



PLANTAGENET TRAILS MASTERPLAN

REVIEW 2019





INTRODUCTION

This report was commissioned by the Shire of Plantagenet as an update to the 2006 Plantagenet Trails Masterplan. It was developed in 2019 through the Plantagenet Trails Working Group, a Council-run committee with councillor, staff and local stakeholder representatives.

It will consider the recommendations in 2017's Mount Barker Bike Master Plan Opportunities and Constraints Discussion Paper. There is a strong correlation between this Review and the Regional Trails Masterplan developed by GSCORE alongside Shire of Plantagenet representatives, and this plan will outline trails the Working Group would be keen to see included in the regional planning framework.

The Plantagenet Trails Working Group was formed at the 16 July 2019 Council meeting, and held five workshops to review the Plantagenet Trails Masterplan 2006 and propose suitable trails to be included in a revised masterplan. The Working Group was split into focus groups to consider Porongurup trails, town trails and equine trails according to an individual's expertise. The resulting proposed trails are included in this Masterplan Review.

This Review should be read in conjunction with the 2006 Plantagenet Trails Masterplan, and is intended as a strategic overview. Implementation of each trail will be a separate process.



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ANALYSIS OF OUR CURRENT TRAIL OFFERING

USER OVERVIEW

Anecdotal evidence suggests that the largest number of local trail users are walkers walking close to home for exercise, or walking in a natural setting for leisurely recreation and appreciation of nature. Additionally, town residents are looking for a range of circuits on quiet roads or cycle paths for exercise and/or commuting to work or school. A study commissioned by the Shire of Plantagenet in 2016 around a 'Bike it for Brekky' event investigated cycle use in Mount Barker townsite. Of the local residents surveyed, over 40% of respondents cycled in the town at least once a week, and overwhelmingly the most important issue identified to encourage cycle use was improvements to or constructing more cycle/dual use paths.

Encouraging use of cycle and walk trails is important and reinforced at various levels of Government: the Department of Health promotes Australia's Physical Activity and Sedentary Behaviour Guidelines, and actively targets older adults to participate in gentle to moderate exercise. There is also a move to limit children's 'screen time' and encourage families to take part in outdoor activities together.

In addition to serving local needs and encouraging residents to be more active, the Plantagenet Trails Masterplan seeks to increase the market potential of the region for trails tourists.

Trails tourism has many benefits: it brings tourists to local businesses, increases length of stay, encourages engagement with local nature and landscapes, and can promote repeat visitation.

Bushwalking is undertaken by over half of international visitors and approximately one in five inter/intrastate visitors to the region. Cycle touring and mountain biking are growing in popularity – mountain biking is one of the fastest growing sports in Australia – and are significantly undercatered for in the region.



USER OVERVIEW

GSCORE's Great Southern Regional Trails Masterplan identifies three types of trail user across all trail types, and the types of experience they typically seek:



LEISURE TRAIL USERS

Typically holiday makers who seek out accessible trails for use with family or friends. Time spent on trails is often short to a half-day in duration.

VISITOR TYPE:

Tourists, family, friends

EXPECTED FACILITIES:

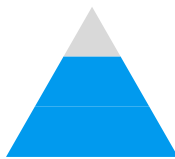
Well-marked trails to suit range of abilities. Easy access trails linked to town site and/or accommodation

SKILL REQUIRED:

Low - medium: limited experience seeking accessible, achievable trails

VISITOR NUMBERS:

High



ACTIVE TRAIL USERS

Outdoor enthusiasts who will plan their visit to include use of trails. Time spent on trails is often a half to full day, or can involve overnight stays.

VISITOR TYPE:

Outdoor enthusiasts seeking challenge

EXPECTED FACILITIES:

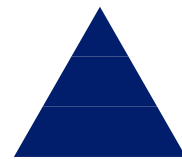
Well-designed and marked trails with associated facilities such as equipment hire/repair, and safe parking

SKILL REQUIRED:

Medium - high: seeking opportunities for skill development and socialisation

VISITOR NUMBERS:

High - medium



ADVENTURE TRAIL USERS

Dedicated trail users who will seek out challenging trails or unique and extended experiences. Time spent on trails is often across multiple days.

VISITOR TYPE:

Experienced and willing to travel for iconic experiences

EXPECTED FACILITIES:

More remote experiences with limited facilities.

SKILL REQUIRED:

High: very experienced and seeking high-level challenge and adventure







VISITOR NUMBERS:

Low



EXISTING TRAILS IN PLANTAGENET

WALKING TRAILS

| Trail name | Condition | Distance | Difficulty | Issues | Opportunities |
|---|--|----------|---|---|---|
| Castle Rock, Porongurup | Canopied walk that arrives at a monumental granite boulder with 360 views. | 3km |  | Safety issues, environmental concerns. | GSCORE have identified a potential extension allowing access to the ridge without climbing the Granite Skywalk. |
| Millinup Pass, Porongurup | Walk through karri trees to a saddle in the mountains. Some steep sections and can be muddy in winter. | 2km |  | Access at the southern entry is restricted. The entry is difficult to find and on a bend in the road. Environmental concerns. | Trailhead and wayfaring signage would benefit trail users and warn motorists. |
| Nancy Peak, Porongurup | The full walk includes Hayward Peak, Nancy Peak and Morgan's View. Great variety and panoramic views. | 4km |  | Trailfinding is difficult across granite outcrops. Environmental concerns. | Improved waymarking. Can be walked in shorter return sections. Can be connected to Wansbrough Walk. |
| Marmabup Rock, Porongurup | Via Devil's Slide through canopies and exposed granite outcrops. | 5km |  | Can be slippery in wet weather. Trail finding difficult across granite outcrops. Environmental concerns. | Improved waymarking. |
| Wansbrough Walk | Runs to Tree in the Rock and provides side access to Nancy's. Waddy's Hut on the trail is available for camping with permission from the Ranger. | 4km |  | Minimal signage and no interpretation. Environmental concerns. | Improved waymarking. Can signpost to Nancy's Peak walk. |
| Stirling Ranges | On the NE boundary of the Shire. A number of walks are provided. Over 50km of trails fall within Plantagenet Shire. | | Various | Links and proximity to Mount Barker not advertised. | A trail link between Porongurup and Stirling Ranges. Advertising. |
| Twin Creeks (Friends of the Porongurup Range) | Walks through a biodiversity hotspot with views of the Stirlings and Porongurups. | |  | A privately owned reserve. The 'Friends' have to carry their own insurance and manage the Reserve. | Being enhanced by the Oyster Harbour Catchment Group's Ranges Link Project which ultimately becomes part of the greater Gondwana Link of the southwest. |

User types:



Leisure



Active

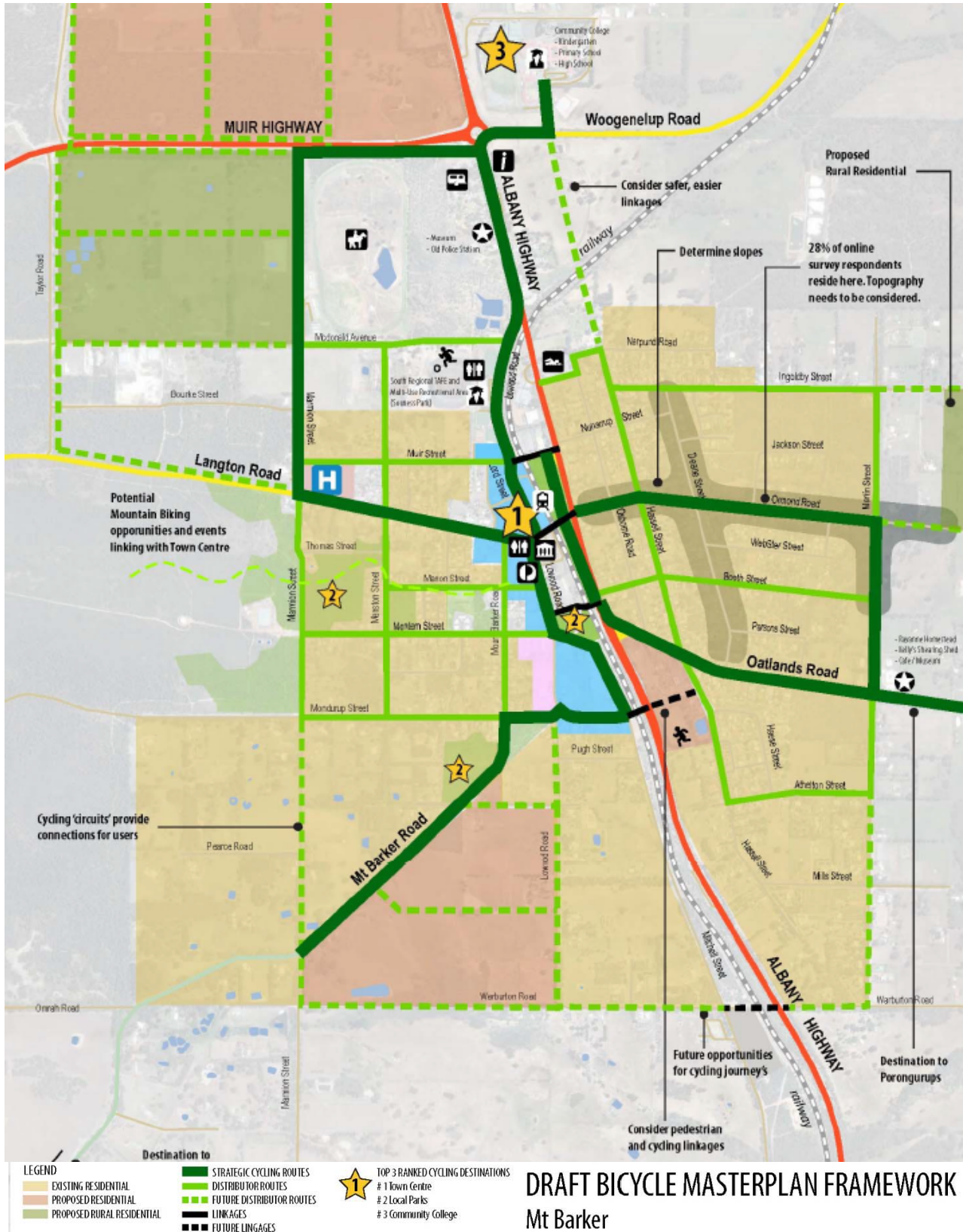


Active—Adventure



CYCLE TRAILS

There are no officially designated cycle trails in the Shire, despite strong local support for a cycling network. The 2017 Bike Plan for Mount Barker identified the following cycle transport routes in the town centre:



Through a combination of grants and its own resources, the Shire of Plantagenet is working towards constructing dedicated dual-use paths separate from the road along these key routes.



Photo credit: Down Under Discoveries

BRIDLE TRAILS

There are currently no officially designated bridle trails in the Shire. The 2019 Plantagenet Trails Working Group has featured strong advocacy from equestrian and historical interests, and the resulting plans will be set out later in this Review.

The Shire of Plantagenet features a very active equestrian community, with a number of pony clubs, Horse Power (formerly Riding for the Disabled), pony trekking businesses, and also several racing and campdraft clubs based at Frost Park in Mount Barker.

Currently, horse riders use informal trails based around quiet roads in Woogenellup, with riders sometimes looping around to the Porongurups. As the routes are not official trails, there is no signage to alert motorists that horses and riders are in the area. There are also unofficial trails through private farm land following firebreaks.



There is significant potential to develop the offering for both local riders and tourists, with links to holiday accommodation.







GSCORE PRIORITY TRAILS

The following trails have been identified in GSCORE's Regional Trails Masterplan as priority projects. In addition to informing our strategy, these trails are complementary: combinations of them can be grouped into a network for both attracting visitors and attracting grant funding.

GSCORE are aiming to make the Great Southern a world-class trails destination. Mountain biking is particularly undercatered for in the region; a combination of well-built downhill and cross-country trails can transform the economy of an area. Case studies include the 'Seven Stanes' in Scotland, and 'Blue Derby' in Tasmania.

| TIMEFRAME | PROPOSED PRIORITY TRAIL OR TRAIL NETWORK | TRAIL TYPE |
|---|--|--|
|  SHORT 1-2 Years | Tower Hill MTB Trails Walpole and Nornalup Inlets Marine Park Paddle Experience Great Southern Treasures Recreation Circuit Bald Head Walk Trail Albany Heritage Park Mounts Trail Corridor Link |  |

| TIMEFRAME | PROPOSED PRIORITY TRAIL OR TRAIL NETWORK | TRAIL TYPE |
|--|---|---|
|  MEDIUM 3-5 Years | Greens Pool to Lights Beach Coastal Hiking Trail Albany's Historic Whaling Station to The Gap Coastal Hiking Trail Albany Heritage Park Stage 2 Polkeclerup MTB Trails Mt Hallowell MTB Trails Porongurup MTB Trails Munda Biddi Trail Realignments |  |

| TIMEFRAME | PROPOSED PRIORITY TRAIL OR TRAIL NETWORK | TRAIL TYPE |
|---|---|---|
|  LONG 6-10 Years | Albany to Whaling Station Dual-use Trail Grain Train Rail Trails Stirling Range Valleys Cycle Touring Trail |  |

TRAIL TYPE



Hiking



Cycling/Mountain biking



Paddling



Snorkelling

PROPOSED TRAILS FOR PLANTAGENET SHIRE

| Trail name and location | Type | Distance | Grade | Trail model | Market | Significance |
|--|---------|--------------------------------|----------------------|-------------|---|--------------|
| Pwakkenbak Hill, Mount Barker | MTB | 10km | Green – black slopes | Network |   | Local |
| Town trails, Mount Barker | C W | Various | 1 | Network |  | Local |
| Kendenup Nature Trail, Kendenup | W | 0.6km | 1 | Individual |  | Local |
| O'Neill Road to Porongurup, Mount Barker to Porongurup | C E | 30km return | 1 | Individual |   | Local |
| Porongurup Loop, Porongurup | C D | 33km | | Circuit |   | Local |
| Hay River Trail, | E | 60km | 1 | Individual |   | Local |
| Heritage Stock Routes, Perillup - Denbarker | W | Two trails of around 70km each | | Individual |   | Regional |
| Rail Trail Tenterden—Redmond | MTB E W | 70km | 1 | Individual |   | Regional |
| Drive trails | D | 140km | | Circuit |  | Local |
| Mondurup Reserve | W | 6km | 1 | Individual |  | Local |

User types:  Leisure  Active  Active—Adventure

MTB Mountain bike C Cycle W Walk E Equestrian D Drive



1. TOWER HILL, MOUNT BARKER

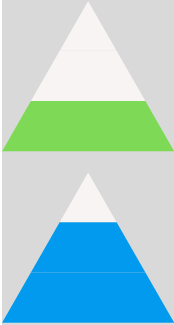


GSCORE
Great Southern Centre for
Outdoor Recreation Excellence

Features in the Regional
Trails Masterplan

| | |
|-----------------|--|
| Project lead | GSCORE/Shire of Plantagenet |
| Tenure | The main site, Reserve 15162, is Crown land of approximately 58ha, vested in the Shire for the purpose of Parklands. This approved use is compatible with these projections. In the middle of the main site is an island of land leased to a telecom company, with an 184-meter tower on it. There is also a separate 5,200m ² parcel leased for telecoms equipment within the Reserve, |
| Overview | A small scale MTB network and separate walking trails to service the local Mount Barker community and to provide additional experiences for visitors to the region. The network is ideally located close to the township and offers magnificent views, excellent terrain and sufficient elevation to cater for mountain bikers and hikers. Trails would be cross-country focused, with multiple descent opportunities across the site featuring the exposed granite. The MTB provision was identified as a priority by GSCORE, who will produce a concept plan for those trails in 2020. |
| Objectives | <ul style="list-style-type: none"> • Providing a mixed-ability family outdoor activity close to the townsite of Mount Barker. • Showcasing the landscape of the Shire from the 147m high vantage point of the Hill, creating an iconic experience. • Linking with the town trail network to provide an active outing easily accessed from the townsite without a car. • Providing more challenging downhill trails through nature for more experienced MTB riders. • Implementing GSCORE's recommendations to promote the wider region as a trails destination. |
| Implementation | <ul style="list-style-type: none"> • Short-term project - 1 - 2 years from concept to completion • Locally significant network of trails servicing the townsite • 10km~ of MTB trails with significant descents • Walking trails across existing firebreaks • Will require car park, ablution and waymarking developments |
| Scope and Scale | The concept plan for the MTB trails will be managed by GSCORE. The walking trails will then be incorporated by the Shire of Plantagenet. Construction and ongoing maintenance could be carried out by the Shire of Plantagenet, with a view to encouraging mountain bike clubs to participate in or take on the maintenance. It has been proposed that the Mt Barker Hill trails and other GSCORE MTB trails be combined into a single project of regional significance to potentially attract funding. |



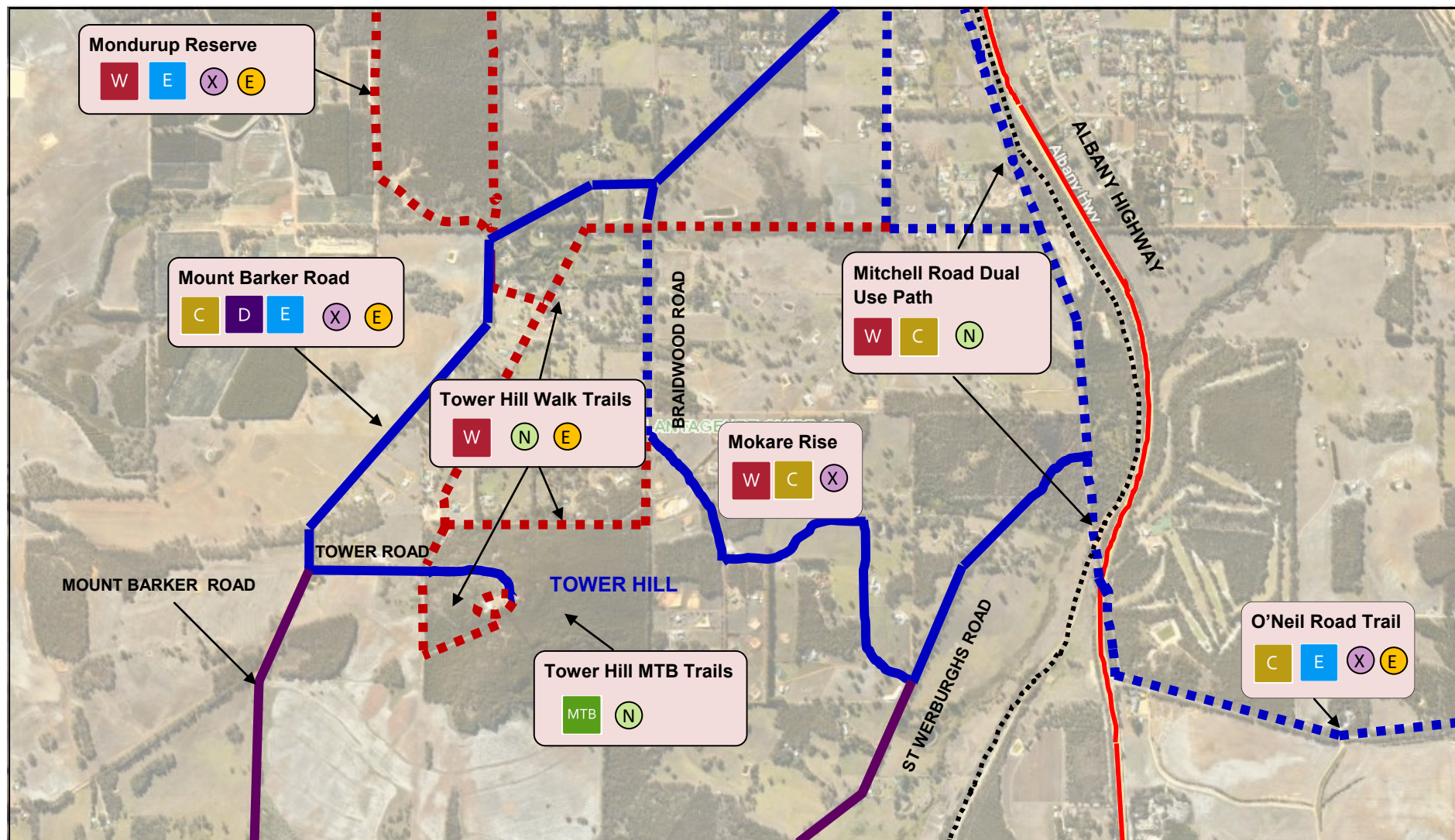
| | |
|------------|---|
| User types | <div></div> <ul style="list-style-type: none">• The trails will be suitable for downhill mountain bikes, ranging from reasonably sturdy hardtail bikes to full-suspension.• There will be multiple descents, ranging in difficulty from green to black.• The target user groups will be leisure to active users, with some trails suitable for all ages and parental supervision points. |
| Next Steps | <ul style="list-style-type: none">• GSCORE and Shire of Plantagenet Working Group discussion• Community consultation• Site assessment• Concept plan to be developed by GSCORE |



"Mt. Barker Tower Hill offers plenty of positive aspects for a shire to provide a Mountain Bike hub within riding distance from town. The existing infrastructure on the site is a great asset, including two suitable access points within close proximity to the centre of town, and a road to the top, providing the potential as a venue to host events that provide shuttle transport to the top. Currently, no other shire can offer these facilities on public land, providing Mt. Barker with an immediate positive point of difference."

Monkey Rock Mountain Bike Co

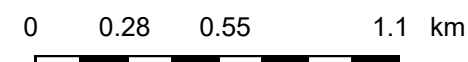




Map A: Proposed Tower Hill Trails (Pwakkenbak Trail Plan)


TRAIL LEGEND

| | | | | | | |
|--------------|-----|---------------|----------------|---|---|----------|
| Walk Trails | W | Walk/ Hike | Tourist Drives | D | N | New |
| Multi Trails | E | Equestrian | Unsealed Roads | | E | Enhance |
| Cycle Trails | C | Cycle | Sealed Roads | | X | Existing |
| | MTB | Mountain Bike | | | | |

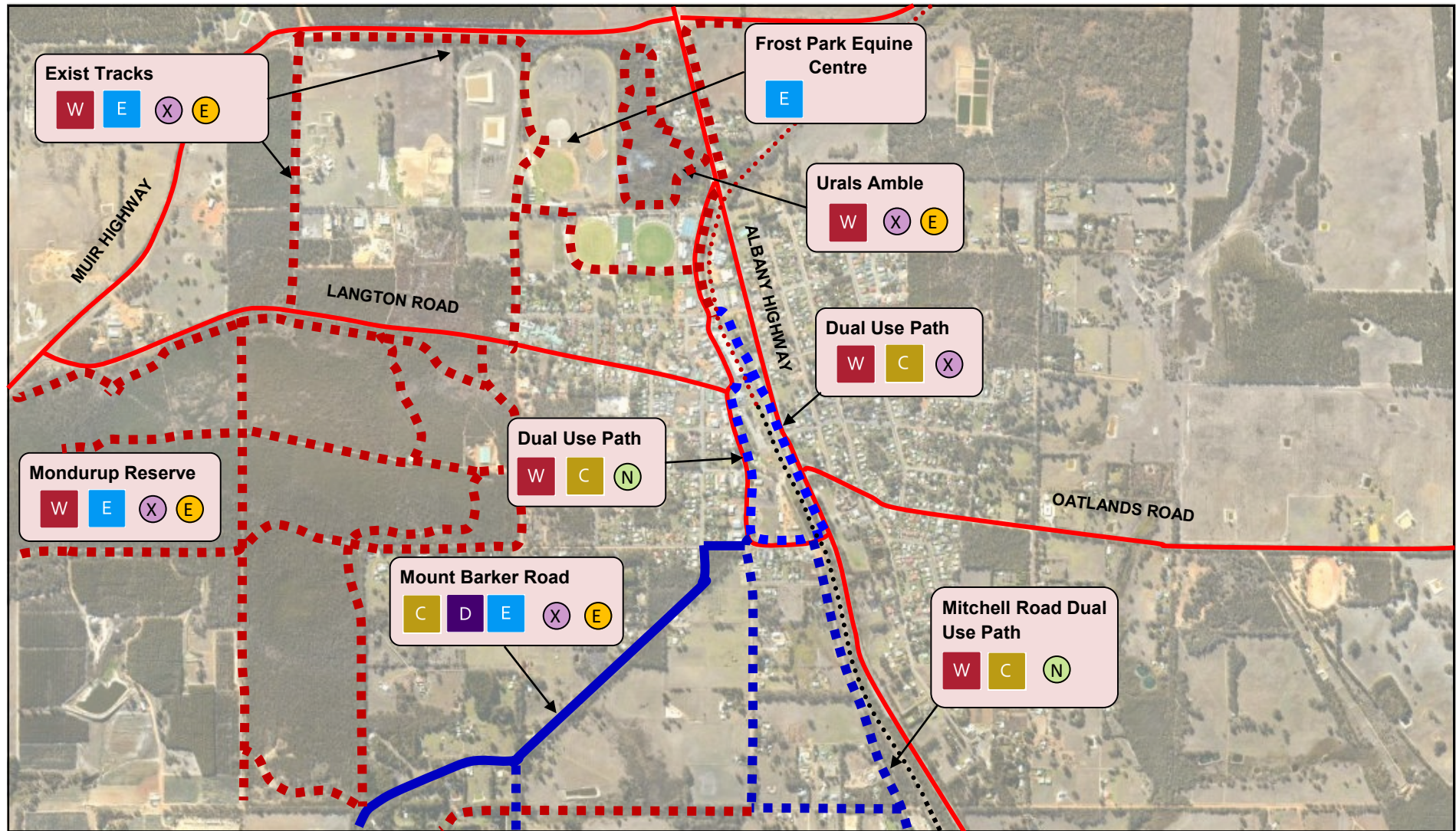


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2. TOWN TRAILS, MOUNT BARKER

| | |
|-----------------|---|
| Project lead | Shire of Plantagenet |
| Tenure | <p>The intended cycle trails are largely alongside road reserves managed by the Shire of Plantagenet.</p> <p>Certain walk trails are across Crown land vested as reserves to the Shire of Plantagenet. These walk trails are within the permitted use of the reserves.</p> |
| Overview | <p>A network of cycle and walk trails and paths to connect the town centre to the trails at Tower Hill, to provide safe opportunities to walk and cycle away from road traffic, and to provide nature walks or walks for exercise through attractive reserve land.</p> <p>Construction of these trails will involve some new trails and also expanding existing ones.</p> |
| Objectives | <ul style="list-style-type: none"> • Responding to residents' requests for safe opportunities to exercise in the town. • Implementing recommendations in the 2017 Bike Plan for Mount Barker. • Linking the intended new facilities at Tower Hill to the visitor facilities and businesses in Mount Barker town centre. |
| Implementation | <p>The construction of these trails and paths will be managed by the Shire of Plantagenet, from a combination of the Works path maintenance budget and Department of Transport grants. Funding is a key limiting factor with these trails.</p> |
| Scope and Scale | <ul style="list-style-type: none"> • Ongoing project with timescales adaptable to suit funding rounds and other potentially connected developments. • Locally significant network of trails servicing the townsite. • Trails with varying surfaces for varying uses. • Will require signage on routes and map production. |
| User Types |  <ul style="list-style-type: none"> • The trails will be accessible for most user groups, with consideration given to users' mobility restrictions and safety around traffic. |
| Next Steps | <p>There is a pending funding application from the Department of Transport regarding construction of a dual use path from Marion Street to the bakery on Lowood Road.</p> |





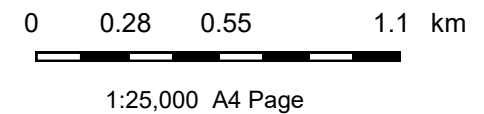
Map B: Town Trails Plan

TRAIL LEGEND

| | | |
|--------------|-----|---------------|
| Walk Trails | W | Walk/ Hike |
| Multi Trails | E | Equestrian |
| Cycle Trails | C | Cycle |
| | MTB | Mountain Bike |

| | |
|----------------|---|
| Tourist Drives | D |
| Unsealed Roads | |
| Sealed Roads | |


| | |
|---|----------|
| N | New |
| E | Enhance |
| X | Existing |



3. MONDURUP RESERVE, MOUNT BARKER



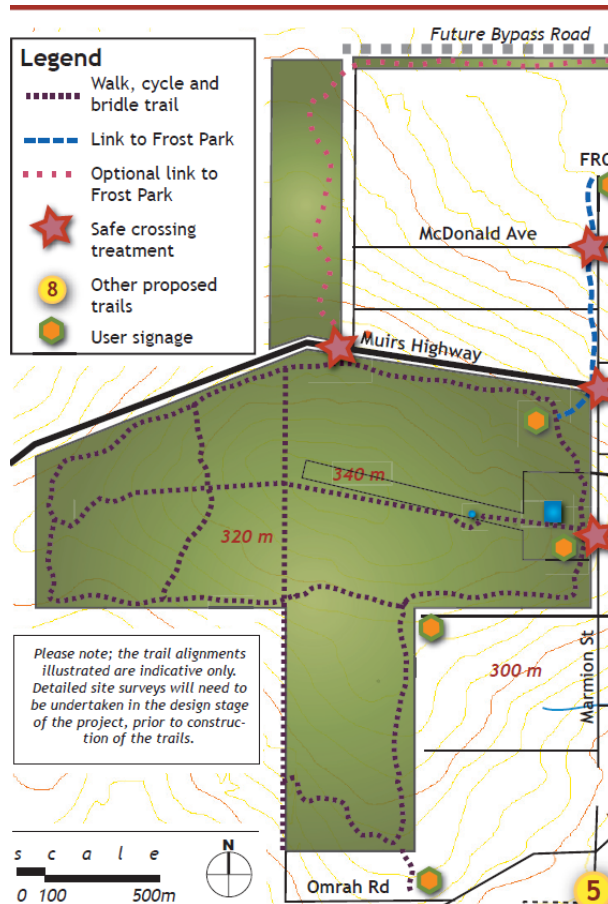
GSCORE Features in the
Great Southern Centre for
Outdoor Recreation Excellence Regional Trails
Masterplan

| | |
|------------------|---|
| Project lead | Shire of Plantagenet |
| Tenure | The area known as Mondurup Reserve is an mixutre of land types: an A Class Reserve vested in the Shire of Plantagenet for the purpose of conservation and propagation of timber, C class reserves vested in the Shire or Main Roads for the purposes of water, gravel and green belt, and unallocated Crown Land. It was maintained by the Friends of Mondurup Reserve under a Reserve Management Plan - the Friends are currently on hiatus so the Shire is responsible for its upkeep. |
| Overview | <p>This is a proposed enhancement of an existing locally important trail in a flora reserve. A network of formal and informal trails is already used within the reserve, but signage and interpretation infrastructure is required to rationalise the trails and highlight their significance. Feedback has been received that accessibility should be considered for disabled visitors, and also that there have been issues with hooning in the reserve. The plan should include better management of vehicles entering the Reserve, likely through erection of barriers at entry points. Although the trails proposed are synonymous with the Reserve Management Plan, there are also dieback hygiene and declared rare flora issues to consider. It would form part of the Great Southern Treasures Recreation Circuit.</p> |
| Objectives | <ul style="list-style-type: none"> • Rationalise existing trails and utilise signage to educate and promote respectful behaviour in Mondurup Reserve. • Produce maps and include the trails in tourist guides. • Maintain firebreaks and dieback hygiene areas. |
| Management Model | The trail's design and management would aim to retain the natural bushland experience, while providing a trail that is accessible to a wide group of users. The current trails are largely firebreaks or access roads. Opportunities for community building could be explored in the trail's development, management and interpretation. |
| Scope and Scale | <ul style="list-style-type: none"> • Short-term project largely requiring signage to showcase the local flora, and wayfaring signs. • Biodiversity conservation and consideration of dieback must be incorporated into the plan. • Trails will be used by various groups. |
| User Types |  <ul style="list-style-type: none"> • The trail is primarily for leisure walking, but may allow for horse riding or cycling. |
| Next Steps | <ul style="list-style-type: none"> • Consultation with the Friends of Mondurup Reserve • Dieback assessment • Concept plan for signage • Production of maps and brochures |



MONDURUP RESERVE TRAILS

AS IDENTIFIED IN THE 2006 PLANTAGENET TRAILS MASTERPLAN



The 2006 Plantagenet Trails Masterplan identified these routes for trails in Mondurup Reserve.

Offering a range of exercise and leisure opportunities for local residents is important. There is the potential to expand the use of some of the trails at Mondurup Reserve to include equestrian activities, particularly due to the proximity to Frost Park, but subject to environmental assessments. Aboriginal groups should also be consulted to assess any sites of cultural significance.


There are a number of rural and semi-rural properties adjoining the reserve. The impact upon these landowners was assessed in 2006: concerns about dogs and privacy issues are mediated by improved access to their properties and fire control of the bush.

As shown in the Town Trails map on Page 15, Mondurup Reserve has access to other town facilities: Frost Park to its north and the Tower Hill trails to the south. These connected trails will provide a selection of options for local walkers that can be varied, in addition to the circular trails within the reserve.

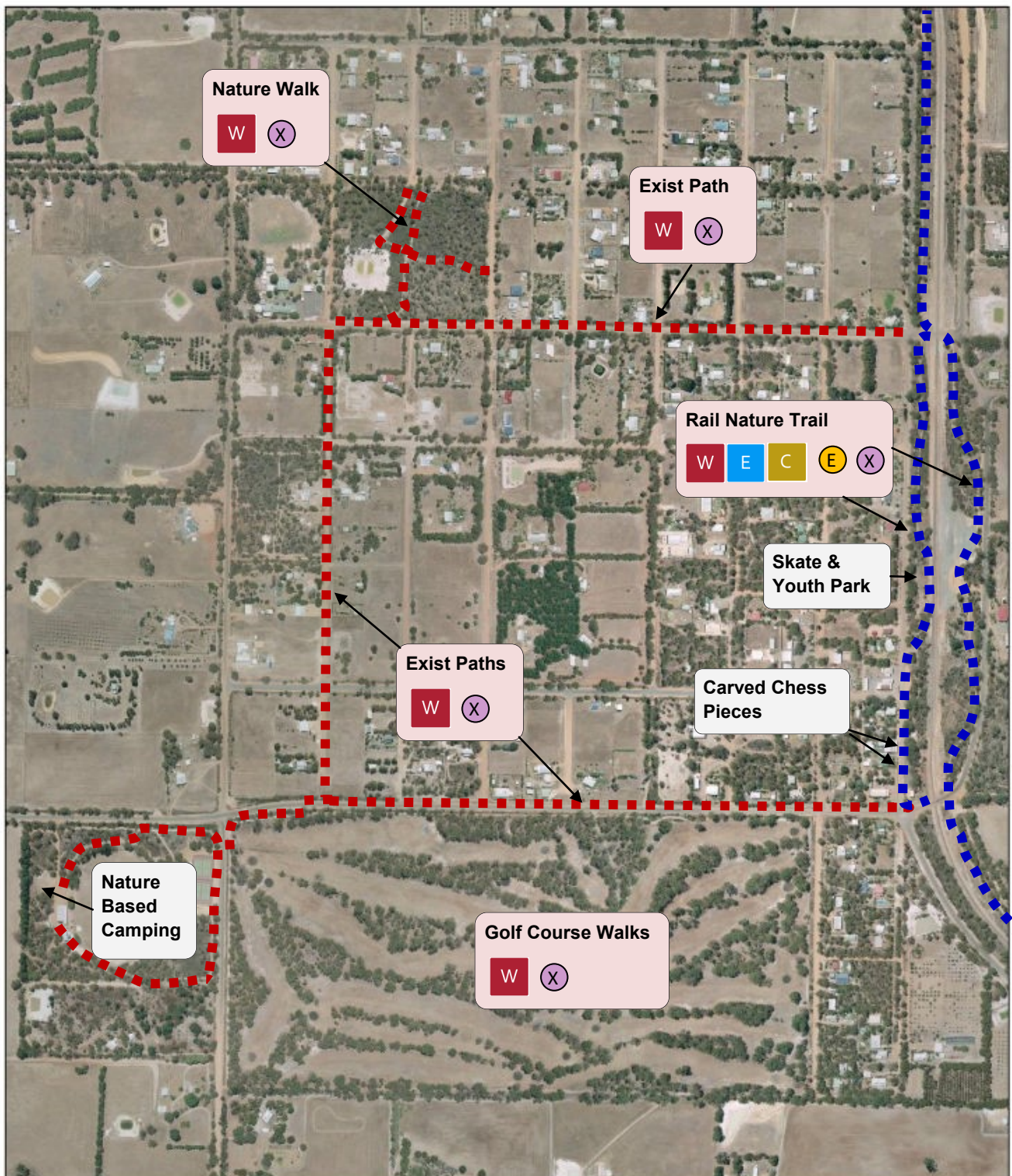


4. KENDENUP NATURE TRAIL



| | |
|------------------|---|
| Project lead | Shire of Plantagenet |
| Tenure | This trail is based on existing paths - some concrete, some bitumen and some gravel (see the map on Page 18). The trails adjacent to the rail line are located on a mixture of road reserves (vested in the Shire of Plantagenet), a Shire-owned lot and the rail corridor reserve. |
| Overview | This walking trail takes in local wildflowers and bush reserves. It is currently used in an informal capacity, but requires signage to publicise it to visitors and also inform all road users for safety reasons: part of the trail is a rarely used defunct gravel road. The trail is already popular with Kendenup residents and would be straightforward to formalise. It would form part of the Great Southern Treasures Recreation Circuit. |
| Objectives | <ul style="list-style-type: none"> • Install road signage warning vehicles about the trail. • Plan and install waymarking signage, and interpretive signage providing information about local flora and fauna. • Promote the trail locally and as part of wider tourism campaigns. • Illustrate the trail on maps. |
| Management Model | The formalisation of this already existing route and waymarking, interpretation and safety signage will be undertaken and maintained by the Shire of Plantagenet. |
| Scope and Scale | <ul style="list-style-type: none"> • Short-term project that largely requires signage to be formalised. • Any trails within native vegetation would need to be developed to have minimal impact, and flora, fauna and heritage constraints would need to be considered. |
| User Types |  <ul style="list-style-type: none"> • The trail, which is largely flat (gravel road, concrete or bitmen) will be accessible for most user groups. |
| Next Steps | Appropriate signage to be planned, with safety, nature and heritage constraints to be considered. |





Map C: Kendenup Paths & Trails

TRAIL LEGEND

| | | | | | | |
|--------------|-----|---------------|----------------|---|---|----------|
| Walk Trails | W | Walk/ Hike | Tourist Drives | D | N | New |
| Multi Trails | E | Equestrian | Unsealed Roads | | E | Enhance |
| Cycle Trails | C | Cycle | Sealed Roads | | X | Existing |
| | MTB | Mountain Bike | | | | |

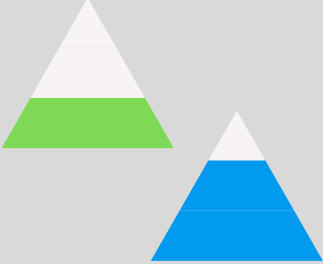
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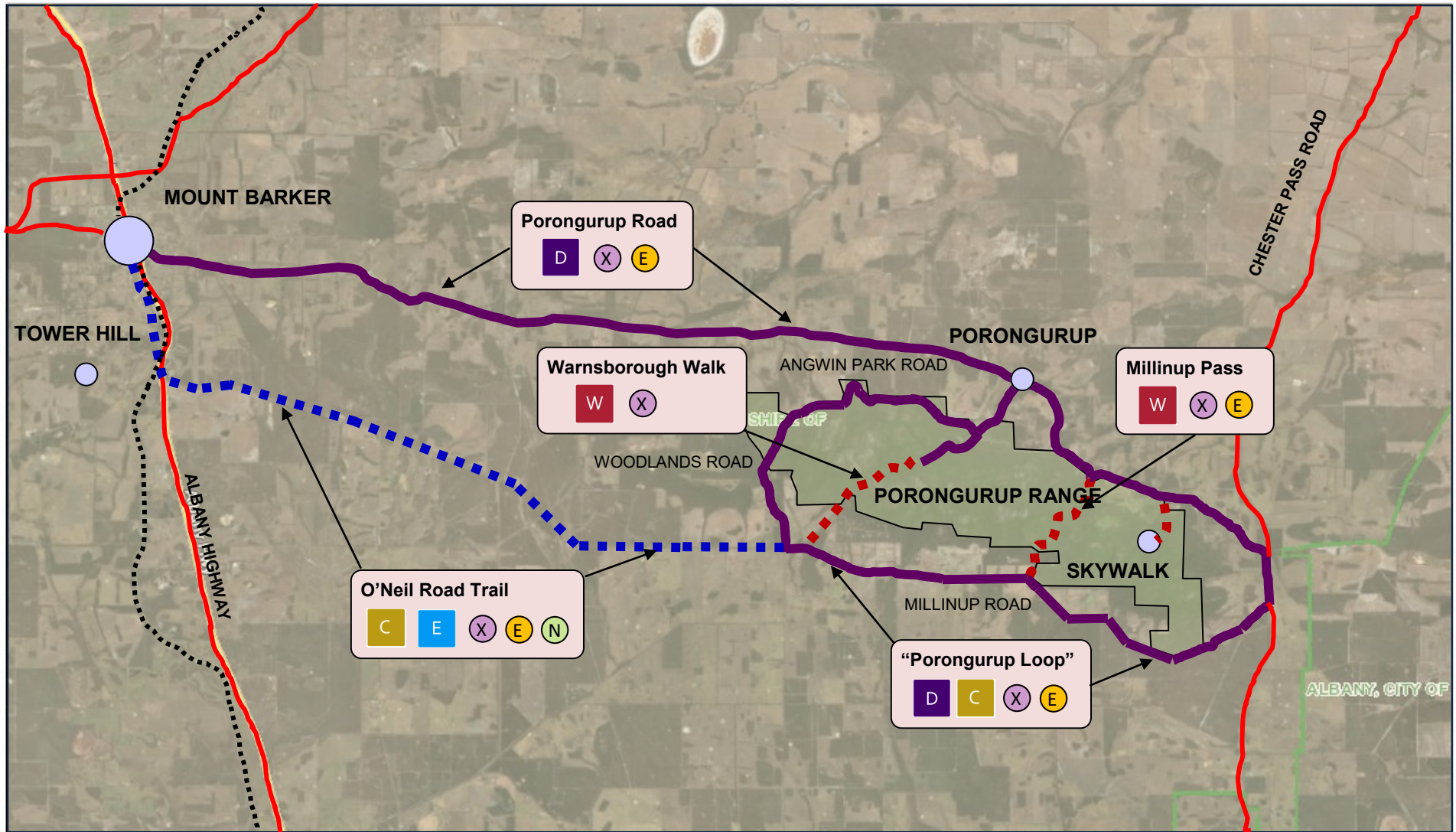
5. O'NEILL ROAD TO WANSBROUGH WALK



GSCORE Features in the
Great Southern Centre for
Outdoor Recreation Excellence Regional Trails
Masterplan

| | |
|-----------------|---|
| Project lead | Shire of Plantagenet |
| Tenure | This trail is largely situated on road reserves vested in the Shire of Plantagenet. |
| Overview | <p>This multi-use trail would link Mount Barker town to the south side of Porongurup National Park, and provide car-less access to the leisure opportunities there.</p> <p>It is around a 15km route one-way. The trail would be suitable for walkers, cyclists and horse riders.</p> |
| Objectives | <ul style="list-style-type: none"> • Provide a dual-use path from Mount Barker to Porongurup • Plan waymarking signage, and interpretive signage providing information about local flora and fauna. • Promote the trail locally and as part of wider tourism campaigns. • Illustrate the trail on maps. |
| Implementation | The construction of this path and waymarking, interpretation and safety signage will be undertaken and maintained by the Shire of Plantagenet. |
| Scope and Scale | <ul style="list-style-type: none"> • Medium-term project requiring a long stretch of path. • Any trails within native vegetation would need to be developed to have minimal impact, and flora, fauna and heritage constraints would need to be considered. • Safe crossing of Albany Highway will be a key issue. |
| User Types |  <ul style="list-style-type: none"> • Although the trail surface will be easy to cycle or walk on, the route is a 30km return journey, with no current provision for a return shuttle service. Users must arrange their own return transport or commit to the round trip. |
| Next Steps | <ul style="list-style-type: none"> • Community consultation • Working Group discussion • Concept plan |





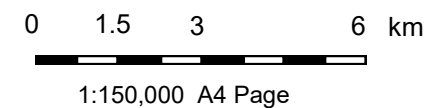
Map D: Mount Barker—Porongurup Trails

TRAIL LEGEND

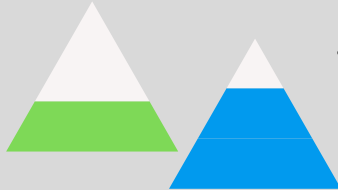
| | | |
|--------------|-----|---------------|
| Walk Trails | W | Walk/ Hike |
| Multi Trails | E | Equestrian |
| Cycle Trails | C | Cycle |
| | MTB | Mountain Bike |

| | |
|----------------|---|
| Tourist Drives | D |
| Unsealed Roads | |
| Sealed Roads | |

| | |
|---|----------|
| N | New |
| E | Enhance |
| X | Existing |

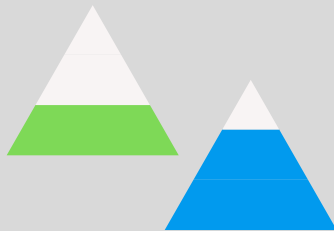


6. PORONGURUP LOOP

| Project lead | Shire of Plantagenet |
|-----------------|--|
| Tenure | This trail follows existing roads circling around the Porongurup Range, so signage would largely be within the road reserves vested in the Shire of Plantagenet. The section alongside Chester Pass Road would be within Main Roads' reserve, or, if the track deviated from the reserve, in National Park land under a Management Order to the National Parks and Nature Conservation Authority. |
| Overview | This trail is intended as a cycle/drive trail around existing roads which encircle the park, providing excellent views of the mountains from their bases. The short (~1km) section alongside Chester Pass Road would require a separate track built away from the road on the western side. This section of road is not in the National Park. As this proposed trail loop runs the circumference of the Park rather than cutting through it, the impact on environmental and cultural concerns would be significantly less than other propositions for trails in the area. |
| Objectives | <ul style="list-style-type: none"> • Showcase the landscape of the Porongurups whilst having a minimum ecological impact. • Provide a safe route to tour the Park. • Lead tourists to Porongurup wineries, businesses and attractions. |
| Implementation | Developing the Chester Pass Road multi-use pathway would require negotiation with Main Roads and obtaining funding. Upkeep of the road sections would lie within the Shire's usual responsibilities. There would be business opportunities for rest stops for cyclists. |
| Scope and Scale | <ul style="list-style-type: none"> • Medium-term project largely requiring signage to warn drivers of the dual use and wayfaring signs. • Cultural and environmental considerations are key. • Interpretive signage and/or engagement activities to educate about the Park's national significance. • Porongurup Road is not an ideal road for cycling - it would require safety signage. |
| User Types |  <ul style="list-style-type: none"> • The trail can be driven or cycled, and cyclists can choose to do sections rather than the whole loop, which is a 33km round trip. |
| Next Steps | <ul style="list-style-type: none"> • Community and stakeholder consultation • Working Group discussion • Concept plan for signage and the bypass path |



7. HAY RIVER TRAIL

| | |
|-----------------|--|
| Project lead | Shire of Plantagenet/DBCA |
| Tenure | This trail follows the route of the Hay River from Mount Barker south towards Denmark. It starts as a Shire of Plantagenet road reserve and then passes through land managed by the Conservation Commission of Western Australia through their Forest management plan 2014–2023. The logistics of legitimising the track, already used in an informal capacity, will involve approval by DBCA. |
| Overview | This trail is intended as multi-use path providing a scenic leisure opportunity in natural bush alongside an attractive watercourse. Sections of the route are already used by walkers, and the terrain would be suitable for horse riders and mountain bikers, subject to DBCA's approval. The trail could link to the Munda Biddi track and the Bibbulmun track to provide routes between Mount Barker and Albany and Denmark. |
| Objectives | <ul style="list-style-type: none"> • Provide access to natural bush experiences whilst conserving its biodiversity and preventing trail erosion • Provide a longer-distance route for horse riders or cyclists linking up to other trails |
| Implementation | This trail utilises an existing gravel road (Hay River Road) and then existing cleared paths by the river course. The upkeep of trails and signage would be by agreement between DBCA and the Shire of Plantagenet. |
| Scope and Scale | <ul style="list-style-type: none"> • Longer-term project initially requiring the go-ahead from DBCA and other conservation stakeholders. • Environmental considerations are key. • Wayfaring signage is very important, as the trail runs across a large isolated patch of bushland with limited mobile phone coverage. |
| User Types |  <ul style="list-style-type: none"> • The trail follows a road for a third of its length, making it possible for walkers to start at the point where the road ends. • End-to-end it is a long trail more suitable for horse riders. |
| Next Steps | <ul style="list-style-type: none"> • An approach to DBCA regarding permissions for access and equestrian use • A concept plan incorporating trail rationalisation and signage |

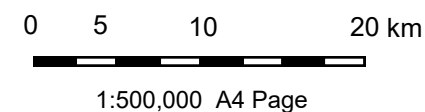




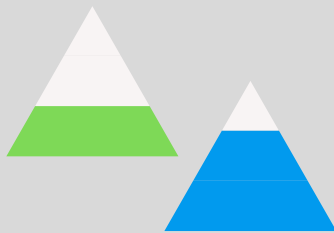
Map E: Proposed Hay River Trail

TRAIL LEGEND

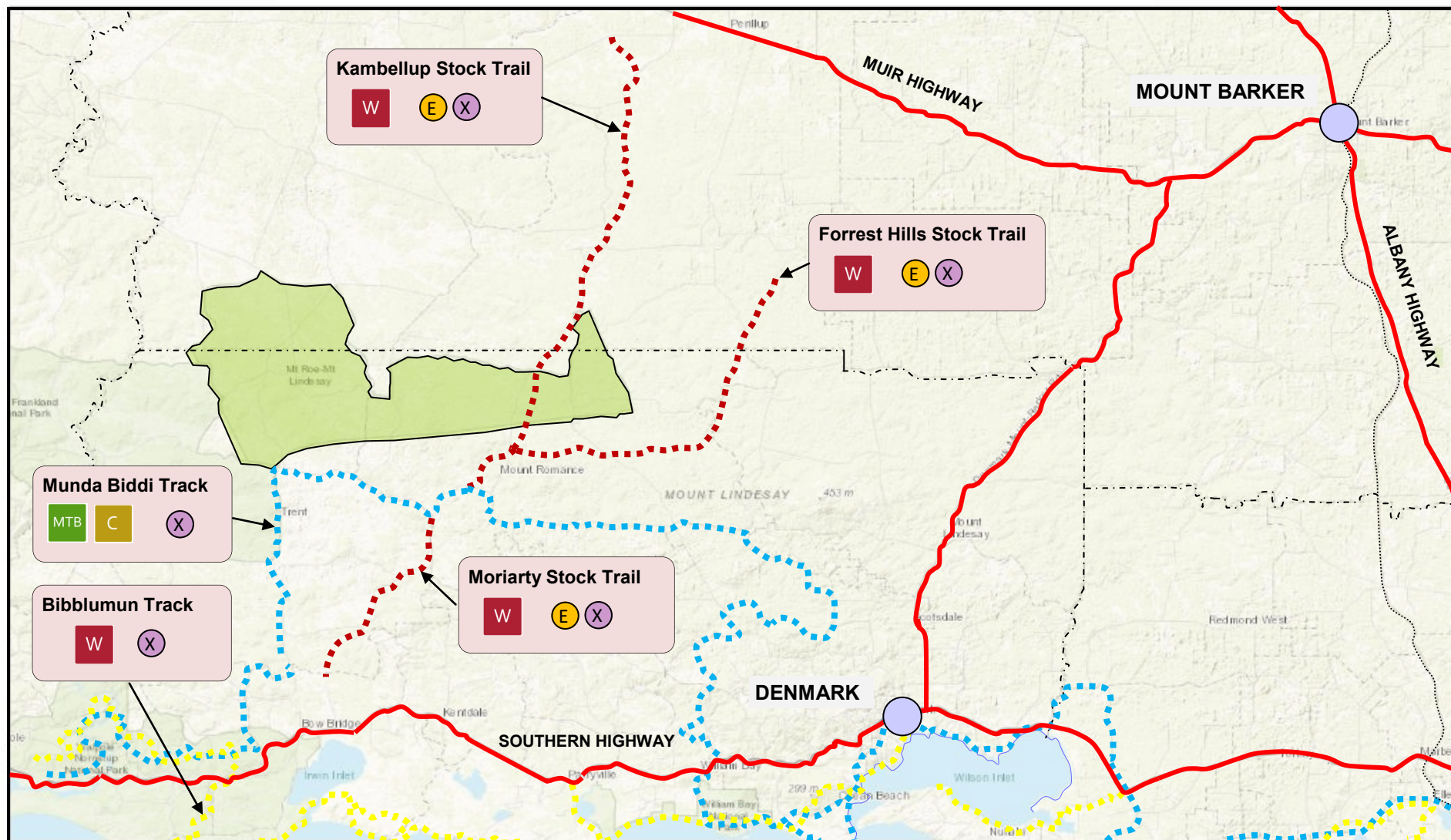
| | | | |
|-------------------------|-------------------|---------------------|------------|
| Walk Trails ■ ■ ■ ■ | W Walk/ Hike | Tourist Drives ■ | N New |
| Multi Trails ■ ■ ■ ■ | E Equestrian | Unsealed Roads ■ | E Enhance |
| Cycle Trails ■ ■ ■ ■ | C Cycle | Sealed Roads ■ | X Existing |
| | MTB Mountain Bike | | |



8. HERITAGE STOCK ROUTES

| Project lead | Shire of Plantagenet/ Shire of Denmark/DBCA |
|-----------------|---|
| Tenure | Two historical stock routes, the Forest Hill & Camballup-Moriarty trails, were created by early settlers to drive their stock to the South Coast. They run south down the Shire of Plantagenet into the Shire of Denmark. The majority of the land is reserves vested in DBCA as State Forest, with some slight variations to the original route to circumnavigate private farmland. |
| Overview | There is considerable local interest in these trails. Working Group discussion of these stock routes recognised the problems with opening them as equine trails as per their original use, and instead proposes that the pathways are merely registered as heritage trails and marked for walkers. The trail routes were initially set by Aboriginal trackers, who had a valuable knowledge of the bush and knew where to find water for the stock. This history should be celebrated as well as the settlers' involvement. |
| Objectives | <ul style="list-style-type: none"> • Commemorate these heritage routes whilst providing an outdoor recreation opportunity for walkers. • Promote the region's agricultural and indigenous history. • Ensure environmental management in construction and maintenance. |
| Implementation | Due to the land vesting access and permission would have to be sought from DBCA. Once the trails are marked there are potential vegetation management issues and the signage will need to be checked, but the maintenance of the trail surface itself would be very minimal as it is largely a case of registering the route. |
| Scope and Scale | <ul style="list-style-type: none"> • Medium-term project spanning across the Shire and requiring the cooperation of the Shire of Denmark. Of potential regional significance. • Cultural and environmental considerations are key. • Interpretive signage and/or engagement activities to educate about the trails' historical significance. |
| User Types |  <ul style="list-style-type: none"> • The uses allowed will depend on permission granted by DBCA. • The trails join the Munda Biddi trail and Bibbulmun Track. |
| Next Steps | <ul style="list-style-type: none"> • Recommendation to GSCORE • Shires of Plantagenet and Denmark formally recognise the trail |





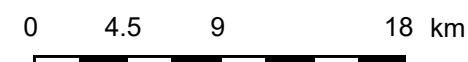
Map F: Heritage Stock Trails

TRAIL LEGEND

| | | |
|--------------|-----|---------------|
| Walk Trails | W | Walk/ Hike |
| Multi Trails | E | Equestrian |
| Cycle Trails | C | Cycle |
| | MTB | Mountain Bike |


| | |
|----------------|---|
| Tourist Drives | D |
| Unsealed Roads | |
| Sealed Roads | |

| | |
|---|----------|
| N | New |
| E | Enhance |
| X | Existing |

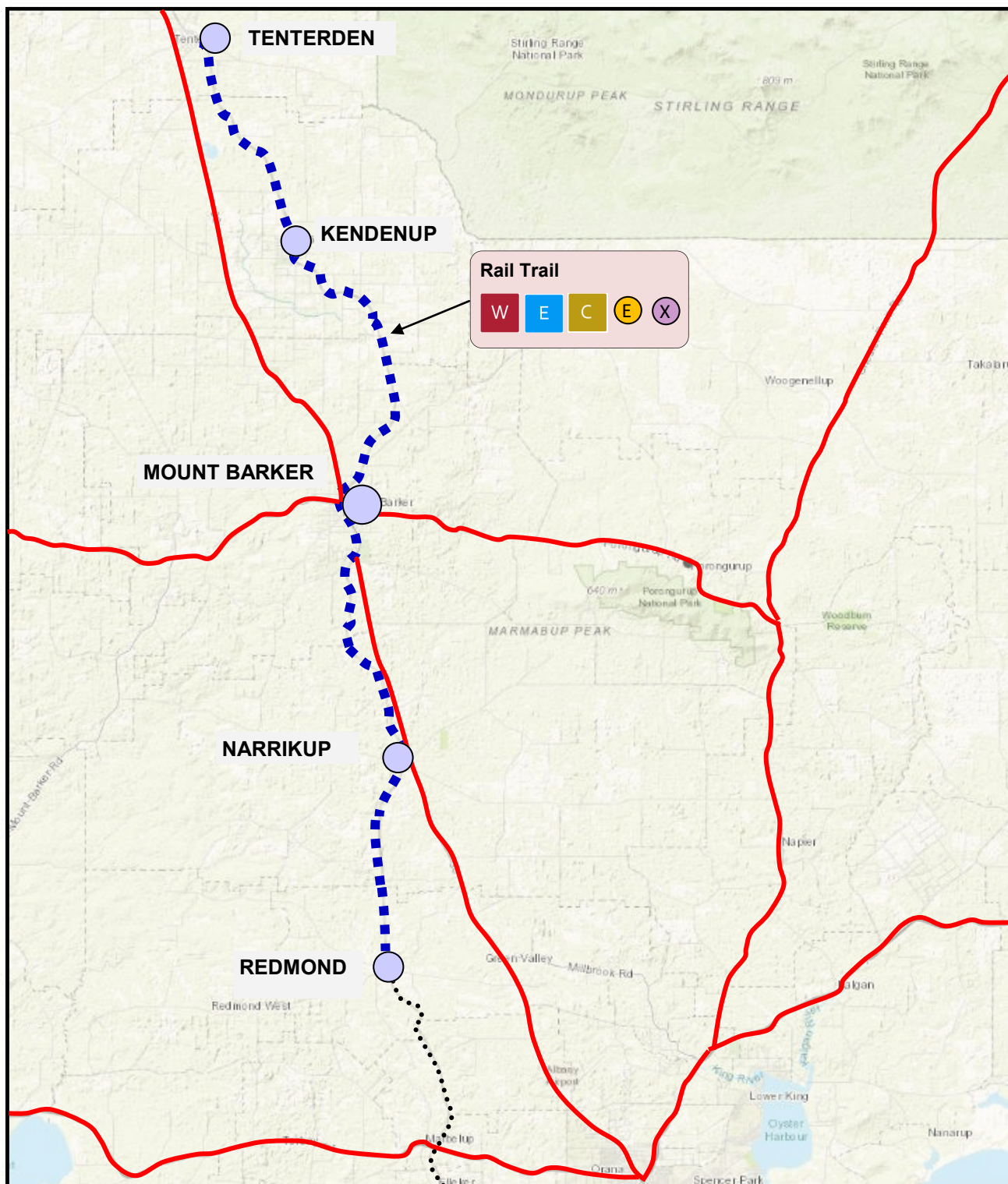


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9. RAIL TRAIL

| | |
|-----------------|---|
| Project lead | Shire of Plantagenet/Shire of Cranbrook |
| Tenure | The trail follows the rail corridor from Tenterden in the Shire of Cranbrook to Redmond, north of the City of Albany. This land is vested in the Public Transport Authority of Western Australia and leased to Arc Infrastructure. Arc Infrastructure control and monitor access to the rail corridor, and have a strict authorisation process for allowing any kind of access. We have reviewed their policies, and it is prima facie unlikely that this usage would be allowed. Public roads that intersect with the track are largely managed by the relevant Shire. |
| Overview | This 70km-long trail consists of access tracks for the railway line, and is already used in an informal capacity by walkers, cyclists and equestrians. The route passes through the townsites of Tenterden, Kendenup, Mount Barker, Narrikup and Redmond. The railway line itself is active and these access tracks are a safe distance from it. There is mobile phone coverage for the entire length of the route, and the segregation of the railway access trails from other routes ensures low impact on the rest of the community. |
| Objectives | <ul style="list-style-type: none"> • Provide a scenic and safe multi-use path by formalising existing use of this trail. • Promote the trail as a leisure opportunity for walkers, cyclists and horse riders. |
| Implementation | The tracks are already maintained to provide access to the rail corridor. Signposting and promotion would be the responsibility of both Shires. |
| Scope and Scale | <ul style="list-style-type: none"> • This project hinges on the approval of the railway operators, and then requires coooperation with the Shire of Cranbrook. • Signage along the route and maps would advertise the trail. |
| User Types |  <ul style="list-style-type: none"> • The trail is flat and has a good surface for the majority of the year. • The trail can be used in short sections. |
| Next Steps | <ul style="list-style-type: none"> • Discussion with Arc Infrastructure and the Public Transport Authority. |





Map G: Rail Trail: Tenterden to Redmond

TRAIL LEGEND

| | | |
|--------------|-----|---------------|
| Walk Trails | W | Walk/ Hike |
| Multi Trails | E | Equestrian |
| Cycle Trails | C | Cycle |
| | MTB | Mountain Bike |

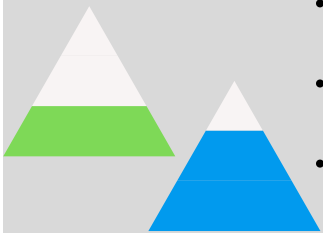
| | |
|----------------|---|
| Tourist Drives | D |
| Unsealed Roads | |
| Sealed Roads | |

| | |
|---|----------|
| N | New |
| E | Enhance |
| X | Existing |

0 4.5 9 18 km

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10. DRIVE TRAILS

| | |
|-----------------|---|
| Project lead | Shire of Plantagenet |
| Tenure | These trails follow existing roads throughout the Shire of Plantagenet and neighbouring local authorities. The majority of these road reserves are managed by the Shires, although there are some sections which are managed by Main Roads. |
| Overview | Two tourist drive trails have been identified for the Shire: the Mountain Drive Trail, a route between the Stirlings and Porongurups passing through the townships of Kendenup, Mount Barker and Porongurup, and the Amazing South Coast Tourist Drive Trail, a looped route passing through Mount Barker, Kendenup and Porongurup and the Granite Skywalk, then through to Albany, Denmark and Walpole. These drive trails showcase many of the scenic aspects of the Shire of Plantagenet and bring drivers through the towns to interact with local businesses. They have huge tourist potential for the region. |
| Objectives | <ul style="list-style-type: none"> • Provide clearly marked routes for tourists to view the landscape and engage with the town attractions of the Shire of Plantagenet. • Collaborate with neighbouring Shires to promote the routes. |
| Implementation | These trails are along existing (mostly) bitumen roads, maintained as a matter of course by the Shires or Main Roads. Maintenance of signs would not be particularly onerous, and promotion of the trails could be at least partly online to reduce the printing requirements. |
| Scope and Scale | <ul style="list-style-type: none"> • Medium-term project largely requiring wayfaring signage and promotional materials and maps. • A website or dedicated page on the Shire website. • Chester Pass Road could have a cycle lane to promote linkages of the two mountain ranges for cyclists. |
| User Types |  <ul style="list-style-type: none"> • The trails are mostly intended for motorists, but there are long sections which could be cycled too. • The long distances between towns would require a level of fitness from cyclists. • Not all roads are sealed along their entire length - publicising this is important to allow users to consider the limits of their vehicle. |
| Next Steps | <ul style="list-style-type: none"> • Discussion amongst the relevant Shires • Working Group discussion • Concept plan for signage and the cycle path |





Map H: Mountain Drive Trail

TRAIL LEGEND

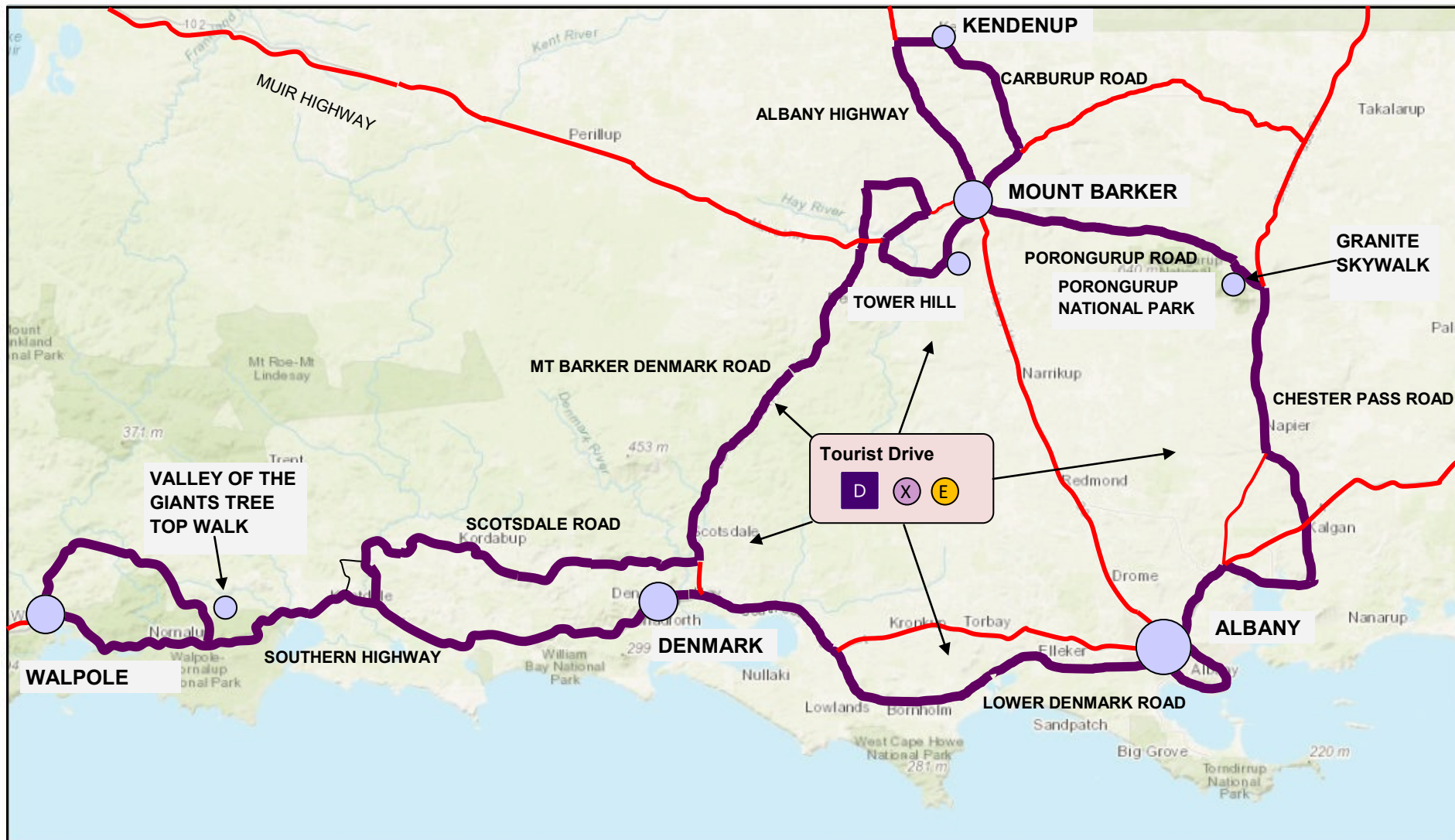
| | | |
|--------------|-----|---------------|
| Walk Trails | W | Walk/ Hike |
| Multi Trails | E | Equestrian |
| Cycle Trails | C | Cycle |
| | MTB | Mountain Bike |

| | |
|----------------|---|
| Tourist Drives | D |
| Unsealed Roads | |
| Sealed Roads | |

| | |
|-----|----------|
| (N) | New |
| (E) | Enhance |
| (X) | Existing |



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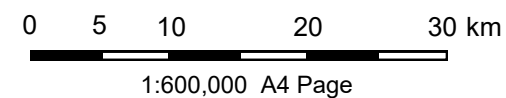
Map I: Amazing South Coast Tourist Drive Trail

TRAIL LEGEND

| | | |
|--------------|-----|---------------|
| Walk Trails | W | Walk/ Hike |
| Multi Trails | E | Equestrian |
| Cycle Trails | C | Cycle |
| | MTB | Mountain Bike |

| | |
|----------------|---|
| Tourist Drives | D |
| Unsealed Roads | |
| Sealed Roads | |

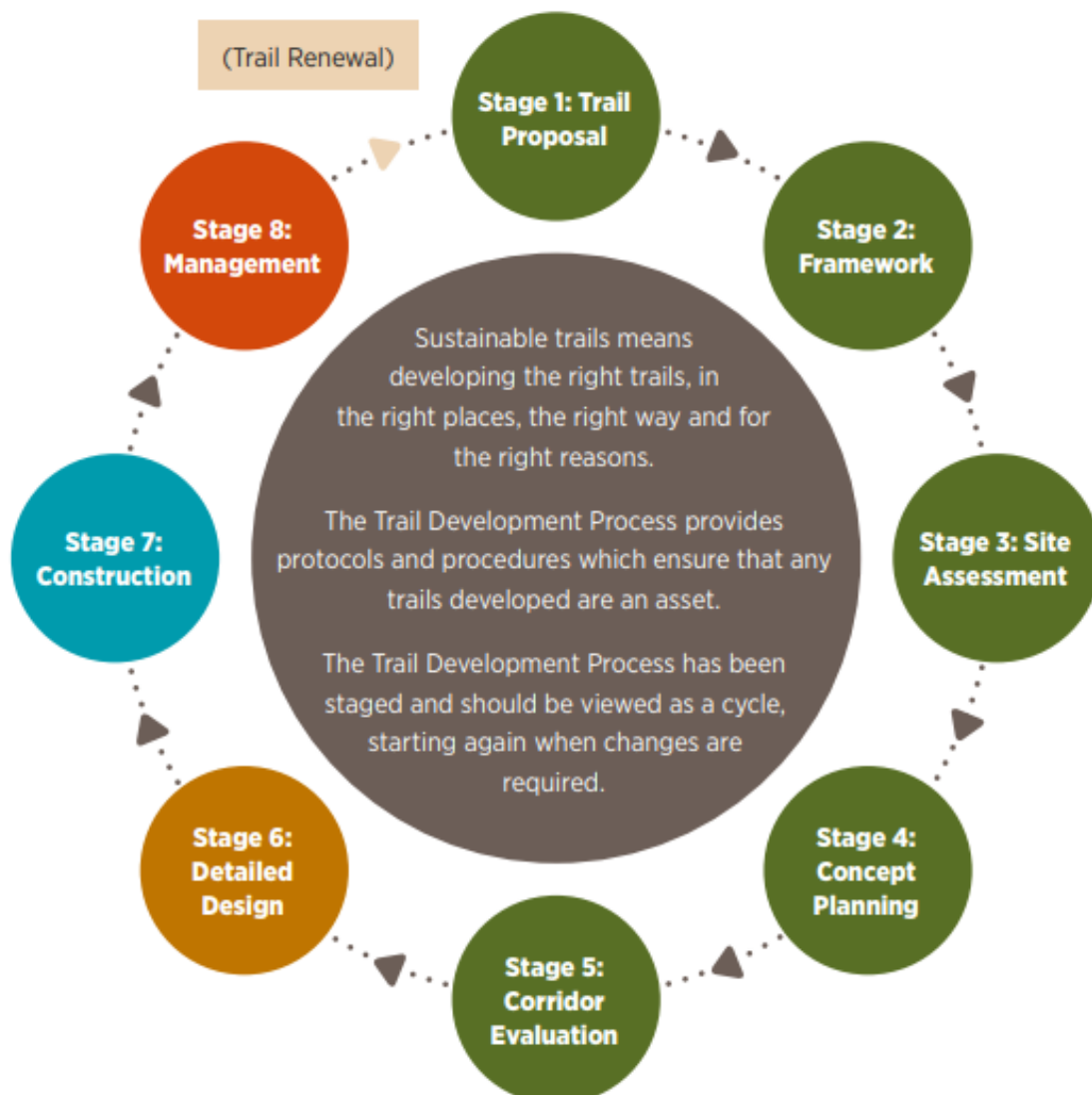
| | |
|---|----------|
| N | New |
| E | Enhance |
| X | Existing |



IMPLEMENTATION

it is important a high standard of trail development is maintained to ensure all trails are developed to current best practice sustainability, minimising maintenance into the future. The Trail Development Process (TDP) published by the Department of Biodiversity, Conservation and Attractions provides a methodology to ensure any trails developed in the State are sustainable and an asset, rather than a liability. Also, the Shire of Plantagenet, as a stakeholder in GSCORE's Regional Trails Masterplan, has acknowledged the importance of this process when developing regional and national trails. Aligned trail development frameworks are key to integrating the trails across the network, and also for attracting funding for individual stages or the wider grouping.

The TDP recommends engaging expert knowledge at various stages, as trail planning, trail design and trail construction require different knowledge and skills. The Trail Development Process involves eight stages (see diagram below) and encompasses a constant evaluation, review and improvement process as trails are being developed, maintained, extended or renewed. Where possible, each stage should be completed before moving on to the next stage, although some overlaps may be possible.



Stage 1: Trail Proposal

Undertaking preliminary background investigations and gauging support for a trail project early is vital. While the completion of detailed Site Assessments (Stage 3) is recommended as part of the TDP, the site assessment process really begins at the point of a new trail proposal, where the land manager may conduct some initial desktop searches to check for major constraints that could potentially prevent trail development within a proposed area.

Stage 2: Framework

A Steering Group is a key way of involving stakeholders from the planning stage of the trail.

Before considering 'how', a Steering Group needs to consider the 'what' and 'why'. Project objectives define the overall aim and outcomes of the project. The objectives should be broad, high-level and clearly set out what the project is trying to achieve and why. It is essential that the project objectives are clear, measurable and agreed by the Steering Group.

Stage 3: Site Assessment

The purpose of the site assessment is to identify positive (opportunities) and negative (constraints) attributes within the project area. The site assessment builds on previous stages, and is vital to ensure the land owner/manager complies with any legislative requirements and to ensure the project area offers the necessary opportunity for the proposed trail.

Site assessments would generally be completed by the land owner/manager or project coordinator, and may require specialists, e.g. botanists to complete flora assessments. It involves a broad-scale overview of the area and will require review of management plans, master plans and other recreation plans and field checks. By digitally mapping and overlaying the findings of the site assessments, it is easy to identify the following areas:

- Areas where trail development is permitted
- Areas where trail development is not permitted, e.g. rare flora, wetlands,
- Aboriginal heritage sites
- Areas where trail development may be permitted subject to further surveys and any necessary approvals, e.g. Aboriginal heritage sites, poorly represented vegetation, threatened fauna.



Potential impacts that need to be considered at this stage include:

- Location and access: proximity to communities and transport links
- Land use, tenure and management considerations
- Landscape and soils
- Existing recreation use
- Environmental protection
- Heritage protection

Consultation with the community on these issues should also occur.

Stage 4: Concept Plan

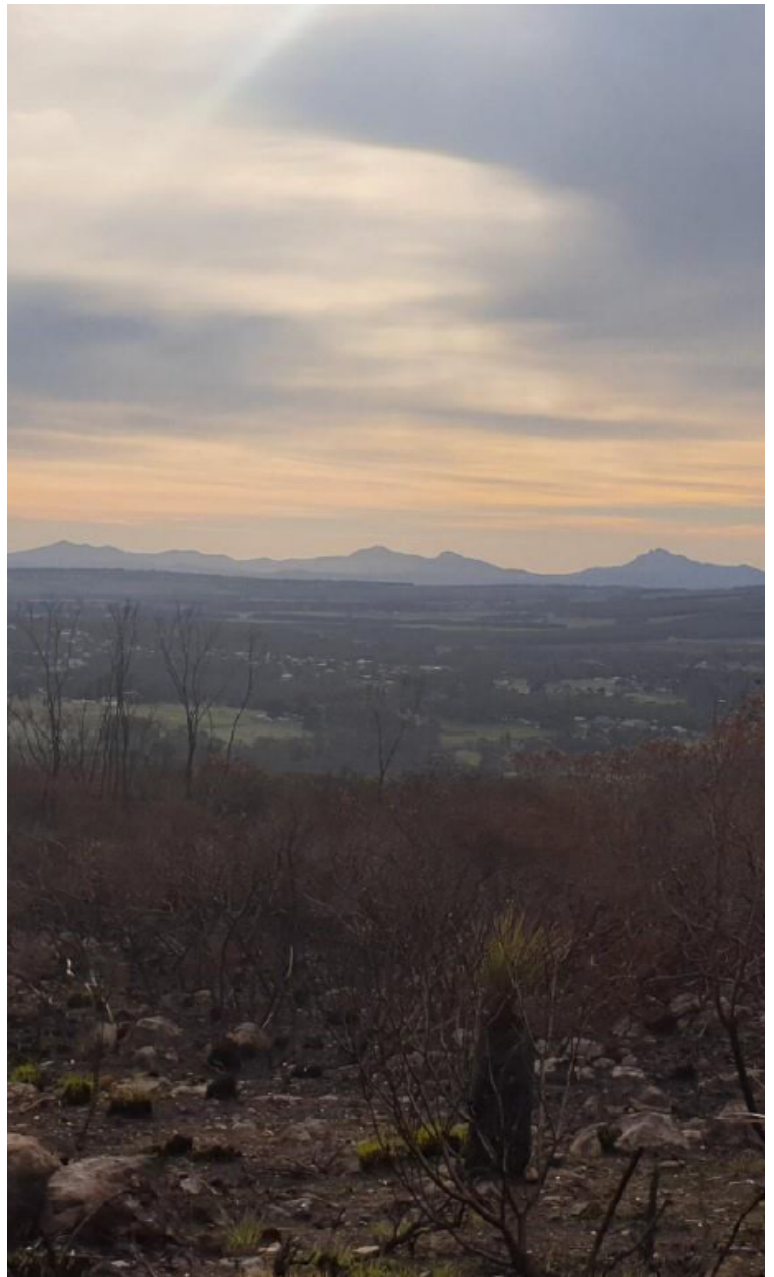
This will illustrate what the trail system may look like, address key strategic priorities and outline the intended development process. Concept plans are a crucial consultation tool which can be presented to stakeholders, interest groups and community partners.

Stage 5: Corridor Evaluation

The purpose of corridor evaluation is to identify detailed constraints, and formally establish the location of trail corridors with land owners/managers and other stakeholders.

Evaluating each trail corridor may also assist in refining estimated design costs and broadly estimating construction and management costs, as well as identifying appropriate ways in which trails can be developed.

Concept Planning (Stage 4) is generally based on broad corridors (20m-50m wide). Through the corridor evaluation, these broad corridors are adjusted and refined based on identified constraints and mitigation strategies. It is recommended to flag the corridor centreline in the field and digitally capture the alignment.





Stage 6: Detailed Design

It is recommended a specialist trail designer be engaged to do this work. This should formally establish definitive trail lines and prepare construction specifications and drawings. Detailed trail design should make it possible to accurately identify construction costs, resource requirements and timescales.

This design should incorporate a delivery framework, timescales, site assessment information and a trail signage plan and budget.

Stage 7: Construction

Building the design into the landscape may be delivered by construction companies, specialist trail building companies, volunteers, or, a combination of the above. The project coordinator should provide the trail builder/s with construction standards including visitor risk management, protection of natural features, Aboriginal heritage site stop-work instructions, material requirements and supervision and approval processes.

Stage 8: Management

A concise trail management plan should be developed and approved by the Steering Group. The management plan should encompass all aspects of managing the trail, and be informed by the framework and any broader land management policies.

This plan should include a maintenance schedule, management responsibilities, funding for maintenance, hazard inspection and reporting, visitor statistic collection, and marketing, maps and information.



COMMUNITY CONSULTATION

Community consultation and information provision is a key element of trail development at each stage of the process, and as per the Department of Biodiversity, Conservation and Attractions/Department of Local Government, Sport and Cultural Industries' joint Guide to Community Consultation it needs to involve a genuine acknowledgement of the range of interests to be considered.

The International Association for Public Participation (IAP2) has produced key materials on achieving effective community and stakeholder engagement (or public participation), including the following Spectrum of Public Participation, designed to assist with the selection of the level of participation that defines the public's role in any community engagement program. It is an industry standard many local governments and groups working within the public sphere adhere to. It shows that differing levels of participation are legitimate depending on the goals, time frames, resources and levels of concern in the decision to be made. Most importantly, the Spectrum sets out the promise being made to the public at each participation level:

IAP2 Spectrum of Public Participation



IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

| INCREASING IMPACT ON THE DECISION | | | | | |
|-----------------------------------|--|--|---|---|--|
| | INFORM | CONSULT | INVOLVE | COLLABORATE | EMPOWER |
| PUBLIC PARTICIPATION GOAL | To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions. | To obtain public feedback on analysis, alternatives and/or decisions. | To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered. | To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution. | To place final decision making in the hands of the public. |
| PROMISE TO THE PUBLIC | We will keep you informed. | We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. | We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision. | We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible. | We will implement what you decide. |

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DETERMINING TYPES OF CONSULTATION ACTIVITY

Having determined objectives for the consultation and the level of public participation sought, thought should be given to the type/s of consultation tools to be used.

At a minimum, a good flow of information to relevant stakeholders is fundamental and should be done as a standard activity throughout the Trail Development Process. More complex consultation and collaborative processes are required where information and support is needed from different stakeholders or complex, competing interests may need to be managed.

Consultation has a role to play at all stages of the Trail Development Process, but it can have the most impact if undertaken early in the process, during Stages 1 to 4.

CONSULTATION ACTIONS

If the Steering Group answers YES to any of the following questions, this indicates that a formal consultative process will be needed for this proposal:

- Does more than one party need to agree to the trail?
- Are there multiple current or potential users of the land that suggest several stakeholders need to be involved?
- Are there complementary, conflicting or competing interests that need to be considered?

EXAMPLES OF CONSULTATION TOOLS

| Inform | Consult | Involve | Collaborate | Empower |
|--|--|---|---|--|
| <ul style="list-style-type: none"> • Fact sheets • Websites • Open days | <ul style="list-style-type: none"> • Public comment • Focus groups • Surveys • Public meetings | <ul style="list-style-type: none"> • Workshops • Deliberate polling | <ul style="list-style-type: none"> • Consensus building • Participatory decision-making | <ul style="list-style-type: none"> • Ballots • Delegated decisions |



POTENTIAL GOVERNMENT STAKEHOLDERS

- Parks and Wildlife Service (Department of Biodiversity, Conservation and Attractions): managers of lands and waters vested in the Crown and managed for conservation and recreation — including national parks, marine parks, nature reserves, State forest and other lands with conservation values.
- Department of Water and Environmental Regulation: regulators of Public Drinking Water Source Areas (PDSWA) or other area with restricted or limited access. Responsible for native vegetation clearing approvals.
- Water Corporation: responsible for management of some PDSWA and other water assets (pipelines, well heads etc.) that may need to be considered.
- Department of Mines, Industry Regulation and Safety: land may be subject to State agreements, exploration permits, mining leases or an operating mine.
- Department of Planning, Lands and Heritage: responsible for registration of protected Aboriginal cultural heritage sites and issuing of approvals relating to possible impacts on these.
- Management of unallocated Crown land.
- Western Australian Planning Commission (Department of Planning, Lands and Heritage): managers of some Crown land, especially in the metropolitan area, vested in the WAPC and managed by DPLH. Also responsible for various land planning approvals.
- Heritage Council (Department of Planning, Lands and Heritage) : unlikely stakeholder, but will be interested if a State heritage listed property is on the subject land.
- Forestry Products Commission: managers of harvesting operations on State Forests for production or subject to State agreements.
- Peak bodies, e.g. HikeWest and WestCycle.
- Department of Fire and Emergency Services: State emergency management responsibilities — e.g. fire, flooding.
- Department of Local Government, Sport and Cultural Industries: advocate for trails and active recreation.
- Collaborative partnership with Lotterywest to provide initial assessment of trails grant.
- Department of Primary Industries and Regional Development: may have an interest as the subject land is outside the Perth metropolitan region.
- Regional Development Commissions: interested in economic development in their region, including tourism.
- Department of Jobs, Tourism, Science and Innovation/Tourism WA: general interest in tourism.

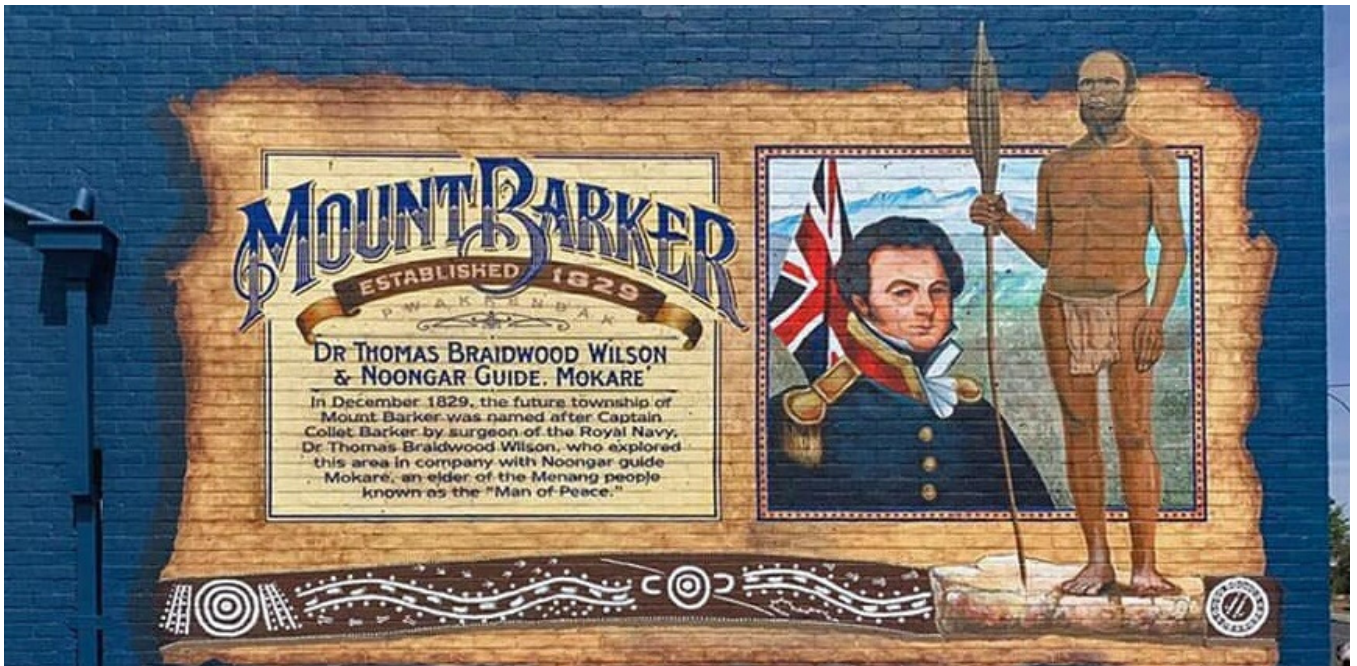
POTENTIAL COMMUNITY STAKEHOLDERS

- 'Friends of' groups or local conservation groups: where all or part of the subject land or existing trail has a local volunteer group who are active in its protection and management. Local examples are the Friends of Mondurup Reserve,
- Landcare groups such as the Oyster Harbour Catchment Group.
- GSCORE, the Great Southern Centre for Outdoor Recreation Excellence.
- Traditional owners or other local indigenous organisations: the subject land may be the subject of an existing or outstanding native title claim. Even where no native title exists, local traditional owners may still have an interest in the proposal.
- Local community groups: existing users of land either directly affected by proposed trail or using shared local facilities that may be affected.
- Local outdoor recreation clubs.
- Adjoining land owners: may be affected by trail construction impacts. Trail use may also impact their land or enjoyment of their land or provide a potential business opportunity.
- Relevant local businesses: tourism or recreational businesses that may service possible trail users or who might face competition from new incoming businesses or who might access the proposed trail site for alternative purposes that would be affected by the trail.
- Local heritage groups: who may have an attachment to or information about the proposed site and its local historical significance.



INTERPRETATION OPPORTUNITIES

Several Shire of Plantagenet trails have been identified as requiring interpretation signage or other materials in order to enrich the trail users' experience and promote recognition of the cultural or biodiversity aspects of the site. Interpretation also strengthens a place's memorability for visitors, and creates a richer environment for local trail users. Creating interpretation points also enables the direction of tourists to other interpretation points in the Shire, creating a trail of its own and promoting local businesses.



TELLING PLANTAGENET'S STORY



Heritage contexts

Aboriginal people have lived in the area for many thousands of years, and the Stirling and Porongurup Ranges have special meaning for Noongar people.

Early European accounts indicate that the region was criss-crossed with Noongar tracks to camping and hunting sites, meeting places and seasonal sites. Sites of particular activity include Moorilup, recorded as a meeting place between Mineng people and more northerly tribes and an important fresh water resource, and Forest Hill to the west of Mount Barker.

Many places in the Shire have significance to Noongar people - consultation with local groups should accompany checks of the Shire's heritage register.



European settlers

Menang Noongar man Mokare was a frequent visitor to the European settlement in Albany, which had been established in 1826. Mokare was a peaceful man generous to the settlers, and showed them the walking trails that the Noongar people had used and maintained over generations. Many of these trails are now the region's roads.

In December 1829 Mokare guided Dr Thomas Braidwood Wilson's overland expedition, during which Mount Barker was named after Captain Collet Barker, Commander of the garrison at King George's Sound.

The railway from Perth to Albany was established in the 1880s, and it ran through Mount Barker. This helped to ensure the town's future; the first store opened in 1890. Population growth continued through the 1890s and the first school and the town hall were opened in 1893. The current railway station building, one of the biggest in the state outside Perth, was built from 1923 - 24.

In 1913 the Stirling Ranges became the third National Park in Australia. The Porongurup Range was made a National Park in 1971, but had been an attraction for visitors since the 1920s. The area continued as a farming region attracting visitors to the National Parks until the 1970s, when grape vines were planted locally. The wine industry has attracted more visitors and works in symbiosis with a small arts community.



Geographical context

Plantagenet is situated south of Perth, between the Wheatbelt and the south coast. Its main settlement, Mount Barker, is a town of almost 3,000 residents (2016 Census, ABS) which is between Albany and Perth on the Albany Highway. Mount Barker features services, public facilities, shops, tourist information, accommodation and other aspects that make it a good prospect for a trails hub.

Kendenup is located approximately 20 km north of Mount Barker and to the east of Albany Highway. The Great Southern railway line passes the eastern boundary of the town. The settlement pattern of Kendenup consists of 595 lots and reserves in the town which is the centre of the district. It has a shop, wineries and public facilities, in addition to a popular nature caravan park.

Porongurup is a scenic village based around the mountain range. It features tourism-related businesses including wineries, shops plus various accommodation options.

Other settlements within the Shire are Narrikup near the Albany Highway, and Rocky Gully on the western edge of the Shire. Both have shops and various attractions.



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