

Draft Jarrahdale Trail Town Business Case and Implementation Plan

Submissions from Stakeholders and Government Agencies

Stakeholder / Government Agency	Regional Development Australia - Peel
Submission / Comment	Insert a section around funding – identify a funding plan and potential funding partners and streams.

Stakeholder / Government Agency	Department of Primary Industries and Regional Development (DPIRD)
Submission / Comment	DPIRD does not have any comments regarding the Draft Jarrahdale Trial Town Business Case and Implementation Plan.

Stakeholder / Government Agency	Department of Local Government, Sport and Cultural Industries (DLGSC)
Submission / Comment	<p>We commend the Shire of Serpentine Jarrahdale on being proactive in planning to identify the opportunities and gaps for trails tourism in Jarrahdale.</p> <p>A Trail Town is a world-class tourism destination that focusses on trails and related activities, which requires significant investment and development to achieve Trail Town status. DLGSC recommends communities should refrain from identifying as a “Trail Town” where they do not fulfil the criterion. A more suitable tourism descriptor may indicate the community is better positioning itself as a destination of local or regional significance.</p> <p>The Shire is known as the heartland of equestrian activity in the State and has an existing supply of well utilised hiking trails. Given the range of shortfalls identified within the draft report it is suggested that the Shire may be better positioned to consider Jarrahdale as an equine and hiking trail tourism destination of local and regional significance.</p> <p>As you would be aware, significant works are underway for the Dwellingup and Collie Adventure Trail projects working towards Trail Town status. These works, in addition to the Great Southern Adventure</p>

	<p>Trails projects, are placing significant demands on the trails industry and involved state government agencies to deliver in the short to medium term.</p> <p>I understand that Troy Jones, our Regional Manager – Peel/South-West recently met with you to discuss the draft document and that he will provide you with an itemised list of concerns/queries from a regional perspective relating to specific parts of the document.</p> <p>With time, further consultation and planning, we look forward to seeing Jarrahdale being part of the WA trails tourism landscape.</p> <p>In addition, specific and detailed document review comments/suggested amendments were provided by the DLGSC.</p>
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Stakeholder / Government Agency	Department of Biodiversity, Conservation and Attractions
Submission / Comment	<p>Comments from DBCA Swan Region are:</p> <ul style="list-style-type: none"> • The business case is for Jarrahdale Trail Town, but also repeatedly refers to Byford. • There are contradictory statements about whether Jarrahdale is aiming to be an equine or bushwalking and trail running town. • Management of the Bibbulmun Track and Munda Biddi Trail is not clear in the document. DBCA manage both trails with support from two foundations. • There is no analysis of a range of options for implementation, such as ‘do nothing’, small, moderate or large investment depending on available funding. • The business case ideally should provide a range of options with an analysis and clearly state why the recommended option is best. • Some of the claims made in the section on jobs and economic impact are not consistent with findings of other business cases prepared for similar proposals. • DBCA is listed in many of the actions and almost all of those that relate to trails and trail development. There is no recognition of DBCA as a major partner in other aspects of the strategy. • The Byford Trail Centre is still shown as a high priority, but there are no sanctioned or legal trails that the proposed centre will link to. • The governance section refers to setting up a local Trail Town Reference Group, but does not include DBCA as the land manager. • The maintenance section does not detail how maintenance funding will be sourced.

	<ul style="list-style-type: none"> • The per-metre rates quoted for trail maintenance/upgrading are unlikely to be sufficient. • Marketing and promotion are mentioned including the development of a Jarrahdale Trails Brand and outlines that this is in development. DBCA will need to be consulted and provide input to the development of this brand if this is expected to be implemented on DBCA managed trails. • There is an opportunity to work with Trails WA in relation to Trail Town accreditation and the option to use the new Trails WA website for any Trail Town content.
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Stakeholder / Government Agency	Main Roads WA
Submission / Comment	<p>Main Roads looks forward to further engaging with Shire during the development and implementation stages of the Jarrahdale Trail Town strategy.</p> <p>Main Roads has no further comment at this point in time given the nature of this high level strategy document.</p>

Stakeholder / Government Agency	Water Corporation
Submission / Comment	<p>We note there is a Priority 1 Public Drinking Water Supply Area (PDWSA) in Jarrahdale (as shown in red on map below). Any public use proposed within this area would need to comply with Department of Water and Environmental Regulation's Operational Policy 13: Recreation within PDWSAs and Water Quality Protection Note 81. These documents ensure the land in water source areas is used in such a way that keeps our water sources safe from unwanted chemicals and pathogens. The PDWSA and protection zone areas are available from Landgate.</p> <p>Water Corporation is able to liaise with DWER on the perceived risk of any proposal, if it requires approval. Without more spatial information on where trails exist, we are unable to provide more specific feedback at this time, however, as maps and plans are developed, we would welcome the opportunity to review further.</p> <p>A shape file which outlines the proposed trails (existing and planned) would be our preferred tool for consultation, as this would allow us to easily identify where our assets, land matter and other areas of interest overlap the City's plans.</p>

	Water Corporation notes we are generally supportive of low impact activities (such as bushwalking trails) on our land and have established licence agreements with LGAs should our land be used for recreation.
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Stakeholder / Government Agency	Southern Hills Mountain Bikers
Submission / Comment	<p>Southern Hills Mountain Bikers maintain the Langford Park trails and others.</p> <p>This trail network is very old and I believe was constructed by ALCOA employee's and locals in the area when mountain biking started in this state possibly in the 80's.</p> <p>This current network has the ability to be a significant draw card to the Jarrahdale town and area.</p> <p>Attracting people into the area for Mountain Biking and also be a great local trail network for the people of Jarrahdale and towns close by.</p> <p>Note The Perth Mountain biking club runs part of the state round competitions here as well as off road running and other groups.</p> <p>This trail network is generally frequented by a range of different riders from families and kids to cross country racers/riders.</p> <p>As this network was generally constructed from old trails and made before the WA Mountain Bike Guidelines were developed some of the features and trails are not to modern standards.</p> <p>This where we have the opportunity to upgrade and improve this network.</p> <p>I am suggesting we consult with DBCA and get a draft proposal developed by professional tray builders to see what could be done in improving this network, this has been done in trail towns like Collie and Dwellingup and Margaret river.</p> <p>This will then give us a plan to get funding to improve/upgrade this network.</p>

Stakeholder / Government Agency	Department of Water and Environment Regulation (DWER)
Submission / Comment	<p>Comments relative to the Concept Plans referenced.</p> <p><u>Native Vegetation - Advice</u></p>

	<p>Under section 51C of the Environmental Protection Act 1986 (EP Act), clearing of native vegetation is an offence unless undertaken under the authority of a clearing permit, or the clearing is subject to an exemption. Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (the Clearing Regulations).</p> <p><u>Stormwater Management - Advice</u></p> <p>The concept plans provided for the Byford Trail Centre, the Mundijong Trail Head and the Jarrahdale Oval Trail Head presented in the Serpentine Jarrahdale Trail Development, Business Case, June 2020 indicate that new carparks may be required. The Department recommends that if new carparks are required that the proponent prepare a detailed Stormwater Management Plan (SMP) as part of the development approval process. The SMP should ensure that,</p> <ul style="list-style-type: none"> • Stormwater runoff be fully contained onsite for small and minor storm events (1 and 0.2 Exceedance per Year runoff) and that required storage for each rainfall event, basin sizing and design should be detailed. • The first 15 mm of stormwater runoff (1 Exceedance per Year runoff) to undergo water quality treatment via bio-infiltration. <p>Pre-development and post-development outflow of stormwater from the site be detailed.</p> <p>Noted. As detailed design is initiated on projects, Officers to ensure advice is taken as provided or seek specific input from DWER.</p>
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Stakeholder / Government Agency	Alcoa of Australia Ltd
Submission / Comment	<p>Tracks and trails; shared land use <i>Shire Recommendation 1.3; Identify any discordant elements (e.g. heavy industry, landfill sites, mines) that detract from the user experience and develop strategies to manage these elements (e.g. signage or interpretation/providing alternate routes).</i></p>

Shire Recommendation 2.1; Develop a Trails Priority Plan to plan for new and/or upgraded trails as per the Peel Regional Trails Strategy/Serpentine Jarrahdale Trails Plan and based on the audit findings (refer recommendation 2.4).

Shire Recommendation 2.15; Develop the Mundijong to Jarrahdale Rail Trail as detailed in the endorsed Trails Development Business Case 2020.

Shire Recommendation 2.16; Upgrade and enhance existing medium priority trails in-line with the Shire of Serpentine Jarrahdale Trails Plan and outcomes of the Trail Priority Plan identified in 2.1. i.e. the Mundlimup Timber Trails, Langford Park Mountain Bike Trails, Balmoral Trail, Tony Henniker Long Walk and Jarrahdale Heritage Town Walk.

Shire Recommendation 2.19; Upgrade and enhance existing low priority trails in-line with the Shire of Serpentine Jarrahdale Trails Plan and outcomes of the Trail Priority Plan identified in 2.1. i.e. the Jubb Trail, Ken Jones Trail, Korribinjal Brook Trails, Tallow-wood Trail, WWII Prisoner of War Camp Trail and Jarrahdale 1872 Heritage Rail Trail.

Shire Recommendation 2.4; Conduct a detailed-on ground trail audit of all 32 trails identified in this Business Case that are relevant to the creation of Jarrahdale as a Trail Town. This should include signage, risks/hazards, upgrades, determine grading, surface type, usage, trail type etc.

Alcoa Feedback

- Alcoa appreciates the importance of trails to tourism in Jarrahdale.
- We are committed to working with the Department of Biodiversity, Conservation and Attractions (DBCA), the Shire and other stakeholders as trail projects develop to minimise potential land use conflicts where possible.
- The Mundlimup Timber Trail, Balmoral Trail and the World War II Prisoner of War Camp are within our proposed Myara North mine region and any interface will be considered as part of the environmental assessment process.

Shire Recommendation 2.8; Continue to work with Alcoa and the Munda Biddi Foundation to ensure that the Munda Biddi Trail continues to traverse through Jarrahdale and that Jarrahdale remains as a Munda Biddi Trail Town. Investigate opportunities to upgrade this section of the Munda Biddi Trail.

Alcoa Feedback

- Alcoa has supported the Munda Bididi Foundation for many years.
- Our mining operations have interfaced with the Munda Bididi Trail on several occasions, and we expect this will occur in the proposed Myara North mine region.
- We will work with DBCA, the Munda Bididi Trail Foundation, and other key stakeholders to address potential issues and, where necessary, assist in realigning parts of trail along acceptable routes.

Shire Recommendation 2.9; Continue to work with the Bibbulmun Track Foundation and DBCA to investigate the feasibility of the Jarrahdale to Mounts Trail, that is accessible from Jarrahdale and connects with the Bibbulmun Track.

Alcoa Feedback

- Alcoa has supported the Bibbulmun Track Foundation for many years.
- We are committed to working with DBCA, the Shire and the Bibbulmun Track Foundation as the proposed Mounts Trail project develops to minimise potential land use conflicts where possible.
- To reduce the risk of land use conflicts, we recommend the proposed Mounts Trail be planned to the north of Jarrahdale Road.

General feedback

- We are committed to working with the Shire, DBCA and other stakeholders in any trail development process, to both minimise land use conflicts, and provide our support where possible. We particularly believe we could add value at the trail proposal, framework, site assessment, concept planning, corridor evaluation and design stages.
- From our perspective, previously mined areas generally pose the least risk of land use conflict. Trail building in areas pending potential future mining pose risk of closure, realignment, or other management options. Ongoing consultation on trail locations and plans will assist in risk mitigation.
- We do not see a land use conflict risk associated with increased and improved infrastructure and use at Langford Park and within Jarrahdale town.
- Our mine site rehabilitation must meet an extensive set of Completion Criteria developed in conjunction with the State. Any proposals for post mine land use need to be considered through the State, in particular with the DBCA.

	<ul style="list-style-type: none"> We have a proud history of supporting local communities near where we operate and see various opportunities to engage, align and add value to the Shire's and the Jarrahdale community's aspirations. <p>Pleased be assured that whatever the outcomes of the current environmental assessment including plans for the Myara North mine region, we remain committed to operating in a way that minimises impacts to the environment and respects the way of life and economy that makes Jarrahdale attractive to locals and visitors.</p>
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Stakeholder / Government Agency	Department of Fire and Emergency Services
Submission / Comment	<p>The Business Case does state in Section 5. Risk Management (Recommendation 5.2) that a Bushfire Management Plan and a Bushfire Emergency Evacuation Plan be prepared. Any infrastructure associated with the trail town should be able to demonstrate compliance with State Planning Policy 3.7 <i>Planning in Bushfire Prone Areas</i> (SPP 3.7) and the <i>Guidelines for Planning in Bushfire Prone Areas</i> (Guidelines).</p> <p>DFES provides the following comments which should be considered prior to the planning stage or the identification of any sites for the trail town centre / trail infrastructure:</p> <ul style="list-style-type: none"> The Town of Jarrahdale is located within, and surrounded by, an extreme bushfire hazard. The business case plans to intensify this land use within the area. SPP 3.7 seeks to reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process. The draft business case stage provides an opportune mechanism for the coordination of bushfire risk to ensure that it does not result in the introduction or intensification of development or land use in an area that has or will, on completion, have an extreme BHL and/or BAL-40 or BAL-FZ. A Bushfire Hazard Level (BHL) Assessment can provide a holistic view of the bushfire hazard across the area within the scope of the project. In line with the State Core Objective of Emergency Risk Management - People: protect lives and wellbeing of persons, DFES will assess any proposal against SPP 3.7 and the Guidelines. Tourism land uses, such as day use, short stay accommodation, recreational land uses are considered a vulnerable land use as prescribed by section 5.5.1 'Vulnerable Land Uses' of the Guidelines.

- Vulnerable land uses located in designated bushfire prone areas require special consideration, especially as visitors may be unfamiliar with their surroundings and bushfire impacts.
- The BMP should be prepared as early as possible in the process and progressively refined or reviewed as the level of detail increases. The level of detail provided within a BMP should be commensurate with the applicable planning stage and scale of the proposal or application. A BMP includes a bushfire assessment, identification of the bushfire hazard issues arising from the relevant assessment and a clear demonstration that compliance with the bushfire protection criteria contained within Appendix 4 of the Guidelines, is or can be achieved at later stages.
- The 'Bushfire Emergency Evacuation Plan' should consider the Guidelines Section 5.5.2 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in a BEEP and will ensure the appropriate content is detailed when finalising the BEEP to the satisfaction of the Shire.
- When considering the budget for the trail town infrastructure, the local government should consider utilising all of the elements of AS3959 that apply to the appropriate Bushfire Attack Level (BAL). This is consistent with Clause 78E(i) Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 that requires the local government to have regard to the bushfire resistant construction requirements of the Building Code of Australia. Although BAL construction standards do not guarantee the survival of the occupants or building, DFES supports the improved bushfire resilience provided by AS 3959-2018 construction standards.

Stakeholder / Government Agency	HikeWest
Submission / Comment	<p>1. BYFORD TRAIL CENTRE HikeWest agrees that Wungong Regional Park has the potential to become a regionally significant hiking destination (p.13 of Council report)) and the Byford Trail Centre would provide effective connections into the Park. The Wungong Gorge Walk (and variations) is very popular with bushwalkers and provides the level of challenge that many seek.</p> <p>Recommendations:</p> <p>1.1 The new bushwalking loop at the Centre will provide a walk of only 1.1km return distance. Such a short trail will appeal only to family groups and walkers at the most basic, entry level of bushwalking. It is unlikely on its own to draw a large number of existing and potential bushwalkers to the area. The “future proposed link” to a trails network within the Park should therefore be a priority within the Implementation Plan, along with an upgrading of the existing trails network in the Park.</p> <p>1.2 Wungong Regional Park area - This Park itself is not a large Park to support additional trails and the large increase in hiking visitors that can be anticipated with two trail centres providing entries to it (i.e. the Byford Trail Centre and Armadale’s Wungong Trail Centre. If trails become too congested with both bushwalkers and trail runners the users’ experience will fail to meet their expectations. Currently the Park has only one significant, though mostly undeveloped, walk trail/route, the Wungong Gorge Walk of good day walk length (13-15km, with shorter options). Provision of effective links not just into Wungong Regional Park but via the Park into possible new trails along the Darling Scarp etc to the south and into Armadale’s adjacent Bungendore Park to the northeast will therefore be important for the success of the Centre from a bushwalkers’ perspective.</p> <p>1.3 Multiple trail use? – Presumably in the interests of user experience and safety on the often steep trails, the plan will preclude any sharing of busy bushwalking/trail running trails with mountain bike riders.</p> <p>2. SERPENTINE TRAIL (refer p.41-42 of the Business Case) HikeWest agrees there is excellent potential to extend Kitty’s Gorge Trail south of Serpentine River creating a challenging day walk option. We also agree this should be a high priority in the Shire’s Trails Master Plan. The report notes that there may be some trail development challenges within Serpentine National Park.</p>

Recommendation:

2.1 Trail planning – Despite trail development challenges, the quality of the intended trail experience must not be compromised during the trail planning phase by the expedient solution of selecting existing service roads/tracks for trail alignments while ignoring built-for-purpose alternatives that will better achieve the objective of delivering an optimum bushwalking experience. Many will be seeking more worthwhile ('authentic', more challenging, longer) circuit walk experiences than provided by most of the existing hiking trails accessible within the Perth region. Extended informal day walk routes of 15km and more are already popular with bushwalkers in this area. eg The WalkGPS bushwalks website provides details of a well-documented and popular "[Kittys Gorge-Serpentine Falls Walk](#)" (link), an 18km circuit walk route which extends south of the Serpentine River. A modified version of the WalkGPS walk route, but less optimised for the user experience, is included on the [AllTrails website](#) (link) and referred to on the Shire's own website.

3. THE MOUNTS TRAIL/S (refer p.71 of the Business Case)

HikeWest agrees Jarrahdale is ideally positioned to provide a gateway to "the Mounts" located on the eastern edge of the Peel Region and a link to the Bibbulmun Track there. We also agree this objective should be a high priority as per the Shire's Local Trail Plan, 2019. The 'Three Mountains' area is arguably the most attractive areas to bushwalkers in the region. It is especially known for the exceptional views gained from the three high points of Mounts Randall (16km east of Jarrahdale), Cuthbert (17.5km east) and Vincent (18km ESE) which are within a day's walk distance of Jarrahdale. Mount Cooke is more distant (24.5km ESE of Jarrahdale) but as the highest of the granite monadnocks in the Darling Range is another magnet for bushwalkers and provides excellent views.

HikeWest is aware that the Shire is investigating possible options to achieve a viable trails connection from Jarrahdale to the Mounts. We are also aware of the competing land-use demands for the multiple-use state forests between Jarrahdale and Albany Highway (especially with regard to PDWSA policy and bauxite mining expansion plans). In particular, bushwalkers are not attracted to walking through 'rehabilitated' mined areas.

Recommendations:

3.1 Overcoming land-use barriers – In view of the importance of the area to Jarrahdale's trail town future, we urge the Shire to strongly advocate to State Government and the various agencies that existing trails (eg Balmoral Trail) and new trail developments throughout the area between Jarrahdale and Albany Highway are an appropriate and important land-use of the state forests and should be accommodated within PDWSA policy and any mining plans.

3.2 Explore feasibility of a walk trail connection to meet Bibbulmun Track east of Mount Randall

–A good connection into and out of Jarrahdale on different trails may be difficult to achieve, but the creation of a two-day circuit trail from the Balmoral WW2 POW Camp to The Mounts (partly using the existing Balmoral Trail) to meet the Bibbulmun Track east of Mount Randall might offer an alternative workable solution and should be considered (in parallel with 3.4 below). The WalkGPS bushwalks website provides details of an existing [“Balmoral Track-Three Mountains Walk”](#) (link; see also **Figure 1, p.5**). That informal 29km circuit walk route already enables walkers to enjoy arguably the best section of walking in the northern jarrah forest within the Monadnocks Conservation Park and also to spend a night camping at the popular Monadnocks Campsite on the Bibbulmun Track, returning via Balmoral Track to the start point at the POW Camp.

3.3 Explore feasibility of a longer walk trail connection to meet Bibbulmun Track near Mount

Cooke – As recently discussed with Shire trails consultant Common Ground, a link via Serpentine River valley and the popular Windsor Rocks area (southern proposed Monadnocks Conservation Park) would only be feasible if an exemption from current PDWSA policy restrictions could be achieved and if bauxite mining expansions do not impact on the area. The rugged Windsor Rocks area is very popular with bushwalkers and in the longer term a sidetrack to the summit of Mount Solus could also be considered (after current bauxite mining operations there cease). However, the new trail connection from Balmoral POW Camp to the southern slopes of Mount Cooke would be ~ 30km and would not appeal to walkers as a lengthy ‘return’ trail. It would need to form part of a circuit, including the Bibbulmun Track section across Mount Cooke and the Balmoral Track or the new trail via Mount Randall suggested above (3.2).

3.4 Consider future availability/feasibility of commercial transfer services in the new trail town - If

transfer services exist in Jarrahdale in the future, walkers could then be dropped-off and picked-up at trail-heads in the region, overcoming a walk into and out of Jarrahdale on the same track (eg to and from Balmoral POW Camp) or avoid the alternative of leaving parked cars at isolated trail-heads (eg at Balmoral WW2 POW Camp; Sullivan Rock on Albany Highway; and Serpentine Falls).

Transport support option/s to reach satellite locations would greatly increase the accessibility for Jarrahdale visitors to walks in The Mounts area and Serpentine National Park and would therefore increase the attractiveness of Jarrahdale as a centre for activities in those areas.

4. SERPENTINE NATIONAL PARK TRAILS (refer p. 43 of the Business Case)

HikeWest agrees that the existing bushwalking trails located within the Serpentine National Park should have high priority for upgrade and enhancement i.e. Baldwins Bluff Nature Trail; Kitty's Gorge Trail; Stacey's Track; Serpentine Falls Walk Trail.

Recommendation:

4.1 Kitty's Gorge Trail - The Kitty's Gorge Trail has a 'Top Trail' rating on the Trails WA site and attracts walkers in large numbers. However, the quality of the walk experience has disappointed many visitors in the past due to the generally poorly maintained state of the trail along Gooralong Brook and the prolific weed infestations (especially of *Watsonia* and Cotton Bush) and around Spencers Cottage. Both issues would need addressing to upgrade the trail experience.

5. EDGE OF SCARP TRAIL (Jarrahdale to Wungong Regional Park)

HikeWest agrees the potential for a bushwalk / trail running / mountain bike / equestrian trail along the Darling Scarp from Jarrahdale to Wungong Regional Park should be investigated.

Recommendation:

Potential trail feasibility issues that should be considered early in an investigation of the opportunity include:

i) Difficult gap/s to 'bridge' through private property (eg around Hella Kipper Drive, Karrakup) possibly requiring trail section/s along busy roadsides (eg Nettleton Rd) or 'detour/s' further inland (without encroaching on the Wungong Dam Reservoir Protection Zone).

ii) Campsites if required (assuming trail length over 15-20 km in length) would possibly be more exposed to vandalism and misuse than Bibbulmun Track campsites, depending on proximity to vehicle access and other non-trail user access.

6. OVERLOOKED HISTORIC INTEREST?

"36 Mile Police Post" site, Albany Highway – The stone foundations of this historic police post (ca. 1880), 1.8km SE down Albany Highway from the Jarrahdale Rd junction, could be an additional feature of interest for a possible future 'cultural' driving circuit, including Balmoral POW Camp etc. The foundations are easily visible on the western side of the highway. Visitor parking at the site might be a challenge.

Stakeholder / Government Agency	Jarrahdale Heritage Society
Submission / Comment	<p>SJ Tourism Snapshot (Page 21) Please note that the prime walking time in the Jarrahdale forests is April to Early October. These months are cooler with spring flowers, though early mornings and late evenings in the forest can provide very good experiences – birds and wildlife – at any time.</p> <p>Trails: There is a need to cater for many different groups with different experiences. Jarrahdale needs some wheelchair friendly options as well as catering for family groups. The longer circuit options are becoming popular too.</p> <p>Existing Trails (Pg 35) Noted that quality is referred to as poor in most cases. JHS developed many of the trails in conjunction with the various ‘forestry’ departments, CALM and DEC. In the past some of the maintenance was undertaken by the department, at times with help from Karnet Prison Farm. Due to funding and resource issues most of the trails are now maintained by our volunteers with some support from DBCA. Whilst we look forward to funding being spent on the trails please note that we consider them to be in average condition. Many trail users actually prefer a less maintained bush track.</p> <p>Tony Henniker Walk (Page 39) No dogs as trail goes through National Park.</p> <p>Equine Trails: The development of the Jarrahdale Oval as a Trail Head, particularly for horse riders will be very welcome. The new facilities, including an ablution block would ‘activate’ the use of oval as well as providing a good base for trails already identified, horse, bush walking and mountain bike. There is opportunity for camping and it is only a short walk into the town.</p> <p>Share Trails: There is opportunity for walkers to share some trails with horse riders and gravel bike riders. E-bikes becoming popular but may cause an issue, particularly for horse riders, as they are fast and very quiet. Trail runners on heavily used trails can be a problem – Kitty’s Gorge – and take away from experience.</p> <p>Parking: We see this as a major issue for the town at the moment. Short term solutions</p>

- Upgrade the carpark at the Old Post Office Museum. We do not wish to see it a bitumen carpark but perhaps some bollards or markers to encourage parallel parking in 3 rows.
- Encourage users of the tavern to park at the Bruno Gianatti Hall. It is less than a 5 minute walk.

Stakeholder Groups: The Regional Development Australia (Keith Ellis is Chair) has recently undertaken work to connect the Hills Region. Our Trails Group was involved in some publicity around trails. Should/could they be included – seems similar to Perth Hills Tourism Alliance. RDA is federally funded.

Relevant Government Agencies: The Watercorp should be included. Responsible for the water catchment and rangers patrol these areas.

Byford Trial Centre: Certainly linking into the Wungong Valley activities this could become a useful initiative but at this time not seen as a priority. Perhaps when longer trail options (horse, walking and mountain bike) are developed it could be seen as a starting point.

Mundijong to Jarrahdale Trail: Again when longer trails are developed could be considered an option. But there are a number of obstacles to overcome, including landowners. Currently users of the existing rail line and maintenance road are unlawful motor bikes, not popular with residents.

Cultural Heritage (Page 46)

Note: Jarrahdale not the first milling operation but the first Timber Town.

JHS very keen to utilise and increase opportunities along heritage rail lines (tramways). These make for easy walking, along gentle gradients and the formations are already in place. These can be found throughout the forest from Jarrahdale through to the Albany Highway.

Key Attractions: (Page 47) add Farm / orchard produce.

There is also huge potential for interactive world class museum – forest/nature/timber history. Should be long term target.

Gooralong Park (Page 48) Not a perfect destination anymore. The infrastructure, toilets, barbeques have been removed.

Langford Park (Page 49) The bridle trail details need to be checked – DBCA have it on the list to do – the quarry boundary and/or fencing are a problem. It would be good to connect Langford Park to the Oval development and trails into the town.

Branding and Wayfinding Trail Signage and Mapping (Page 74 & 75) JHS pleased to be involved and have received the Trails Style Guide.

Trail Maintenance: (Page 77) Plan - Human resources needed. Noted that Shire to be lead agency in developing the plan. Noted 6.6, Shire resources to undertake the maintenance. What about land manager – DBCA.

Events (Page 84) Guided Walks – dates March /April to September/October.

There was a “Jarrah Run” in the past – think it only went for a couple of years but worth considering now that such things are more common. It possibly had 4, 10 and 20 km options and linked to a charity.

Accommodation: Please note if the Single Mens Quarters are to remain they need some basic but urgent maintenance now. Remove leaf litter from roof, restore perimeter fence, remove wattle – Acacia decurrens. A volunteer group could do this provided given encouragement and some resources.

Implementation Plan:

A – Note that ALCOA have recently undertaken some consultation in regard to Aboriginal History.

B – **Jarrahdale History Trail** – town walk being upgraded by JHS – working with the Shire to ensure excellent high class trail, complying with requirements, wayfaring and branding. Suitable for wheelchairs gophers and pushchairs. Assistance will be required from the Shire to enable suitable access.

Jarrahdale Forest Trail – being developed by JHS for the reprint book. It will give users a forest experience, through good recovering forest area, orchards, rehabilitated bauxite mine pits, timber milling history.

Serpentine National Park Trails – Kitty’s Gorge and Stacey’s Track. Extremely popular in great need of maintenance. In the past there were various loops in the National Park that took the pressure off Kitty’s Gorge. These should be reinstated with appropriate signage. DBCA are responsible for these trails.

Developing a **Trails Maintenance Work Plan** will be critical to make this project work.

Very pleased to note that the Shire is to allocate resources including persons and equipment to undertake trail maintenance, even though most of the trails are on Crown Land, managed by DBCA.

Stakeholder / Government Agency	Jan Star
Submission / Comment	<p>General comment: There is much that is laudable in the document, particularly with respect to the Shire's intent. Any criticism is of the Consultants' efforts and their very theoretical approach.</p> <p>It is revealing that there is a marked absence of celebration of the Jarrah Forest with its complex biodiversity, its range of different landscapes, its coolness in summer (much appreciated by equine users), its appeal in the rain. Even 'forest' gets mentioned only 32 times in the whole document, and some of those are irrelevant, which is telling, it is certainly not seen as the main attraction for trails, trees are barely mentioned.</p> <p>Before imposing such a large impact on the town here is a need to define its sense of place – not delegate place-making to a low priority. The report reads as though it was written in close collaboration with DBCA which as it involves their estate and they are a major provider of trails is to be expected: there are however problems inherent in this give the inadequate funding of that department at present. One of the consequences being cost shifting where possible, the other being priority given to DBCA agenda not the Shire's.</p> <p>There is also the consideration of being careful what you ask for - in that if fully implemented it would probably overwhelm the town to the extent that it would just become an appendage to a Trail Centre and lose much of its charm. Hopefully a more balanced and organic implementation will occur.</p> <p>Comment</p> <p>Executive Summary: It is telling that it manages to avoid the use of the word "forest", and even the Introduction only refers to it as "forested hinterland (once). Given that it is a dominant part of the attraction of Jarrahdale and of trails, and comprises half the area of the Shire it raises the question of why? Is it a case of not being able to see the wood for the trees or simply the theoretical approach didn't start with the base data of the first timber town established to exploit the magnificent timber produced by the high rainfall, soil (bauxite) and biodiverse ecosystem, and closest to settlement.. The NTWA designated it an "Historic Town" (one of eight in State) though these are no longer mentioned on their website apparently. Tredwell does refer to its Heritage listing on Classified Places (1600 of them!)</p> <p>Introduction</p>

Environmental and Cultural Considerations

P8- reference to ‘sensitive ecosystem’ , without example or definition, and “old growth “(only known to be in National Park with trails in some parts of it) are just words in this context.

The notion of “applying standard trail widths” seems to threaten the very attractiveness of the trails in the forest. Should the use of the term “tracks” be adopted to distinguish the narrow forest tracks characteristic of many of the existing trails that are part of their appeal – eg often single file to avoid destroying defining features and helps create the experience of being “in” the forest. The Jarrahdale Heritage Society do use the term. WalkGPS (HikeWest) should be consulted on this. Wheel based machinery is not suitable on many tracks for several reasons.

Sustainable Tourism

Should be kept as overarching guidance statement, note ‘fairly distributed’ doesn’t equal “equally” distributed.

Trail Market

P 21 - Most telling of the lack of practical knowledge of local trail use is the last para. “Trails.... year round use”. The seasonal surge in Jarrahdale is actually from around April to October/November (depending on temperature), peaking in Spring it tapers off over summer until autumn, During summer there is very little use of forest trails, whereas they are saying this is the seasonal surge. This also helps address the bushfire problem. The Jarrahdale Heritage Society has some statistics based on their Trail Map sales etc.

P 31 – It is worth considering the very marked increase in forest use since Covid 19– there is solace in nature and a healing power to anxiety, recognised in the Japanese practice of Shirin yoshu (forest bathing) *. This is another reason to consider the needs of bushwalkers as quite different to ‘exercise seekers’.

P 35 Tables 5 & 6 – Stacey’s Track is wrongly placed. The assessment of quality is challenged based on the remarks before about ‘tracks’ versus ‘trails’. – quality is relative to the dominant use.

P 38 – there is no apparent recognition of Alcoa rehabilitation being different to the surrounding forest – eg Ken Jones trail was built with that in mind and the ES species are mentioned, similarly with the Jarrahdale Park Bridle Trail – the “changing character of the jarrah forest ‘ is mainly because of the amount of rehabilitation in this area even though the description does also fit the characteristics of the jarrah forest this is not so apt here.

P 39- inaccurate – the POW Camp is not in Jarrahdale, Stage 1 goes from Jarrahdale through Mundlimup but is not the Mundlimup Trail itself (this contains the log landing), Stage 2 is the Balmoral track that goes from the POW Camp out to the Mounts.

P 43 Byford - The artist's impression doesn't seem to recognise that this is currently an area of native vegetation!

Mundijong to Jarrahdale Rail Trail . Presumably the possibility of using the development of Kiernan Park to help create a link through to Mundijong is being considered. The equine groups need to be involved in any decision to use the actual railway line formation – seems dangerous and seems far too expensive when the existing maintenance track may be adequate.

P 46 Indigenous Heritage. Jarrahdale is in Binjarup country (SWALSC) though with a lot of cross movement division with Wadjuk the division at the Wungong is possibly blurring. There are Blaze trees marking movement lines in the forest behind Jarrahdale and unrecognised yam gathering sites on the Scarp.

P47/8

In case JHS has not clarified it – the No 1 Mill was the one operating in Jarrahdale (2,3 etc were small mills out in the forest) – there were 6 sequential ones with the last (6th No1) being closed in 1997 where the 'long line' still stands. – presumably that is the one referred to here as the "Electric Mill" (though the no 5 was connected eventually to electricity ?1955).

Gooralong – Note this was a very popular camping area and could be so again.

P50 Pipehead Dam is not mentioned – odd - particularly as there is potential for a trail from there to the Falls

P 51 – Among attractions are listed 'wildflowers', but not 'forest' – very strange.

Key Priority Areas and Recommendations

A Landscape and Setting

P68

1.3 It seems Tredwell assume Alcoa's mining plans will proceed but they are subject to an environmental assessment at the end of this year. The outcome of this should not be prejudged as even if approved there may be significant conditions.

1.5 First priority is a Landscape Plan as planting continues annually. A plan would also designate usage areas presumably. A very good creative plan is required otherwise an organic growth driven by community may suffice and even be preferable to something just ordinary!

1.6 endorse strongly and would think priority should be high.

B Trails Development and Management

2 Trails

P72 2,9 Mounts Trail is commendably given a High Priority – would be helpful to involve/consult with WalkGPS

2.11 Why is DBCA not a lead agency and why is MRWA one?

2.13 Isn't this already underway or done?

2.19 The 1872 Rail Heritage Trail and Jubb trail are formed gravel roads but there is a small section where the maintenance track of the Alcoa line could be connected with the original 1872 rail line through private property (and is often used by walkers). If an easement or equivalent could be acquired it would be desirable.

P 74 3.2/3 Have the equine groups been properly consulted? Having travelled much of the State with horses for weekend carnivals I should have thought there would be a strong preference for separating horses from other users of a Trail Centre and keep them at the Trail Head at the Oval – both for the horses wellbeing and for safety reasons. Is there a good reason why the horse facilities are not being developed at the Oval? Use of the Trail Centre would also encourage floats to come through town which is not desirable when Nettleton Rd is a more preferable route

6 Management and Asset Management

P76/7 The Shire manages trails on their land - ? typo "these trails" or "their trails". It would be big cost shifting if the Shire started maintaining DBCA trails (and questionable legally). On the other hand there is a much depleted government department who have now made a distinction between sanctioned and non-

sanctioned trails. This appears to be a departmental construct to lower community expectations in the face of insufficient funds and should be challenged. Obviously the Shire are going to want all trails maintained so some complex negotiations will presumably have to occur at political and departmental levels. There is a danger that Shire maintenance will result in a much less sensitive handling of the aesthetics of trails (see Nettleton Rd treatment of verges). Considerable maintenance is done by volunteers of the JHS Walks group at present with people from all over the metro area involved.

This community stewardship should be encouraged not displaced (is mentioned on p8 but then forgotten).

C. Access

pp78

Note there was a traffic management plan done years ago which recommended a parking area off Armstrong Rd for Park users (and a bridge now constructed), One side of Jarrahdale Rd was marked for parking and later a suggested roundabout at Oak Way intersection for traffic calming (safety).

D Attractions and Activities

P83 12.2 – would have to choose site carefully otherwise could be detrimental to Park use.

12.8 Shouldn't Anglican Church be included as a partner or have they relinquished their ownership?

P 84 "Guided walks" – note most of these occur in the forest. It does seem the Report focusses on bringing in uses (eg trail running) that occur elsewhere and ignoring the uses that have been building up over many years (bushwalking) and for which Jarrahdale is already known.

E Amenities

12.5 A baseline survey should be done next year.

Note – there was a wheelchair accessible trail at the Wetlands Walk which without notice and almost unofficially DBCA have turned into a trailbike track and unserviced tolerated camping area!

P 87 16.4 why is this a low priority? It has already been suggested in various forums – for Kitty's Gorge track entrance at the cemetery and could happen as soon as parking enlarged..

17 Dot points puts banking in Serpentine – probably meant to be Byford.

P90 A Recommendation could also be to encourage accommodation of all types by private land owners including camping.

G Planning and Management

20.2, 20.4 State Government role mentioned – unclear why.

20.3 Provision of services not mentioned.

20.5 Wouldn't a Place Plan be one of first things to do – it should help guide any development not be an afterthought.

P92 Any reference group should have at least one community member and one JHS member – unless covered by other skill set or representation.

Implementation Plan

See previous comments -page number referenced.

P 98. 1.4 Ensure that this is discussed with George Walley – a senior Binjarup man in Mandurah who grew up in Serpentine (and whose uncle showed me how to find yam sites.)

1.5 Acknowledge industrial heritage as part of place making – eg in a sculpture park – Shire has various pieces salvaged from No 1 Mill

2.6 Cost seems excessive – could lead to excessive development that detracts from value of the trail.

2.9 Involve WalkGPS and JHS, both of whom have done a lot of work already on this.

3.2 See previous comments on separating horses from other users (P74).

3.4 this may require consultants and therefore need a budget?

3.5 Consider moving toilet up to Year 1.

4.6 Jarrahdale Heritage Society (JHS) - typo

5.1 see p76/7

6.1 see p76/7

6.6 see p76/7 Unclear what Year 1 funding would be spent on – adequate training must precede any work in forests or bush.

10.1 Why not Year 1? Would boost positive perception of Shire

	<p>12.1 see P76/7. Seems very vague, presumably there will be some plan and consulting – or is the Year 1 expenditure already committed money.</p> <p>13.7 When DBCA (CALM.DEC) were more functional in Jarrahdale they initiated such activities advocate for better funding (and a local public office?).</p> <p>P104 Accommodation – Seems to be unfinished – there is a lot more that could be done re accommodation. See p90, also Gooralong could be opened up to camping again</p> <p>12.1 endurance riders /equine group should be a partner.</p> <p>Appendix B</p> <p>Commendable and do note P127 “supporting efforts of local groups....must be balanced with the priorities of State Government and progression”. Those priorities must always be challenged if they ignore the values of the community and the environment.</p> <p>Thank you for the opportunity to comment, I hope some of it is useful.</p>
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Stakeholder / Government Agency	National Trust of Western Australia
Submission / Comment	<p>The National Trust supports Jarrahdale becoming a Trail Town while it, at the same time, ensures conservation and promotion of heritage values remain central to the Shire's approach. The authenticity and uniqueness of its heritage values is a major point of difference from other trail towns. We strongly support the development of initiatives to strengthen Jarrahdale's sense of place. It is important to ensure developments remain authentic. Of importance too is supporting locals and their life styles as well as servicing tourists.</p> <p>The National Trust is supportive in principle of the use of the Mill Manager's House and No 1 Mill as part of the trail town approach, either by being directly associated with the trail offering as a trail hub/visitor centre, as a key attraction or as additional accommodation/venue options. Long term use and leasing arrangements will be subject to negotiation.</p> <p>More detailed comments are:</p> <ul style="list-style-type: none"> • P12-16 doesn't mention any of the numerous documents and reports on the park.

- P18: As a major landholder in the centre of town, we are not sure why the National Trust is only included as an 'additional organisation' alongside Alcoa not as a key stakeholder.
- JHP are well positioned to provide a range of recreational activities to support the more extensive and longer trails.
- P46: as well as National Trust listing, the town and park are on the Local Government Heritage Survey as category 1B: Conservation Essential. The following heritage implications apply:
 - A place which may meet the criteria for inclusion in the State Register of Heritage Places (ie: of state or national value) because of its association with a group of places which together form a heritage precinct or area.
 - The highest level of protection appropriate for all places in the group.
 - A referral to the Heritage Council WA and further assessment for possible entry into the State Register are warranted.
 - Provision for maximum encouragement to the owner/s to conserve the significance of the place.
 - The place is to be photographically recorded (individually and its relationship to the other places).

It is noted on inherit, inHerit - State Heritage Office, the listing is to be assessed. This status should be investigated as there is a deadline to complete outstanding nominations.

The Mill Manager's House is included on the State Register of Heritage Places. The Heritage Park rs not registered as an Aboriginal site. However, all waterways are of significance to Aboriginal people and the Aboriginal heritage values of the place should be further investigated.

- P 48: While the lack of action is acknowledged, the recent upgrade of the Mill Manager's House should be noted which has allowed it to be used. The park is seen by most as public realm but the National Trust has no means of sourcing revenue for its care and management. Perhaps note that the land was gifted to the National Trust by Millars/Bunnings and includes bushland north of Gooralong brook and east along the brook, not just the park.
- P 49: No 1 Mill - note that there are issues with ongoing use as a mill within a residential area and that recent events have shown the potential of the place for activation, but this will most likely occur in conjunction with Shire tourism developments and should be complementary to the Shire's strategic direction.
- P49-50: Mill Manager's House leased - note that the recent work by the National Trust has included making the place suitable for public access through universal access upgrades. It has approval for short stay accommodation. The current lease is residential with a requirement for a commercial

component to be developed within 2 years as the National Trust agrees residential use is not preferred. Occupation is essential, however, to prevent vandalism or neglect.

- P 51: The National Trust would like to see a use for the single men's quarters so they don't become neglected
- PSS: re enhancement of the Heritage Park - the National Trust supports this however with the disclaimer that heritage values must not be compromised. E.g. not sure if an adventure park is suitable and 'sculptures' should be relevant to the heritage values.
- P69, 1.4: need to start by engaging with Traditional Owners to establish the Aboriginal heritage values of the area. Then move to specific projects. Reference can be made to National Trust Aboriginal Engagement Framework guidelines.
- P69, 1.5: proposals must be in line with the heritage values of the place. Including in public art proposals.
- P69, 1.8: support for the Shire to consider leasing Mill Manager's House and No 1 Mill however, subject to negotiation.
- P72, 2.13: including sections of JHP as part of the self-guided heritage trail tour through Jarrahdale is supported.
- P77, 6.4: National Trust volunteers work in the Park so supporting shire volunteer programs is possible as well.
- P83, 12.2: not sure if a high ropes course is suitable for this location. Perhaps subject to more detail. 12.5: Supportive of a nature playground.
- P 85, 14.1: Does the recommendation for a visitor centre at Lot 814 - conflict with the proposal for use of the Mill Manager's House?
- P87, 16.4: No 1 Mill could be a good location for pop up operations until a long term use is found.
- P90: the environment centre is not noted as a place for existing budget accommodation. Also the Mill Manager's House is set up to be suitable for short stay accommodation and approvals are in place.
- P91: regarding leases over National Trust buildings, note we can offer 21 +21 year leases with Ministerial approval.

Stakeholder / Government Agency	Recreational Trailbike Riders' Association of WA Inc IN21/20279
Submission / Comment	<p>Serpentine Jarrahdale has been a great trailbike trailriding destination for generations and continues to offer the health and wellbeing, economic, tourism and social benefits attributable to Trailbike Trail riding for Western Australians and Shire of Serpentine Jarrahdale residents and businesses.</p> <p>Trailriding is a legitimate recreational activity that is very popular, and has been for generations of Western Australians. Sales have been consistently increasing for petrol powered machines but with the advent of Electric Bikes that are getting faster, more powerful, longer range and cheaper, with sales are doubling every year it is expected that Motorised Trail users will be the largest user group very shortly.</p> <p>The Peel Regional Trails Strategy has identified several areas for registered Trailbikes in the region and the RTRA wish to engage a consultant to progress at local government level in the study area. Initial Planning will only consider trails for registered bikes (both Road registered and B registered) and Electric Bikes at this stage. The View is to maximize Tourism and Economic development opportunities whilst minimizing social and environmental impacts.</p> <p>In 2008 the WA State Trail Bike Strategy https://rtra.asn.au/state-trail-bike-strategy/ was released which provided an over-arching strategy and framework and 88 recommendations to put trail bike riding on a sustainable footing.</p> <p>The State Trailbike Strategy sets out a clear concise strategy around Motorised Trail Recreation in Western Australia and provides framework for planning and managing recreational trail bike riding on public and private lands as well as coordinating cooperation between the relevant State Government agencies, local communities, local government and recreational trail bike riders.</p> <p>The main objectives are to:</p> <ul style="list-style-type: none"> • Develop a systems approach • Align the interests of all stakeholders • Maximise health and wellbeing, economic, tourism and social benefits attributable to Trail riding • Minimise injuries and incidence of environmental impact attributable to Trail Bike use • Foster culture and encourage etiquette amongst trail bike riders and community members • Provide for long term sustainability <p>One of the Strategy's Key Focus Areas is Trails Planning. Recommendations include:</p>

- Creation of New and Upgrade existing riding areas to safely attract more riders;
- Transition to the concept of designated trails to prevent proliferation of user-created trails;
- Provide more opportunities for legal recreational riding to reduce incidence of illegal riding.
- Designate selected public trails for family riding;
- Local authorities to include trail bike riding requirements in Master Trails Planning and WA
- Planning Commission to consider recreational trail bike riding in land planning.

Further details on the strategy including the document itself and summary is available here:

<https://rtra.asn.au/state-trail-bike-strategy/>

Following on the State Trails Blueprint was produced as an overarching guide for consistent and coordinated planning, development and management of quality trails and trail experiences across Western Australia, and for the first time a consistent approach including all trail users. Prior to this historically the main focus was primarily on hiking and mountain bike trails. With this being the main planning focus we understand that horse riders and other user groups have had similar experiences in that Trails that they have been using for generations were then appropriated by other user groups, with little consideration to their historical usage.

With Urban sprawl, trail appropriation and changing regulations and enforcement methods this displacement can then lead to improper trail use, conflicts as well as safety and maintenance issues. Whereas with some planning and forethought most of these issues can be addressed.

The Peel Regional Trails Strategy was developed to guide future strategic investment in trails recreation, tourism and event development across the Peel region. The Strategy is comprehensive and encompassing an audit of the full breadth of current trails and their condition, and a public user survey to assess market motivators and needs. This strategy identified that Trailbikes are currently the second largest user group in the region! Considering there is not one sanctioned trailbike Trail in Peel this is remarkable. There were some other fascinating insights coming out of this including that Trailbike riding was a clear preferred recreation type from the sample group (38.75%). All the relevant stakeholders were included and the project was lengthened out to ensure proper process. Through this consultation and MCA analysis identified that **JARRAHDALE STATE FOREST** and Myalup State Forest were the highest priority locally significant locations!

In 2015 the Shire of Serpentine Jarrahdale formed an Offroad Vehicle Working Group (ORV) with the task of identifying first and foremost a suitable defined area to operate recreational Off-Road motorcycles and all-terrain vehicles safely excluding competitions and racing, with the capacity of a 1000 metre buffer which needs to be established.

<https://www.sjshire.wa.gov.au/assets/Uploads/OCM/OCM-2015/OCM285.2.12.15.pdf>

Of the sites reviewed the committee concluded “Discuss and identify suitable land locations, area and terrain. Blue Rock: North of Serpentine catchment and South of Wongong catchment zone. Access via Blue Rock Road, off Jarrahdale Road. Suitable area where trails could continue to the north for experienced riders and an appropriate open area to supervise and train children or novices. It would be ideal to start small and make sure there is room to expand. The bridge on Jarrahdale Road would be an ideal crossing area if this is to occur.” Going back through the historical aerial photography it can be seen that this has been a popular riding destination for a very long time.

Anecdotally the RTRA, local governments, riding community and industry are aware that there is a severe shortage of legal riding opportunities. A lot of fully road registered motorcycles see very little bitumen. There is a large demand for trails for road legal bikes (as well as ORV areas for unregistered bikes, particularly for families and junior riders [WALGA ORV and LGA](#)).

The WA4wd Association have already established a 4wd route through Jarrahdale called the Mundal Track. This track weaves its way through the southern forests to Albany, WA 4WD Association said the track was the culmination of 10 years of work to create a route akin to the Bibbulmun for licensed, registered and insured vehicles legally accessing public roads. This track has been very busy and is already attracting a heap of 4wd and Adventure Bike and Trail Riding Enthusiasts. Plan

<https://www.collie.wa.gov.au/wpcontent/uploads/2020/03/Collie-River-Valley-Trails-Strategy-2018-%E2%80%93-2021.pdf>

An independent Change.ORG petition was started by a local Trailbike Enthusiast and garnered 1652 signatures with the Bulk coming from the Peel Region. A copy of this is appended to this submission. Geographically looking further afield there is no sanctioned Trail Riding area in South West WA outside of the Perth metro area and only one sanctioned ORV area in Kwinana. The nearest sanctioned trails are at Pinjar ORV area at Wanneroo, or York. As the second largest user group in the region this demonstrates the massive demand as well as the need to provide somewhere sanctioned to recreate. The catchment for a sanctioned riding facility would be enormous. Pinjar ORV area currently attracts over 140,000 riders making it one of the busier parks in the State. The State

Government has signalled its intention to Harvest Pinjar which may displace these riders into other areas and there is potential to capitalise on the tourism and economic development opportunities that may result.

Emerging trends and technologies are all indicating that Electric Transport is going to be the future and with Electric Bikes motorised transport will be the largest user group very shortly, with the associated Health and Wellbeing outcomes, Tourism and Economic Development outcomes. Under the Road Traffic Act anyone under 16 cannot lawfully operate an E-bike on roads so there is an absolutely enormous cohort of people looking to recreate (*Regulation 228 Road Traffic Code 2000*). So, there is a huge user group that has nowhere to lawfully ride and there will be a demand and opportunities to capitalise. Shire of Manjimup have recognised the huge upside potential and have a model that could well be duplicated by other LGA's. <https://www.manjimup.wa.gov.au/our-services/sportand-recreation/trail-bike-hub>

In particular they have a feasibility study with a multi-step Implementation Plan which would be an ideal template. This implementation plan considers how Shire can achieve the desired Trails Hub positioning quickly and with minimum effort by targeting the easiest segments first, while progressively evolving to cater for the more complex segments. In summary they have started with Licensed, registered and Insured Bikes with a view to maximise and capitalise on the economic side of things for the town. Our advice would also be to include E-bikes in the early stages of the Trails Hub plan as this is the highest growth Trail user group and would position the Shire ahead of most other LGA's in the state. The Perth Albany ORV Trail has been proposed for some time now, and has been included in master planning documents such as the Shire of Collie Trails Strategy 2018-2021. RTRA have considered several routes for this trail with a view to get to the future Trails Hub in Manjimup. One option is to go through the Peel Region, another is to go along the existing powerlines trail to York which would circumvent Peel. Should the shire want to be involved in this exciting opportunity including the economic and tourism benefits we would encourage you to consider this opportunity during this planning process. A full feasibility study is available here: https://www.manjimup.wa.gov.au/repository/libraries/id:2dsd3ekxd17q9s83uxq6/hierarchy/SITE%20COLLECTION%20DOCUMENTS/ourservices/sportandrec/MTBH/Manjimup%20TBTH%20Feasibility%20Report_FINAL.PDF

For several Years it has been proposed to locate riding areas into Forestry and Mining locations as these have less environmental considerations than other areas. With Forestry being such a large use around SJ historically and Alco being very busy in recent times and looking like they will extend their

impact for many years to come. Lake Kepwari has set a precedent example of how an ex mining area can be rehabilitated into a useable amenity. -
 32.4781191,116.1172558 punch these coordinates into Google, turn on Satellite to see Alcoa impact on the Jarrah forest in WA. Bibbulmun Track foundation have recently written to various ministers along these lines as shown in the attached letter. Shire of Serpentine Jarrahdale certainly has plenty of areas that would be ideal for rehabilitation into Trails areas.

The Shire of Serpentine Jarrahdale recently ran a campaign which triggered a lot of discussion with the public opinion consensus seeming to be if trailbikes are in the bush outside of residential areas, they are a legitimate recreation and should be treated as such rather than an enforcement nuisance as per the tone of the SJ enquiry

<https://www.facebook.com/365684470218417/photos/a.375729115880619/4174232876030205/>

The Shire of Serpentine Jarrahdale is to be commended on their proactive approach to Trails Planning in the region. The Peel Trails Master planning process is an integral part of the solution and the fact that motorised trails are being included in this process in accordance with the Western Australian Strategic Trails Blueprint 2017-2021 is a huge step forward. Historically all too often the planning process hasn't always included all trail users, and this can then lead to improper trail use, conflicts as well as safety and maintenance issues. Whereas with some planning and forethought a lot of these issues can be mitigated, and those looking for suitable places to exercise in the outdoors and enjoy the Western Australian Trails can be accommodated.

Implementation Plan

1. Inclusion in the Jarrahdale Trail Town Business Case and Implementation Plan
2. Develop the SJ Adventure Bike Rider Experience
3. Develop the SJ E-bike Experience
4. Develop the SJ Trail Bike Tourer Experience
5. Creation of Family Use Facilities
6. Develop Single Track Explorer experience
7. Develop Family Explorer Experience

Should the Shire support in-principle additional Trailbike Trailriding, ORV areas in the region there are a multitude of benefits including health, tourism and economic. Inclusion of these previously identified and documented sites in the master planning process will be crucial to identifying, developing and managing a suitable number of approved ORV areas to effectively cater for all classes of offroad vehicle use.

Submission form

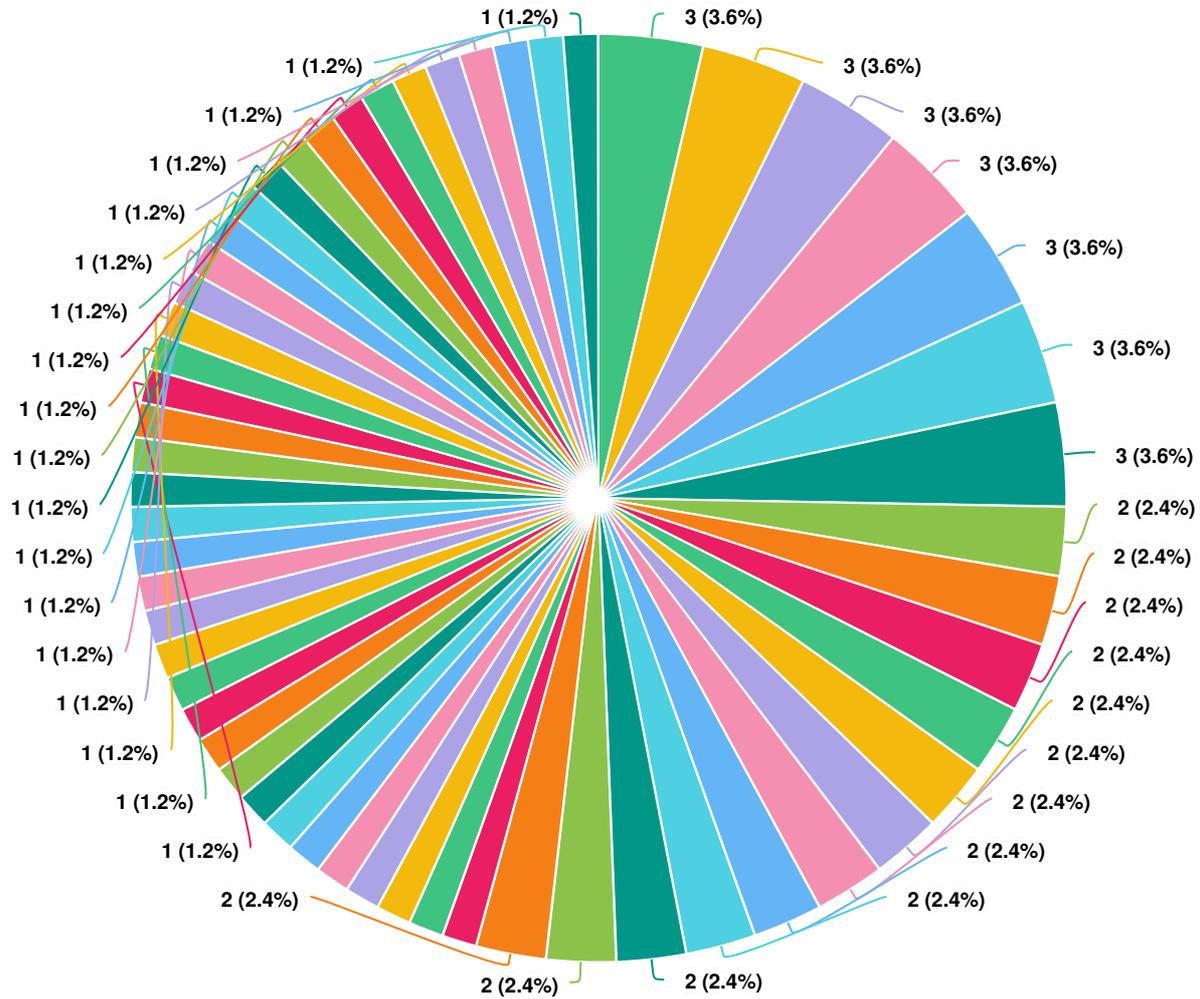
SURVEY RESPONSE REPORT

20 January 2021 - 23 August 2021

PROJECT NAME:

Draft Jarrahdale Trail Town Business Case and Implementation Plan

Q1 Suburb



Question options

- THORNIE, WA ● HILLARYS, WA ● GOSNELLS, WA ● DARLINGTON, WA ● BYFORD, WA
- LAKELANDS, WA ● MANDURAH, WA ● YANCHEP, WA ● MUNDIJONG, WA ● PARKLANDS, WA
- ARMADALE, WA ● BALDIVIS, WA ● JARRAHDALE, WA ● COCKBURN CENTRAL, WA
- MEADOW SPRINGS, WA ● SCARBOROUGH, WA ● SOUTH LAKE, WA ● WAIKIKI, WA
- HAMILTON HILL, WA ● KENSINGTON, WA ● ATWELL, WA ● OAKFORD, WA ● ELLENBROOK, WA
- VICTORIA PARK, WA ● BULL CREEK, WA ● BALLAJURA, WA ● BEDFORD, WA ● KINROSS, WA
- CURRAMBINE, WA ● ALKIMOS, WA ● MARANGAROO, WA ● BAYSWATER, WA ● RIVERTON, WA
- ROCKINGHAM, WA ● WANNANUP, WA ● SOUTH BUNBURY, WA ● TAPPING, WA ● MORLEY, WA
- GREENWOOD, WA ● SEVILLE GROVE, WA ● CRAIGIE, WA ● AUSTRALIND, WA ● LAKE COOGEE, WA
- PIARA WATERS, WA ● HIGH WYCOMBE, WA ● SUCCESS, WA ● SAFETY BAY, WA ● NORTH PERTH, WA
- CARDUP, WA ● BICTON, WA ● GOLDEN BAY, WA ● YANGETUP, WA ● BARRAGUP, WA
- PORT KENNEDY, WA ● BROOKDALE, WA ● SECRET HARBOUR, WA ● MIDLAND, WA

Mandatory Question (83 response(s))
 Question type: Region Question

Q3 | Please provide your comments on the Draft Jarrahdale Trail Town Business Case and Implementation Plan:

Screen Name Redacted

7/04/2021 08:06 PM

It's great Jarrahdale wants to become a trail town and with large investments it will definitely benefit the local community. As mentioned in the draft, the different types of trail experiences. In particular in relation to trail bikes, the largest trail user group in Jarrahdale and the 2nd largest trail group user in the Peel Region, has the shire endorse any trail bike recommendation from either the WA State Trailbike Strategy Plan and Peel Regional Trail Planning? The strategy identifies Jarrahdale State Forest as the highest priority in locally significant locations. With area around 75,000 hectares, why can't an orv area be established? or better ye, Jarrahdale be a trail bike single trail hub promoting and educating safe, responsible riding for trail bike enthusiasts. Supporting tourism to the town of Jarrahdale imagine the benefits with the influx of people to local businesses. The gain of becoming a single trail hub for trail bikes is there are already hundreds of kilometres of single trails already established, reducing cost of building trails and any impact to the environment or spread of dieback. There is currently no legal riding opportunities for recreational trail bike enthusiasts and families in the Peel Region let alone south of the river. In this covid era, there is a need for more non contact recreational sports/outdoor activities. I'm looking forward to hear your thoughts regarding trailbikes.

Screen Name Redacted

7/04/2021 08:50 PM

You need to include trail bikes in your trails plan. As one of the largest users of state forests second only yo walking you are significantly missing out on visiting opportunities . See Manjimup shire who have this nailed . There are over 2500000 trail bikes in bikes in wa (that was in 2008 so many more now) and with the shire so close to the metro area very shortsighted .

Screen Name Redacted

7/04/2021 09:22 PM

Please make sure you plan to include dirt bikes on your trail plan

Screen Name Redacted

7/04/2021 09:26 PM

Provision should also be made for inclusion of off road motorcycling, which is a very popular activity, with riders ages ranging from youngsters to mature (including myself at 68), and providing health benefits for participants, as well as spending in businesses in town.

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Screen Name Redacted

7/05/2021 07:08 AM

Having designated trail riding areas are very important for getting riders of the street. It would be close for the public in the south and south east metropolitan area to get to as other places are not . It would bring opportunities for retailers also . Please make this happen , we spend a lot of money on our bikes and our state government gives us nothing in return for our taxes spent.

Screen Name Redacted

7/05/2021 08:48 AM

Please consider that some of the trails in the area are used by recreational trail bike riders. The ever diminishing options for trail riders will inevitably lead to riders finding their own trails and endangering walkers. Trail bike riding numbers increase annually as recent bike sales have shown. Trail bike riding, when we'll considered as it is in the Pinjar ride park, can coexist with other trail users

Screen Name Redacted

7/05/2021 09:36 AM

Motorcycle trails should be included in the trail town plan as they are a high percentage activity of trails with high revenue to the town and minimal existing trails

Screen Name Redacted

7/05/2021 06:00 PM

I hope motorbikes are considered with future plans.

Screen Name Redacted

7/05/2021 08:29 PM

trials need to be implemented for trail bike riders and enduro riders this is a untapped resource . mining and logging need to be stopped in SW forrest's

Screen Name Redacted

7/05/2021 09:35 PM

Councillors , As an avid dirt bike rider including my family and friends, it concerns me that there is a movement to limit or stop dirt bike riders from enjoying possibly some of the best riding in the state. It would be discriminatory to stop or reduce the area that dirt bike riders have and enjoy at current . I would like to have my voice added to the list of concerned dirt bike riders and hope that the shire allows the status's quo of dirt bike riders to enjoy this area . Along with all others who enjoy this area for their own sport or other out door activities, I ask that we, the dirt bike riders are forwarded the same consideration as those who use this area . Kind regards Brad Wakefield.

Screen Name Redacted

7/06/2021 05:42 AM

Please consider dirt bike and mountain bike trails into this plan.

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Screen Name Redacted

7/06/2021 06:30 AM

I believe when it comes to the considerations of trail bike riders they are always left behind. Many trails have been dedicated to walking and mountain bike riding but trail bike riders are never considered which I think needs to change. They deserve an area too and I believe this would be a great opportunity to give back to the trail bike riders and other recreational riders

Screen Name Redacted

7/06/2021 07:32 AM

Any trails concept Needs to include Trailbikes. Trailbikes have been a historical existing use in the shire of SJ. Peel Trails masterplanning identified this user group is the second largest user group in the region. The Peel Regional trails Masterplan process identified "Jarrahdale State Forest and Myalup State Forest as the highest priority locally significant locations for trailbikes. The Jarrahdale State forest periodically gets logged to the ground, Alcoa are strip mining everything in sight, yet there is no sanctioned riding? Shire of SJ have specifically looked at this <https://www.sjshire.wa.gov.au/assets/Uploads/OCM/OCM-2015/OCM285.2.12.15.pdf> . The health and wellbeing outcomes are huge. The tourism and economic benefits are easy to see by the number of trailbikes on utes and trailers in SJ.

Screen Name Redacted

7/06/2021 08:03 AM

Great idea, we have a massive potential to provide recreational sporting activity for people all around. Specifically for me, trial bike ridding. So many benefits for the community and riders.

Screen Name Redacted

7/06/2021 11:21 AM

Hi my name is Nathan wagland I would like to express my opinion in this matter in relation to ORV areas out in jarrahdale , in fact the lack of areas to begin with in Perth itself everywhere you look is either shut or is barricaded off for off road use . I have expressed my opinion with the minister of ORV and spoken to the councils about this with positive feedback ,they understand what is going on and are in motion of Finding suitable areas for family's to pursue there hobby's and passions . Myself and my family started heading out to blue rock road jarrahdale to have some family time riding our bikes , the area there is perfect for family's to enjoy there hobby's and passion and quite a few family's and people go there to enjoy a day on there bikes . I have come to realise that hikers , horse riders ,cyclist have been pushing trail bike riders and people out of these areas for a long time now and we keep having to move on with warnings from rangers etc when everyone is just trying to follow and pursue there hobby's . My feedback for jarrahdale is a massive place there is a abundance of land out there for everyone to enjoy and I ask to leave blue rock rd in jarrahdale as a ORV area for family's and people to enjoy the hobby's then everyone there

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can have fun and spend some family time with there family's .

Screen Name Redacted

7/06/2021 06:20 PM

They need to allow trail bike riders on the trails. Unable to use the excuse of damage as Alcoa have decimated the area for years. Trail bike riders make up a large percentage of trail users in the SJ shire. Would stimulate the economy of local towns with riders coming from everywhere similar to manjimup trail bike hub. Nearest trail area for dirtbikes is pinjar which is an hour and a half away.

Screen Name Redacted

7/08/2021 06:15 AM

Jarradale forrest should be opened to trail riding. Perfect spot for it, and great injection of funds for the community

Screen Name Redacted

7/08/2021 03:42 PM

Off road areas for recreational use are needed in the shire as there is no where to enjoy this activity

Screen Name Redacted

7/09/2021 08:37 AM

Please include a space for legally riding dirtbikes. This is a large cohort of people, mainly families with kids, who respectfully enjoy this activity.

Screen Name Redacted

7/12/2021 09:02 AM

I have enjoyed the Jarrahdale trails a couple of times, however signage was a little unclear.. would you be considering a much clearer systemof signage for directions whilst walking?

Screen Name Redacted

7/12/2021 05:48 PM

SJ Shire needs to look at some tracks and trails for trail bikes to ride legally, we have plenty of bushland and tracks bit have no legal access to it.

Screen Name Redacted

7/12/2021 05:50 PM

Dirt bikes/trail bikes/off road motorcycles. Whatever you wish to call them need trails also. Many families with young children ride motorcycles on the weekends within the SJ Shire. It's a family oriented outdoor, physical activity that is shunned because of perceived "environmental damage" and conflict with other forest users. Yet logging and strip mining is destroying thousands of hectares of native bush and very few areas are set aside for the huge volume of recreational motorcycle riders.

Screen Name Redacted

7/12/2021 08:13 PM

As Motorcycle rider I use the Jarrahdale state forest regularly on my licensed trail bike for recreation purposes this needs to be still

Submission form : Survey Report for 20 January 2021 to 23 August 2021

available for access as I and many others ride thru these areas and frequent the town of Jarrahdale for lunch ect . If you are unaware trailbike riders are the second largest user group in the peel region if the this is not taken into account and the areas aren't accessible to this group there will be significant loss of revenue to the surrounding economy . I have been riding thru this area for the last 20yrs and have seen there is less environmental impact from trail bikes as there is from forestry and mining. If anything the trail riders have been the ones that have kept these trails open and cleared from there regular use .

Screen Name Redacted

7/12/2021 10:44 PM

As a hiker/mountain biker/motorcycle rider, I find Jarrahdale is my go to town for all 3 of these things. Great atmosphere, great townfolk, great scenery and riding/hiking areas.

Screen Name Redacted

7/13/2021 07:21 PM

You should also consider formal trails for motorcross riders. Given your location, bush areas in hills and easy access from the general Perth area, there would be significant use of such a legitimate trails. This would bring many riders to the area and town.

Screen Name Redacted

7/14/2021 08:07 AM

I see that the proposal is for walking and equestrian trails. It is not possible to have quality bushwalking trails that are shared with horses, bikes etc. Even trail runners can damage trails. If the trails are to serve their purpose of providing members of the public access to wilderness areas then restrict their access to walkers only.

Screen Name Redacted

7/18/2021 03:12 PM

Jarrahdale is one of the only places south of the river where me and my family can take our offroad motorbikes and explore out bush with minimal Impact to the environment and without having to spend huge money to join a club that is more focused on jumps and racing... there're so many natural sigle tracks and trails out here that cater to every riders skill level we need to keep this area accessible to everyone that wants to use it. Don't forget about the massive trail riding community here in WA that help keep Jarrahdale the beautiful place it is!

Screen Name Redacted

7/18/2021 03:18 PM

This is a great track that all riders I know respect and keep clean, shutting us out would ruin a long held and well maintained area that we all look after

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Screen Name Redacted

7/18/2021 07:34 PM

More designated dirt bike trails would create more tourism and reduce environmental impact of people going in to the catchment areas. Dirt biking has become a very family friendly sport which is good for the community.

Screen Name Redacted

7/19/2021 07:18 AM

Theres plenty of other places for hiking and riding horses just leave it as it is, there isn't much places to ride dirt bikes soon there will be fewer places to go and we'll end up riding illegally

Screen Name Redacted

7/25/2021 06:22 PM

I would like to see the area left open for trail motorbike riders for families and recreational riders to enjoy. There are becoming limited areas that can be enjoyed for trail riding and this area is great and should be left open. Thank you.

Screen Name Redacted

7/25/2021 06:26 PM

Hi there Jarrahdale/bluerock is a great place for me and my family to have a good day out .its the only safe place to take my children out and away from technology for the day.and teaches them abkut nature and how to preserve and jeep clean of what we have and what some people take for granted.its a great mx track and area were alot of people go. We need it Cheers

Screen Name Redacted

7/26/2021 02:27 PM

Need more designated dirt/trail/enduro bike trails & areas.

Screen Name Redacted

7/29/2021 08:07 PM

Evening 😊 My name is Kaz and I am writing this submission on behalf of my family. My family is myself, my husband Logan and our 2 daughters Sasha who is 15 and Sophie who is nearly 14. We love riding motorcycles, my husband and I both own and ride road bikes where our daughters enjoy riding on the back, we tour around the South West region enjoying the scenery and thrill we get from riding. As much fun as road bikes are, we are even more excited and mad about our dirt bikes! We all have our own 2 wheel dirt bikes. My husband and I love chasing our girls around in the Jarrahdale and Chidlow bush. It is very important to share our love of riding with our girls. It's awesome family time, we pack a picnic and we have quite a dirt bike/trailer set up to make the day fun and easy. When we go out riding, we spend the whole day out there, we meet up with other families who are achieving the same as us... quality family time, fun for all! Please please please will you consider allowing a dirt/trail bike riding area in Jarrahdale so we can continue to enjoy our days out riding. There are not many places we can go now and it's getting tougher to find nice spots that aren't privately owned properties, we don't have much access

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to those either. We always clean up when we pack up, we take away rubbish that was there before we even arrived. It's something we teach our daughters, to ensure they are good humans and respectful to the land we have so much fun on. I am happy for anyone to contact us, come and meet us, come and spend the day with us out in the bush. Take some pics? Anything that will help the cause. My mobile is 0413 538 244. Kindest regards A humble dirt bike loving family of 4 😊 thank you

Screen Name Redacted

8/09/2021 10:20 PM

I would like to vote for the consideration of riding recreational motorcycles in the planning and design of future developments.

Screen Name Redacted

8/10/2021 06:15 AM

Trail bike riders needs should be considered as legitimate trail user's.

Screen Name Redacted

8/10/2021 10:05 AM

Motor cycle trail riding is an activity that Jarrahdale and its surrounds is well suited to cater for, given its proximity to the metro area, and open bush areas that are in parts hilly and with low population. Dirt bike riding attracts families for a day or longer (subject to facilities) who will support local business in food, drinks and other supplies. As part of the Jarrahdale Trail Town Business Case, please consider developing formal motor cycle trails to attract and support dirt bike riders in the shire.

Screen Name Redacted

8/10/2021 10:26 AM

More trails for off-road dirtbike users

Screen Name Redacted

8/10/2021 10:48 AM

It would be great to see the trail riding families included in the proposals for future use of the area. They are a large group that need areas to legally ride and there is more than enough area for everyone. Regards Darren Nash

Screen Name Redacted

8/10/2021 11:33 AM

Support the implementation of more trails just beyond the metro area Perth

Screen Name Redacted

8/10/2021 07:54 PM

It would be great to have a motorcycle trail riding area that is safe and not disrupting to other people in the local area

Screen Name Redacted

I'm looking at a wide range coverage, but think the walkers and flat

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8/10/2021 08:36 PM

trackers are covered with the munda biddi and bibilum tracks, but the down hill mountain bikers would benefit from a few different difficult rating tracks, complimented by walking trails beside them for spectating and views requiring car parks at each end with pick up and drop off points. Motor bikes have very few choices, but a wider range of groups. Mx would need a kiddies peewee track, and at least 2 different grades of tracks, maybe add a flat track, this could help keep the big bikes off the kids track, enduro tracks would need a one way only of differing length tracks, but easily add chicken tracks around difficult obstacles, can be achieved by a big loop with some cut off points to short cut across to the return side. Some things to think about: Toilets and bins. A small access fee can discourage the undesirables, but will come with expectations from users. You can call on community help, we can become caretakers of sorts to look after trails. Camping is a big thing for these groups as well, and motorcyclists love to gather round, and talk shit about their ride, so cafes and pub will take on extra patrons, but will need parking for car and trailer.

Screen Name Redacted

8/10/2021 09:10 PM

It's great Jarrahdale would like to become a trail town. I believe Jarrahdale needs to include more popular and disadvantaged trail user group such as trail bike enthusiasts and family. In recent surveys, trail bikes are the second largest trail user within the Peel Region yet have not one sanctioned orv area and trail. Given physical surveillance of Jarrahdale and noticing the large amount of trail bikes day in and day out, this would be a prime opportunity to promote, I believe the largest trail group user in Jarrahdale. With already endless single trails within the area, there will be minimal impact to the environment and cost when using these trails for a dedicated trail for this recreational activity. As these trails are within the Jarrahdale state forest the civil liability act will be in place which protect the shire and state government of any injury and damage. Creating more legal orv trails and areas is a positive step in providing more riding opportunities, reducing dieback, deter illegal riding, economical benefits to local businesses and educating trailbike enthusiasts and families.

Screen Name Redacted

8/10/2021 09:59 PM

We need more areas to ride so less riders ride where they should not which impacts the environment and home owners

Screen Name Redacted

8/10/2021 10:00 PM

We need to include trail bikes in the implementation plan - it shouldn't be all about walking and mountain bikes

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<p>Screen Name Redacted 8/10/2021 11:37 PM</p>	<p>You need to have off road motorcycling as a strong presence and embrace it. They have been riding in the area for years you may as well support them and make money from it</p>
<p>Screen Name Redacted 8/11/2021 04:37 AM</p>	<p>Voting for motorbike trails</p>
<p>Screen Name Redacted 8/12/2021 07:19 PM</p>	<p>Motorcycle trails , as we need a family friendly off road area</p>
<p>Screen Name Redacted 8/13/2021 10:44 AM</p>	<p>I can't see any indication of dual sport/trail bikes/adventure motorcycles being included in this plan. This seems to be a missed opportunity with the growing number of motorcyclists in the dual sport and adventure segment. There is good examples of communities pivoting in the eastern states, new Zealand and some warmer states of North America that have seen a decline in tourism numbers focus on this segment with great success.</p>
<p>Screen Name Redacted 8/15/2021 09:45 PM</p>	<p>Don't do it. It is causing hazards on Atkins rd, chestnuts rd and Marginata Parade. You can't even pull out on Marginata Parade cars blocking the roads. It's disgusting</p>
<p>Screen Name Redacted 8/16/2021 02:24 PM</p>	<p>My Family and I enjoy riding trail bikes at jarrahdale. This draft plan need to include trail bikes.</p>
<p>Screen Name Redacted 8/16/2021 07:08 PM</p>	<p>I currently use bluerock for trail bike riding with my family and friends and would love to see more trails for bike use in the area</p>
<p>Screen Name Redacted 8/16/2021 07:09 PM</p>	<p>trails or area for Trail bikes as there is nowhere to go for us</p>
<p>Screen Name Redacted 8/16/2021 07:17 PM</p>	<p>Inclusion of a dirt bike trail network is required</p>
<p>Screen Name Redacted 8/16/2021 07:32 PM</p>	<p>Me and my family love spending time trail riding</p>
<p>Screen Name Redacted 8/16/2021 07:41 PM</p>	<p>we need more areas as trail bike riders</p>

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Screen Name Redacted

8/16/2021 07:44 PM

Hi Please include trails for dirt bikes and other off road rec vechiles. Thanks

Screen Name Redacted

8/16/2021 07:47 PM

Please keep open to trail bike use as I will have to travel further away and places for the family to use are becoming less

Screen Name Redacted

8/16/2021 08:08 PM

Adventure motorcycles are an ever growing market. It has doubled in the last few years. Any place that caters to this market is rewarded with increased spending. Making room for them to ride offroad would be beneficial to all.

Screen Name Redacted

8/17/2021 06:06 AM

Please strongly consider dirt bike riders in your plan. My family and I enjoy quality time together and a designated area in your shire would be much appreciated.

Screen Name Redacted

8/17/2021 06:32 AM

Please have space for Motocycles and powered recreation vehicles Thank you

Screen Name Redacted

8/17/2021 06:41 AM

Open recreational motorcycle trails

Screen Name Redacted

8/17/2021 06:57 AM

Give a fair shake of the sauce bottle to trail bike fraternity please.

Screen Name Redacted

8/17/2021 07:39 AM

Licenced trail bike riding including enduro bikes and adventure bikes has grown 10 fold over the last 20 years. Many shires have no interest including a strategy in their plans to provide anything and by placing a few signs around hope that bikes will stay away. Jarrahdale is close enough to Perth to draw riders to the area with huge areas of trsils. Instead of bikes riding in circles in small areas is would certainly be more sustainable to provide trails fit for the job with the right facilities to encourage their use. I personally use Jarrahdale as a start or finish destination for many rides often with upward of 30 riders but occaisinioly with nearly 50. We use the Cafe and the pub and I would estimate the average visit to the cafe would spend at least \$500. One of our rides starts us from the Cafe where everyone buys breakfast and we wind are way down to Dwellingup to camp. The camp grounds down there are often full and most not set out for group bike camping. We would be far happier returning to Jarrahdale at the end of a days ride to camp in

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dedicated bike camp ground. I would be happy to help design a suitable camp ground with the help of my large circle of fellow bike riders. I would also be happy to assist with the upkeep and maintenance of an area through my group. I run one group known as Perth Adventure Rides with over 5000 members, another (website bases) group known as Crusty Quinns with a very active membership and my new site called Ride With me with a following over 7000 and growing. I certainly influence others to ride, do it legally and keep active. I call other camp out events and can easily have 100 attend. I would love to see some of these initiatives included and also be a part of the growth of the concepts to help make it something special.

Screen Name Redacted

8/17/2021 07:48 AM

There are many well-established trails in this area for motorcycles. Motorcycle trails riders will bring custom to small-town businesses such as cafes and service stations. Please consider and include responsible motorcycle trail riders in your decisions and planning for trails in Serpentine- Jarrahdale.

Screen Name Redacted

8/17/2021 07:52 AM

I take my daughter's to blue rock trail bike riding it's close to home and they love going there

Screen Name Redacted

8/17/2021 08:18 AM

My wife and I regularly use the trails around jarrahdale. We are users of the mountain bike trails and walking trails. We believe Further development of the walking trails will benefit the local community, given the increase in users noted in the last 18 months, more walking trails are required, and development of carparking is required, as often on weekends the street around the cemetery are lined up with 100 or more cars. Additionally, we have a 4x4 and enjoy exploring the old logging roads which are open, looking at wildlife and wildflowers in spring. if these were open and potentially mapped and endorsed it would give users another option for exploring the area responsibly.

Screen Name Redacted

8/17/2021 08:41 AM

Please don't exclude trail motorbikes from using the area.

Screen Name Redacted

8/17/2021 10:09 AM

Trail bike riding and adventure bike riding are a healthy and therapeutic outdoors activities. Dedicated trails acknowledge the diversity of users (ie hikers, mountain bikers, horse riders etc) to ensure conflict of users is addressed and creates safety for multiple users. This approach allows for environmental impact being minimal, managed and ensures a positive legacy for future

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generations. Additionally, there is a financial benefit for local businesses with riders coming into the locality and, buying food and fuel at local outlets and possibly booking accommodation. Please refer to the developments with the Manjimup Hub. Organisations such as the RTRA can support community education and encourage trailer users to ride legally and safely so all community users can enjoy our environment.

Screen Name Redacted

8/17/2021 12:48 PM

Needs to include mountain bike and motorcycle trails

Screen Name Redacted

8/17/2021 02:32 PM

Jarrahdale Shire should include areas dedicated for dirt bikes in their trail plans. There are trails for walkers, horses and mountain bikes through the Shire. However there is nothing for dirtbikes. Consideration of area types that allow for single track kind of riding, trials riders(natural obstacles placed in an area logs rocks etc. The riders of dirtbikes are generally ones who will open their wallets at the local pubs and cafes which fuels the local economy. Therefore consider for dirtbikes should be looked at. Kind regards Zac.

Screen Name Redacted

8/17/2021 03:02 PM

Open it up for dirt bike trail riding

Screen Name Redacted

8/17/2021 05:25 PM

Please keep Jarrahdale as a trail town it's all we have left and I truly appreciate the privilege of being able to ride around it.

Screen Name Redacted

8/17/2021 06:51 PM

Please include access for recreational motorcycle use in the areas

Screen Name Redacted

8/18/2021 06:28 AM

I believe trails should not be limited. We are a group of friends that explore the Forrest on weekly basis and respectfully enjoy the entire region. We bring serious financial support to all the local businesses with our presence that, if trails are limited or closed, will be directed somewhere else.

Screen Name Redacted

8/18/2021 10:27 AM

As a Trails Portfolio holder and committee member of WA Horse Council (WAHC), the WAHC as a Peak Body stakeholder in Equestrian interests welcomes the opportunity to be part of the Plan

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Screen Name Redacted

8/18/2021 08:13 PM

I think the trail town is a good idea for multiple users. It is a beautiful area that should be enjoyed by all members of the public. As a recreational motorcycle enthusiast, we spend a lot of time riding the trails (licensed riders on registered bikes) anywhere between Mundaring to Dwellingup. We often complete our dirt/trail rides at Jarrahdale where we enjoy a meal or coffee before heading home via road or returning via the bush. We have lost a lot of access to mining over the years and we hope any future development in the area will take in to consideration the thousands of trail bike riders who use the area each year. Please look in to the numbers of road/trail motorcyclists who use these areas. Regards, Mick.

Screen Name Redacted

8/19/2021 07:49 AM

I believe the trails should be kept open to registered bikes.

Screen Name Redacted

8/19/2021 04:05 PM

WA Horse Council (WAHC) ,as a peak body, supports supported the Equestrian Groups in the Trails Implementation

Screen Name Redacted

8/19/2021 07:49 PM

It's great Jarrahdale would like to become a trail town. I believe Jarrahdale needs to include more popular and disadvantaged trail user group such as trail bike enthusiasts and family. In recent surveys, trail bikes are the second largest trail user within the Peel Region yet have not one sanctioned orv area and trail. Given physical surveillance of Jarrahdale and noticing the large amount of trail bikes day in and day out, this would be a prime opportunity to promote, I believe the largest trail group user in Jarrahdale. With already endless single trails within the area, there will be minimal impact to the environment and cost when using these trails for a dedicated trail for this recreational activity. As these trails are within the Jarrahdale state forest the civil liability act will be in place which protect the shire and state government of any injury and damage. Creating more legal orv trails and areas is a positive step in providing more riding opportunities, reducing dieback, deter illegal riding, economical benefits to local businesses and educating trailbike enthusiasts and families.

Screen Name Redacted

8/20/2021 10:21 AM

As an trail bike enthusiasts who enjoys riding out in Jarrahdale and supporting the township of Jarrahdale, there needs to be more orv opportunities for recreational using of trail bikes. I would love to take my grand children who enjoy riding their dirt bikes to a safe, legal, family friendly facility like Pinjar within the Peel Region, in particular Jarrahdale. In recent surveys, the data have identified trailbikes to be the second biggest trail user group but has no

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sanctioned orv area or trail. This is disappointing as more resources are poured into other trail groups who already have well established trails and received endless amount of funding from all fields of government. It's about time forgotten trail group users are catered for especially when it can benefit, educate the community and change the antisocial behaviour that a minority has behaved in the pass. Wasn't a few months back the shire was targeting trails bikes? but yet there is no location for these riders to go. What happen to the ORV working group which was assigned to establish an orv area with Jarrahdale? Trail bikes need trails too. Please revise this draft plan and include trail bikes, orv area for young families and children and single trails.

Screen Name Redacted

8/20/2021 01:54 PM

It's great Jarrahdale would like to become a trail town. I believe Jarrahdale needs to include more popular and disadvantaged trail user group such as trail bike enthusiasts and family. In recent surveys, trail bikes are the second largest trail user within the Peel Region yet have not one sanctioned orv area and trail. Given physical surveillance of Jarrahdale and noticing the large amount of trail bikes day in and day out, this would be a prime opportunity to promote, I believe the largest trail group user in Jarrahdale. With already endless single trails within the area, there will be minimal impact to the environment and cost when using these trails for a dedicated trail for this recreational activity. As these trails are within the Jarrahdale state forest the civil liability act will be in place which protect the shire and state government of any injury and damage. Creating more legal orv trails and areas is a positive step in providing more riding opportunities, reducing dieback, deter illegal riding, economical benefits to local businesses and educating trailbike enthusiasts and families.

Screen Name Redacted

8/20/2021 04:59 PM

1. The Town Business Case should emphasise that there are many great opportunities for the creation of future trails, particularly in the high-quality Jarrah Forests of the State Forest south-east of Jarrahdale town, north of the Serpentine Dam and River. 2. Future legislative changes such as reducing the width of the Reservoir Protection Zone would open up new opportunities for walk and other trails closer to the Serpentine Dam. 2. Corporate sponsorship and associated branding can sometimes be seen in a negative light. For example, Alcoa, which clears hundreds of hectares of Jarrah forest annually has its logos on the Munda Biddi signs and is a contributor to the Dwellingup Trails centre and this does not seem to be a natural fit.

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Mandatory Question (83 response(s))

Question type: Essay Question