

Number	Date	Submitter	Nature of Submission	Comment	Recommendation
1	28-Sep-16	Erin O'Connor	Dual Use Pathways, in theory are a good idea, but in practice will not work as they would have to be wide enough to safely accommodate traffic in 2 directions, and other users such as horse riders and pedestrians. This level of works is not in keeping with conservation values or with the mountain biking 'experience'. In particular the passive and conservation values of the proposed 'green route' along the estuary area would severely degraded by development for mountain bike riders	The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum.	Note submission
			Mountain Bike Riders seek to constantly push their skills and experience - this results in constant development of new trails, shortcuts, jumps and more extreme descent routes. The evidence of this is what is currently witnessed in the Park, and which is taking a considerable amount of financial and human resources to remedy and stabilise	The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum.	Note submission
			On my walks I have seen animals such as 'bobtails' dead - with a clear bicycle track cutting them in half		Note submission
			On my walks I have encountered bike riders numerous times - sometimes amicably, however sometimes in unsafe circumstances - them being impatient to not have their downhill race impeded by a 6 year old exploring the natural environment and taking a leisurely pace to do it in.	The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum. The Mountain Bike Club has a code of conduct for users of the trail. Conditions can be established in the trail adoption agreement	Note submission
			This plan, while it mentions other users, and once that I saw mentioned the Chapman River Friends, sounds and looks like the Mountain Bike Club want control of the Park, what happens, when and how - without any consultation with other stakeholders other than the CGG	The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum.	Note submission
			I did not see any evidence of a social impact assessment done for the proposed plan to determine what impact it would have on other users and their amenity	An impact evaluation will be undertaken as part of the implementation of the Mountain Bike Master Plan	Uphold submission. Include recommendation in City Officer report to Council
			The Plan mentions conservation values, but does not state how these will be achieved - mountain bike riders can't expect other people to fund and do the remediation work on environmental damage that their recreational pursuits cause, which has been the case so far	The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum.	Note submission
			The level of activity proposed for the Spalding Park area will create an unsafe environment for other users of the park - especially young children	The Chapman River Regional Park Managmeent Plan (1999) and the CRRP Management Plan (1993, City of Geraldton) identifies: cycling as being part of the park use in its recreation strategy; cycling on trails within the conservation zone.	Note submission

		<p>There are other sites, with little or no conservation value that should be more thoroughly explored, and supported.</p> <ul style="list-style-type: none"> <li>Downhill mountain bike facility opposite Mills Lookout, and other sites at the southern end of Moresby Range.</li> </ul>	<p>The land in question is either wholly or in part privately owned making trail implementation more difficult. As part of the implementation of the Mountain Bike Master Plan other sites to cater for other mountain biking experiences will be investigated</p>	<p>Note submission</p>
	<p>There are other sites, with little or no conservation value that should be more thoroughly explored, and supported.</p> <ul style="list-style-type: none"> <li>Chapman Valley sites such as the old CV Winery, where the Mountain Bike Club has opportunity to establish a trail</li> </ul>			
	<p>There are other sites, with little or no conservation value that should be more thoroughly explored, and supported.</p> <ul style="list-style-type: none"> <li>Deepdale – Moonyoonooka – there may be suitable slopes on properties further up the Chapman River (eg north of the Geraldton Airport).</li> </ul>			
		<p>If the CGG were to recognise and support the development of a Mountain Bike Trail in CRRP - in any form, the City will have to take responsibility for monitoring conditions of the trails in the park, breaches of guidelines, and undertaking the additional remediation work that will, undoubtedly be required. This will require additional staffing on an ongoing basis and this will have to be factored into the CGG budget. As a rate payer - this seems a little unfair, given that there are other locations, where the bike riders can more freely practice their sport</p>	<p>As part of the implementation of the Mountain Bike Master Plan a trail adoption agreement will be established that addresses these issues</p>	<p>Uphold submission. Include recommendation in City Officer report to Council</p>
		<p>From my participation in community activities and my walks in the Park, it is evident that bike riders in general have failed to undertake trail maintenance despite training, have not supported other community activities in CRRP, such as planting days or rubbish collections, and have undertaken individual, reckless actions such tree pruning and trail development</p>	<p>The Geraldton Mountain Bike Club has undertaken club rubbish collection days and tree planting events as part of national tree day.</p>	<p>Dismiss submission</p>
		<p>Therefore, the guidelines for a MOU between CRRP and Mountain Bike Trail riders need to be very specific and binding and must include:</p> <ul style="list-style-type: none"> <li>Require a commitment from bike riders to undertake ongoing repairs</li> <li>All the trails identified for closure on the Draft Plan must be closed (and revegetated).</li> <li>No individual action (illegal prunings, path realignments or extensions) will be permitted</li> <li>No installation of ramps or other structures</li> <li>CGG must retain the right to permanently / temporarily close the trail if inadequate support is not provided by bike riders.</li> </ul>	<p>As part of the implementation of the Mountain Bike Master Plan a trail adoption agreement will be established that addresses these issues</p>	<p>Uphold submission. Include recommendation in City Officer report to Council</p>
2	28-Sep Geraldton Harriers	<p>It is recognised that there has been a significant reduction in the use of CRRP by motorbikes since the city have completed their fencing work, however even this year the club has encountered such use. Rather than investing in trail development as outlined in the Plan, it is preferable that the park be first made safe for all User Groups by complete exclusion of all prohibited vehicles</p>	<p>This relates to ongoing NRM management works in the CRRP</p>	<p>Note submission</p>
		<p>Although the GMBC may have demonstrated its members are equipped with the understanding, skills and enthusiasm necessary to be responsible for trail maintenance, this situation could change if they were unable to find sufficient volunteers and/or the skill of the group declined. This could result in renegeing on the promise to adequately monitor and maintain the track and responsibility for such then falling on the City. Given the fluctuations that occur in membership, and subsequent skills base of all clubs, this is a realistic possibility</p>	<p>As part of the implementation of the Mountain Bike Master Plan a trail adoption agreement will be established that addresses these issues</p>	<p>Uphold submission. Include recommendation in City Officer report to Council</p>

	If there was heavy and inappropriate use of the tracks by non GMBC members it is unclear how the GMBC would be able to manage this	Inappropriate trail use by other user groups may impact on trail maintenance on the designated trail. As part of the implementation of the Mountain Bike Master Plan a trail adoption agreement will be established that addresses these issues.	Uphold submission. Include recommendation in City Officer report to Council	
	The Plan acknowledges that there are other User Groups of the CRRP however it appears that these are not being acknowledged in the proposed signage of the area	The City will incorporate other CRRP users into trail header signage. Plan and theme waymarker to include multiple CRRP users and minimise sign clutter and/or confusion	Uphold submission	
	No independent information regarding the current use of the area is presented in the Plan, which is presented from the biased perspective of the GMBC.	The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum. Access to the riverbank would not be prevented at Spalding park	Note Submission	
	The Plan may inhibit access for other User Groups; for example the pump track location would prevent access to the riverbank from Spalding Park; an arch over the entrance may prevent safe passage for horse riders.	Access to the riverbank would not be prevented at Spalding park	Dismiss submission	
	An arch over the entrance may prevent safe passage for horse riders.	The arch is a concept. The final design will either accommodate horse riders or provide alternative passage	Note submission	
	There is no reference in the Plan regarding the current state (e.g. erosion, stability, degradation) of the tracks given the history of 'unauthorised' use by the GMBC	A Trail Assessment and Recommendations for was undertaken in (2012) that identified the status of the trails.	Dismiss submission	
	If the Plan is to progress the Geraldton Harriers Club would be interested in permanently marking an appropriate course for regular use of all users, similar to current marking on city foreshore paths (e.g. Smile for the Next Mile) to encourage physical activity in the community	The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of user groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum.	Note submission	
	What consultation, if any has been made with the emergency services with respect to priority access to the CRRP given that the Plan indicates an increase in high risk activity	The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of user groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum.	Note submission	
3	28-Sep Northern Agricultural Catchments Council	NACC recommends that further investigation, consultation, and consideration of potential conflicting or negative impacts is undertaken before any final approval is given: Common environmental impacts associated with recreational use of trails include: vegetation loss and compositional changes, soil compaction, erosion, muddiness, degraded water quality and disruption of wildlife. The Western Australian Mountain Bike Management Guidelines (coordinated by the Department of Parks and Wildlife) includes a chapter on General Trail Planning, Design, & Construction Principles which addresses many of these issues. NACC recommends that before any final approval is given strict adherence be placed on this chapter and the guidelines as a whole	An impact evaluation will be undertaken as part of the implementation of the Mountain Bike Master Plan	Uphold submission. Include recommendation in City Officer report to Council

<p>These guidelines also include a chapter on Trail Development Process and states “It is important to develop the right trails, in the right places, in the right way and for the right reasons. This ensures that trails are sustainable and an asset to landowners and managers, trail users and the community rather than a liability.” The trail development process involves eight stages and encompasses a constant evaluation, review and improvement process as trails are being extended or revised. Again, NACC recommends that before any final approval is given strict adherence be placed on this process and the guidelines as a whole</p>	<p>The City is working with the Department of Parks and Wildlife to ensure alignment with the trail development process as part of the implementation of the Mondtain Bike Master Plan</p>	<p>Uphold submission. Include recommendation in City Officer report to Council</p>
<p>Chapman River Regional Park contains and/or is within the vicinity of several Registered Aboriginal Sites. Under section 17 of the Aboriginal Heritage Act 1972 (Act), destruction damage or alteration (impact) to an Aboriginal Site without the prior consent of the Minister for Aboriginal Affairs (Minister) is an offence. As such, NACC strongly recommends that prior to any approval and/or works, consultation with the appropriate Aboriginal people/groups is required.</p>	<p>The Mountain Bike Master Plan advocates for the closure and rehabilitation of spur tracks whilst maintaining the existing trail. Appropriate liaison with the native title claim groups and their representative body will be undertaken in relation to all trails within the CRRP.</p>	<p>Uphold submission. Include recommendation in City Officer report to Council</p>
<p>Chapman River Regional Park contains “Subtropical and Temperate Coastal Saltmarsh”, a threatened ecological community listed as Vulnerable under the Environment Protection and Biodiversity Conservation Act 1999 (the EPBC Act). This protection means new or intensified activities that may have a significant impact on the listed ecological community should be referred to the Australian Government Minister for the Environment for assessment. As such, NACC strongly recommends that prior to any approval and/or works, consultation with the appropriate government departments is undertaken.</p>	<p>An impact evaluation will be undertaken as part of the implementation of the Mountain Bike Master Plan.</p>	<p>Uphold submission. Include recommendation in City Officer report to Council</p>
<p>Chapman River Regional Park is considered habitat for Carnaby's Black-Cockatoo (<i>Calyptorhynchus latirostris</i>), which is list as Endangered under the EPBC Act and as ‘Specially protected fauna’ under the Western Australian Wildlife Conservation Act 1950. In addition, the site provides habitat for numerous migratory bird species listed under EPBC Act (<i>Actitis hypoleucos</i> Common Sandpiper, <i>Ardea modesta</i> Eastern Great Egret, <i>Arenaria interpres</i> Ruddy Turnstone, <i>Calidris alba</i> Sanderling, <i>Calidris ruficollis</i> Red-necked Stint, <i>Charadrius leschenaultii</i> Greater Sand Plover, <i>Haliaeetus leucogaster</i> White-bellied Sea-Eagle, <i>Merops ornatus</i> Rainbow Bee-eater, <i>Motacilla alba</i> subsp. <i>ocularis</i> White Wagtail, <i>Pluvialis squatarola</i> Grey Plover, <i>Sterna dougallii</i> Roseate Tern and <i>Tringa nebularia</i> Common Greenshank). Again, this protection means new or intensified activities that may have a significant impact on the listed ecological community should be referred to the Australian Government Minister for the Environment for assessment. As such, NACC strongly recommends that prior to any approval and/or works, consultation with the appropriate government departments is undertaken.</p>		
<p>Weeds are one of the major threats to the region's natural environment and species such as <i>Lycium ferocissimum</i> (African Boxthorn) and <i>Verbesina encelioides</i> (Golden Crownbeard) are listed under Schedule 1 of the City of Greater Geraldton Pests Plants Local Law 2011. NACC recommends weed management and control be included in the appropriate management plan/s before any final approval is given, to prevent the spread of invasive weed species</p>	<p>This is a general NRM strategy applying to all user groups. The City is progressing an invasive weeds management strategy</p>	<p>Note submission</p>

		<p>The Northern Agricultural Region community values the region's unique biodiversity, and as part of NARvis (the Northern Agricultural Regional Vision, an update of the 2005 Regional Natural Resource Management Strategy) they identified seven aspirations that have been described for the Northern Agricultural Region, which are the long-term goals, or a vision of how the community would like the region to be in fifty years' time. These relate to production systems, biodiversity and ecosystem integrity, invasive species, climate change, community capacity, Aboriginal culture and water resources. Furthermore, several community groups and members of the public have contacted NACC and expressed their concerns about the potential impact the proposed works could have on the Chapman River Regional Park. Given these community concerns NACC recommends that community and stakeholder engagement is undertaken before any final approval is given and notes that it should be treated as an ongoing process that continues to inform and be informed by the process</p>	<p>The City advocates ongoing consultation as part of the implementation of the Mountain Bike Master Plan</p>	<p>Note submission</p>
4	28-Sep Geraldton Mountain Bike Club	<p>Many Mountain Bike Clubs within Australia have trail adoption agreements, often with government agencies (e.g. DPaW) and we would recommend this be considered as an appendix to the Master Plan to enable the Geraldton Mountain Bike Club to advocate for all parties to ensure that amazing and sustainable trails, pump track and jump lines are offered, with minimal environmental impact. The Chapman River Park is fortunate to boast some rare native species and it is imperative that these remain protected. In view of this, Geraldton Mountain Bike Club would also recommend that should the Master Plan be approved, and the Club provided with trail adoption agreement, any works would require consultation with Chapman River Friends as the subject matter expert</p>	<p>As part of the implementation of the Mountain Bike Master Plan a trail adoption agreement will be established that addresses these issues</p>	<p>Uphold submission. Include recommendation in City Officer report to Council</p>
		<p>Geraldton Mountain Bike Club is exceptionally passionate about sustainable trails and we believe the Master Plan provides a strong platform to ensure this occurs within the Chapman River Park. We would welcome any opportunity to provide clarification as required and look forward to the Master Plan being progressed.</p>		<p>Note submission</p>
		<p>Geraldton Mountain Bike Club is aware that the City is fiscally aware and therefore would not have budgetary allocation to achieve many of the design features within the Plan. In view of this, the Club attended a meeting at Department of Sport and Recreation in Jul 2016, for which representatives of the City were also present, to acknowledge that the commitment and approval being sought from the City is more strategic, and that any such works would be deemed operational and would require funding application through alternate sources.</p>		<p>Note submission</p>
		<p>Geraldton Mountain Bike Club has reviewed the Master Plan in considerable detail and believe that the City has been savvy in engaging with Steve Pretzel and Paul Neve in order to have the trails rationalised, areas identified for return and revegetation, as well as future planning. This should enable growth equally between environmental return and provision of quality trails. It is also our belief that formalising the current trail network should also provide backdrop to prevent current rogue practices of both trail building and incorrect maintenance.</p>		<p>Note submission</p>

<p>5</p> <p>19-Sep Rob Jefferies</p>	<p>If considered on face value it would be reasonable for the City Council to expect that DPaW supports the Plan as the Guidelines have the Department's endorsement and City officers have no doubt overseen its development and it would seem have not required any assessment nor obvious efforts of avoidance of impacts on native flora and fauna. This is at odds with my own understanding of the primary purpose of the reserve being for the establishment of a wildlife corridor and conservation, recognising of course that recreation has also been a long standing use, but one with all significant activities confined to cleared areas up to this time</p> <p>The Plan and earlier investigations have not included any assessment of what the impact shall be on the flora and fauna along and within the river eco-system, with the intended activities impacting on the primary purpose of the reserve which is conservation; noting that the park is known to contain rare and endangered species. The flora and fauna of the reserve are already under significant pressure from human impacts with pressure set to increase from passive recreational users due to population growth alone, with these impacts significantly exacerbated if this proposal proceeds. The plan has not taken into account the significance of the local Flora and fauna that take home in the Chapman River Estuary and Chapman Wildlife Corridor</p> <p>(Historic, cultural and archaeological sites: The plans do not appear to have investigated any impact upon Aboriginal heritage, sites or artifacts</p> <p>The placement of track along the river length particularly in areas where the natural vegetation corridors are very narrow maximises the adverse impact upon flora and fauna</p> <p>The placement of tracks on both sides of the river and ignoring the opportunity to use the existing track on the north side of the river, west of Chapman Rd, removes opportunities for water birds and wild life generally to seek refuge from the impacts</p> <p>There has not been prior liaison with property owners immediately adjacent to and reasonably likely to be impacted by the proposal.</p> <p>The "beach" track is planned to cross my private property to which I object</p>	<p>The Chapman River Regional Park Management Plan (1999) and the CRRP Management Plan (1993, City of Geraldton) identifies: cycling as being part of the park use in its recreation strategy; cycling on trails within the conservation zone.</p> <p>An impact evaluation will be undertaken as part of the implementation of the Mountain Bike Master Plan</p> <p>The Mountain Bike Master Plan advocates for the closure and rehabilitation of spur tracks whilst maintaining the existing trail. Appropriate liaison with the native tiel claim groups and their representative body will be undertaken in relation to all trails within the CRRP.</p> <p>The beach track will be aligned along existing trails on the northern bank of the Chapman River. The main loop is a consolidation/formalisation of existing trails</p> <p>The beach trail will be aligned along existing trails on the northern bank of the Chapman River</p>	<p>Note submission</p> <p>Uphold submission. Include recommendation in City Officer report to Council</p> <p>Uphold submission. Include recommendation in City Officer report to Council</p> <p>Note submission</p> <p>Uphold submssion. The beach trail will be aligned along existing trails on the northern bank of the Chapman River</p>
<p>6</p> <p>27-Sep Ross Jefferies</p>	<p>The proposed tracks around the river cut through the breeding ground of the Rainbow Bee-eater (Merops ornatus) As these birds build their nests underground along Chapman Wildlife Corridor. The habitat of the Racehorse goanna, Western Grey kangaroo, Motorbike Frogs, Osprey nesting areas and the Greater Eger which is listed as endangered in WA are all potentially impacted</p>	<p>The Chapman River Regional Park Management Plan (1999) and the CRRP Management Plan (1993, City of Geraldton) identifies: cycling as being part of the park use in its recreation strategy; cycling on trails within the conservation zone. The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum. No new tracks are planned within the CRRP conservation zone</p>	<p>Note submission</p>

	<p>If Council was to approve these plans it would be at the detriment of the local flora and fauna that live in the Chapman Wildlife Corridor. As a user of the park every second day for the past 16 years I have seen firsthand the impact Mountain bikers have had on the park over this time. With carved up tracks through the native vegetation inflicting catastrophic amage to the habitats of the local Flora and fauna</p>		
	<p>With the increase usage of the Chapman Wildlife Corridor for recreational sport and the damage that has accrued because of it, the city must look for another site for its Mountain bikers to go and an alternative placement for a Mountain Bike Park in Geraldton, that wouldn't impact on its local Flora and Fauna. It should take this opportunity to look at the damage that has occurred and the catastrophic affects it is having on the flora and fauna and close off the Chapman Wildlife Corridor to the extreme sport of mountain biking and rebuilding and repairing the damage that has been inflicted in key areas of valuable native habitat</p>		
<p>7 28-Sep Indre Asmussen</p>	<p>Environmental impact assessment is inadequate –and an informed decision cannot be made</p>	<p>An impact evaluation will be undertaken as part of the implimentation of the Mountain Bike Master Plan</p>	<p>Uphold submission. Include recommendation in City Officer report to Council</p>
	<p>The current masterplan is only based upon the outcome of fun from a mountain bike perspective – it does not take in consideration other users or values. How can one resolve user conflicts and make sound decisions to minimise environmental impacts in the absence of background information? Please request a rewrite of the plan, prior to making any decisions.</p>	<p>The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a varierty of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum. No new tracks are planned within the CRRP conservation zone</p>	<p>Note submission</p>
	<p>The map does not show past and future strategic revegetation sites by Chapman River Friends and the City of Geraldton. They have been spending time and money for decades to improve the conservation value of the Chapman River Regional Park or Wildlife corridor. The Mountain bike masterplan does not respect the interests of other users, their strategic plans (rehabilitation and weed control), nor does it take in consideration fauna and flora conservation values. Please rewrite the mountain bike trail master plan and have better information available upon which to plan mountain bike trails.</p>		
	<p>Trails depicted on the maps have the potential to cause too much damage and access too many sensitive areas of the park.</p>		
	<p>User conflict may arise as many sites are visited by walkers. Accidental collisions may occur with walkers – this would be highly likely on the Spalding Park to beach path, south of the river... as it is frequently walked by familie</p>	<p>Wayfinding signage is part of the master plan to guide trail users along trails and inform them where the trail is shared. The beach track will be aligned along existing trails on the northern bank of the Chapman River</p>	<p>Note submission</p>
	<p>The aim of the Chapman River Regional Park is for the protection of fauna and flora and to be a wildlife corridor. Activities should be compatible with this and sensitive to the requirements of fauna and flora conservation. A proper environmental impact assessment should be conducted</p>	<p>The Chapman River Regional Park Managmeent Plan (1999) and the CRRP Management Plan (1993, City of Geraldton) identifies: cycling as being part of the park use in its recreation strategy; cycling on trails within the conservation zone. An impact evaluation will be undertaken as part of the implementation of the Mountain Bike Master Plan. No new tracks are planned within the CRRP.</p>	<p>Note submission</p>
	<p>Existing roads and fire breaks should be used predominately by bikes (i.e. on both north and south of river)</p>	<p>Firebreak are predominatly loose sand making it difficult for cycling. Roads may add an easier level route for some sections of the trail</p>	<p>Note submission</p>

<p>Not appropriate to fit a bike along this [beach trail south of the River] track, as there is little room and only a narrow strip of native vegetation and foreshore reserve. Riders can use the existing path on the north side of the river,</p>	<p>The beach trail will be aligned along existing trails on the northern bank of the Chapman River</p>	<p>Uphold submission. The beach trail will be aligned along existing trails on the northern bank of the Chapman River</p>
<p>Turn Loop track east of Tersonia way into single track</p>	<p>The Mountain Bike Master Plan advocates for a single continuous rail starting and finishing from the Spalding Park locality. A discontinuous trail will lead to traffic conflict issues which has been raised as a concern.</p>	<p>Note submission</p>
<p>The currently unconsolidated and numerous tracks through the riparian zone are marked by bike tyre marks. They utilise many steep tracks and jumps – which lead down towards the track utilised by walker. Firstly, from a safety perspective that is not compatible; Secondly, erosion results from these narrow, steep tracks. Therefore it is not compatible from a conservation point of view, as currently a lot of money is being spend stabilising banks which are eroding – as a result of ad hoc tracks</p>	<p>The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum. No new tracks are planned within the CRRP conservation zone</p>	<p>Note submission</p>
<p>Thereby it is best to zone the park – as in this is an area where they can ride mountain bike trails – whilst the rest of the riding is conducted on a formal bike path that links the suburbs and is open to all bike rider – ie families and children</p>	<p>The Chapman River Regional Park Management Plan (1999) identifies the area where the current mountain bike trail is located for "Active recreation". The CRRP Management Plan (1993, City of Geraldton) identifies: cycling as being part of the park use in this area.</p>	<p>Note submission</p>
<p>Weeds are spread by mountain bikes and riders – including double gees. The Chapman River Friends have been controlling weeds for years, and now the plan proposes to put trails into a large area of the park. Bikes travel large distances</p>	<p>This is a general NRM strategy applying to all user groups. The City is progressing an invasive weeds management strategy</p>	<p>Note submission</p>
<p>Increased signage detracts from the value of a place for other users – a kin to littering. Signage within the park should be minimal and confined to conservation related educational material, to help raise awareness of our fading fauna and flora. Not an assemblage of signs whose aim is to organise a sporting activity</p>	<p>Signage is included to guide users along the appropriate track, and to inform users where trails are shared</p>	<p>Note Submission</p>
<p>There must be degraded sites within the city of Geraldton – (or even in the Geraldton Regional Park) where they can mountain bike without endangering other people and violating long term conservation objectives and aspirations.</p>	<p>The Chapman River Regional Park Management Plan (1999) and the CRRP Management Plan (1993, City of Geraldton) identifies: cycling as being part of the park use in its recreation strategy; cycling on trails within the conservation zone. The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum. No new tracks are planned within the CRRP conservation zone</p>	<p>Note Submission</p>
<p>A bike link could be established to other suburbs of Geraldton – which can be used by a larger proportion of the population – ie children and your average bike rider. It could have educational potential to help raise awareness about conservation issues within the park. This would build health cities and communities, rather than satisfying only one narrow user group quest fun and adrenalin rather than transport. This bike network could be linked to a degraded site, where a mountain bike course – park could be built – akin to BMX track. A formally delineated mountain bike track area</p>	<p>The City has an integrated transport strategy and a bike plan that addresses bike linkages. The CRRP includes Reserve R17001 Public Park and Recreation where pump and jump and a BMX track could be constructed.</p>	<p>Note submission</p>



8	28-Sep David Quimby - John Willcock College	SUPPORT: I cannot write in words how big this initiative will be for Geraldton and the surrounding towns. As a former Manager of the local Camp School and current teacher of an engagement program at John Willcock College this is a game changer. Mountain biking in Outdoor education continues to grow in popularity and outcomes for youths. May I first offer on behalf of John Willcock College if you are looking for school involvement in that area for trail building, weed control, planting, anything please don't hesitate to contact me. If we could become guardians or custodians of an area would be great.		Note Submission
9	23-Sep Friends of Sunset Beach	FoSB would like to consult with the community on the construction of the pump tracks, jump lines and skills loop elements of the concept plan. The reason for this is that Sunset Beach residents have requested some of these elements be incorporated into the Eastbourne Reserve	There are alternative locations for the the pump and jump track in reserve R17001 within the boundaries of the Chapman River Regional Park that are closer to the Eastbourne Road Reserve. There is a preference to cluster activities/facilities	Note submission
10	12-Sep BMX Club	the pump and jump tracks. Would like to relocate BMX track closer to proposed pump and jump tracks		Note submission
11	28-Sep Chapman River Friends	Mountain Bike Plan fails to refer to any of the CRRP Management Plans	The Chapman River Regional Park Management Plan (1999) and the CRRP Management Plan (1993, City of Geraldton) identifies: cycling as being part of the park use in its recreation strategy; cycling on trails within the conservation zone.	Note submission
		Mountain Bike Plan has not considered Aboriginal Heritage	The Mountain Bike Master Plan advocates for the closure and rehabilitation of spur tracks whilst maintaining the existing trail. Appropriate liaison with the native title claim groups and their representative body will be undertaken in relation to all trails within the CRRP.	Uphold submission. Include recommendation in City Officer report to Council
		Mountain Bike plan fails to recognize limits and opportunities in estuary sector, west of Chapman Rd	There are alternative locations for the the pump and jump track in reserve R17001 within the boundaries of the Chapman River Regional Park that are closer to the Eastbourne Road Reserve. There is a preference to cluster activities/facilities. The beach track will be aligned along existing trails on the northern bank of the Chapman River, avoiding the issue	Note submission
		Mountain Bike Trails Plan suggests intensive bike activity in Spalding Park, a veritable mountain bike take over.	The Chapman River Regional Park Management Plan (1999) and the CRRP Management Plan (1993, City of Geraldton) identifies: cycling as being part of the park use in its recreation strategy; cycling on trails within the conservation zone. The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum. No new tracks are planned within the CRRP	Note submission
		Mountain Bike Trails Plan if accepted will direct even more bikes onto a single loop trail in CRRP conservation zones where any expansion would do further damage		

If CGG does accept mountain bike presence in CRRP then the MOU must be specific: commitment from mountain bikers to onground works, CGG to budget ongoing . CGG must retain the right to close the trail if abused	As part of the implementation of the Mountain Bike Master Plan a trail adoption agreement will be established that addresses these concerns.	Note submission
CRF asks to be involved in ongoing management of the conservation zone	The Geraldton Mountain Bike Club has requested input from CRF as part of the implementation of the Mountain Bike Master Plan	Note submission
Many sections are subject to erosion due to poor design, inappropriate placement and neglect. The areas of pristine vegetation traversed by mountain bikers are not appreciated, or even noticed by the bikers. Damage is done by their tyres, and inadvertent riding off track. Priority flora has been illegally pruned, and healthy remnants in good condition are being damaged by the multiplicity of trails. These trails are shared with other park users (such as walkers). In fact these narrow trails are suitable for walkers and for wildflower observation but not for mountain bikes	The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum.	Note submission
The Conservation Zone needs repairs and path closures and not more trails. Additional tracks would involve clearing of remnant vegetation, and more damage to the steep slopes which would conflict with conservation purposes.. In the Draft Trails Plan no mention has been made of the fact that any clearing would require State Approval. (CALM Act 1954).	No new tracks are planned within the CRRP Conservation zone	Dismiss submission
In Spalding Park the Draft Trails Plan proposes to locate the trailhead and a multiplicity of bike activities, which would virtually exclude other park user groups. Proposals listed amount to a take over of Spalding Park by mountain bikes. There may be some space for limited bike activities: on the mound (buried waterslide), and between the miniature railway and DUP (the old loam extraction site), but not enough for all the features that have been proposed	The City will incorporate other CRRP users into trail header signage. Plan and theme waymarker to include multiple CRRP users and minimise sign clutter and/or confusion; There are alternative locations for the the pump and jump track in reserve R17001 within the boundaries of the Chapman River Regional Park	Note submission
Spalding Park is not a strategic location for a trailhead. There is considerable gap between beginners who have mastered the short trail courses proposed for Spalding Park and riders with the ability and stamina to ride the 11k blue trail	Spalding Park would be an appropriate location for the location of a trail headedr sue to the parking, toilets and other facilities at this location.	Dismiss submission
The Conservation Zone is not a suitable space for expansion of a trails network or inserting a shorter loop	No new tracks are planned within the CRRP Conservation zone	Note submission
The proposed beach link (green trail) in the Draft Trails Plan, is a popular narrow, peaceful walk trail with access to some fishing and bird watching spots. While it does need some attention it is too narrow to accommodate a DUP (ie, young bikers and walkers in both directions) and is not suitable for young unsupervised riders as it is on the river bank and very close to the river. An excellent lime based DUP suitable for young riders already exists on the north side of Chapman River Estuary, and links Chapman Road underpass, pedestrian lane on Chapman Road bridge to Sunset Beach, where there are lawns and toilet facilities. The Samphire Saltmarsh Community which is mapped on the Chapman River Estuary (refer Map 2.3 in CRWC Management Plan 1993) has been declared a Threatened Ecological Community, described as "Subtropical and Temperate Coastal Saltmarsh" under the EPBC Act. Any disturbance to that area would require Commonwealth approval	The beach trail will be aligned along existing trails on the northern bank of the Chapman River	Uphold submission. The beach trail will be aligned along existing trails on the northern bank of the Chapman River

		<p>Mountain bike trails require slopes of specific dimensions (refer to DPaW and WAMBA guidelines). Trails may be designed to be narrow but a buffer zone is needed to allow for passing, wobbly riders, falls. Inevitably there will be damage to adjacent vegetation. Following the existing mountain bike trail in CRAP it is obvious that vegetation was removed (illegally) to establish the trails (eg west bank north of Strathalbyn), over time trails have widened, soils have been eroded and vegetation lost due to riders failing to keep on track (eg between Fairfax Rd and Strathalbyn on the steep limestone slopes), and ever more of the Greenough sandstone bedrock cliffs have been exposed south of Fairfax. Densely vegetated areas of quality bushland are not suitable for mountain bike trails. Mountain bike trail guidelines stress that conservation areas are not suitable for bike trails. (Refer WAMBA Guidelines and Strategy). It is strongly recommended that mountain bike riders are directed to other locations, such as those suggested below</p>	<p>The Chapman River Regional Park Management Plan (1999) and the CRRP Management Plan (1993, City of Geraldton) identifies: cycling as being part of the park use in its recreation strategy; cycling on trails within the conservation zone. The Mountain Bike Master Plan builds on the Trails Master plan (2014) which has focussed on the accommodation a variety of users groups in a shared space. In particular it avoids the proliferation of bike or walk tracks. It promotes the separation of activities where possible. Shared use of trails will be kept to a minimum. No new tracks are planned within the CRRP conservation zone</p>	Note submission
		<p>Sites for advanced trails are worth considering are:</p> <ul style="list-style-type: none"> <li>Downhill mountain bike facility opposite Mills Lookout, and other sites at the southern end of Moresby Range.</li> </ul>	<p>The land in question is either wholly or in part privately owned making trail implementation more difficult. As part of the implementation of the Mountain Bike Master Plan other sites to cater for other mountain biking experiences will be investigated</p>	Note submission
	<p>Sites for advanced trails are worth considering are:</p> <ul style="list-style-type: none"> <li>Chapman Valley sites such as the old CV Winery, where the Mountain Bike Club has opportunity to establish a trail</li> </ul>			
	<p>Sites for advanced trails are worth considering are:</p> <ul style="list-style-type: none"> <li>Deepdale – Moonyoonooka – there may be suitable slopes on properties further up the Chapman River (eg north of the Geraldton Airport).</li> </ul>			
		<p>If CCG does recognize and support the development of a mountain bike trail in CRRP, despite the reservations expressed above, then CRF will work to enhance the partnerships and apply the guidelines provided by DPaW and WAMBA.</p>		Note submission
		<p>Mountain bike riders in CRRP have failed to undertake trail maintenance despite training, and have not supported other community activities in CARP, such as planting days or rubbish collections</p>	<p>The Geraldton Mountain Bike Club has undertaken club rubbish collection days and tree planting events as part of national tree day.</p>	Dismiss submission
		<p>For that reason the guidelines for a MOU between CRRP and mountain bike trail riders need to be very specific and binding and must include: Requirement that bike riders commit to undertake ongoing trail repairs. All the trails identified for closure on the Draft Plan must be closed (and revegetated). No individual action by mountain bikers (illegal prunings, path realignments or extensions) will be permitted. No installation of ramps or other structures. COG must retain the right to permanently or temporarily close the trail if adequate support is not provided by bike riders.</p>	<p>As part of the implementation of the Mountain Bike Master Plan a trail adoption agreement will be established that addresses these issues</p>	<p>Uphold submission. Include recommendation in City Officer report to Council</p>
12	29-Sep Mark Appleyard	<p>The existing trail would significantly benefit from being formalised with greater community involvement providing increased motivation and certainty on the maintenance of the trail for all users, it is much better if the existing trail is well maintained with regular pruning and erosion mitigation works completed to prevent the trail “creeping” around these obstacles and ultimately leading to a new trail diversion forming.</p>		Note submission
13	30-Sep Department of Parks and Wildlife	<p>The Mountain Bike Master plan is a concept plan for the development of a trail network</p> <p>an impact evaluation checklist needs to be undertaken and completed</p>	<p>An impact evaluation will be undertaken as part of the implementation of the Mountain Bike Master Plan</p>	<p>Note submission</p> <p>Uphold submission. Include recommendation in City Officer report to Council</p>

there are several Threatened Ecological Communities (TEC) at the river mouth, priority (rare) flora along the banks of the river, and numerous aboriginal heritage sites along and including the river. There may also be other constraints that hopefully the Impact Evaluation would help identify

On the TEC and priority flora, I'd would recommend discussing these further with Rowan at our Midwest office for possible implications with regard to the Wildlife (Biodiversity) Conservation Act. I would suggest these are not necessarily a complete no-go area, but depending on what the TEC/priority species are and where they sit in the environment, further investigations are required on site to see if the TEC/priority flora can be avoided and buffered, before any trail alignments were selected or constructed  
recommend investing in high quality trail construction from the start, as it is much harder and more expensive in the long run to fix and improve existing degraded trails+D86

Note submission