



Feedback Register

Project: SJ Equine Trails Master Plan

Feedback on: Draft Report for Public Exhibition

Legend
Comment Addressed



Key Stakeholders

DBCA

Feedback/Comment	SSJ Response	Tredwell Action
DBCA supports the Shire developing as a major equine destination in Western Australia and developing the oval as the Jarrahdale prime trailhead.		N/A
Very lengthy document with duplications and irrelevant information for this type of strategic plan. Makes it a difficult plan to work with. The master plan is written in form of a report, not a strategic plan. It should be short, to the point with the vision up front. Academic explanation to what is a vision not required, e.g. is not part of a plan. Best to remove consultation feedback and SWAT analysis from plan as it bulks up a strategic document and is confusing. The plan should accommodate the findings but not show them. Best in a separate document, which may or may not be made public. Perhaps on request only.	Noted.	Confirmed with SSJ that Tredwell will prepare an 8-10 page summary document to accompany the Master Plan.
DBCA comments have not been provided for each page due to the numerous repeats.		N/A
Good to see the reference to the 8-stage trail development process. Any new and linking trails on DBCA land will be subject to this process		N/A
DBCA and DLGSC are currently developing new horse trail guidelines. As part of this, further refinements are being made to horse trail classifications. One example, green trails are not required to have a hard surface. The guideline will also provide guidance on trail and infrastructure development.		Already noted in Chapter 3. Added some additional specific detail as suggested.
Maps are impossible to ready.		Changed the page orientation for the majority of the maps to landscape to increase their size and have also ensured they are exported at a higher quality.
Wungong is subject to the Native Title Settlement. DBCA understands that there will be land tenure changes with likely transfers to future Aboriginal management with uncertain future plans.	Could possibly include a statement of such in the document.	Noted this in the rationale for Strategy B10.
Page 2: Project Background Equestrian opportunities in SJS provide a point of difference from other shires.	Agreed.	Included this sentence in first paragraph under Project Background.



Feedback/Comment	SSJ Response	Tredwell Action
Pg 23: Mounting Blocks Good inclusion of accessibility requirements		N/A
Pg 23: Watering Points Troughs are generally not supported due to disease risk. Taps are best. Riders bring their own buckets.	Noted.	Reviewed the wording.
Pg 25: Trail Surface Requirements Amend to refer to classifications.	Do they mean the new horse trail guidelines?	Included reference to the details of the Horse Trail Classification System.
Pg 27 DBCA Managed Lands Abbreviated extracts from corporate policy statement 18. Fragmented, difficult to understand and incorrect in part. Suggestion: Statement from Corporate Policy Guideline 18 - Horse riding activities should only be allowed on department-managed lands in those locations where the impacts are considered manageable (and where the activity does not conflict with other management operations or estate values). Generally, this will mean that horse riding may be approved on land categorised under section 5(1)(g) and 5(1)(h) of the CALM Act, State Forest and timber reserves, national parks, and conservation parks, provided that such activities will not detract from the overall values of the area, and subject to the policy guidelines. Horse riding may not be allowed in areas of special scientific or cultural value such as wilderness/remote areas or other areas requiring special protection. Horse riding will not generally be permitted in nature reserves. Evaluation of proposals to ride horses in national parks, conservation parks and nature reserves will take into account any previous history of horse riding and may also recognise situations of undue hardship where riders may claim a prior "right of access" to cross through lands managed by the department. Consideration of horse riding on lands managed by the department might cover a range of opportunities, including day-use trails, designated areas, free-range riding, and the exercise of horses on beaches. Horse riding on dedicated public roads within the estate managed by the department must comply with the Road Traffic Act 1974. Horse riding on tracks and roads that are part of CALM Act land such as national parks,	Do we need to change the wording to what has been written here?	Updated as suggested.



Feedback/Comment	SSJ Response	Tredwell Action
nature reserves or State Forest, including disease risk areas (DRA), are subject to regulations administered by the department.		
Pg 30 Map: Clarify Wungong Valley Gorge Bridle Trail with regional parks. Cardup Bridle Trail - This is historical use of a firebreak around Cardup nature reserve within Swan Coastal district, it is unsupported - Steve Dutton sent an email in July to Tredwell confirming it was an A Class Reserve and horse riding is not permitted.	<p>Not sure how many of these trails are sanctioned?</p> <p>Shire does not fully agree with this stance due to the historical use (evidence of a DBCA sign stating it is a bridle trail) and the lack of other similar locations found nearby for users.</p>	<p>Already included the wording from Steve Dutton.</p> <p>Confirmed with SSJ that Tredwell will retain DBCA's comments and add in a sentence that the local community is opposed to this statement due to the historical use of the trail and that further discussion and planning will be required.</p>
Pg 31: Jandakot Regional Park Bridle Trail Regional parks to comment Suggestion: The Jandakot Regional Park Management Plan 2010 supports in principle the Jandakot Regional Park Bridal Trail. It should be noted regional parks contain multiple tenures of land, with different purposes. The area in which the Jandakot Regional Park Bridal Trail is located is not nature reserve as stated (horses are generally not permitted within nature reserves) and is currently managed as conservation park.	Noted. Will change wording in document.	Wording has been updated to reflect this.
Pg 32: Wungong Valley Gorge Bridle Trail Regional parks to comment Whilst there is no current management plan for the Wungong Regional Park, DBCA is in the process of preparing one. DBCA is aware that informal horse-riding occurs within the Wungong Regional Park along existing management tracks. Horse riding activities are managed under the CALM Act and Regulations. The Wungong Valley is not currently a designated or gazetted horse area, and it is technically not permitted. The management planning process was put on hold in late 2021 until the Noongar Regional Corporations (to be formed under the South West Native Title Settlement) could participate in finalising a draft management plan, expected to commence in late 2022. Considering the high level of interest from various recreation groups, it's DBCA intent to develop a recreation master plan for the Wungong Valley. The plan would take into account the key values of the regional park outlined in the management plan and look at horse-riding and	Noted. Wording of such should be put into the plan.	This has been noted on this page and also in the rationale for Strategy B10.



Feedback/Comment	SSJ Response	Tredwell Action
other recreation activities and opportunities. This process would also consider appropriate locations for supporting infrastructure such as carpark/float areas.		
Pg 33: Cardup Bridle Trail Suggestion: Remove all alignments of the Cardup nature reserve section shown on map. Provide an alignment without the nature reserve section.	Shire does not fully agree with this stance from DBCA. Wording needs to be strategic.	These sections were removed on the last revision of the maps. The alignment shown on the map in the Draft Master Plan is not around the Cardup Nature Reserve. However, it has been confirmed with SSJ that the alignment within the Cardup Nature Reserve will be added back onto the map as an existing trail, with an asterisk stating that this trail requires further discussion.
Pg 36: Additional trails and Linkages Any new additional linkages on DBCA land will be subject to the 8-stage trail development process. Include clarifier sentence.	Agreed.	This has been included (applies to all land not just DBCA).
Pg 36: Map In the Jarrahdale Bridle Plan the trail stops at Admiral Rd carpark	Do we need to change this?	This map is showing future strategic links between the Jarrahdale Bridle Trail and the Wungong Valley Gorge Bridle Trail (Admiral Road Carpark) as shown on the map.
Pg 38: Key Stakeholder Input Is DBCA not a key stakeholder? DBCA included as key partner on page 56. DBCA provided input to this plan.	Agreed, make the changes.	Added DBCA into this section.
Pg 39: Consultation Best to remove from plan as it bulks up a strategic document which should accommodate the findings but not show them all. Have as a separate document, which may or may not be made public. Perhaps on request only.	Noted, to be discussed.	Noted that a summary of the consultation findings is provided, and these findings are essential to inform the Master Plan. Confirmed with SSJ that the consultation findings will remain in the Master Plan and be moved to the appendix.
Pg 40: Cardup Bridle Trail Relevance of community observation not relevant for Cardup Reserve. Remove references to Cardup Reserve being safe and quiet roads. Should state not supported by DBCA.	Community use is an important consideration. Shire roads are Shire responsibility.	Removed key sections as suggested.
Pg 40: Jarrahdale Bridle Trail	Agreed, reword.	Revised wording as suggested.



Feedback/Comment	SSJ Response	Tredwell Action
Very poorly worded - Native flows? "surface is gravelly and hard on horses feet ". Potential for cabins? Where and why? This trail isn't long enough for overnight. Caping available at the oval. If specifics from the consultation to be included, summarise feedback into key findings, proper sentences that make sense and are relevant to this plan. Remove the "surface is gravelly and hard"...Under Threats - remove "the climate is dry, which poses an increased fire risk".		
Pg 44: Wungong Valley Gorge Bridle Trail Poor wording and sentence structure. Reword and reduce. Short and succinct overview is best for this whole section.	Agreed, reword.	Revised wording as suggested.
Pg 45: Cardup Bridle Trail Should state not supported by DBCA in nature reserve	Shire does not fully agree with this stance from DBCA. Wording needs to be strategic.	Tredwell has not included the wording here as these are consultation findings.
Pg 49: Implement Equine Trail Development in Jarrahdale Regional parks to comment - Wungong	None received as yet.	N/A
Pg 52: Vision The vision should be up front.	Agreed.	Vision is included in the Executive Summary. It is included at this point of the document as it is reflective of the process which has been undertaken (audit, consultation etc.).
Pg 57: Strategic Overview A1 - Should it include key landowners? Does not require the full explanation on following pages.	Noted. Changes to be discussed.	Revised Strategy A1 to include 'all stakeholders'.
Pg 57: Strategic Overview B1 - Delete trail detail from this section to minimise duplication.	Noted. Changes to be discussed.	Considered necessary to include the Strategy in the overview.
Pg 64: Implementation Lengthy with repeats from earlier and poor maps. Suggestion: Change style from report to strategic plan.	Noted. Changes to be discussed.	Noted. Maps have been exported at a higher quality.
Pg 73: The Jarrahdale Bridle Trail Development Concept Plan DBCA developed with Shire of Serpentine Jarrahdale Add Shire of Serpentine Jarrahdale	Agreed.	Added in the Shire of SJ here.
Pg 80: Cardup Bridle Trail This section appropriately states "upgrade the section of Cardup Bridle Trail that is outside the Cardup Nature Reserve". It was never permitted to ride in nature reserve.	Historical permission given for use of firebreak outside of reserve.	Wording included under Strategy B9, and wording updated throughout document. Also added in an action around liaising with DBCA to



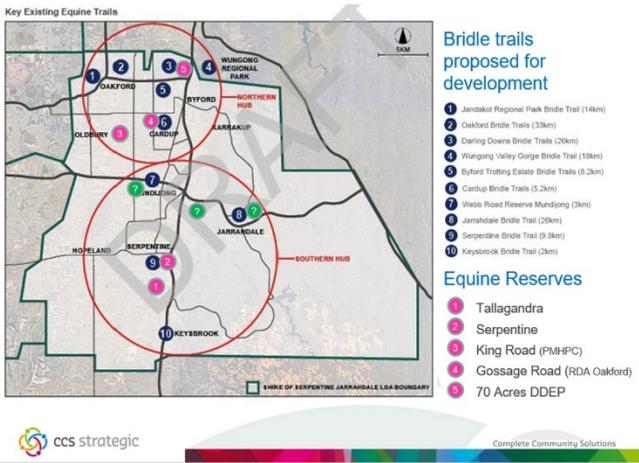
Feedback/Comment	SSJ Response	Tredwell Action
<p>Inconsistent throughout document. Change wording to "riding is not permitted in the nature reserve".</p> <p>Update via email on 31/5: "Due to the important conservation values of the nature reserve and it's classification as a Class A, horse riding is not supported in the Cardup Nature Reserve by the land manager DBCA".</p>	<p>Agreed on wording on not being able to ride within the reserve itself.</p>	<p>determine the future of the bridle trail within the Cardup Nature Reserve (Action B10).</p>
<p>Pg 82: Wungong Valley Gorge Bridle Trail Any formalisation of the informal trail use would be subject to the future management plan for the Wungong Regional Park, and any trail upgrade works would be subject to the 8-Stage Trail Development Process, including the completion and approval of a Disturbance Assessment System application (DAS).</p>	<p>Agreed and noted.</p>	<p>Included as suggested.</p>
<p>Pg 88: Jandakot Regional Park Bridle Trail The Jandakot Regional Park Management Plan 2010 supports in principle the Jandakot Regional Park Bridal Trail, however DBCA requests the master plan highlights the high conservation values found within the area, including conservation category wetlands, threatened ecological communities and declared rare flora/fauna.</p> <p>Any future trail upgrade and development works would be subject to being consistent with the management plan and follow the 8-Stage Trail Development Process, including the completion and approval of a Disturbance Assessment System application (DAS).</p>	<p>Agreed, this needs to be considered.</p>	<p>Revised as suggested.</p>
<p>Pg 88: Jandakot Regional Park Bridle Trail</p> <p>There is also no mention of the future planned Anketell-Thomas Road Freight Corridor (https://westport.wa.gov.au/planning/anketell-thomas-road-freight-corridor/), a key component of the Westport/Kwinana Outer Harbour development and its potential impacts on this area and the current trail alignments.</p>	<p>Agreed, this needs to be considered.</p>	<p>This freight corridor relates more to the Oakford Bridle Trails as it runs alongside a small section on Thomas Road. Included an action for the Oakford Bridle Trails to consider future planning for this corridor (Action B2.9)</p>



Feedback/Comment	SSJ Response	Tredwell Action
Pg 102: Trail monitoring Agree, this is vital. Install counters at strategic locations.		N/A
Pg 103: Actions table D3.1 Questionable management plans noted	Not sure what they mean by this?	These are official DBCA plans sourced directly from DBCA website. Included a paragraph in Strategy D3 which explains that these management plans can be found on DBCA website.
Pg 108: Trail maintenance schedule Table 47 Trails on DBCA estate are managed by DBCA under standard risk assessments and timelines. The suggested timelines should be treated with caution as they relate directly to liability.	Noted. Do we need to change wording?	Revised wording slightly.

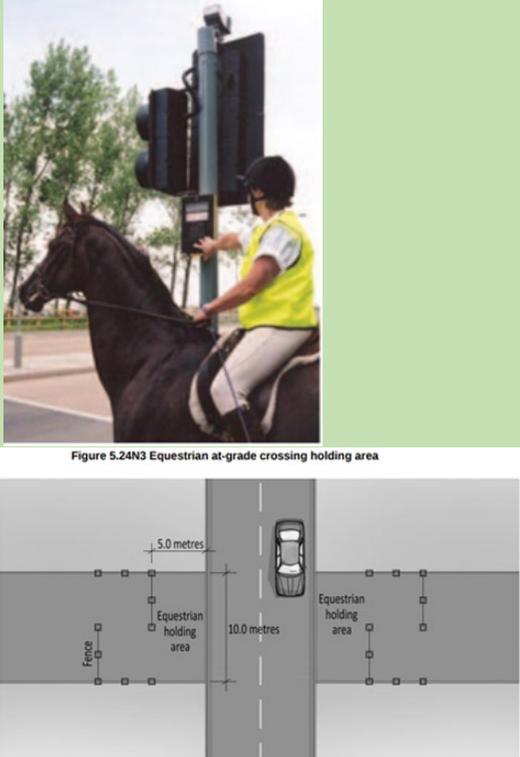
Consultant

Mark Casserly - undertaking the development of the Equine facilities masterplan.

Feedback/Comment	SSJ Response	Tredwell Action
<p>1 - The draft trails masterplan is not sufficiently 'aggressive' to ensure a fully connected network of trails throughout the Shire.</p>		<p>Noted. Broad statement.</p>
<p>2 - There are large gaps in the network both current and proposed – which should be revisited to improve linkages.</p>	<p>Shire is limited to putting trails on public lands and there is currently limited public land in the central areas of the Shire. Over time and through subdivision there may be more opportunities in the future.</p>	<p>Noted. Broad statement.</p>
<p>3 - There is a significant equine void in the middle of the Shire, signified by the green question marks in the image below.</p>  <p>Key Existing Equine Trails</p> <p>Bridle trails proposed for development</p> <ol style="list-style-type: none"> Jandakot Regional Park Bridle Trail (14km) Oakford Bridle Trails (33km) Darling Downs Bridle Trails (20km) Wungah Valley Gorge Bridle Trail (19km) Byford Trotting Estate Bridle Trails (6.2km) Cardup Bridle Trails (5.2km) Webb Road Reserve Mundijong (3km) Jarrahdale Bridle Trail (20km) Serpentine Bridle Trail (9.8km) Keybrook Bridle Trail (2km) <p>Equine Reserves</p> <ol style="list-style-type: none"> Tallagandra Serpentine King Road (PMHPC) Gossage Road (RDA Oakford) 70 Acres DDEP <p>SHIRE OF SERPENTINE JARRAHDAL LGA BOUNDARY</p> <p>ccs strategic Complete Community Solutions</p>	<p>Shire is limited to putting trails on public lands and there is currently limited public land in the central areas of the Shire. Over time and through subdivision there may be more opportunities in the future.</p>	<p>Noted. There are equine trails in Mundijong and Jarrahdale. Some of these areas are not suitable for trail development.</p>
<p>4 - There are development opportunities in the middle of the Shire that have not been included in the trails master plan or equine master plan projects that should be revisited – including Webb Reserve on Mundijong Road and the privately owned land surrounding Shanley Road and the proposed Tonkin Highway extension in Mundijong.</p>	<p>Webb Road was deliberately left out due to potential other use of this area. Should the Shire be developing infrastructure on private land?</p>	<p>Noted. Webb Road Reserve is not suitable for future development (already mentioned in the Master Plan). The Tonkin Highway extension is also addressed in the strategy and action plan. Added in an action for the Shanley Road Subdivision (Action B14.4) and have also included the concept plan as an appendix.</p>



Feedback/Comment	SSJ Response	Tredwell Action
	Tonkin Highway was taken off the table due to safety of a trail adjacent to major highway.	
5 - There is an opportunity to increase connectivity in line with notion of a 'string of pearls', connecting key equine locations in the shire, including, but not limited to the 5 equine reserves for which masterplans are being prepared	Agreed – Should find ways to connect the 5 equine reserves if possible.	Trailhead maps are included in the Master Plan for four of the five equine reserves (see appendix) and Tredwell have highlighted that these reserves are important throughout.
<p>6 - Connectivity will need to address major barriers to safe and efficient horse movement throughout the Shire</p> <p>7 - This includes the providing safe and effective horse crossing on major routes, specifically Thomas Road, Masters Road, Hopkinson Road, Abernethy Road, the Tonkin Highway, South West Highway and the railway line.</p> <p>8 - In all cases, the preferred mechanism would be horse friendly underpass or overpass, in line with existing standards and guidelines.</p> <p>9 - Where this is not possible, the alternatives include the installation of Pegasus crossings and potentially even pedestrian crossings, each with chicane control points either side of the road.</p>		Underpasses already recommended at Thomas Road, railway line, Abernathy Road, Tonkin Highway and South Western Highway and pegasus crossings at key points (e.g., Masters Road).

Feedback/Comment	SSJ Response	Tredwell Action
 <p>Figure 5.24N3 Equestrian at-grade crossing holding area</p>		
<p>10 - Critical horse-vehicle interface points currently exist in the Darling Downs Equestrian Park focused on Masters Road and Hopkinson Road.</p> <p>11 - There are currently 7 crossings along Masters Road as shown in the following diagram HCM1-7 and 4 horse crossing on Hopkinson Road HNC1-4.</p> <p>12 - The two priority crossings for intervention are HCM3 at the insertion of Masters Road and Rain Lover bridle trail and HCH4 where the Oakford link bridle trail intersects with Hopkinson Road.</p>		<p>Noted. Pegasus crossings are already recommended at the key trail cross over points on Masters Road and Hopkinson Road. Confirmed with SSJ to leave the map as is and note that further collaboration and planning is required with DDRA on Workstream 7. Also added in an action regarding this (Action B2.9).</p>

Feedback/Comment	SSJ Response	Tredwell Action
<p>13. Other considerations relate to road network and residential developments that would through increased population, impact on horse movements. A current example includes the potential for increased vehicle movements along Masters Road if it is extended south across Thomas Road to Malarkey Road – creating an internal link from the south, through the DDEP connecting to Rowley Road</p>		<p>The Master Plan already mentions residential developments and increased population as a challenge. Also added in road network developments as a challenge, with Malarkey Road as an example.</p>



Peel Development Commission

Kelvin Barr

Feedback/Comment	SSJ Response	Tredwell Action
<p>Around the regional context of the document- doesn't talk about the Peel Region and the horse facilities such as the Peel Equestrian Centre in Coolup. He is suggesting to beef up the regional information.</p>	<p>In regard to talking about the Peel Region and horse facilities I am only interested in talking about our trails in this document. If we want to talk about it in a regional context, I am happy for that to be in line with our Equine Plan that says we are the horse capital.</p> <p>There seems to be some type of campaign to get that Peel Equestrian Centre listed in every document right now but that is not to our benefit.</p>	<p>N/A</p>
<p>Is it possible to have an abridged version of the document as it is quite a large document. Strategies are usually a high-level document that are around 20 pages.</p>		<p>Confirmed with SSJ that Tredwell will prepare an 8-10 page summary document to accompany the Master Plan.</p>



Community Members

Mark Thomas [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
Very pleased to see some further improvement to the equine facilities in the region.		N/A
<p>I would have liked to see a little more focus on the west hopeland region considering the majority of properties are used for equine purposes already and this will only increase. Our property borders the serpentine river at karnup road and there are often people riding already along the river, so it is clearly a desirable route.</p> <p>I am just confused why it has been classed as low priority and high cost.</p>		It is understood that this comment relates to Strategy B16. Tredwell have changed the cost of Strategy B16 to medium. SSJ are not supportive of increasing the priority level from low priority.
<p>I feel you could split the water corporation trail in half to include karnup to mundijong as one route and then mundijong north as another route.</p> <p>I am not sure if you are aware but DFES has recently installed 3 culverts and a new track along the SJ side of the river so there is now a wide clear track from karnup road to mundijong that you could drive a 2wd car down. It is clay and perfect for summer riding and there wouldn't need to be any cost outlaid other than signage and maybe horse friendly gates. All boundaries are fenced as well. A ford crossing at the base of the karnup road bridge would be cheap to make as it is already hard rock and make an easy river crossing outside the flooded periods. Hopefully, this can be made a priority and classed as a low cost with the above suggestions.</p>	<p>Yes, aware of the works that DFES has recently done- this area is currently informal as a "bridle trail" but has been highlighted as potential link (page 94-95). Agreed that the works has been done to a high standard, so should be a low cost between Mundijong Road and Karnup road.</p> <p>Different story north of Mundijong Road, would take higher amount of effort. Also depends on Water Corporation attitude to formalise the area as a "trail" for the public.</p> <p>Could change cost in plan.</p>	Noted. Significant costs involved in the assessment and potential development of this trail given its length. Changed the overall cost of Strategy B16 to medium and the cost of infrastructure from medium to low given the information provided.
Great work overall.		N/A



Julia Ouary [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
<p>I can't believe that the Serpentine bridle Trail showed that it currently goes all the way to the Serpentine Sports Reserve. I don't think that riding along Hall Road towards Karnup Road with the numerous cars, trucks and school buses should be counted as a bridle trail. The road is extremely narrow with vegetation on each side. It's bad enough walking there let alone being on the back of 500 kg plus animal with its own mind. As this is the only entry point into the reserve, I feel this needs to be addressed immediately before somebody is badly hurt or worse. An entry point could be put further back on Hall Road at Paul Robinson Reserve that would take you off the road approximately 200m earlier. This would not cost a lot of money and could be done straight away.</p> <p>I know horse riding can be a dangerous activity at the best of times, but I find it ludicrous that was where the only entry point was put, especially when you are coming out of the trail on Hall Road (near Bate Road). By the way, the speed limit on Hall Road is 80km until just before you almost get to Karnup Road where it changes to 60km.</p>	<p>The trail leading to the Serpentine Sports reserve does include the movement along Hall Road.</p> <p>Maybe we need to put in the plan that we are going to be looking at ways to make sections of this trail safer? I have been resisting putting an access in the Paul Robinson Reserve- due to opening it up to motorbikes etc....but we could look at other options?</p>	<p>Noted in rationale for Strategy B7 that The Serpentine Bridle Trail requires significant upgrades to become a high quality and safe trail.</p> <p>The proposed link is currently through Paul Robinson Park, not along Hall Road. Updated the map to make this alignment more visible. Also added in a new action for the proposed trail from Paul Robinson Park to Serpentine Sports Reserve (Action B7.8).</p>

Denelle Kennedy [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
I support the plan		N/A



Sharon Gurney [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
1. Please ensure ebikes are specifically listed as a motorised vehicle that is prohibited on horse trails, as some people claim they are exempt.	Ok to include.	Added a section in Chapter 3 Planning and Management regarding the management of e-bikes and multi-use trails.
2. The mounted ramps for wheelchair users may need to be ramps, not steps! And while we are on the topic, the mounting blocks currently available at darling downs are not high enough for us short people with tall horses! Please provide ones that are multiple steps up to 80cm high.	Please consider is this correct. Noted. suggestion can be fed back to the DDRA guys, or we could look at it.	Revised wording in Chapter 3 regarding mounting blocks/ramps.
3. The decision to build the rail and highway underpass at Eleventh road should be reconsidered. Horse properties in Armadale are being subdivided and there soon won't be any demand for it there, why not install it where it will be useful for at least the next couple of decades...closer to darling downs. Are there even any connecting horse trails (safe ones!) On Eleventh road?	Not relevant. Crossing at Thomas Road underpass.	N/A Addressed by the Thomas Road Bridge Over Rail project.
Otherwise, the plan looks good, kudos to staff involved and thanks for the hard work!		N/A

Lara Peake [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
Please consider in more detail how existing trails are already being used and frequency. Many riders float to a parking area along left side of Jarrahdale Road before entrance to the town. Not sure if this has been overlooked as a trailhead. Query why this is more popular than the Jarrahdale Oval as a current informal trailhead. The draft plan looks expensive to implement; I missed the connection to a return on investment. Do riders want to trek and overnight or ride out for a few hours	Have we highlighted the diversity of trails provides a range of options? I would not want to include the parking area to the left side of Jarrahdale Road as a trail head as our focus and spend will be on the oval. Please do not include as a trail head.	N/A Trail use has been addressed through consultation and review of Shire's Equine Strategy etc. Agree that the focus is on Jarrahdale Oval as the primary trailhead.



Aaron Bishop [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
I've grown up in the area on Comic Court Circuit and have used the bridle trails as a kid, teenager riding horses but also being a boy building little BMX jumps at the 70 acres. Over the years I've noticed that the trails have become neglected and a huge fire risk. It's good to come up with a plan for the equine community and the trails. My concern is majority of the properties back onto the bridle trails but yet I very rarely see residents accessing them from their properties. On Comic Court Circuit alone I know for a fact the properties have rear gates accessing to bridle trails but no one seems to use them and will use the road instead. With civilisation expanding in the area and more traffic are using the streets as a rat run it's only a matter of time before a serious incident happens. On numerous occasions travelling on the roads, horses have played up and the rider hasn't had control and ended up in the middle of the road causing a situation that could be 100% eliminated by the use of access to the bridle trails through their property.		N/A The Master Plan has addressed the need for formalised and safe bridle trails (off road).
Also may I suggest that where the bridle trails cross roads that there be signage informing traffic of an upcoming crossing just like you see for pedestrians. Safety of the riders and traffic should be a priority followed by holding residents accountable for the maintenance and management of their little section that backs on to the bridle trails and also there front drains. Regularly residents complain on social media about the front drains and back of their property not being attended to by the shire and in all honesty to make the area more appealing and used by the equine community near and far the presentation of the area will play a big role in this master plan succeeding.	Did we capture improved road crossing signage as well? Road crossings are a covered as an action under implementation section	N/A This has been addressed in the implementation plan.

Suzie Zlatar [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
I need to look and see if this is viable for us horsey people first		N/A



Brian Wall [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
I support the Masterplan		N/A

Heather Radford [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
A Much needed activity		N/A

Sue Carlile [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
<p>Pg 85-86</p> <p>I would like to lose an objection to the proposed closure of the bridle tracks around Cardup Nature Reserve. There are very few safe riding areas and bridle trails local to the Cardup residents with horses. Once this is closed, we will be forward to float our horses to other areas.</p> <p>The Shore is reportedly keen to protect the equine facilities in the area, but this decision does not support their actions.</p> <p>I live on Pollard Cross off Karbro Drive and regularly use the Nature Reserve to exercise my horses.</p>	<p>We need to meet with DBCA to address.</p> <p>Met with DBCA on 17 May – just confirming wording with DBCA officers for page 85.</p>	Refer to above comments.

Beverley Hunt [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
<p>pages 85- 86- Implementation plan, where we have stated that “Horse riding will no longer be permitted on the main section of the Cardup Bridle Trail that moves around the perimeter of the Cardup Nature Reserve”.</p> <p>Regarding the Cardup area, I noted that the trail around the reserve has been taken out. This stops all equine owners that reside between Soldiers Rd, Bishop, Hopkinson, and Cardup Siding road from accessing the trails. And the only trail to link us is a “potential trail”.</p>	<p>We need to meet with DBCA.</p> <p>Met with DBCA on 17 May – just confirming wording with DBCA officers for page 80-81.</p> <p>The Shire can only expand trails on land available, which in the Cardup area is limited. There are already trails on all Shire</p>	Refer to above comments.



<p>Now is that potential trail going on the high density property? Or the existing so called green belt that was supposed to be never touched? We paid premium dollars to live in this location with written proof that it would be an equine area and now that the high density area has been approved, this doesn't seem to be the case. Is the council enforcing trails through the high density subdivision? Is there a way we can make them please. Old Cardup is being forgotten again; is there any way we can add more trails here to connect the equine community please? Why have they taken away our trails around the bush reserve. There are many people that use this regularly.</p>	<p>lands in this area and the Shire is continuing to work on making trail connections in the new development sites.</p>	
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Bruce Hilliard [REDACTED]

Feedback/Comment	SSJ Response	Tredwell Action
<p>Page vi: Recommend change the last bullet point to read: 'Formulate an implementation plan to deliver an integrated network of trails and facilities in the Shire.'</p> <p>This recommended modification is designed to ensure that the trails and facilities are not considered as separate. As illustrated in the model provided in the first enclosure, we need to think about the trails in close relationship with the facilities, horse properties and agistment sites and the implications for different user groups. It is these relationships that should define the prioritisation and allocation of trails. I am happy to explain this model to you in more detail if you wish.</p>		<p>N/A This has been achieved within the current scope. Cannot change wording as it's from the project brief.</p>
<p>Page 5: Experience in the area of the Darling Downs does not align with some of the broader comments on population age. For example, Darling Downs includes a relatively old population and there is currently a slow but clear change in the age of the demographics in this area, as older people sell up and new people come into the area after buying the existing property. We are expecting this trend to accelerate. Please also be aware, that we are starting to see that people are moving into suburbia in this area, agisting their horses close-by, and using the trails/facilities. This trend towards urban dwellers using the trails and facilities is illustrated in the first attachment. It is expected that this approach may become an even more important part of the demographics for the users of the trails,</p>		<p>N/A In line with the scope for a Shire wide strategy (these statistics relate to the Shire generally rather than specific suburbs).</p>



Feedback/Comment	SSJ Response	Tredwell Action
because of socio-economics and the current cost of properties (acting as a barrier to entry).		
Page 30/36: Please note that the trails maps on these pages do not appear to accord fully with the map being developed by Mark Casserly. Consequently, this will need to be rationalised, so that the two strategic plans are coherent.	Trails maps need to be the same across both documents.	Tredwell have not been provided with this map. Mark Casserly has provided feedback and Tredwell have taken this into consideration.
Page 32: In terms of the Deed and other documentation, the DDEP is more than just the 70 Acres, and it includes all of the trails shown in the second attachment. The current wording near the top of the page is, therefore, not accurate.	Need to reword to make readers aware that the Darling Downs Bridle Trails include the trails not just the open space.	Removed reference to 70-acres.
Page 32: The information on the 'Associated Trail Circuit' is not accurate. More accurate trail distances are provided in the third enclosure.	Please attachments to find correct distances.	Revised the length of the Comic Court Circuit, however the length of the Birriga Drain Circuit appears to be accurate.
Page 32: In terms of the ratings for trail conditions, the term 'average' has not been defined. It may be worthwhile to define this term more clearly.	Noted. Although I would think the trail conditions are better than average. Good point on defining trail conditions- what does this mean?	Changed the condition ratings to align with Public Works Engineering Australasia's (IPWEA) Condition Assessment and Asset Performance Guidelines. Also added in description for each condition.
Page 39: The Darling Downs Bridle Trail weaknesses include: 'Poorly signposted road crossings'. As outlined on Page 58, this is a high priority. With this in mind, is there going to be prioritisation to implement the signage requested in the report provided to the Shire in February?	This is a separate project, but yes will be a priority.	N/A
Page 43: 'the majority also believe that there are poor amenities on the trail (e.g. toilets, drinking fountains, shelters, etc.)' The DDRA agrees with these comments. However, rectifying these shortfalls will entail VERY significant costs to deliver/support these facilities and this would need to be a focus for the Shire if it was going to reach fruition. This project may also need to be tied into the development of other facilities, such as the covered arena.	Agreed.	N/A
Page 66: 'These trails cross over some busy roads, particularly Masters Road and to ensure safety it will be beneficial to install Pegasus, or other appropriate forms of crossing at these points.' It will be way too expensive to add Pegasus crossings at every crossover point on Masters Road. Consequently, the priority for a	Please add changed wording. Is it worth giving this document to Tredwell to show other areas of crossings potentially required?	Revised wording on Page 66. Added in pegasus crossing at the trail cross over on Hopkinson Road. Confirmed with SSJ that the remainder of the proposed crossings are to be left off the maps and are for future consideration.



Feedback/Comment	SSJ Response	Tredwell Action
<p>Pegasus crossing would be at the cross-over from the Gurners East trail and Rain Lover Trail. This accords with the map on Page 118.</p> <p>Additionally, as outlined for Workstream 7 in the DDRA Strategic Development Plan, other types of marked crossings will also be required at other locations on Masters Road. It is also noteworthy, that if the Shire is intent on linking the DDEP with the Oakford trails, a Pegasus crossing at the Oakford Link trail on Hopkinson Road will also be needed. In this respect, the Shire needs to move forward with the implementation of Workstream 7, so you can leverage stakeholder input to define the optimal solution.</p>	<p>Please include the crossing on map – Page 68.</p>	
<p>Page 106: At this stage, there is insufficient detail available to scope the implications of the events and trailhead centres. Consequently, additional detail would be needed to ensure that organisations like the DDRA can facilitate these activities within a coherent framework/solution.</p>	<p>Noted.</p>	<p>N/A</p>
<p>Page 118: The map on this page has a number of problems, which include:</p> <ol style="list-style-type: none"> 1. The map shows a trail extending from the north-east corner of the 70 Acres slow track and Easement 807 (as connected to R35706 to the east of Wungong South Road). There is some real benefit to this, proposal, but it is unclear if this land will be available. Could you please clarify if this trail is actually feasible, particularly as Precinct 17 (Armadale Shire) may modify this plan (see the fourth enclosure). 2. The trail option that cuts across Southwest Highway at Eleventh Road appears to be extremely expensive to build an underpass. Our understanding was that the plan was to follow the Wungong Brook and go under the bridge to access the Wungong Gorge. Is there a reason for the change from this earlier plan? 	<p>Noted. The potential trail is still within the Shire of SJ and would also be impacted by the Armadale precinct 17.</p> <p>Metronet was not supportive of a trail underneath the bridge at the Wungong Gorge.</p>	<p>Noted. Metronet were unsupportive of a trail underneath the bridge at Wungong. No further action required as a route has already been agreed upon.</p>

Anna Sheehan

Feedback/Comment	SSJ Response	Tredwell Action
<p>Suggestion of the development of suitable float parking/ hardstand for the Oakford Trails at L1519 Rustic Place. The land is owned by Water Corporation, but the Shire has an agreement to manage the reserve.</p> 	<p>Needs to be fully investigated but could be achievable.</p>	<p>Already marked on the map for the Oakford Bridle Trails as 'potential float parking off Rustic Place'. Expanded on Action B2.3 to mention this location.</p>



Shire of SJ

Strategic Planning Comments

Feedback/Comment	SSJ Response	Tredwell Action
Implementation – process to achieve the outcomes through planning and construction should be in the document		This is captured in the 8 Stage Trail Development Process outlined in the document.
Funding - whole of lifecycle costs to be included notably operational and maintenance		N/A Not in the scope of works.
Need to include processes for providing the trails including discussion of the various landowners and how the trails will be sought from them (also state agencies) Notably some trails will run through Shire reserve, however, clarity is required as to the way to approach landowners about the creation of trails. The strategic focus will be through the delivery of future structure plan, and subdivisions incorporating these proposed trails into these site plans and development area maps; liaising with the stakeholders involved through the application process. This is however, only effective if there are subdivisions proposed throughout the potential trail route/sites		None of the proposed trail links traverse on private land except for the potential subdivision trails (see appendix for the subdivision plans).
Education of residents and landowners required – workshops		Noted. Already included actions around installation of educational signage and collaboration.
Need to ensure that trails link to main facilities and visa-versa		Noted. Already ensured that the trails link to the main facilities.
Once the draft Master Plan is approved it would be beneficial to identify the proposed linkages and trails within these maps to ensure that the planning framework and the Equine Trails Master Plan are well represented and align with each other.		Noted.
The implementation has named departments and organisations that are expected to be involved however, does not address the level of involvement and responsibility these bodies will have. Perhaps this needs to be addressed with the relevant parties mentioned in the Master Plan to allow for a clearer understanding and consistent approach to ensure these equine trails are effectively delivered.		Added in relevant parties for each action.



Feedback/Comment	SSJ Response	Tredwell Action
<p>The Equine Trails master plan has outlined an estimate of what each potential stage and development will cost for each precinct indicating from a range of low- Medium-High and Major. This is great to help provide an understanding of the level of involvement needed for each specific proposal however, this does not identify who will be responsible for the cost and how these will be funded.</p>		
<p>The methodology to provide trails through the formal structure planning and subdivisions processes probably need to be addressed in some detail to explain how they are provided and provide some understanding of the challenges.</p>		<p>The Master Plan is intended as a guide. Confirmed with SSJ that it is not necessary to include this information.</p>
<p>We would also be supportive of having some concepts as in the facilities masterplan and some cross sections of trails within the Trails masterplan that incorporate the various widths and dual use opportunities such as fire breaks etc.</p>		<p>This information has been covered off in background review.</p>
<p>No funding is to be expected from Development Contributions Plan (DCP) unless explicitly stated in these schemes, which they are not.</p> <p>In some instances, landowners/developers will already be required to provide the land for bridle trails at subdivision and upgrade it to a minimum standard so further funding from them is unlikely.</p> <p>Funding through Federal/State Grants is the main source of income for the development proposal as identified within the implementation section of the Master plan. The plan may consider what mechanisms will be used to access these grants.</p>		<p>Noted. Removed reference to Development Contributions Plan (DCP). Mechanisms for other funding sources are already noted.</p>
<p>The private sector may or may not be able to provide support as these proposed trails are only a service to the users and don't directly benefit any private organization or club unless the proposed trail improves connectivity to these locations. The trail developments will primarily be outside of the Private sectors property boundaries and responsibility, therefore resulting in no real obligation to aid in funding and management. Some considerations should be given whether to include provisions for the local equestrian clubs to cover costs of some of the maintenance of trails in their area.</p>		<p>Confirmed with SSJ that the paragraph regarding commercial and private sector funding in the funding section is to be retained. Some multi-use trails are proposed in subdivisions (private developers) etc.</p>
<p>A maintenance guide within the Master Plan indicates some of the parties involved regarding certain existing trails and equine development upkeep. This should state how and who carries</p>		<p>Noted. Already indicated who carries responsibility.</p>



Feedback/Comment	SSJ Response	Tredwell Action
responsibility within the Shire trails. Critically whoever is responsible should then be provided with the appropriate staff and funding to accommodate this increased growth of equine facility and trails.		
The Master Plan should provide examples of existing trails within the Shire that will allow and understanding of the expectations regarding in terms of construction standards, dimensions etc. to as detailed a level as possible.		Construction standards and dimensions are set out in the Master Plan for each horse trail classification.
Where possible indicate the existing planning constraints, buffers, setbacks required from adjoining landowners' properties and how these align with the planning framework to ensure that landowners and developers are clear as to the expectations and standards.		Confirmed with SSJ that this is beyond the scope of the project and may be captured in the next stages.
Indicate via a zoning map of the land use permissibility or conflict. Identify trails that fall within Shire Reserve, Land owned by other Sectors (Water Corp) land managed by DBCA and sites that are potentially impacted by DWER and Public drinking water source areas (PDWSA)		Confirmed with SSJ that this is beyond the scope of the project and may be captured in the next stages.
Address how the implementation of these proposed trails correlate with strategic planning framework- through the process of future subdivisions and Local structure plans and how these proposed developments will incentivize future developers to incorporate into future developments.		Confirmed with SSJ that this is beyond the scope of the project and may be captured in the next stages.



Additional Changes by Tredwell
Added in a trends section to the introduction.
Minor updates to mapping.
Mentioned that the Jandakot Regional Park Bridle Trail is located in a PDWSA and added in an action in for preventative measures (Action B13.7).
Changed dates in brackets from italics to normal text.
Added in the text missing for the Jarrahdale Bridle Trail on the additional linkages map.
Changed the class of the Serpentine Bridle Trail from 'easy' to 'intermediate' due to the safety issues on the trail. Changed the class of the existing Jarrahdale Bridle Trail from 'intermediate to advanced' to 'advanced'.
Added in trail care groups and volunteers to the maintenance table and have also added in a paragraph around trail care groups in the maintenance section.
Changed the wording from 'Bridle Trails Northwest of Cardup' to 'Oakford Stockmans Bridle Trails' as per the trail promoted on AllTrails.
Added in additional trail links to the western section of the Oakford Bridle Trail to ensure the alignment connects.
Updated the lengths of the existing bridle trails.
Added in an image for each of the existing bridle trails.
Updated the trail locality graphic in the introduction.
Added in an action regarding the installation of a pegasus crossing as part of the Thomas Road Duplication Project (Action B3.10).