> • In our valley there are rare and protected trees (Eucalytus Virginea) located at the Hidden Valley subdivision. We understand that if any proposed earthworks are within 1km (as the crow flies) of these rare trees, the Environmental Protection Agency would simply not approve such earthworks.? Are there any of these trees on the hill near the development? • Within the forest on the hill there are nesting sites for Carnaby and Baudin endangered cockatoos which have been identified and documented by the WA Museum Cockatoo Project. • Both Ringtail and Brush Possum live in and around the trail area. • We were advised by the previous owners that Phascogale also live in that forest. • Has erosion been considered? We keep consistent rainfall records and it shows that we receive between 900 and 950 mls each year. At the height of winter, water flows off the hill and out of the hill. Will not the trail become a water course? <p>If this development was in a more public place within the Shire there would have been great community concern at the impact on the environment without approvals. The document has a section entitled 'Environment' but it lacks any detail.</p> <p>The document does state that they will not cut down any trees in the construction of the trail. This is false. They may not have cut down any old growth trees but on the development there are two large windrows of trees and bush which have been removed from the trail area. They are easily seen from our property.</p> <p>3. There are elements within the document provided from the Monkey Rock Mountain Bike Company that raise considerable concern. These are:</p> <p>(a) Toilets – If only a few people are present for coaching the use of toilets within the residence of the [REDACTED] family may be suitable but they are a long way up the hill from the end of the trail.</p> <p>2</p> <ul style="list-style-type: none"> • Would Council consider asking users of McLean Oval to use the toilets at Berridge Park or Rivermouth Caravan Park? It is a similar distance but harder to traverse. • What facilities will be provided if there are more than the 8 riders present during coaching or other events given the huge number of MTBA affiliated members. <p>(b) Water – the document does not make any reference to potable water. To our knowledge the only</p>	<p>See 'Key Issues' section of the report for discussion relating to assessment of subsequent works.</p> <p>Referrals have been made to Department of Water & Environmental Regulation (DWER), Department of Biodiversity Conservation and Attractions (DBCA) and Department of Planning, Lands & Heritage (DPLH). Their submissions are available towards the end of this document. See 'Key Issues' section of the report for discussion relating to Environmental Impact.</p> <p>Officers undertook a site assessment and do not consider that the 'windrows' are indicative of significant removal of vegetation.</p> <p>Determining the adequacy of toilet facilities where proposed/required is part of Planning and Health Services assessment.</p> <p>No bottled water is proposed to be supplied, noting due to the nature of activity it is likely that riders carry water for personal consumption.</p> <p>Rubbish removal can be conditioned as part of any Development Approval where applicable/appropriate.</p> <p>There are current water provisions as required in association with a single dwelling. A dam located at the base of the hill near Lapko Rd is associated with an easement that additionally services the adjoining lot for firefighting purpose.</p> <p>Vehicular accessways, parking and manoeuvring areas are conditioned as part of any Development Approval where applicable.</p>
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		<p>water available on this area of the property is a dam/soak which is not suitable for drinking.</p> <ul style="list-style-type: none"> • Does this mean bottled water will be supplied? Is this not contrary to stated Council sustainability practices? What provisions are being considered for rubbish collection and removal? • This also means that should a fire occur there is no readily available water (in hose or tank form) to put it out. <p>(c) Parking – If the parking area is not constructed with an all-weather surface it could be unusable in winter as our hill is primarily clay and becomes very water logged. One of the machines used to excavate the trail was itself bogged during construction.</p> <p>(d) Transportation - The document states that transportation of the riders to the start line, during coaching, will be provided by small coaches. This is not really feasible as the incline on the property's road is in essence 4 wheel drive only and a small coach would not be able to reach the top in all conditions. The road would need to be improved to prevent slipping on gravel as a consequence of the steep incline. As an adjunct to transport, I would like to raise the issue of emergency access to the trail should an ambulance and/or medical attention be required. There is little access to the trail for the steep downhill section which is where the more serious accidents would be likely. In other words the ambulance service would have great difficulty in getting a stretcher to a hurt rider.</p> <p>(e) Die Back Management – The document states that bikes will be washed down on entry to the site. How will the bikes be washed down? There is no scheme water or hosed water as mentioned above. Will the bikes be dunked in the dam?</p> <p>(f) Bush Fire Management – See below.</p> <p>(g) Community Consultation – We have been contacted by [REDACTED] and by the [REDACTED] but we have not been invited for a walk through of the development. What's more, in consultation with our other neighbours it appears that consultation has been selective in who has been told what, i.e. the messages have not been consistent throughout the community. It was not consultation in the true sense. We were informed of the plans taking place as if it was a fait accompli. We were informed that Council was already firmly behind the proposal as all Councillors supported it. We have not been contacted by GSCORE about this matter and to my knowledge, no other community members have spoken to them.</p> <p>4. Access to the proposed facility and the consequences of where it has been placed are of great concern to us as members of the Lapko Road community.</p> <p>(a) Lapko Road itself is a local road only which is a no through road.</p> <ul style="list-style-type: none"> • It is lined with old growth trees and as such when it was constructed it was done so with a number of 'squeeze' points that are single lane only. • It currently has a very low volume of traffic which includes children and adults riding along it and it is a favourite walking space for locals. • It would not cope with an increase nor would it cope as an extended parking space should a larger number of riders use the site such as during an event. We have been advised by [REDACTED] that a 	<p>It is not envisaged that access for emergency services will be any more complex than the situation at present, should the landowner wish to walk or ride through their property and become injured. It could be argued that a more formed trail may aid in this respect.</p> <p>A Dieback Management Statement will be required subject to approval by the Shire of Denmark</p> <p>'Private Recreation' is an AA use class in TPS. No.3 whereby no public consultation is explicitly required prior to determination of an application under delegated authority. Due to the nature of activity, Planning Services determined that a public consultation process was warranted, and full Council approval should be sought. There is no requirement for the landowner or applicant to engage in any additional consultation, and if done so is voluntary and the method and outcome is outside of Planning Services control.</p> <p>A significant increase in traffic with respect to the scale of this proposal (which is not an event application) is not envisaged, and it may be argued that the 'private recreation' nature of the proposal and the development conditions to limit rider numbers and frequency of activity afford more control in terms of vehicular movement in Lapko Road than that which could be experienced on any day to tourist attractions open to the general public.</p>
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	<p>State Wide event has already been booked in for March. This has not been mentioned in the proposal. How many riders and spectators would this entail. Lapko Road would not cope as already stated.</p> <p>(b) In regard to a Fire Management Plan which I am informed by Council staff is not required prior to approval of the development, however, the site plan does show a proposed evacuation route which uses our Strata (Lot 1 Lapko Road) properties for access to South Coast Highway in the event of a fire.</p> <p>We have already advised [REDACTED] that we would not approve the use of an existing all weather road on our property as we would be concerned with its proximity (about 20 metres) to our home and the verandah and windows on that side of the house.</p> <p>We understand that the [REDACTED] have now decided to put in another access road on their side of the boundary to reach the driveway (internal road) of Karma Chalets. We would object to this as their boundary is only 35 metres from our house. We again have concerns in regard to privacy and security. Construction of this access would require the removal of a number of old growth Marri trees some of which may provide nests for the cockatoos.</p> <p>As one of the two members within the Lot 1 Lapko Road, Survey Strata development, that is, ourselves and Karma Chalets, we would not agree to the use of Karma's road for access for the reasons stated above. As Strata members we must sign off on all developments and changes within the Strata.</p> <p>We do not believe it is necessary for the proposed development to access our properties as the [REDACTED] land has itself direct access to South Coast Highway and they could put in a new road down to the Highway to provide this emergency exit.</p> <p>5. In conversation with us, [REDACTED] has said that this is a world class trail and that it will be of great benefit to Denmark's tourism industry. This is not consistent with the statements in the development document. If this proposal was only about providing a facility for Denmark children and youth we would perhaps be more supportive of it but we believe it is a commercial proposition.</p> <p>Research on the internet has identified that the Collie Mountain Bike Club is planning up to 200 kms of bike and hiking trails with a considerable contribution (\$10 ml) from Royalties for Regions. [REDACTED] advised us that he has an agreement with DMTBC and the [REDACTED] that he will be building additional trails through that forested hill on lot 100. Will it be competing with Collie? This is not appropriate in a residential area such as the Lapko Road Valley.</p> <p>We believe that this development will impact very severely on our 'quiet enjoyment' of our property. We believe it has the ability to constitute a 'private nuisance' as defined at law. We have the right to our beneficial interest in our land without interference. This is not a case of a development that affects all in Denmark at the same degree. We believe we will have our security at risk and our peace and quiet disturbed.</p> <p>John G Fleming in his much acclaimed and studied law book, The Law of Torts in the section on private nuisance, states <i>"the character of the neighbourhood has an important bearing on the standard of comfort to which the plaintiff is entitled. Certain districts, by reason of random growth or conscious planning, have come to be devoted primarily to industrial, other to residential or agricultural purposes. The more exclusively an area is given to one type of enterprise the more likely that a different activity is unsuited to it. Social friction is, therefore, most effectively minimized by compelling newcomers to</i></p>	<p>It is acknowledged there had been some discussion regarding a State Downhill Round. It has been confirmed this is no longer proposed for 2020.</p> <p>The final location of the Bushfire Emergency Evacuation Route will be required to be approved by the Shire prior to use of the track as proposed under this application.</p> <p>The application is for construction and use of the trail by the Denmark Mountain Bike Club (DMTBC) and members of Mountain Bike Australia (MTBA) on invitation by DMTBC and only when it coincides with DMTBC coaching or social rides and would be subject to the limits placed on numbers and frequency as per the development conditions.</p> <p>Any additional trails if proposed in the future will be subject to Shire approval.</p> <p>See 'Key Issues' section of the report for discussion relating to impact and loss of amenity.</p>
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		<p><i>accommodate themselves to the prevailing conditions of the neighbourhood.”</i></p> <p>The Lapko Road valley including our property is very much about lifestyle and peace and tranquility. Whilst our property is zoned tourism, we have built our home on it and besides the fact that we have a restraint of trade following our sale of Karma Chalets, we are now retired and wish to live in peace in our valley. The biking activities on the development can be seen from our front verandah and any and all noise will impact our quiet enjoyment and the peace and tranquility of our property. We invite any staff or councillor to visit and see for yourselves the dilemma this poses for us.</p> <p>6. We have been advised (by other community members who were advised by them) that the [REDACTED] are planning a glamping tent development to cater for users of the trail and [REDACTED] advised us that another property in Lapko Road plans to offer camping space and facilities in a paddock for visiting riders. All these issues raise concerns with us about the scale of the operation, the increased risk of fire in the valley and as above, our quiet enjoyment of our property.</p> <p>In summary of our submission we advise that this proposal was not mooted when we purchased our property and built our home for retirement nor was any activity of a similar nature considered. The Lapko Road Valley is a quiet refuge from the hustle and bustle of modern life for all its community. Should this proposal be approved by Council we will certainly consider our option to appeal against it to the State Administrative Tribunal.</p> <p>We feel very strongly against its imposition on our environment and locality.</p> <p>Attachment – Page 16 of the 2019 annual report of MTBA</p> <p><i>Refer Attachment 1</i></p>	<p>Planning Services is not in receipt of an application for Glamping.</p> <p>There is no requirement for landowners to advise their future intentions. The Shire's Town Planning Scheme No. 3 serves as a source of information to prospective buyers as to the potential land uses for the different zones.</p> <p>There are no third party rights of appeal available to adjoining landowners over decisions made under the <i>Planning and Development Act 2005</i>.</p>
S.3	[REDACTED]	<p>In preparing this submission we are considering the proposed possibilities as to the land use of Lot 100 and its impact on 156 Lapko Road Lot 413 (that's us) as neighbours, i.e. what could happen if ownership of Lot 100 changes but these activities have been approved. This is not about the current people involved but about the use of the land. Generally, what the proposal lacks is detail.</p> <p>Generally</p> <ul style="list-style-type: none"> - Our shire-approved Passive Eco Tourism venture known as the Denmark Maze has operated successfully for over 20 years and is located directly next to the proposed finishing line of the mountain bike trail. - The Denmark Maze seems to have had minimal impact by way of noise and general local enjoyment of the area. - We generally support tourism and associated activities for tourists in Denmark as it complements our approved land use. - We were initially advised verbally by the current owners of 82 Lapko Road [REDACTED] of a desire to have a tourism venture known as “Glamping”. We understand that they have pursued this over the past year or so with enquiries to the shire and following through on fire risk mitigation and planning requirements. We totally supported this as we had also explored this possibility years ago and it is possible that we may still pursue it in the future. 	<p>The approval, if granted to the DMTBC would not be transferrable, noting Private Recreation is a permissible land use in the Rural zone and any future proposals could also be considered with due assessment.</p> <p>Planning Services is not in receipt of an application for Glamping. Glamping (Holiday Accommodation) is an SA use as listed in the TPS. No.3 and therefore subject to public consultation.</p>

		<ul style="list-style-type: none"> - More recently the downhill bike trail has also been explored by [REDACTED]. We were advised that this was seen to complement the potential of a Glamping tourism venture giving visitors the opportunity to use the downhill bike trail. - The current downhill bike trail application seems to be driven by the president of the Denmark Mountain Bike Club ([REDACTED]) and the proprietors of a business known as the Monkey Rock Mountain Bike Company [REDACTED]. - In the proposal there is a lack of written support and therefore perceived commitment by [REDACTED] (the current land owners). - Earthworks have already taken place and tracks put in place on the proposed property. This unfortunately give locals the perception that this is a done deal and engagement with local residents is a mere formality. - We note that only the bike trail seems to be seeking approval at this stage but we understand that [REDACTED] intend to pursue the Glamping venture. - In the general area surrounding the proposal is the Denmark Maze, Hidden Valley residential, other residential on rural properties, Karma Chalets, Forest Hill Winery and other accommodation providers. So there is a currently a mix of reasonable low impact tourism and residential land use within a rural surrounding. - 75% of the Denmark Shire is made up of reserves so it is perplexing why there is a need to use private property to go down a hill especially where it potentially impacts on other land uses (i.e. residential). If a single person or entity owned a whole valley then I would not see any issue. It is always a delicate balance when multiple uses are in close proximity to each other. - Are there any lessons learned by the Shire on the previous Thrills and spills proposal and outcome. I understand there have been incidents concerning non-compliance with their conditions, pointing to difficulties putting a recreational venture within residential-type uses. - The proposal generally lack detail that would help stakeholders make an informed comment on how the proposal might impact on them both positively and negatively. Instead it has created a sense of uncertainty, which may be completely unfounded. <p>Specifically</p> <ul style="list-style-type: none"> - No calendar of events is submitted. Residents cannot see the full impact of this proposal; they might decide they want to avoid busy times and plan alternative activities. - While the supporting information proposed no more than 10 riders and 1 coach at a time it makes no mention of total number of persons in attendance, per day or how many vehicles or potential for multiple sessions at the same time. If this were to be successful and desirable activity as is being proposed, then what are the likely number in attendance in total? Total cars, total people and total time frame on a day. Can a club have 1000 members? If yes, then is that allowed? Albany club has in excess of 200 members? Could an event have 500 people? If you do the numbers on possible trips up down the hill in an hour transporting people and bikes it does seem to get significant. - The proposal asserts the main use is for training. I think this is somewhat misleading. My 	<p>See 'Key Issues' section of the report for discussion relating to the application and documentation provided.</p> <p>See 'Key Issues' section of the report for discussion relating to subsequent works.</p> <p>Planning Services is not in receipt of an application for Glamping. Glamping (Holiday Accommodation) is an SA use as listed in the TPS. No.3 and therefore subject to public consultation.</p> <p>Private Recreation is an 'AA' use in the Rural zone which allows for the consideration of recreational pursuits such as this proposal to be considered, irrespective of the percentage or availability of public reserves to undertake such activities.</p> <p>The officer has conducted a review of records for the property associated with Denmark Thrills & Spills Adventure Park approval where it was confirmed that there were a number of complaints received predominantly relating to noise disturbance from contractors during the construction period. There was also some non-compliance with access via a gate that was to remain locked. There are no complaints on record associated with the physical operation of the Adventure Park, and it appears the perceived disturbance to the surrounding locale has overall been kept to a minimum.</p> <p>This application is not for events which if proposed in future, would be subject to separate assessment and controls accordingly. No calendar of events is available nor applicable to this application.</p>
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		<p>understanding is that the purpose is to race downhill and any training is to train to race.</p> <ul style="list-style-type: none"> - Previous verbal advice indicated the desire to hold state level mountain bike events at this location. This is not mentioned in the proposal and if this is to be the case it would be good to get information on numbers that might attend those types of events. What about national events. Impacts of such events may be significant. - The proposal indicates a Bus and a support 4WD being used to transport riders to the top of the hill. How many trips per event would take place when the trail is in full use? Could we set a maximum number of trips per day? - Knowing the existing track, I would suggest that a bus might not actually make it up the hill. Is there any alternative proposed should this not work? Other vehicles? - Dust may become an issue with a high level of traffic on the track. - Rubbish – how is that dealt with? - Parking for how many cars? - The maps submitted with the application were not the best I have seen. One would think no one lives nearby. Landgate Map Viewer Plus shows multiple other residential dwellings in the general vicinity (copy attached). - Never heard of or from GSCORE – and now understand they are a government funded lobby group promoting outdoor activity. Don't quite understand how they will be a neutral facilitator in mediation given that their mandate is to promote the outdoor recreation industry? - The proposal states that "all neighbours have received verbal notification". It should be noted that the closest neighbouring residents [REDACTED] (half owners of our property) have not been approached by anyone directly to date other than the Shire notification. Might be an idea to call them and say hello – they are quite approachable. - The application desires Coaching Sessions, Events and Social rides and to do this wants to use the facility 2 times per month during a 10 month period. This could then equate to 20 weekends assuming this is when members would have time to train, which becomes almost half of all weekends in year being impacted by the bike activity. - The toilets are a long way away from the parking. - Wash down of equipment should occur at/near the start of the trail. - Parking of vehicles on or near dry grass is not desirable from a fire risk perspective. - We have been trying for several years to undertake a fuel reduction burn on our property (without luck due to timing and conditions etc.) and have now received some potential commitment from our local Shadforth Brigade to assist, conditions permitting. This must take priority over any downhill bike trail usage even if planned. We understand that [REDACTED] (82 Lapko Road) and Karma Chalets also want to participate in this. - The proposed fire emergency access route to evacuate in event of fire might tick some boxes for planning purposes, but taking people out of a fire situation on a track through bush (running parallel to a sealed road) is questionable. Who pays to maintain this track? <p>Other</p>	<p>Development conditions will be specified to address concerns with respect to number of people and frequency of activity on-site.</p> <p>Events are subject to a separate application and assessment process and are not part of this Development Application.</p> <p>Suitable vehicular accessways, parking and manoeuvring areas are conditioned as part of any Development Approval where applicable.</p> <p>Planning Services have taken this comment into consideration and acknowledge that a broader location plan would have been beneficial noting this has since been provided on request.</p> <p>See 'Key Issues' section of the report for discussion relating to consultation.</p> <p>Development conditions will be specified to address concerns with respect to numbers and frequency of activity on-site.</p> <p>See 'Key Issues' section of the report for discussion relating to Environmental Impact and Bushfire Risk.</p>
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		<ul style="list-style-type: none"> - The question for Council might be best put – ‘Is the provision of a mountain bike facility for a local club with aspirations of great success best placed in an area currently used by low impact tourism, residential and rural activities. Will the provision of such an activity impact negatively on existing land users?’ - Given that this type of land use request may increase in the future it would be desirable to have some base line data on what exists now and how the downhill bike track use impacts on environment. For example, having data that showed what the impact was over a period could assist the shire assessing future applications for land use of this type. E.g. base line data on Die Back, Fauna etc. - If this is such a great facility being proposed then people will want to use it to it maximum (and why not), locals and visitors, and if that can’t be achieved due to the impact on other land users then maybe the location is not the right one or the activity needs to be limited to fir with the existing vibe of Lapko Road. It’s the vibe man! <p>Given the comments and queries above we submit the following: -</p> <ul style="list-style-type: none"> - The only acceptable outcome is a trail of one season with the Shire to reassess at the end by undertaking a consultative process before any permanent approval being considered. - No approval should be granted unless an agreed calendar of events is approved by the Shire and circulated to residents so that they may plan alternative activities if they want to. - Usage be limited to one day per month over 10 months – 10 days. We assume this will be one of many trails being used in Denmark. - Any national or state wide activities be dealt with as a separate application for a permit and not be included as part of this approval. - Maximum of persons on any event day limited by the parking available or 35 persons including non-members on any one day. - The parking area be moved to near the start area at the top near the toilet facility and where people are being transported back to each time. It has water and should impose less of a fire risk. - The trail should be used by non-motorised mountain bikes only. - Details out rubbish management. - No fires/bbq’s. - No public address system permitted. - No camping unless approved in specific application – i.e. – Glamping - No night time use – Hours to use to be submitted and approved (e.g. 9am to 5pm) - Shire should seek a serious commitment from the landowners and establish consequences of any non-compliance and clearly communicate this as part of any approved trail. - Any fuel reduction burns must take priority over any downhill bike trail usage even if planned. - No signage or structures to be visible from our property – e.g. sponsorship, advertising, and finish line structures like stands or high scaffold. - Dust management to be considered. 	<p>The officer has tabled the ‘matters to be considered’ as prescribed in the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p> <p>Any additional trails or intensification of use if proposed in the future will be subject to assessment and Shire approval accordingly.</p> <p>Submitters comments are given due regard in respect of the appropriate development conditions.</p>
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		<p>- Consider a base line survey/mapping to enable measurable impact of activity of this type. <i>Refer to Attachment 2</i></p>	
S.4	<p>██████████ ██████████ ██████████ ██████████ ██████████</p>	<p>Together with the neighbouring properties to the north (which I believe have caveats on them to protect the nature and wildlife) this insured that the Little River would never be effected by any developments upstream.</p> <p>I always expected any eventual development of the Lapko/Little River valley would proceed conform the long term strategy of the shire in respect to the properties in the on the slopes of Mt Shadford, the Lapko Valley, the Little River Valley and on to the inlet. I had assumed that the shire would never let any development take place that would have a negative effect on our precious ecosystem.</p> <p>In my opinion the size of the proposed development will negate these 20 years of preservation.</p> <p>I feel the single most important threat to the Lapko Valley would be to allow dogs into the area. Once the sound/scent of dogs comes into Lapko Valley, many other animals will retreat into the forest.</p> <p>2) Misleading information and trust in the applicant parties</p> <p>As a direct neighbour I find it an insult to hear that the applicant has already done the required earthworks for this development without first obtaining shire permission or consulting adjoining land holders. It raises my suspicions that if they are already trying to circumvent the legal process at this early phase what perspective does that offer for the future?</p> <p>IF this application was for a simple amateur trail to be used by the youth of Denmark I would support it without reservations.</p> <p>But to believe that this is an altruistic donation to enrich the Denmark sports scene is naive. All the information I have seen points to a very different sort of development, a commercial facility aimed at the upper skill level riders, expecting to attract talent state-wide, interstate and even internationally.</p> <p>Lapko Road is not the correct location for such a large scale enterprise.</p> <p>3) Long term commercial ambitions of the project.</p> <p>Another of my worries me is the substantial amount of time and money already invested in this initiative, the commitment to compensation to the ██████████ for use of their property and facilities and the indications that there is more to follow. Obviously they are making these expenses with the expectation to recoup them (and more) through future exploitation of the facilities.</p> <p>The organisations behind this initiative are both commercial organizations (DMTBC and MTBA). As I understand it, the people behind this application have recently opened a commercial mountain biking business in Denmark and so this is an obvious extension of those commercial activities.</p> <p>And this future exploitation is what poses the largest threat to the area. Although this application does not yet cover future events I believe the Shire cannot ignore the possibility when considering this proposal.</p> <p>Once such a track is constructed it will be difficult to prevent large scale events that are neither sustainable nor suitable for the Lapko Valley.</p> <p>I am very concerned about where they will finance these ongoing costs from. I can't imagine it is from a group of 35 mountain biking enthusiasts in the Denmark Biking Club.</p> <p>3) Hidden agenda</p>	<p>The provisions of the Hidden Valley Landscape Protection Zone do not apply to the subject lot which is zoned "Rural".</p> <p>See 'Key Issues' section of the report for discussion relating to assessment of subsequent works.</p> <p>Officers are obliged to assess the content of a development application in the absence of speculation surrounding the applicant's motives. Should any future proposals arise they will be subject to further assessment and consultation as deemed appropriate.</p>

		<p>There are too many incongruities in their application that have me worried and make me believe this is just the beginning of a much larger enterprise.</p> <ul style="list-style-type: none"> - First and foremost. The reason one builds a training facility is to compete. And if this is to be such a world class track, then to me it is obvious their intent is much larger than supporting the local youth. - I consider it extremely vague that they state that a maximum of 8 riders on the track at once. But this is no indication as to how many people on site at any one time (even outside of events). How many teams will be waiting at the top, how many more discussing their run at the bottom of the track. Not to mention support teams, friends and family coming. - I am concerned about their well thought out traffic management plan for the top of the track. They also see this will be a very busy area with comings and goings of riders, equipment, and tech staff, and not just 8 local kids training in a new sport. - Why do they require 1400 m2 of parking space if the track is to be used by only the 35 members of the DMTBC? They obviously expect a much larger number of visitors and users in the near future. - Even though this application is not yet for events, I feel it does not take traffic management, emergency services or environmental damage by only the track in its proposed form. <p>In closing . . . there are many more facets of this application that have me worried, but of which I don't have the expertise to respond.</p> <p>I have heard that my neighbours and our Strata Company will also be making their objections known. I would like to state that in the main line I agree with many of the concerns begin raised. And so I ask the shire to not grant permission for this development in its present form. I feel there are still too many unknowns about the real intentions of the developers that opening the door now leads to a path that will be unstoppable in the future.</p> <p>And once this precious part of the Denmark eco-system is gone it will never come back again.</p>	<p>Development conditions will be specified to address concerns with respect to numbers and frequency of activity on-site.</p> <p>The delineation of the 1400m² parking area is indicative of the available space rather than the expected volume of cars on-site. Development conditions addressing concerns with respect to numbers and frequency of activity on-site will effectively serve to limit the number of vehicles.</p> <p>See 'Key Issues' section of the report for comments around Environmental Impact and Loss of Amenity.</p>
S.5	██████ ██████████ ████	My name of ██████ and I am a Director of ████████████████████ which owns Karma Chalets on South Coast Highway This development has our full support.	Submission noted
S.6	██████████ ██████████ ██████████ ████	David, I thank you sincerely for holding the Public Information Session yesterday and for the extension of the time frame for written submissions. I appreciate the time and effort put into this meeting by both Council employees and the Councillors who attended. In particular, I would like to thank you for the manner in which you conducted the meeting. I am writing this submission in my capacity as the Bushfire Ready facilitator for the Hidden Valley/Lapko Road Community. The residents are extremely aware of the fire danger risk in the area in which we live. We are surrounded by swathes of virgin Karri forest intermingled with significant patches of highly flammable tea tree. Our fears in relation to the mountain bike proposal are as follows:	

		<p>1. Increased fire risk. Visitors to Lot 100 (#82) Lapko Rd cannot be expected to have an appropriate level of awareness of the fire risk. Something as simple as a carelessly dropped cigarette butt could result in a major catastrophe.</p> <p>2. Increased risk of being unable to escape safely. In the event of a fire, we have only one recognised escape route, via Lapko Rd. (Please refer to the attached DFES minutes.) Lapko Rd is a narrow single lane road with squeeze points. On a typical day, in the event of a fire, we could expect around 25 people to attempt to escape via Lapko Rd. Therefore, a mountain bike event which attracted just 25 people would double the number of people trying to escape. Any accident on this road would render the road impassable, potentially trapping those trying to escape in their cars, unable to move forward or turn back.</p> <p>Should this proposal for a Mountain Bike Trail receive approval, then I ask that consideration be given to the following conditions:</p> <ol style="list-style-type: none"> 1. The number of cars permitted to park on Lot 100 (#82) Lapko Rd be limited to less than 10. Even this number is likely to double the number of cars attempting to escape along Lapko Rd in the event of a fire. The suggestion made at yesterday's meeting that a bus be used for any large event was a good one. 2. Any major event involving more than ten cars should be limited to the months of May to September. 3. Any planned event must be cancelled if the Fire Danger Rating for that day is Severe, Extreme or Catastrophic. <p>I trust my concerns relating to fire safety will be given serious consideration in determining whether permission for the Mount Bike Trail is granted and, that of permission is granted, suitable fire safety conditions will be included and enforced.</p> <p><i>Refer to Attachment 3</i></p>	<p>A Bushfire Management Statement and Bushfire Emergency Evacuation Route will be required to be approved by the Shire prior to use of the track as proposed under this application.</p> <p>Development conditions addressing concerns with respect to numbers and frequency of activity on-site will effectively serve to limit the number of vehicles.</p> <p>Major events if proposed in future will be subject to a separate assessment process which will also address risk.</p>
S.7	<p>██████████ ██████████ ██████████ ██████████ ██████████ ██████████</p>	<p>Addition to submission (See S.1) to the Shire of Denmark in relation to the Proposed Downhill Mountain Bike Trail on 82 (Lot 100) Lapko Road, Shadforth.</p> <p>We would like to take this opportunity to thank the Shire for extending the submission date to allow the community to express their opinion on the above proposal. We would also like to thank the Shire staff for consultation through community meetings that has been above and beyond what would normally have occurred. We do congratulate the CEO, Assets and Sustainable Development and the Sustainability Manager for their time and consideration.</p> <p>We would also like to add the following to our submission which was submitted on Wednesday 13 November 2019.</p> <ol style="list-style-type: none"> 1. A water easement is present on the title of the survey strata subdivision which is Lot 1 Lapko Road. Lot 1 has the benefit of the easement and Lot 100 (82 Lapko) has the burden. 	<p>An advice note is placed on all development approvals whereby it is the responsibility of the developer to search the title of the property to ascertain the presence of any easements and/or restrictive covenants that may apply. Notwithstanding, the presence of an easement alone does not explicitly inhibit development over the easement, and it is not envisaged that the works undertaken will have an impact.</p>

		<p>Unfortunately, the pegs marking the outline of the easement have been removed during slashing of the paddock but we do have reason to believe that the downhill track that has been constructed does impact the easement. If it does not, it still raises the point that any heavy machinery which could be brought into the area could impact the easement. We believe that if this proposal were to be approved, then the proponent would have to have the easement identified, marked and development or earthworks would have to be away from its area.</p> <p>2. We have been advised that the near threatened endemic marsupial, the Chuditch is also present in our valley and would be present on the hill on Lot 100. I have checked the status of the animals which live in that forest and they are:</p> <p>Carnaby's Cockatoo - Endangered Baudin's Cockatoo - Endangered Ring Tail Possum - Endangered Quenda - Near threatened Chuditch - Near threatened Phascogale - Vulnerable Brush Tail Possum - Vulnerable</p>	See Key Issues section of the report for comments around Environmental Impact
S.8	<p>██████████ ██████████ ██████████████████ ██████████</p>	<p>As neighbours to the land of the proposed downhill mountain bike trail, we basically endorse the proposal as we see it as a healthy outdoor activity for Denmark's youth.</p> <p>Our main concerns are the noise and the impact on the environment, especially when the proponents intend to hold major events. Providing these major events do not occur more frequently than once per year and people are bused into the event to reduce congestion on Lapko Rd and the need for massive car parks, we are supportive of the project.</p>	Impact and risk assessment will be undertaken should the Shire receive an application for events.
S.9	<p>██████████ ██████████ ██████████████████ ████</p>	<p>Questions</p> <p>The proposal states that this project is big enough to need help with transport and traffic management strategies, and big enough to affect shops, accommodation and restaurants/cafes. Doesn't that mean it must draw in a large number of visitors to 82 Lapko Rd, not just locals and a few friends?</p> <ul style="list-style-type: none"> • Why would a racing track to be used by no more than 10 riders at a time need 1,400 m² (60+ cars?) for parking? • The proposal states that the track is <i>primarily</i> to be used for coaching and club social rides. If other uses are envisaged, these should have been included in the proposal. Without knowing these, the Shire can't properly assess their impacts. • The proposal also states that the DMTBC has a contract with the ██████████ family that 'allows mountain biking activity'. <ul style="list-style-type: none"> ○ Has the shire seen the terms of this contract? ○ Is it a commercial arrangement? 	<p>The delineation of the 1400m² parking area is indicative of the available space rather than the expected volume of cars on-site. Development conditions addressing concerns with respect to numbers and frequency of activity on-site will effectively serve to limit the number of vehicles.</p> <p>The personal contract between the owners and applicant is not a Planning matter.</p>

		<ul style="list-style-type: none"> ○ What other uses or activities are allowed by this contract but not disclosed in the application? • Will the owners or operators of this track be in a position to charge money from riders and visitors, or otherwise operate the track as a business? • If the track proves popular will more land be cleared by the developer for additional tracks and spectator viewing? In this case would a new proposal need to be submitted to the Shire of Denmark? • The proposal states that the works 'will not require the removal of any trees'. Given that the trail was cleared before approval was sought, were any trees removed <i>before</i> the application was submitted? • If downhill MTB racing become popular with local kids as the developer hopes, what is to stop this track becoming a magnet for unsupervised riding? Whose responsibility is it to monitor and prevent after hours 'dare' riding? The developer? The [REDACTED] family? The Denmark Shire ranger? <p>Comments</p> <p>This is from the applicant's website: Monkey Rock - Trail Development</p> <p>"The Great Southern region of Western Australia has every element for an unforgettable Mountain Biking experience with the <i>potential for international recognition as one of Australia's best Mountain Bike destinations</i>."</p> <p>The Derby MTB trail network in Tasmania was initiated and partly funded by the state government and actively planned and developed by the local council. If the applicant has a long-term vision to make the Denmark region a similar major MTB destination the Shire must be responsible for driving it. This is the only way to enable:</p> <ul style="list-style-type: none"> • Selection of an appropriate location • Planning for infrastructure upgrades • Increased budget for additional Shire services <p>It can't be driven by a local club or business, with the Shire coming in after the fact to pay for road works and damage mitigation.</p> <p>Summary</p> <p>The proposal starts out as a recreational facility on private property for the sole use of club members and learners and some occasional visitors. However, it becomes an open-ended vision to run a substantial sporting business in a rural/residential area, with potential serious impacts on noise, native wildlife, traffic, fire safety, infrastructure, etc.</p> <p>This proposal is not appropriate for Lapko Road. <i>The current application should be rejected.</i></p>	<p>Development Conditions determine the permitted activity including numbers of people on site and frequency of activity. Any proposal outside that of approval is subject to further assessment accordingly.</p> <p>Unauthorised entry on to the property would be trespassing and a matter for the police.</p> <p>The comment is deemed speculative in nature, noting Development Conditions determine the permitted activity including numbers of people on site and frequency of activity. Any proposal outside that of approval is subject to further assessment accordingly.</p>
S.10	[REDACTED]	<p>The owners and residents of Hidden Valley Strata Plan 39235 (75 & 95 Lapko Road, Shadforth) hereby object to the proposed development of a downhill mountain biking trail at Lot 100 (#82) Lapko Road. As the immediate neighbouring property and representing the largest group of residential landowners in</p>	

	<p>██████████ ██████████ ██████████</p>	<p>Lapko Road, we have serious concerns about the poor process undertaken by the landowner ██████████ and proponent (Monkey Rock Mountain Bike Company/DMTBC) to date, the potential safety hazards and the long-term impacts that this development and associated activities could pose to the natural environment and to out peaceful residential quality of life.</p> <p>We therefore request and note the following in support of our objection:</p> <ol style="list-style-type: none"> 1. That the shire of Denmark planning services seeks additional supporting documentation from the landholder and proponent prior to any further consideration or progression of the development application to Council, due to the current application lacking crucial strategic planning documentation and information dealing with: <ul style="list-style-type: none"> • Bushfire risk, emergency evacuation planning and a Lapko Road safety audit, including the need for emergency ambulance service provisions for a high-risk sporting facility; • Environmental impacts on the site, general noise disturbance and impacts on the existing peaceful retreat lifestyle, the surrounding current rural land-use and the visual amenity of the natural setting of Lapko Road valley. 2. Bushfire risks and the lack of emergency exits other than Lapko Road for this valley are a primary concern for Lapko Road valley residents and we advise that Lapko Road is not adequate nor safe for any further traffic volumes, in particular non-residential traffic. It is suggested that the proponent/applicant conducts a safety audit of Lapko Road in terms of non-residential traffic volumes expected, and resulting from, the use of the proposed facility for training and events, prior to Council being asked to approve this proposed development application. Visitors/trainees come to use the downhill bike trail facility will be unfamiliar with the blind-corners, low speed restrictions and single laneway dangers of Lapko Road, including the hazards of the dangerous turning onto Lapko Road from south Coast Highway, and will increase the risk of road accidents with local traffic (residents driving or walking) on Lapko Road. There are no alternative safe vehicle access options for evacuation of event/trainee participants from the track site in the event of a bushfire, as the “proposed evacuation route” shown on the development application map (marked B), is not constructed nor approved for construction on terms of native vegetation clearing regulations. 3. As neighbours, we are disappointed with the landholder/proponent’s apparent lack of regard for due legal process and transparency to date. The works undertaken to date were done without Council approval, resulting in retrospective planning approval sought by the landholder and proponent. We are concerned that the proponent will continue with non-compliant behaviour in order to progress this development and the holding of future events, irrespective of shire planning process or neighbourhood concerns. 4. With respect to “Community Consultation”, the Development Management Strategy is misleading as no contact with us has been initiated by GSCORE nor the proponent. The information session of 20th November was only held by Shire administrators following a request for this meeting by concerned neighbours and was not initiated by the proponent, and only 3 of 12 Hidden Valley lot owners have walk the proposed track alignment with the landholder, ██████████ 	<p>See ‘Key Issues’ section of the report for discussion relating Bushfire Risk and Environmental Impact.</p> <p>See ‘Key Issues’ section of the report for discussion relating assessment of subsequent works.</p> <p>See ‘Key Issues’ section of the report for discussion relating Consultation.</p>
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		<p>5. We know that the proposed downhill mountain biking track is intended for holding large public events for downhill mountain bike racing – we have received this information directly from [REDACTED]. However, no application to the Shire Council for any event has been submitted (confirmed by David King in information session of 20 November 2019) despite the proponent's Development Management Strategy reference to event.</p> <p>6. The size of the earthworks and carpark area that has already been constructed are not consistent with the proposed use of the development for "primarily training purposes" (stated as 8 riders and 1 coach and the "occasional visiting rider" at any one time) – the car park is much bigger than required for this purpose. We are concerned the proponent is undertaking works consistent with planning for much bigger events which are not transparently stated in the proposed development application, but are alluded to in the Development Management Strategy in term of "when events are held, local charter vehicle (small buses) will be chartered" and that there will be a requirement for "transport, traffic management strategies, retail vendors, accommodation suppliers". Furthermore, we are concerned that even if an Event Application is formally lodged with the Shire of Denmark Council and is not approved, "private" events will still be held by the proponent. The peaceful valley precinct of Lapko Road is not a suitable venue for the holding of noisy, large public events.</p> <p>7. The supporting documentation for the development application is an incomplete "Development Management Strategy" (more accurately a Development Promotion Statement) with a "Development Support Letter". Written by the proponent (DMTBC) in support of their own proposed development – these documents are not adequate for informed decision making.</p> <p>8. We request that the development application is not considered by Council until it includes a comprehensive environmental management strategy detailing possible impacts on fauna, flora, catchment water quality values, and landscape qualities, which includes and outlines mitigation measures to reduce neighbourhood disturbance due to excessive noise levels (vehicle movements, loud public vocalisations and any use of PA, whistles, sirens, etc) resultant of activities on the site. Noise disturbance is a major concern with regards the proposed activity, not just on residential peace but also on wildlife conservation values, but is very difficult to quantify.</p> <p>The environmental values of the Lapko Road valley area were recognised by the Shire of Denmark Council (see Morris 1996) prior to approval of the Hidden Valley Strata Plan 39235 development, and the resultant declaration of the area as a Landscape Protection Zone. The objectives of the Hidden Valley Landscape Protection Zone declaration under the Shire of Denmark Town Planning Scheme 3 (Amendment No. 35) were to:</p> <ul style="list-style-type: none"> • Provide for retreat living opportunities • Individual owners have joint ownership and management responsibilities over the bulk of the site and its flora and fauna 	<p>Events are subject to a separate application and assessment process and are not part of this Development Application. The Shire is not currently in receipt of an application for an event on the subject lot.</p> <p>The delineation of the 1400m² parking area is indicative of the available space rather than the expected volume of cars on-site. Development conditions will be specified to address concerns with respect to numbers and frequency of activity on-site which will serve to limit the number of vehicles.</p> <p>Referrals have been made to Department of Water & Environmental Regulation (DWER), Department of Biodiversity Conservation and Attractions (DBCA) and Department of Planning, Lands & Heritage (DPLH). Their submissions are available towards the end of this document. See 'Key Issues' section of the report for discussion relating to Environmental Impact.</p> <p>The provisions of the Hidden Valley Landscape Protection Zone do not apply to the subject lot which is zoned "Rural". Refer to the 'matters to be considered' within the report as prescribed in the <i>Planning and Development (Local Planning Schemes) Regulations 2015 (Schedule 2 Deemed Provisions c.67)</i> to inform appropriateness of land use.</p>
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		<ul style="list-style-type: none"> • Rehabilitation and regeneration are welcomed and actively promoted • The landscape qualities of the natural amphitheatre can be enhanced and • Development is undertaken in harmony with the environment and surrounding landuses. <p>We look to the Shire of Denmark's planning services and to our Council to uphold the original intention of these above development objectives set by Council (gazetted on 23rd October 1998 in the Town Planning and Development Act) for the Lapko Road valley area, by not progressing the Lot 100 (#82) Lapko Road development application until adequate strategic supporting documentation is provided by the landholder/proponent for Council's and public consideration.</p>	
S.11	<p>██████████</p> <p>██████</p> <p>██████████████████</p> <p>██████</p>	<p>Thank you to the Shire for organising the meeting. I felt sick to the stomach when I left. What I witnessed was a well-researched campaign of - 'not in my backyard'. None of the research was relevant and they were not listening to the Shire's explanation of the process. It seems I share a valley with unhappy people who's time would be better spent in therapy.</p> <p>I hope that the track is finished and enjoyed by the club. Any events will need their own approvals and will be naturally limited in size by bushfire constraints.</p> <p>I am in full support of the project and hope that the ██████████ are able to develop other ventures in the future.</p>	Submitters comments noted.
S.12	<p>██████████</p> <p>██████████████████</p> <p>██████████████████</p> <p>██████</p>	<p>I wish to express my opposition to the mountain bike proposal at lot 82 Lapkpo Rd for the following reasons:</p> <p>Firstly, Lapko Road is not suitable for large volumes of traffic due to its narrowness, squeeze points steep drop-off and bogginess. Passing is difficult and can only be done at slow speeds</p> <p>Secondly, the aesthetics of surrounding lots will be impacted upon by noise, groundworks, and possibly large numbers of people. Our house (lot1/75 Lapko Road) looks over the paddock of Lot 82 and we see large earth mounds. Vehicles going up the gravel road at lot 82 make intrusive amounts of noise.</p> <p>Finally, Hidden Valley was designed and operates under a significant environmental ethos. I consider that the local waterways, flora and fauna will be severely affected. While I am not qualified in these issues, I believe that an expert analysis should be undertaken with regard to these matters before a decision is made to allow such a dramatic change to the land use in the area.</p>	See 'Key Issues' section of the report for discussion relating to 'Environmental Impact' & 'Loss of Amenity'.
S.13	<p>██████████</p> <p>██████████████████</p> <p>██████████████████</p> <p>██████</p>	<p>I strongly oppose the Proposed Private Recreation, Downhill Racing Track at Lot 100 (#82) Lapko Road. The Development Application process has laced a great deal of key and important information for me to accurately assess what is the 'real' proposal. I would prefer that the current application process be cancelled and that a well-considered, transparent and professional Application be presented for everyone to consider?</p> <p>If this present process continues will inevitably end up with the State Administrative Tribunal, where all the documented anomalies of this Application, the support material and overall process will be exposed. My concerns about what we have been presented with, to this point, are:</p> <ol style="list-style-type: none"> 1. I still do not know who the applicant is? ██████████, Mountain Bike Australia, Denmark 	See 'Key Issues' section of the report for discussion relating to the application and documentation provided.

		<p>Mountain Bike Club, [REDACTED] or other?</p> <ol style="list-style-type: none"> 2. Fire Management Plan-Hidden Valley is a high fire risk zone with a single lane entry exit road and there is no Fire Management Plan with this application 3. Community Consultation-to date I have not been contacted by the Applicant (?), the [REDACTED], GSCORE or anyone else in regard to this Application 4. Flora and Fauna-along Lapko Road we know there are numerous trees (e.Virginea for example) birds and animals which appear to have no consideration in the development that has already occurred (prior to any application to the shire) 5. I believe that this Application should be a Retrospective Clearing APplicatioOn and not continually referred to in the Application as a "proposed" application. 6. With no consultation, no Fire Management Plan, I would request to know: <ul style="list-style-type: none"> • Is there a Risk Management Plan for emergencies such as neck and spinal injuries • Have any environmental assessments been done prior to the existing earthworks, or what plan is there for an evaluation of the proposed block and the existing bushland? • Erosion from existing earthworks effecting the lower creek-what is being done to mitigate this/ • Who will use this track? When will be used? Weekdays? Starting and finishing hours? Will we have to pay to use the track? 7. I would also request that the Shire carefully considers: <ul style="list-style-type: none"> • The existing visual disturbance to our rural location • Sound disturbance to us-we invested in this valley for its peace and quiet, and what restriction would be attached to this Application 8. If the track is to be used for coaching young local riders, what other uses are envisaged? Ie. I can only envisage, due to the lack of information in the Application. 	<p>See 'Key Issues' section of the report for discussion relating to Environmental Impact, Bushfire Risk & Loss of Amenity.</p> <p>Development Conditions address the permitted activity including numbers of people on site and frequency of activity.</p>
S.14	[REDACTED]	<p>[REDACTED] and [REDACTED] of [REDACTED], Shadforth Object to both the existing development and the proposed development.</p> <p>As presented, this Development Application and accompanying information is full of anomalies and lack a raft of very important information:</p> <ul style="list-style-type: none"> • That the Applicant's name does not appear anywhere on the information is not transparent (it has not been redacted). We have asked to see the Application Form, and this request refused. • A Shire planning officer has advised us that the Applicant is the Denmark Mountain Biking Club (DMBC), yet the Application has been signed by the landowner. When we look at the DMBC website to try and better understand this group, the 'About' information section is blank. See: http://www.denmarkmtb.com.au/?page_id=2 <p>Furthermore, to join the Denmark Mountain Biking Club via their i=online link, we are directed to join Mountain Biking Australia, and not our local DMBC. To add further confusion, the Development Application is written on the letterhead of Monkey Rock Mountain Bike Company. Can the Shire please</p>	<p>See 'Key Issues' section of the report for discussion relating to the application and documentation provided.</p>

		<p>clarify this?</p> <ul style="list-style-type: none"> • On Thursday 1 August 2019 I went to the Shire offices to make enquiries as to the extensive earthworks at Lot 100. I was told that there was no Application in to the Shire, and that I write to Jasmine Tohill, which I did that same day. It took six and a half weeks to gain a response to my written enquiry. • Community consultation prior to the major earthworks was NIL. Since that time I have not heard from the Applicant, and in fact, requested my own meeting with him to try and understand his planning and intent. Two days before the meeting at the Shire I had a message on my phone from [REDACTED], the landowner, inviting me to come and look at the already built tracks. I was working that day, and did not feel it appropriate to meet [REDACTED], as her husband was away with FIFO work. • The Shire continues to advertise and speak of a 'Proposed Development'. This is grossly inaccurate and misleading, as the Shire has already put a stop workorder on the already completed earthworks. I will be submitting a FOI request as documentation of this stopwork order. <p>CONSULTATION</p> <p>Application says: "GSCORE has been engaged..."</p> <p>NOTE: [REDACTED] met with [REDACTED] at the GSCORE offices in Albany, and [REDACTED] said this is not accurate and that GSCORE were not happy their name had been used in the Application.</p> <p>Application says" All neighbours have received verbal notice from the [REDACTED]...."</p> <p>NOTE: Until the recent meeting at the Shire, on Wednesday 20 November, we had never had a conversation with anyone from the [REDACTED] (landowners) family. At the end of the Shire meeting there was reference to [REDACTED] and was only at this time that I met one of the owners of the property.</p> <p>NOTE: Inspired by the mounting record of anomalies and conflicting information, and the lack of information in the Development Application, we conducted our own community consultation with:</p> <ul style="list-style-type: none"> • All members of the Hidden Valley Strata Company • Residents along Lapko Road [REDACTED] • [REDACTED] • GSCORE [REDACTED] • Property lawyer • Environmental consultants specialising in 'illegal land clearance' • Shire Councillors Ceinwen Gearon, Cr Kingsley Gibson, Cr Roger Seeney, Cr Steve Jones • Laura Delbene Shire Planning Officer • David King • David Schober <p>NOTE: It is understood that representatives of the Shire Planning Department and at least one Councillor have been to the site more than once, prior to any earthworks commencing.</p> <p>The earthworks were then completed and then the Shire put a stopwork order on any further clearing.</p>	<p>Commencement of earthworks onsite had been brought to the attention of a Shire Officer prior to August 1st 2019. The timeframe to respond is duly acknowledged, noting a site visit was subsequently undertaken and as a result, the Shire engaged with the owners to address the issue by requiring formal application.</p> <p>See 'Key Issues' section of the report for discussion relating consultation.</p> <p>See 'Key Issues' section of the report for discussion relating assessment of subsequent works.</p>
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	<p>FLORA AND FAUNA</p> <p>The area surrounding Lapko Road is an area of significance to the Australian Government's Department of Sustainability, Environment, Water, Population and Communities (see attached document Appendix A. Ref: Baudins Cockatoo and Carnaby Cockatoo. There are numerous other fauna to consider. We would request that before any further clearing is carried out, that a full Environmental Audit be carried out. This is especially relevant to the proposed Fire Track Exit or any other earthworks.</p> <p>DIEBACK</p> <p>NOTE: Is listed as a key threatening process under the EPBC Act 1999</p> <p>Q. Where will bikes be washed and how will the residual runoff of water be contained, considering that water alone is not sufficient to deal with dieback.</p> <p>Q. Where will the water to carry out this process come from?</p> <p>VISUAL IMPACT</p> <p>The application refers to "the trail we proposed to develop".</p> <p>NOTE: This photo is before the earthworks were started, and as we not look out onto.</p> <p><i>Refer to Attachment 5</i></p> <p>NOTE: Although we have never been to the property, we now know that one downhill racing track and another track beside it have already been built and that a carpark for 50(?) vehicles has been constructed.</p> <p>Q. If the Shire rejects the Application, will it put a complete rehabilitation order on the earthworks?</p> <p>BIKING CATEGORIES</p> <p>The landowner told a few residents of Lapko Road that they had built the "best downhill racing track in Australia". It is important for anyone assessing the Application to note that this track has a specialist rider focus.</p> <p>NOTE: As a member of Mountain Biking Australia, it is important to note and understand the differences between:</p> <ul style="list-style-type: none"> • Nature based cross country riding-Munda Biddi Trail, which is where we ride our bikes • BMX tracks and riding which is, in general, jumps and curves for young riders • Mountain Biking which covers mostly undulating paths and "obstacles" for fit and experienced riders • Downhill Racing which is the Lot 100 track-it is for experienced and professional riders. <p>NOTE: Indifferent to the guise of the Applicant suggesting this is a local kids/community track, we are now clear that this is not the case. It is highly focussed at fast competitive riding, racing and events.</p> <p>HIGH FIRE RISK ZONE</p> <p>It is highly alarming that the Application contained no Bushfire Management Plan/Risk Assessment with the Development Application. Please refer to our Hidden Valley Fire Officer Deb Coombs information given to the Shire after the recent meeting at the Shire.</p>	<p>Referrals have been made to Department of Water & Environmental Regulation (DWER), Department of Biodiversity Conservation and Attractions (DBCA) and Department of Planning, Lands & Heritage (DPLH). Their submissions are available towards the end of this document. Environmental Impact has been addressed in the 'Key Issues' section of the report</p> <p>A Dieback Management Statement will be required subject to approval by the Shire of Denmark</p> <p>See 'Key Issues' section of the report for discussion relating assessment of subsequent works.</p> <p>The statement of the track being the best downhill racing track in Australia is considered a speculative comment only by Planning Services.</p> <p>See 'Key Issues' section of the report for discussion relating to Bushfire Risk.</p>
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		<p>OTHER POINTS REQUIRING SHIRE PLANNING DEPARTMENT CONSIDERATION</p> <ul style="list-style-type: none"> • Risk Management Plans <ul style="list-style-type: none"> * Accessibility to the track by St Johns Ambulance-non-existent in the Application * fire escape routes and their feasibility non-existent in the Application <p>NOTE: Lapko Road is a mostly single lane, 30km per hour entry and exit road, and already presents challenges with local traffic.</p> <p>We request that a full Lapko Road Audit be carried out as part of this Application process, please?</p> <ul style="list-style-type: none"> • Clearing of Rural land and the law: <ul style="list-style-type: none"> * Threatened and priority species: Chuditch, barking and masked owls, quokka, arnaby and Borden cockatoos, long necked turtle, possums. * Weed introduction with the use of hay bales, carpets, wooden ramps etc. * water availability for: <ul style="list-style-type: none"> * dieback prevention * firefighting * Toilets • Visual Amenity and the existing impact of land clearing for neighbour • Parking • Noise and the lack of any sound attenuation between Lot 100 and the Hidden Valley residents who face that Lot. Please click on this one minute film link to better understand what Downhill Racing will bring to the valley: https://vimeo.com/375088635 • Increased traffic along Lapko Road and impact on local residents • Erosion from existing earthworks on stream at bottom of the property. <p>SUMMATION</p> <p>This Application has been thinly researched, poorly planned, with almost no community consultation or any concern for its impact on existing residents. We residents are ratepayers, investors, (guestimate is over \$7million from Hidden Valley Strata alone) and active participants in the fabric of Denmark Community.</p> <p>From our fully documented investigation and self initiated consultation and research. The Application can only be viewed as a 'rush job' towards economic development.</p> <p>The Proponent may prosper, as this whole venture is being driven by a single small business owner, yet out Lapko Road community, our investments and social cohesion/mental health will suffer badly if this Application were supported. This Development Application is contra the principles for sustainable development: social sustainability, economic and environmental. That the best practice of cooperation, transparency and accountability have been hidden and disguised from the very start of this project, must send alarm bells to the Shire Planning Officers, Councillors and Denmark community.</p> <p>This proposal is not appropriate for Lapko Road and the current application should be rejected.</p>	<p>See 'Key Issues' section of the report for discussion relating Consultation.</p>
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		<i>Refer Attachment 6</i>	
S.15	<div style="background-color: black; width: 100px; height: 15px; margin-bottom: 2px;"></div> <div style="background-color: black; width: 100px; height: 15px; margin-bottom: 2px;"></div> <div style="background-color: black; width: 100px; height: 15px; margin-bottom: 2px;"></div> <div style="background-color: black; width: 100px; height: 15px;"></div>	<p>We have many concerns about the complete Application process and the very way this has been handled. We live in such a pristine valley, which was the number one driver for our family to seek such this wonderful valley environment to live in. That the proponent of the Application hasn't considered how this sort of brazen and non-transparent Application affects all neighbours along Lapko Road, likewise the available list of endangered animals which have been documented along Lapko Road, nor the health and safety, the social cohesion of its residents, is of major concern.</p> <p>We ask that the Shire Planning Officers reject this application based on the numerous concerns of both the Hidden Valley Strata members and residents further up the valley. The HIGH FIRE RISK ZONE we live in must sure be the prime consideration, with any increased traffic into the valley. Please note that Lapko Road is a mostly single lane road and where it is wider than a single access road, is limited to slow passing, with outside tyres on gravel/sticks, and not on asphalt.</p> <p>We request that the Shire carries out a road audit on Lapko Road.</p> <p>The Application for 'proposed' trail construction, is in itself accurate, as two tracks have already been built, and major earthworks and scarring of the hillside upon which our house looks, have long been completed. The Application states all works to be undertaken in the bush area will not require the removal of any trees. Does the shire concur with this? We have seen for ourselves, as shown by the landowners, how they cut the trees down and stacked them, and used them to design the two tracks.</p> <p>We live in a society with laws and regulations in place to protect the environment and peoples choices of tranquillity and peace.</p> <p>Our family sold everything and moved house, changed our children's schools with a view to the peaceful environment, with its unique flora and fauna. We are active in the community with surf club and bring a special style of catering to this unique town called Denmark.</p> <p>Our property is the direct neighbour of the proposed downhill racing track and it appalled us that the earth works done, bush was cleared and trees cut down, with NIL conversation with us, or indeed anyone else in our valley. There has been no respect shown for anyone, and furthermore, the guise of this being a track for training young local kids, has been proved to be far from the proponents real plans. The proponent has shown complete contempt of the law, and no interest in Denmark's close knot community, and our all-important social welfare and mental health.</p> <p>I am a Registered bBuilder, having worked in the building industry for over thirty years. I understand how much "red tape" one has to go through to be a builder, yet understand that this process is for the protection for everyone in the longer term. For an approval to build, we go through BAL ratings, energy, engineering, indemnity insurance, design and client consultation. None of this has occurred with this proposal.</p> <p>We value our privacy yet now we are faced with hidden agendas such as 'events', increased car traffic increased noise (traffic, the thumping of bikes hitting the earth after a jump, people shouting and cheering, and as we have seen on other Australian downhill racing tracks, the sound of cowbells, whistles</p>	<p>See 'Key Issues' section of the report for discussion relating to Bushfire Risk.</p> <p>See 'Key Issues' section of the report for discussion relating assessment of subsequent works.</p>

		<p>and horns reverberating through the valley).</p> <p>In this valley we can hear the cows on Mount Shadforth road which is 1.5klms away, we can hear our neighbours talking 500m away, and the sound of the landowners driving their quad bike or car up and down their loose gravel driveway). Sound attenuation is non existent from the racing track to our house. With local Lapko Residents having invested somewhere between \$7 million plus dollars in properties and being active members of the Denmark business, school, social clubs, sporting and arts community, we question the value of what has now become clear as a 'economic development rush job'.</p> <p>That the proponent and landowner were having their first event on the February 29th/1 March weekend ion 2020 confirms that any professional planning process has been lacking. That weekend is our Denmark Surf Life Saving Club's State and Masters Championships and Denmarks Arts Markets. Accommodation, cafes and restaurants will already be full that weekend.</p> <p>The Application and supporting material we have been provided with by the Shire does not state who the applicant is? It has many flaws and is simply not transparent. The propensity for growth in numbers, and being open to any affiliated clubs wanting to visit the track, as well as the over 16,000 member of Mountain Biking Australia, leave the valley open to a multitude of high risk factors.</p> <p>I was told by the land owners that the already constructed track was the best in Australia, as it dropped 150meters over a short distance, and was unique/the only one of its kind. This is not mountain biking as defined by Mountain Biking Australia, this is a highly specific downhill racing track. It is focussed on events and not training local children.</p> <p>We want a mountain bike track to be on another Mountain, away from housing, fully sanctioned by the laws and planning requirements of the Shire and all the appropriate planning, consultation and legal processes followed. Not this mountain, never on this property, not in our back yard.</p> <p>I would request a receipt of our submission, and acknowledgement that the Shire's Planning Department and Sustainable Development Department, have received our submission, our concerns and register our strongest OBJECTION to Application.</p>	<p>No PA systems, music or loudspeakers are proposed to be used and will be conditioned accordingly. The application is not in relation to events and limits on numbers of people on-site and frequency of activity can be conditioned.</p> <p>This application is not for events which if proposed in future, would be subject to separate assessment and controls accordingly. The Shire is not in receipt of any event application.</p> <p>See 'Key Issues' section of the report for discussion relating to the application and documentation provided.</p>
S.16	<p>██████████</p> <p>██████████</p> <p>██████████</p>	<p>As a member of the Hidden Valley community, I wish to express my objection to the proposed Downhill Mountain Bike Trail development.</p> <p>It is unacceptable that this bike trail would impede the emergency fire infrastructure which is so vital in the safety of the Hidden Valley residents. Especially at this time, given recent bush fires which have torn across much of the country, fire safety is not a compromise any of us should be considering.</p> <p>The Hidden Valley is a place of tranquillity and joy and I believe the noise and traffic caused by the development would have a significant detrimental impact on the people who have specifically chosen to reside there.</p>	<p>See 'Key Issues' section of the report for discussion relating to Bushfire Risk and loss of amenity.</p>
S.17	<p>██████████</p> <p>Great Southern Centre for Outdoor Recreation Excellence – GSCORE</p>	<p>I am writing to express support for the proposed mountain bike track at Lot 100, Lapko Road.</p> <p>GSCORE supports this proposal with the proviso that;</p> <ol style="list-style-type: none"> 1. The Shire of Denmark applies due diligence during the planning process, including full consideration of social, environmental and economic impacts. 2. Any future trail development adheres to Trail development guidelines, described in the Trail 	<p>Submission noted.</p>

	22 Collie Street ALBANY WA 6330 [REDACTED] [REDACTED]	Development Series), in particular Part A and Part D. The Trail Development Series (developed by DBCA and DLGSC) is considered best practice in Western Australia. A copy can be downloaded at: https://www.dpaw.wa.gov.au/management/trails 3. The proposed mountain bike track is used by members of Denmark Mountain Bike Club, as a non profit making venture.	
S.18	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	Please note our written objection to the proposed development of a Downhill Mountain Bike Track at Lot 100 (No. 82) Lapko Road Shadforth for the following reasons: The “Development Management Strategy” and site plan are incomplete documents and misleading both in content and description of the intended use of the facility. We cannot therefore make comment on information which is missing such detail as: <ul style="list-style-type: none"> o bushfire risk management, o traffic management on Lapko Road, o environmental impact management and mitigation strategies for environmental disturbance, o community consultation process and o intention not to cause undue disturbance of the neighbourhood peace or have unmanaged activities happening on site <ul style="list-style-type: none"> • The planning process and information provided to public to date has not been transparent with respect to the intended use of the track facility and the expected numbers of people who will be using this track and how often • The proponent is unlikely to be considerate nor understanding of the impacts this development will have on the Landscape Conservation Zone values of the Lapko Road valley as he is not a resident. In this case, we need the Shire of Denmark planning services to be additionally vigilant in terms of the activities that will be undertaken at this facility, and this assurance is currently lacking. 	The ‘Key Issues’ section of the report addresses the points raised in the submission.
S.19	[REDACTED] [REDACTED] [REDACTED]	OBJECTION I [REDACTED], of [REDACTED] Denmark (Shadforth), object to the above application for the development of a Downhill Mountain Bike Trail at no 82 Lapko Rd. Noting it is a retrospective approval application, as the proponents have already cleared and excavated the site, prior to consultation and approval, and therein have not allowed the adjoining landowners to comment, or the Shire to place appropriate conditions on the development of the site. The substantial area of earthworks are scaring the east side slope and rural view of Hidden Valley and the vista from three sides of my home and property. The overt development of 82 Lapko Rd elevates my objection in regards to further progression of this	See ‘Key Issues’ section of the report for discussion relating assessment of subsequent works.

	<p>development; given the proponents blatant disregard for process so far, I fear that the they will not comply to any conditions placed on the retrospective development approval, environmental management plan and or any noise and site constraints.</p> <p>I ask that the Shire request that the un approved site excavation work be rectified and made good within 60 days.</p> <p>I object the application for the following reasons:</p> <p>Proposed development is not within intent of Private Recreation and or the Zoning:</p> <p>The application refers to the club members, however, my understanding from statements made by the proponent at the recent meeting at the Shire; is that 'club' members from all over Australia, from antidotal evidence in excess of 17,000 affiliated paid members in total, will be allowed to use the Trail as 'club' members. The membership is fee based, and if the proponents receive payment for provision of service such as training, and or facilities hire or maintenance, then the application would be more accurate to define the recreation as public paid recreation and this would better suit a tourist zone with access from a main road that allows two cars to pass for exit and entry.</p> <p>Unsafe - existing Infrastructure:</p> <p>The existing infrastructure appears inadequate to cope with the existing vehicle activity from residents on the one vehicle width (one lane) of Lapko Rd, and the tourists visiting the Maze already put pressure on the flow of traffic on this road. Therefore, I request that the Shire (via Main Roads) conduct a safety audit on the whole length of Lapko Rd, prior to any further consideration of the application. As Lapko Rd is a one lane road and does not seem suited to carry any additional increase in vehicle traffic, noting that I have to wait for visitors to the Maze to enter and exit the carpark area so I can pass the Maze to access my section of the private road.</p> <p>Perhaps there should be a no through road sign placed at the beginning of Lapko Rd.</p> <p>Lack of a 'through' road also increases the pressure on Lapko Rd in the event of a fire. Therefore, I also request that a fire escape route and fire and emergency evacuation plan be devised prior to any further consideration of the application; considering the residents of Hidden Valley Strata are already worried about the lack of suitable escape route in the event of a fire. Hence, any further pressure on the safe escape routes from people attending the proposed training days, and or 'vision' events, may increase the perceived and real risk to the residents of Hidden Valley in an emergency.</p> <p>Unreasonable Noise and Impact on Environment - Fauna:</p> <p>The acoustics of the Hidden Valley catchment area enables sound to bounce of the valley slopes and</p>	<p>The proposal is consistent with the definition of 'Private Recreation' which includes recreation which is not normally open to the public without charge. Private Recreation is a permissible use in the Rural zone.</p> <p>The 'Key Issues' section of the report addresses the points raised in the submission.</p>
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		<p>carry through the valley, and the noise sensitive receivers; residents and the protected fauna, will be adversely impacted by noise generated by the proposed activities and accompanying vehicles. The movement of vehicles on the gravel road, on 82 Lapko Rd, and the increased traffic noise on Lapko Rd would be combined. There are nests of the federally protected fauna, Carnaby Cockatoos, in the Valley and the noise may significantly impact the nesting and foraging habitat of the Cockatoos.</p> <p>Visual Amenity</p> <p>The rural landscape and landscape amenity is significantly impacted by the scar left by the non-approved excavated 1400 sqm plus area, situated high to middle of the slope on the south east side of 82 Lapko Rd; the excavated scarred earth is in effect the proposed carpark. The 1400sqm area excavated is an excessive area for a carpark given the scope of the application presented for comment; note this size carpark is more suited to a large shopping centre. The reflective light and the potential for headlights coming into my main bedroom given the carpark is across the slope from my house is very concerning. The proposed carpark should at most be limited to the area required for the bus size (stated in the application), bus turnaround area and the number of cars relevant to the application. The carpark also the visual impact and the screen the carpark (cars reflective light etc) from the rural properties that face the carpark.</p> <p>Impact to 12 Lapko Rd</p> <p>I am concerned that the activity will impact the fauna habitat at 12 Lapko Rd and that the large old tree hollow, historically used by Carnaby Cockatoos, on the east side of my property will not be used again as a nest, and the Black cockatoos that are now often seen foraging on the Hakeas species near my back, will be interrupted by the increased noise and traffic in the area, given they take flight if the pump instigates while they are near the house.</p> <p>I am upset that my once rural views and vista from the main bedroom and balcony on the east, side verandah, front verandah, and the view from the back verandah and garden area on the north side of my property, now have a clear view of the 1400sqm excavated area which is the proposed carpark (my block is only 2000sqm); if the carpark is approved in that location the view will go from rural outlook to a view of a carpark filled with cars on three sides of my property. This impacts the value I attach to the property and I imagine the real financial value of the property. The real estate advert for my home will now say 'panoramic view of carpark' and 'see and hear cars all weekend, public holidays and all summer holiday season'.</p> <p>I am also worried that there is potential for headlights to come into my main bedroom given the carpark is across the slope from my house. In the past, when there is rabbit shooting from four wheel drives on</p>	<p>Development conditions to limit the frequency of activity and number of people on-site at any one time can afford some control over the number and frequency of cars that may be parked on the property. In addition, no activity is proposed beyond daylight hours therefore it is not envisaged that car headlights would be needed.</p> <p>The 'Key Issues' section of the report addresses the points raised in the submission.</p>
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		<p>that slope, the noise of the vehicle and lights stop me using my bedroom.</p> <p>Summary</p> <p>While I have no objection to a small group of locals and or a club of local Denmark youth that are residents of Denmark utilising an existing slope for mountain bike riding, I do object to the excavation, the size of the carpark, and a commercial enterprise that will actively increase membership numbers and activity in a rural zoned area.</p> <p>This initial development proposal seems to be setting the precedent for a tourist venture on the scale that I believe is outside the intent of the local planning scheme zoning. The infrastructure and environment of Lapko Rd is not suited to this development. Environmental guidelines, fire and safety guidelines and planning policies clearly articulate that the fauna and residents will be put at risk if this development continues.</p> <p>Furthermore, given the demographic and the potential for anti-social behavior may also additionally impact the lifestyle of the existing residents in the near vicinity.</p> <p>I do not how the Shire will 'police' any conditions, given the current scale of works that went unnoticed by the Shire and or how they will police people from larking about, entering the site unsupervised and becoming a dangerous nuisance to the quiet hapless victims of this 'proposed??' development in Hidden Valley.</p>	
SG.1	DBCA	The Department of Biodiversity, Conservation and Attractions has no comment regarding the proposal at this time.	
SG.2	DWER	<p><i>Thank you for referring the above application to the Department of Water and Environmental Regulation for advice.</i></p> <p><i>The proposal identifies that removal of native vegetation will be required to construct the track.</i></p> <p><i>Based on the information provided it is possible that this proposal is exempt from the requirement for a clearing permit under Regulation 5, Item 12 of the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (the Clearing Regulations), as described in the Departments 'A Guide to the Exemptions and Regulations for Clearing Native Vegetation'.</i></p> <p><i>This exemption only applies to clearing done by, or with the prior authority, of the owner of the property. It is not clear from the information provided if the owner of the property has authorised the clearing. It is the applicant's responsibility to determine compliance with these exemptions and therefore whether a clearing permit is required.</i></p>	

05

COMPANY SNAPSHOT



*Includes financial, free trial and community members

NO. OF MEMBERS

FY14	10461 — 3.6%
FY15	10993 — 5.1%
FY16	12916 — 17.5%
FY17	13305 — 4.6%
FY18	15360 — 15.7%
FY19	16708 — 8.8%



36,076
Facebook followers
Increase of 9%
since FY18

MEMBERSHIP
HAS GROWN
59.7%
IN FIVE YEARS



MEMBERSHIP
BY GENDER
82% 18%



20,060
Instagram followers
Increase of 16%
since FY18



56,136
Total MTBA followers
Increase of 11%
since FY18

FINANCIAL PERFORMANCE

REVENUE EXPENDITURE

FY14	\$1,679k	\$1,913k
FY15	\$2,150k	\$2,272k
FY16	\$3,362k	\$3,172k
FY17	\$2,255k	\$2,170k
FY18	\$2,316k	\$2,252k
FY19	\$2,581k	\$2,505k

NET PROFIT



CASH AT BANK	FY14	FY15	FY16	FY17	FY18	FY19
	\$440k	\$337k	\$278k	\$358k	\$505k	\$720k
TOTAL ASSETS	\$570k	\$677k	\$637k	\$712k	\$766k	\$1,142k
NET EQUITY	\$361k	\$209k	\$390k	\$455k	\$520k	\$544k

779

TOTAL ACCREDITED
COACHES & INSTRUCTORS
Increase of 24% since FY18

232

TOTAL ACCREDITED
COMMISSAIRES
Increase of 8% since FY18

*as at 30 June 2019 unless stated otherwise.

Submission 3 – Attachment 2



LANDKATIE MAP VIEWER PLUS

ATTACH 1

43

Submission 3 – Attachment 2 cont'd

Given 75% of Home in reserve
why do we need it properly to
Go from a wild
Hill



1 RACK

$$NA2 \leftarrow$$

FINISH
LINE

MAZE
CAR PARK

ATAACM 2
CS

Submission 6 – Attachment 3

Please refer to highlighted sections of this email.

FW: Bushfire Ready- Street Coordinators Information Session - Monday 15th July- 10am- Denmark CRC

From: [REDACTED]
To: [REDACTED]
Date: Thursday, 21 November 2019 09:27 AM AWST

Hi [REDACTED]

For your records. Let me know if you need any other emails.

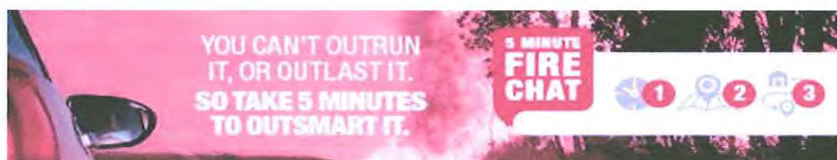
Cheers

[REDACTED]

[REDACTED]

Community Preparedness Advisor

[REDACTED]



Government of Western Australia
Department of Fire & Emergency Services



[REDACTED]

Subject: RE: Bushfire Ready- Street Coordinators Information Session - Monday 15th July- 10am- Denmark CRC

Hi [REDACTED],

Submission 6 – Attachment 3 cont'd

Thankyou for you time on Friday. Please don't worry about not inviting us in, there were so many of us that I glad you didn't as I would have felt bad we used up all your tea/coffee supplies!

I hope you made it to your appointment in Denmark on time. Apologies that Fridays session took longer than expected but there were some good options discussed that can hopefully meet the values and needs of your community and reduce potential impact Bushfire has on the Hidden Valley community.

In summary the topics discussed at Fridays meeting:

- Hidden Valley becoming a formal Bushfire Ready Group – [REDACTED] will be in touch to discuss further.
- Exit routes- drove potential exits routes and discussed if they were safe to use and if so, options for making them safer. Exit via [REDACTED] (south west) not safe to use. Other exits need work, eg clear sign posting, reduce fuel loads, access for two wheel drives.
- 20m bush edge burn behind [REDACTED] place (Lot 1). Property owned by [REDACTED]
- Fuel reduction burn on Lachlan's property east of Hidden valley – joint Brigade/DFES/Shire exercise potentially incorporate some community engagement.
- Discussed fire truck access issue with quality of bridge to Lachlan's place. If bridge upgraded this route could be a potential exit route to Myers Road, or use [REDACTED] place as a safer area for Hidden Valley residents during an emergency and depending on the conditions on the day. It could also be used by fire brigades to enter the Hidden Valley area if Lapko road was compromised. DFES will investigate if bridge upgrade could be supported through MAF funding via the Bushfire Risk Mitigation project or/and also look into engagement of a consultant to investigate exit routes options.
- Lachlan's suggested he could write to the Shire to seek support to upgrade the bridge to a standard that can allow access by fire trucks.
- Could do some small patch burns on internal pockets of bush to reduce risk.
- Access via Lapko road needs improvement
- Wayne to investigate if it is possible to get project funds to engage a consultant to undertake scientific assessment on the area assessing BALs, exit routes, potential areas to reduce fuels etc.
- Potential to do a fuel reduction burn on bush block bordering South Coast Highway and Lapko road. – DFES to investigate.

I will be in touch with how this will all progress.

For your information below are the attendees from Friday session:

Name	Position	Organisation
[REDACTED]	Denmark Chief Bushfire Control Officer (of all Brigades in Denmark)	Denmark Volunteer Bushfire Brigades
[REDACTED]	Denmark Deputy Bushfire Control Officer (of all Brigades in Denmark)	Denmark Volunteer Bushfire Brigades
	Captain of Kordabup/Owingup Brigade	Kordabup/Owingup Brigade
	Bushfire Ready Facilitator	
[REDACTED]	Captain Mount Shadforth/ Scotsdale Brigade and Bushfire Ready Facilitator	Mount Shadforth/ Scotsdale Volunteer Bushfire Brigade
[REDACTED]	Great Southern Superintendent	Department of Fire and Emergency Services
[REDACTED]	Area Officer	Department of Fire and Emergency Services

Submission 6 – Attachmnt 3 cont'd

[REDACTED]	DFES Bushfire Risk Mitigation Officer	Department of Fire and Emergency Services
[REDACTED]	Community Preparedness Advisor	Department of Fire and Emergency Services
[REDACTED]	Neighbour	Property bordering Myers Road

Thanks again for yours and Freds time on Friday.

Talk soon

Cheers

[REDACTED]

[REDACTED]

Community Preparedness Advisor

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: Bushfire Ready- Street Coordinators Information Session - Monday 15th July- 10am- Denmark CRC

Hi [REDACTED]

Thanks for your phone message on Friday. We appreciate everyone's efforts. Sorry we didn't invite you in for coffee. I was due in Denmark at 12.45, so was in a hurry.

Could you send me a list of the names and positions of all the men who came to us on Friday?

Thanks [REDACTED] 🙏

[Sent from Yahoo7 Mail on Android](#)

On Thu, 18 Jul 2019 at 9:57 am, POWIS Charlotte

[REDACTED]

wrote:

| Great!

Submission 14 – Attachment 5



Submission 14 – Attachment 6



Australian Government
Department of the Environment and Energy

Appendix A

EPBC Act Protected Matters Report

This report provides general guidance on matters of national environmental significance and other matters protected by the EPBC Act in the area you have selected.

Information on the coverage of this report and qualifications on data supporting this report are contained in the caveat at the end of the report.

Information is available about [Environment Assessments](#) and the EPBC Act including significance guidelines, forms and application process details.

Report created: 28/11/19 09:30:41

[Summary](#)

[Details](#)

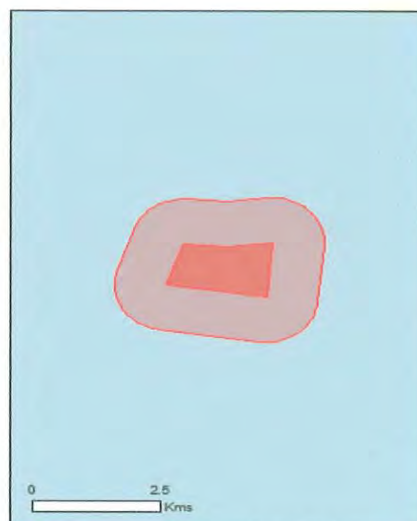
[Matters of NES](#)

[Other Matters Protected by the EPBC Act](#)

[Extra Information](#)

[Caveat](#)

[Acknowledgements](#)



This map may contain data which are
©Commonwealth of Australia
(Geoscience Australia), ©PSMA 2010

[Coordinates](#)

Buffer: 1.0Km



Submission 14 – Attachment 6 cont'd

Summary

Matters of National Environmental Significance

This part of the report summarises the matters of national environmental significance that may occur in, or may relate to, the area you nominated. Further information is available in the detail part of the report, which can be accessed by scrolling or following the links below. If you are proposing to undertake an activity that may have a significant impact on one or more matters of national environmental significance then you should consider the [Administrative Guidelines on Significance](#).

World Heritage Properties:	None
National Heritage Places:	None
Wetlands of International Importance:	None
Great Barrier Reef Marine Park:	None
Commonwealth Marine Area:	None
Listed Threatened Ecological Communities:	None
Listed Threatened Species:	19
Listed Migratory Species:	10

Other Matters Protected by the EPBC Act

This part of the report summarises other matters protected under the Act that may relate to the area you nominated. Approval may be required for a proposed activity that significantly affects the environment on Commonwealth land, when the action is outside the Commonwealth land, or the environment anywhere when the action is taken on Commonwealth land. Approval may also be required for the Commonwealth or Commonwealth agencies proposing to take an action that is likely to have a significant impact on the environment anywhere.

The EPBC Act protects the environment on Commonwealth land, the environment from the actions taken on Commonwealth land, and the environment from actions taken by Commonwealth agencies. As heritage values of a place are part of the 'environment', these aspects of the EPBC Act protect the Commonwealth Heritage values of a Commonwealth Heritage place. Information on the new heritage laws can be found at <http://www.environment.gov.au/heritage>

A [permit](#) may be required for activities in or on a Commonwealth area that may affect a member of a listed threatened species or ecological community, a member of a listed migratory species, whales and other cetaceans, or a member of a listed marine species.

Commonwealth Land:	None
Commonwealth Heritage Places:	None
Listed Marine Species:	14
Whales and Other Cetaceans:	None
Critical Habitats:	None
Commonwealth Reserves Terrestrial:	None
Australian Marine Parks:	None

Extra Information

This part of the report provides information that may also be relevant to the area you have nominated.

State and Territory Reserves:	1
Regional Forest Agreements:	1
Invasive Species:	22
Nationally Important Wetlands:	None
Key Ecological Features (Marine)	None

Submission 14 – Attachment 6 cont'd

Details

Matters of National Environmental Significance

Listed Threatened Species		[Resource Information]
Name	Status	Type of Presence
Birds		
Botaurus poeciloptilus Australasian Bittern [1001]	Endangered	Species or species habitat likely to occur within area
Calidris canutus Red Knot, Knot [855]	Endangered	Species or species habitat may occur within area
Calidris ferruginea Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
Calyptorhynchus banksii naso Forest Red-tailed Black-Cockatoo, Karrak [67034]	Vulnerable	Species or species habitat likely to occur within area
Calyptorhynchus baudinii Baudin's Cockatoo, Long-billed Black-Cockatoo [769]	Endangered	Breeding known to occur within area
Calyptorhynchus latirostris Carnaby's Cockatoo, Short-billed Black-Cockatoo [59523]	Endangered	Breeding likely to occur within area
Numenius madagascariensis Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area
Sternula nereis nereis Australian Fairy Tern [82950]	Vulnerable	Species or species habitat known to occur within area
Fish		
Nannatherina balstoni Balston's Pygmy Perch [66698]	Vulnerable	Species or species habitat may occur within area
Mammals		
Dasyurus geoffroii Chuditch, Western Quoll [330]	Vulnerable	Species or species habitat likely to occur within area
Pseudocheirus occidentalis Western Ringtail Possum, Ngwayir, Womp, Woder, Ngoor, Ngoolangit [25911]	Critically Endangered	Species or species habitat may occur within area
Setonix brachyurus Quokka [229]	Vulnerable	Species or species habitat likely to occur within area
Other		

Submission 14 – Attachment 6 cont'd

Name	Status	Type of Presence
Westralunio carteri Carter's Freshwater Mussel, Freshwater Mussel [86266]	Vulnerable	Species or species habitat likely to occur within area
Plants		
Caladenia harringtoniae Harrington's Spider-orchid, Pink Spider-orchid [56786]	Vulnerable	Species or species habitat likely to occur within area
Conostylis misera Grass Conostylis [21320]	Endangered	Species or species habitat may occur within area
Drakaea micrantha Dwarf Hammer-orchid [56755]	Vulnerable	Species or species habitat likely to occur within area
Isopogon uncinatus Albany Cone Bush, Hook-leaf Isopogon [20871]	Endangered	Species or species habitat likely to occur within area
Sphenotoma drummondii Mountain Paper-heath [21160]	Endangered	Species or species habitat likely to occur within area
Verticordia apecta Hay River Featherflower, Scruffy Verticordia [65545]	Critically Endangered	Species or species habitat may occur within area
Listed Migratory Species		[Resource Information]
* Species is listed under a different scientific name on the EPBC Act - Threatened Species list.		
Name	Threatened	Type of Presence
Migratory Marine Birds		
Apus pacificus Fork-tailed Swift [678]		Species or species habitat likely to occur within area
Migratory Terrestrial Species		
Motacilla cinerea Grey Wagtail [642]		Species or species habitat may occur within area
Migratory Wetlands Species		
Actitis hypoleucos Common Sandpiper [59309]		Species or species habitat may occur within area
Calidris acuminata Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area
Calidris canutus Red Knot, Knot [855]	Endangered	Species or species habitat may occur within area
Calidris ferruginea Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
Calidris melanotos Pectoral Sandpiper [858]		Species or species habitat may occur within area
Numenius madagascariensis Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area
Pandion haliaetus Osprey [952]		Species or species habitat may occur within area

Submission 14 – Attachment 6 cont'd

Name	Threatened	Type of Presence
Tringa nebularia Common Greenshank, Greenshank [832]		Species or species habitat likely to occur within area

Other Matters Protected by the EPBC Act

Listed Marine Species [Resource Information]

* Species is listed under a different scientific name on the EPBC Act - Threatened Species list.

Name	Threatened	Type of Presence
Birds		
Actitis hypoleucos Common Sandpiper [59309]		Species or species habitat may occur within area
Apus pacificus Fork-tailed Swift [678]		Species or species habitat likely to occur within area
Ardea alba Great Egret, White Egret [59541]		Species or species habitat likely to occur within area
Ardea ibis Cattle Egret [59542]		Species or species habitat may occur within area
Calidris acuminata Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area
Calidris canutus Red Knot, Knot [855]	Endangered	Species or species habitat may occur within area
Calidris ferruginea Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
Calidris melanotos Pectoral Sandpiper [858]		Species or species habitat may occur within area
Haliaeetus leucogaster White-bellied Sea-Eagle [943]		Species or species habitat likely to occur within area
Merops ornatus Rainbow Bee-eater [670]		Species or species habitat may occur within area

Submission 14 – Attachment 6 cont'd

Name	Threatened	Type of Presence
Motacilla cinerea Grey Wagtail [642]		Species or species habitat may occur within area
Numenius madagascariensis Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area
Pandion haliaetus Osprey [952]		Species or species habitat may occur within area
Tringa nebularia Common Greenshank, Greenshank [832]		Species or species habitat likely to occur within area

Extra Information

State and Territory Reserves [\[Resource Information \]](#)

Name	State
Mount Shadforth	WA

Regional Forest Agreements [\[Resource Information \]](#)

Note that all areas with completed RFAs have been included.

Name	State
South West WA RFA	Western Australia

Invasive Species [\[Resource Information \]](#)

Weeds reported here are the 20 species of national significance (WoNS), along with other introduced plants that are considered by the States and Territories to pose a particularly significant threat to biodiversity. The following feral animals are reported: Goat, Red Fox, Cat, Rabbit, Pig, Water Buffalo and Cane Toad. Maps from Landscape Health Project, National Land and Water Resources Audit, 2001.

Name	Status	Type of Presence
Birds		
Anas platyrhynchos Mallard [974]		Species or species habitat likely to occur within area
Columba livia Rock Pigeon, Rock Dove, Domestic Pigeon [803]		Species or species habitat likely to occur within area
Streptopelia senegalensis Laughing Turtle-dove, Laughing Dove [781]		Species or species habitat likely to occur within area
Mammals		
Canis lupus familiaris Domestic Dog [82654]		Species or species habitat likely to occur within area
Felis catus Cat, House Cat, Domestic Cat [19]		Species or species habitat likely to occur within area
Feral deer Feral deer species in Australia [85733]		Species or species habitat likely to occur within area
Mus musculus House Mouse [120]		Species or species habitat likely to occur within area
Oryctolagus cuniculus Rabbit, European Rabbit [128]		Species or species habitat likely to occur within area
Rattus rattus Black Rat, Ship Rat [84]		Species or species

Submission 14 – Attachment 6 cont'd

Name	Status	Type of Presence
<i>Sus scrofa</i> Pig [6]		habitat likely to occur within area
<i>Vulpes vulpes</i> Red Fox, Fox [18]		Species or species habitat likely to occur within area
Plants		
<i>Anredera cordifolia</i> Madeira Vine, Jalap, Lamb's-tail, Mignonette Vine, Anredera, Gulf Madeiravine, Heartleaf Madeiravine, Potato Vine [2643]		Species or species habitat likely to occur within area
<i>Asparagus asparagoides</i> Bridal Creeper, Bridal Veil Creeper, Smilax, Florist's Smilax, Smilax Asparagus [22473]		Species or species habitat likely to occur within area
<i>Asparagus scandens</i> Asparagus Fern, Climbing Asparagus Fern [23255]		Species or species habitat likely to occur within area
<i>Cenchrus ciliaris</i> Buffel-grass, Black Buffel-grass [20213]		Species or species habitat may occur within area
<i>Genista</i> sp. X <i>Genista monspessulana</i> Broom [67538]		Species or species habitat may occur within area
<i>Lantana camara</i> Lantana, Common Lantana, Kamara Lantana, Large-leaf Lantana, Pink Flowered Lantana, Red Flowered Lantana, Red-Flowered Sage, White Sage, Wild Sage [10892]		Species or species habitat likely to occur within area
<i>Lycium ferocissimum</i> African Boxthorn, Boxthorn [19235]		Species or species habitat likely to occur within area
<i>Pinus radiata</i> Radiata Pine Monterey Pine, Insignis Pine, Wilding Pine [20780]		Species or species habitat may occur within area
<i>Rubus fruticosus</i> aggregate Blackberry, European Blackberry [68406]		Species or species habitat likely to occur within area
<i>Salix</i> spp. except <i>S.babylonica</i> , <i>S.x calodendron</i> & <i>S.x reichardtii</i> Willows except Weeping Willow, Pussy Willow and Sterile Pussy Willow [68497]		Species or species habitat likely to occur within area
<i>Ulex europaeus</i> Gorse, Furze [7693]		Species or species habitat likely to occur within area

Submission 14 – Attachment 6 cont'd

Caveat

The information presented in this report has been provided by a range of data sources as acknowledged at the end of the report.

This report is designed to assist in identifying the locations of places which may be relevant in determining obligations under the Environment Protection and Biodiversity Conservation Act 1999. It holds mapped locations of World and National Heritage properties, Wetlands of International and National Importance, Commonwealth and State/Territory reserves, listed threatened, migratory and marine species and listed threatened ecological communities. Mapping of Commonwealth land is not complete at this stage. Maps have been collated from a range of sources at various resolutions.

Not all species listed under the EPBC Act have been mapped (see below) and therefore a report is a general guide only. Where available data supports mapping, the type of presence that can be determined from the data is indicated in general terms. People using this information in making a referral may need to consider the qualifications below and may need to seek and consider other information sources.

For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

Threatened, migratory and marine species distributions have been derived through a variety of methods. Where distributions are well known and if time permits, maps are derived using either thematic spatial data (i.e. vegetation, soils, geology, elevation, aspect, terrain, etc) together with point locations and described habitat; or environmental modelling (MAXENT or BIOCLIM habitat modelling) using point locations and environmental data layers.

Where very little information is available for species or large number of maps are required in a short time-frame, maps are derived either from 0.04 or 0.02 decimal degree cells; by an automated process using polygon capture techniques (static two kilometre grid cells, alpha-hull and convex hull); or captured manually or by using topographic features (national park boundaries, islands, etc). In the early stages of the distribution mapping process (1999-early 2000s) distributions were defined by degree blocks, 100K or 250K map sheets to rapidly create distribution maps. More reliable distribution mapping methods are used to update these distributions as time permits.

Only selected species covered by the following provisions of the EPBC Act have been mapped:

- migratory and
- marine

The following species and ecological communities have not been mapped and do not appear in reports produced from this database:

- threatened species listed as extinct or considered as vagrants
- some species and ecological communities that have only recently been listed
- some terrestrial species that overfly the Commonwealth marine area
- migratory species that are very widespread, vagrant, or only occur in small numbers

The following groups have been mapped, but may not cover the complete distribution of the species:

- non-threatened seabirds which have only been mapped for recorded breeding sites
- seals which have only been mapped for breeding sites near the Australian continent

Such breeding sites may be important for the protection of the Commonwealth Marine environment.

Coordinates

-34.972007 117.301474,-34.972043 117.301431,-34.971339 117.309242,-34.980271 117.308126,-34.978232 117.290702,-34.971656 117.293578,-34.972007 117.301474

Submission 14 – Attachment 6 cont'd

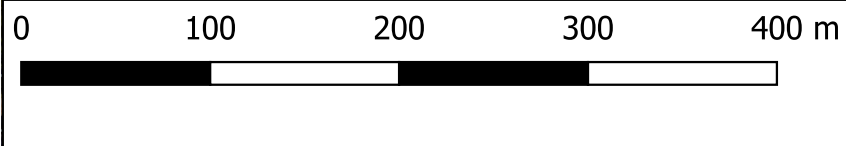
Acknowledgements

This database has been compiled from a range of data sources. The department acknowledges the following custodians who have contributed valuable data and advice:

- [Office of Environment and Heritage, New South Wales](#)
- [Department of Environment and Primary Industries, Victoria](#)
- [Department of Primary Industries, Parks, Water and Environment, Tasmania](#)
- [Department of Environment, Water and Natural Resources, South Australia](#)
- [Department of Land and Resource Management, Northern Territory](#)
- [Department of Environmental and Heritage Protection, Queensland](#)
- [Department of Parks and Wildlife, Western Australia](#)
- [Environment and Planning Directorate, ACT](#)
- [Birdlife Australia](#)
- [Australian Bird and Bat Banding Scheme](#)
- [Australian National Wildlife Collection](#)
- Natural history museums of Australia
- [Museum Victoria](#)
- [Australian Museum](#)
- [South Australian Museum](#)
- [Queensland Museum](#)
- [Online Zoological Collections of Australian Museums](#)
- [Queensland Herbarium](#)
- [National Herbarium of NSW](#)
- [Royal Botanic Gardens and National Herbarium of Victoria](#)
- [Tasmanian Herbarium](#)
- [State Herbarium of South Australia](#)
- [Northern Territory Herbarium](#)
- [Western Australian Herbarium](#)
- [Australian National Herbarium, Canberra](#)
- [University of New England](#)
- [Ocean Biogeographic Information System](#)
- [Australian Government, Department of Defence](#)
- [Forestry Corporation, NSW](#)
- [Geoscience Australia](#)
- [CSIRO](#)
- [Australian Tropical Herbarium, Cairns](#)
- [eBird Australia](#)
- [Australian Government – Australian Antarctic Data Centre](#)
- [Museum and Art Gallery of the Northern Territory](#)
- [Australian Government National Environmental Science Program](#)
- [Australian Institute of Marine Science](#)
- [Reef Life Survey Australia](#)
- [American Museum of Natural History](#)
- [Queen Victoria Museum and Art Gallery, Inveresk, Tasmania](#)
- [Tasmanian Museum and Art Gallery, Hobart, Tasmania](#)
- Other groups and individuals

The Department is extremely grateful to the many organisations and individuals who provided expert advice and information on numerous draft distributions.

Please feel free to provide feedback via the [Contact Us](#) page.

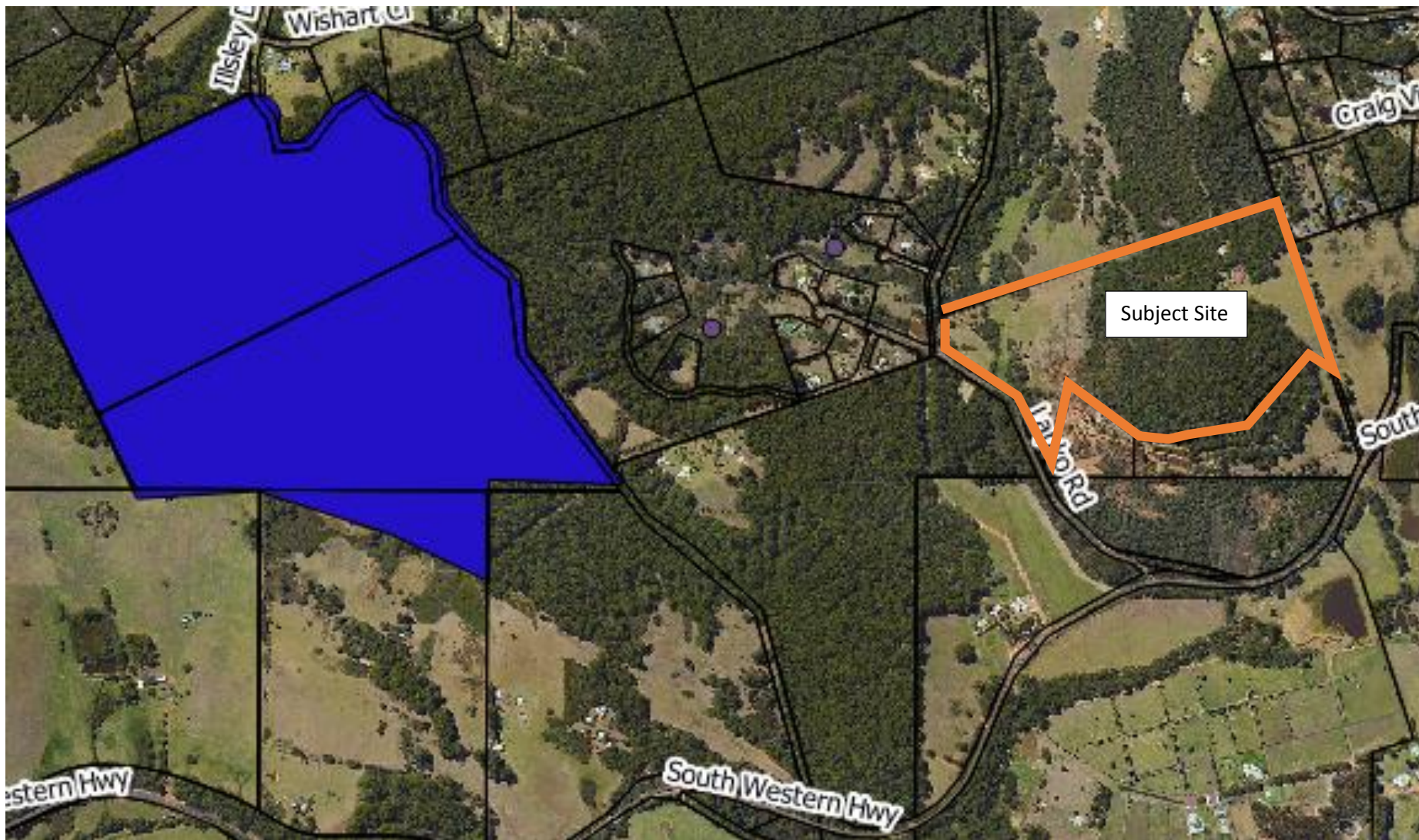


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Please advise the Shire of Denmark of any errors or omissions in this document.
Digital Cadastral Data Supplied by the Western Australian Land Information Authority.



Site Plan - Proposed Downhill Mountain Bike Track
Lot 100 (No.82) Lapko Road, Shadforth

Scale 1:4000 @ A3



Environmentally Sensitive Area (ESA)



Declared Rare Flora (DRF)

