



**DEVELOPMENT SERVICES ATTACHMENTS
ORDINARY MEETING OF COUNCIL
WEDNESDAY 19 JUNE 2024**

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Community Survey Assessment
Lower Chittering Bridle Trail Network in the
Shire of Chittering
June 2024

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Project Plan

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Version Number	Date	Reason/Comments
1.0	31 May 2024	

COMMUNITY SURVEY ASSESSMENT – Lower Chittering Bridle Trail Network in the Shire of Chittering

1. Assessment Details

The Shire is undertaking the necessary assessment for a bridle trail network within the Shire of Chittering in line with population growth and demand and informed by the results of a community survey. This assessment is a review of the demand for bridle trails within the Shire of Chittering and the availability of trail routes that are suitable to be used as bridle trails.

A bridle trail is a path or track along which horse riders have the right of way and is not typically suitable for vehicles to travel along. A bridle trail is typically only used for horses and not for other recreational activities, such as motorbike riding, as the noise that the motorbikes emit is highly likely to startle the horses and create an unsafe environment.

The Shire is investigating the use of strategic firebreaks for horse walking and riding for the following reasons:

- Strategic firebreaks are in the Crown's ownership (with management duties to the Shire) and do not require passage over any easements or private property;
- Strategic firebreaks are existing and do not require the construction of any additional trails, therefore requiring minimal resources and time to make them operational trails; and
- Strategic firebreaks are away from roads and are safer than roads or road shoulders for walking and riding horses.

1.1 Background

In response to ongoing requests from the community for a safe space to exercise their horses, the Shire's Development Services department has been reviewing the need for a formalised bridle trail network.

Pending approval of the proposed bridle trail network, a budget amount will be considered for the bridle trails as part of the annual budget process. This will be utilised for expenditure and necessary upgrades to the strategic firebreaks which will form the bridle trail network. Such upgrades include the construction and installation of gates which will allow emergency service vehicles and horses access to the trails, but inhibit access to personal motor vehicles and motorbikes, and also for the provision of signage along the trail route indicating that only emergency service vehicles and horse riders may access the trails.

The purpose of this plan is to inform Council on the outcome of the community survey and identify the works required to make the bridle trail network operational should Council endorse the plan. As part of this assessment, two bridle trail routes have been identified via the use of Shire managed strategic firebreaks, within Maryville Downs (Appendix 1) and the Powderbark Estate (Appendix 2).

Historical Shire records indicate that the strategic firebreaks had an intended purpose of providing access to emergency service vehicles in the event of an emergency. A small portion along the Maryville Downs trail route (connecting to the Marbling Brook emergency access way) has recently been upgraded to be used for public access and emergency service vehicles in an event of an emergency.



As part of the investigation process, the Shire contacted the Department of Planning, Lands and Heritage to determine the legality of using the proposed strategic firebreaks for bridle trail purposes. The information received indicates the identified routes can currently be used for bridle trail purposes, as they are 'Pedestrian Access Ways', but can be amended to be solely for this explicit purpose, in combination with emergency services. An officer from the Lands Department provided information to indicate that a request can be made to the Department to reserve the land that encompass the routes for bridle trail purposes and to also serve as a firebreak for emergency service vehicles.

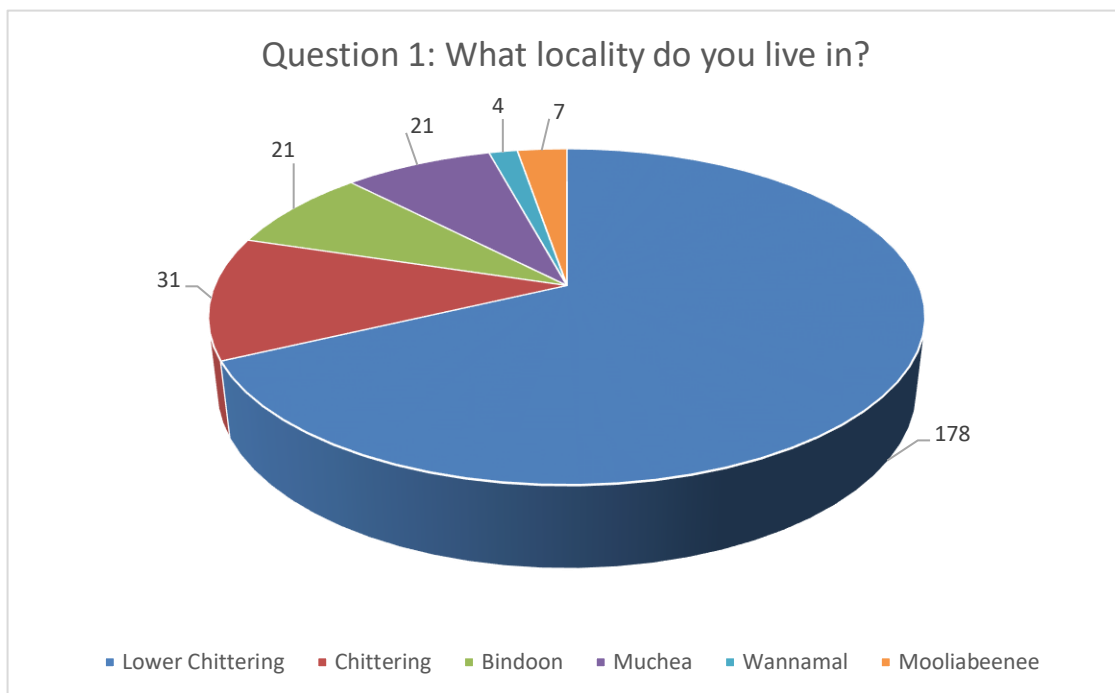
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1.2 Survey Consultation

The Shire of Chittering conducted a survey of residents which commenced on 20 March 2024 and concluded on 8 April 2024. The survey asked 11 questions:

1. *What locality do you live in?*
2. *With regards to the proposed Maryville Downs trail, do you support the creation of a bridle trail in this area?*
3. *With regards to the proposed Powderbark Estate trail, do you support the creation of a bridle trail in this area?*
4. *How many times a week would you utilise either or both trails?*
5. *How would you prefer to access the trails?*
6. *Are there any changes you would propose to the attached trail route?*
7. *Does your property adjoin the attached trail route?*
8. *How far would you walk your horse on the local road network to access the bridle trail?*
9. *What is your ideal terrain for the bridle trail?*
10. *Are there any issues you foresee with the attached bridle trail route?*
11. *Is there a preference on a style of gate for access to the bridle trails?*

Lower Chittering has a very strong equestrian presence, with the majority of survey respondents residing in Lower Chittering (68%). With future subdivisions in the Lower Chittering area, these numbers will only increase in the future. The below pie graph illustrates the distribution of respondents to the survey from each locality.

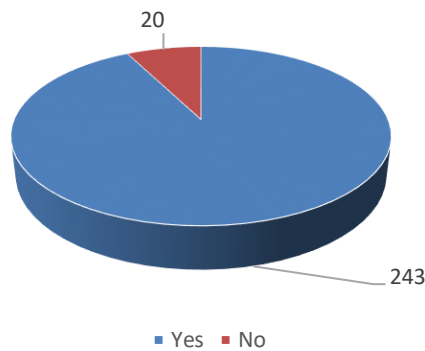


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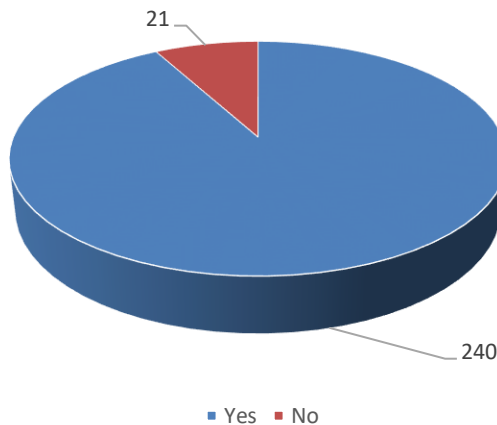
Survey Results

After the survey period concluded, the results were analysed. The Shire received a total of 264 responses. All survey responses were received via the online survey facility. Overall, there was a strong level of support for the creation of a bridle trail route within the Maryville Downs and Powderbark Estates, with 92% of respondents supporting the creation of the bridle trail route within Maryville Downs and 92% of respondents supporting the creation of the bridle trail route within the Powderbark Estate.

Question 2: With regards to the proposed Maryville Downs trail, do you support the creation of a bridle trail in this area?

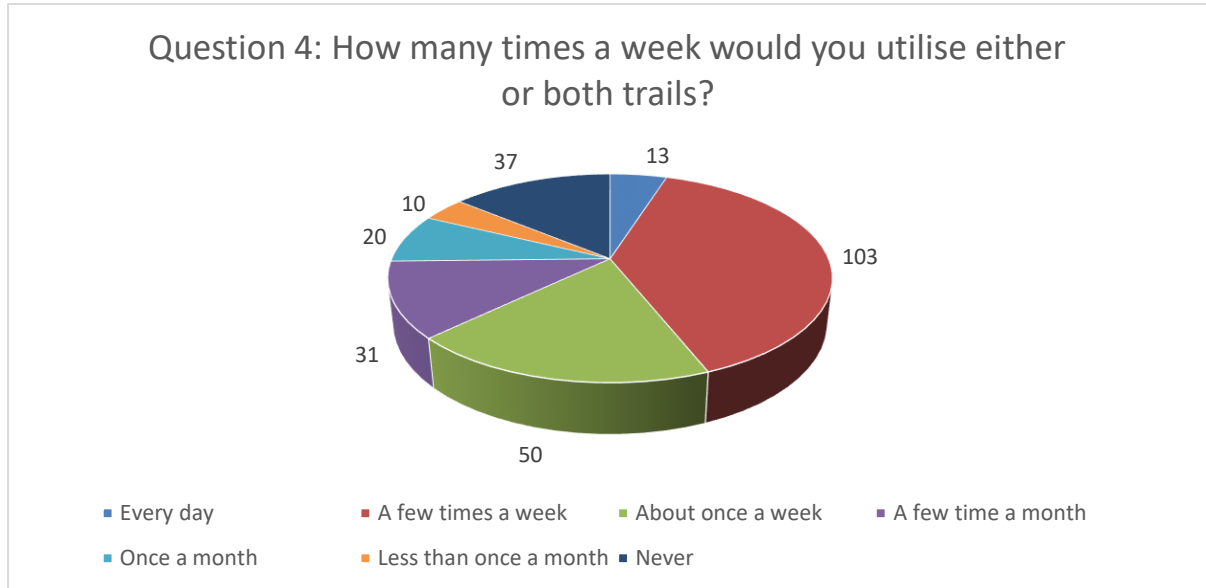


Question 3: With regards to the proposed Powderbark Estate trail, do you support the creation of a bridle trail in this area?

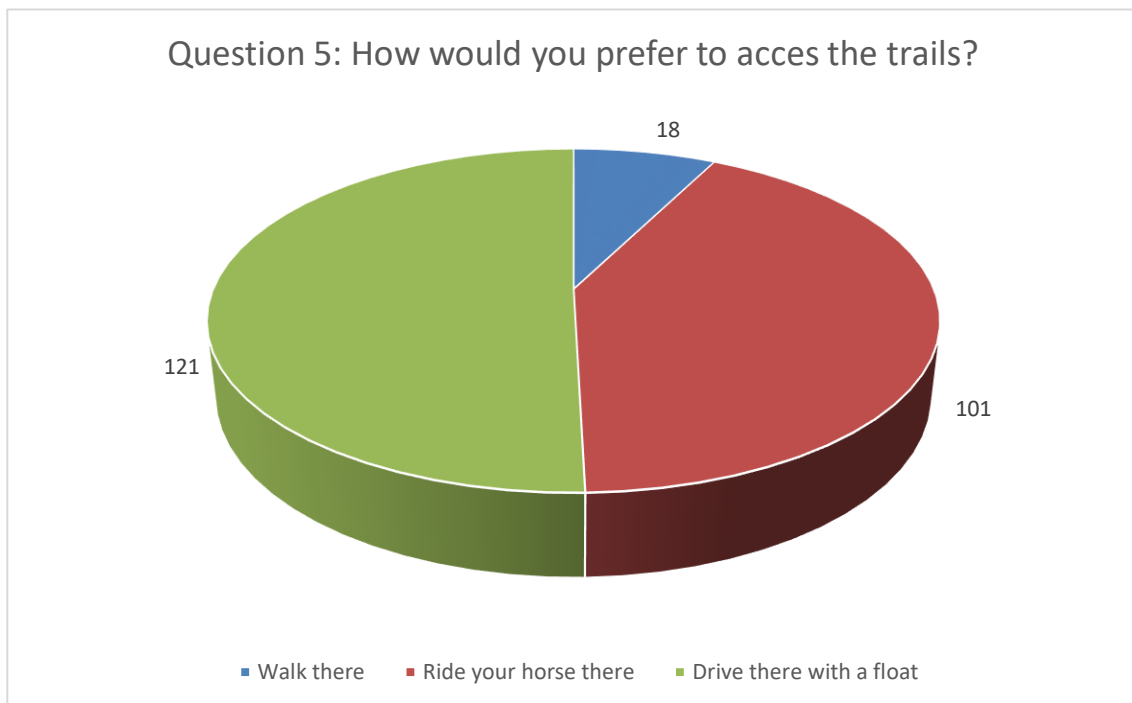


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There was also a strong level of support from the survey to indicate that the community would utilise these trails ‘a few times a week (2-3+)’ (39%) and 19% indicating that they would utilise the trails at least once a week. A small percentage (5%) would utilise the trails every day, and 14% would never use it.



Question five asked how the community would prefer to access the trail routes, whether that be by walking their horse, riding their horse, or driving to the trails with a float. The majority of respondents (50%) stated that they would prefer to drive to the trails with a float. Given the ability and willingness to drive a float to a bridle trail, parking areas at suitable locations can be incorporated into future planning for bridle trails.

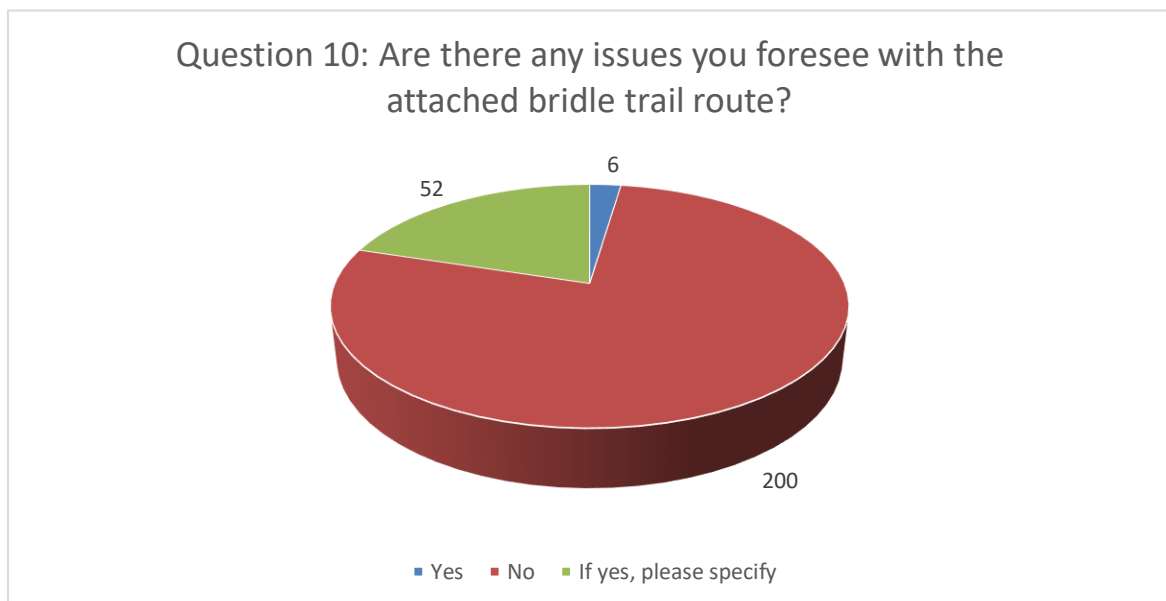
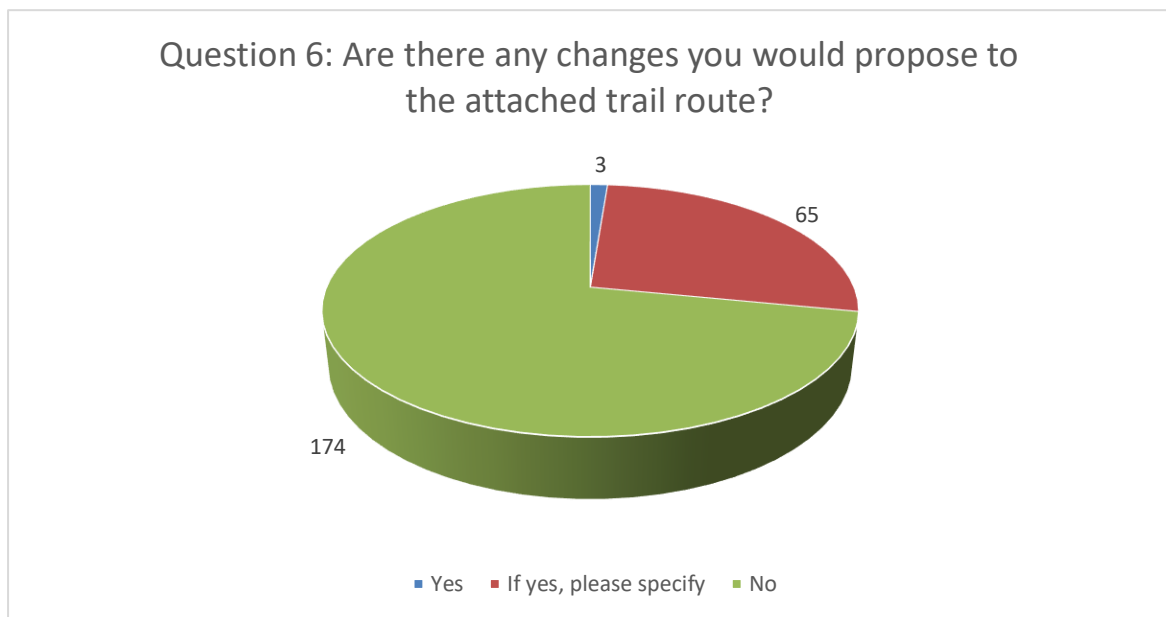


Questions six and ten are in relation to whether the respondents foresee any issues or any changes that they believe should be made to the proposed plans. The vast majority of respondents (78%) stated that they do not see any issues and that they would not recommend any changes (72%). From the respondents that provided comment recommending changes, the general consensus of

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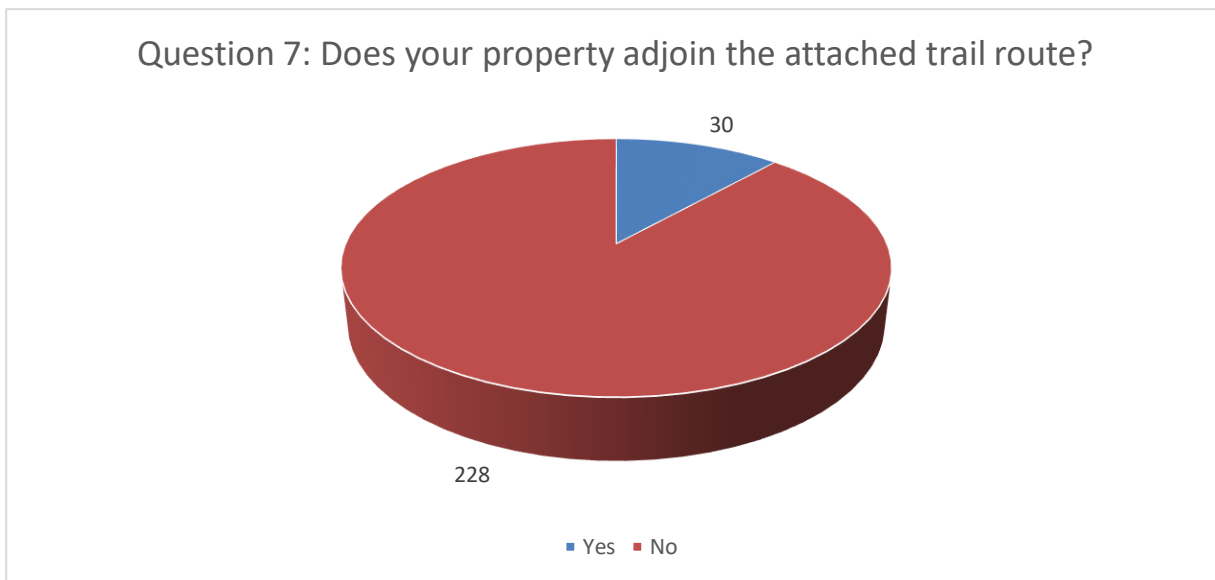
respondents is to extend the trail wherever possible and to increase access points further into the Maryville Downs Estate. Due to existing land constraints, connecting the two trails or completing a loop is difficult. Whilst strategic firebreaks exist around Maryville Downs which could complete a 'loop' these strategic firebreaks are easements on private property and would therefore require the approval of each landowner. In order to connect the two trails, the purchasing of private land is required as the Shire does not own or manage any land which could connect the two trails. Whilst these options could be pursued at a later stage, the proposed trail routes have been identified as they are currently owned and/or managed by the Shire and can be utilised in the immediate future for bridle trails.

The majority of comments surrounding any issues were in regard to elements such as 'privacy', 'motorbikes', 'dogs' and 'floats'. This will be further explained in the 'Recommendations' section of the Report. All the comments received in relation to Questions six, nine and ten are contained in Appendix 3.

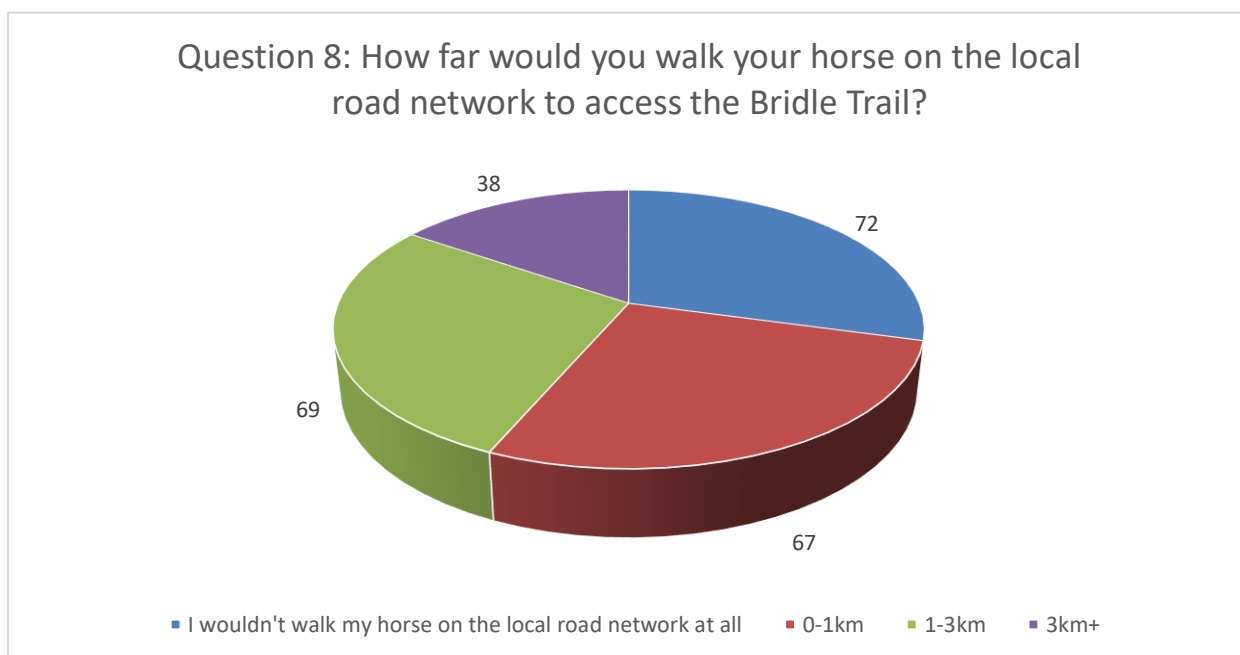


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Question seven asked the community whether their property adjoined either of the proposed trail routes, with 12% stating that they adjoin a portion of the trail routes. Out of this 12% (30 respondents) 16 respondents were supportive of the trails, ten were against the trails, two expressed support for the Powderbark trail only and one expressed support for the Maryville Downs trail only (with one respondent not answering questions two and three). If Council are to endorse the plan, further consultation can be undertaken with the landowners who adjoin the proposed trail routes to endeavor to address any issues prior to the routes becoming operational.



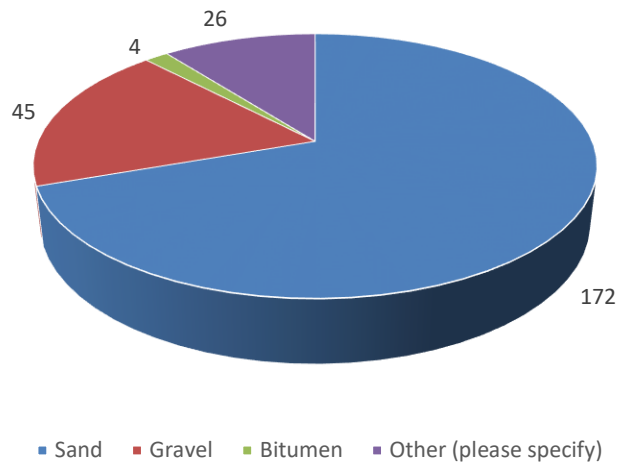
Question eight is in relation to how far each respondent would walk their horse on the local road network to access either of the proposed bridle trails. This question garnered a very spread set of responses with the majority being that 29% of respondents would not walk their horse on the road network at all, with the remaining willing to travel some distance.



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Respondents were also asked about what the ideal terrain is for the trails, with 70% of respondents selecting 'sand' as the ideal terrain and 18% selecting 'gravel'. As the trail route is on strategic firebreaks, the terrain is required to easily be traversed by 2WD vehicles and emergency service vehicles, and therefore the implementation of sand may prove to be difficult.

Question 9: What is your ideal terrain for the bridle trail?



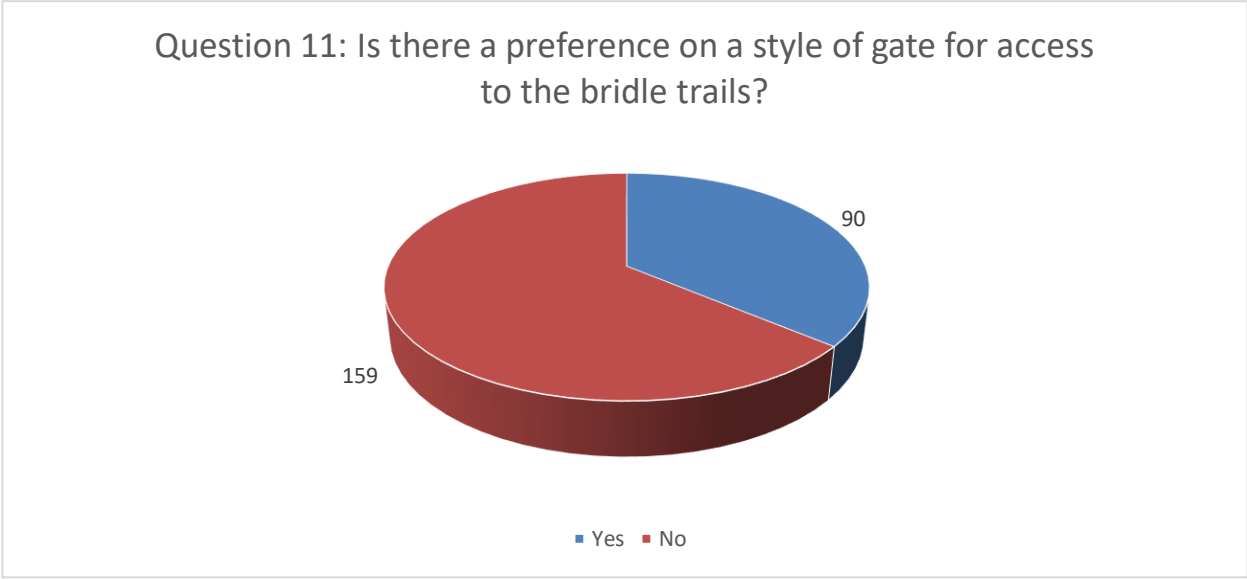
If Council endorse the project, no change to the terrain will occur in the immediate timeframe, however further research would then be undertaken to determine if softer terrain can be added to the trail routes at a later stage, whilst maintaining their usability for emergency services. The below image indicates the current status of the terrain of the proposed trails.



Image 1: Strategic Firebreak Entrance along Guernsey Rise

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The final question within the consultation survey asked the community if they had a preference of the style of gate to access the trails, whilst the majority expressed that they had no preference (64%), the majority of those who voted 'yes' also provided comments that they would prefer the gate to be easily opened/closed whilst on horseback. Such options would include either a 'high gate latch' or via a form of 'stepover' gate. In order to achieve the goal of only allowing emergency service vehicles and horses to access the strategic firebreaks/bridle trails, Shire Officers believe that a 'stepover' gate will be best suited for the proposed trails, as the gate can still be operated as normal for emergency service vehicles and will also allow horses to step over the gate whilst keeping motorbikes and personal vehicles out.



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2. Costings

Whilst the Bridle Trail projects will be utilising existing strategic firebreaks, there will be several costs involved in getting the project operational, with the two main initial costs involving the upgrading of existing gates and signage along the trail routes and access points.

Along the two proposed routes, there are 11 sets of gates which would be required to be upgraded, with 12 gates total as one access point is wide enough that two gates are required. Eleven sets of signage would also therefore be required to be purchased and installed to advise the public that the routes are only for emergency service vehicles and bridle trail purposes, and that private vehicles and motorbikes are not permitted.

After taking into account the community’s preference for a style of gate, it was determined that a normal gate will be best suited, however with the center of the gate being lowered to allow horses to comfortably step over the gate but high enough that it will restrict motor vehicles from gaining access. This would also allow the gates to remain locked to restrict private vehicles and still allow emergency service vehicles to access the trails when required.



Image 2: Example of gate design

The Shire has engaged multiple gate companies to obtain a quote for one gate to be built to this standard. Of the three gate companies contacted, the Shire has received the following quotes:

Company	Total cost for one gate
Quote 1	\$5,612.45

The Shire is yet to receive a quote from all suppliers for the gate and therefore an estimated amount of \$3,000-5,000 per gate has been designated for the construction of the gates. Based off of this estimate, the construction and installation of 12 gates is in the realm of \$36,000-\$60,000. If Council endorse the Bridle Trail project, further procurement research will be conducted to obtain the correct costings for the gates and will explore all gate access options to ensure that costs are kept to a minimum.

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The Shire has also engaged multiple signage companies to obtain a quote for the construction of the required signage. At each access point, the current signage would be required to be updated to state that the strategic firebreaks are only permitted to be used by emergency service vehicles and for bridle trail purposes. As this project is in its preliminary stages, there are no designs on what these signs would look like, however, if Council endorse the project, further research will be conducted in regards to the design of these signs.

The two proposed trail routes would require 11 'large gate signs' and 11 'post and signs' to advise members of the public that the strategic firebreaks are only to be used for bridle trail purposes and emergency service vehicles.

Company	Gate Sign	Sign and Post	Total
Quote 1	\$49 (plus GST)	\$94 (plus GST)	\$143 (plus GST)
Quote 2	\$63 (plus GST)	\$103 (plus GST)	\$166 (plus GST)

Based on the above quotes, the costings for a 'gate sign' and a 'sign and post' would range between \$1,573 (plus GST)-\$1,826 (plus GST).

Based on the above quotes and estimated costings, the total costings for the gates and signs to be constructed sits between \$37,573 (plus GST)- \$61,826 (plus GST).

It is noted that the Shire currently is considering an amount to be included in a future budget for the implementation of the bridle trail projects, and pending endorsement by Council, the above works may be required to be implemented in stages in future financial years.

The Shire's Technical Services department has advised that signage would also be required at any road crossings along either of the trail routes, which would advise vehicles along the Maryville Downs trail (Santa Gertrudis Drive) and the Powderbark trail (Powderbark Road) that there is an animal/horse crossing ahead. Likewise, signage would be placed at these crossing points to make horse riders aware that it is a road crossing and that oncoming cars have the right of way. As road signage differs to the signage quotes that have been obtained, further research into signage quotes for road signs will be undertaken if Council endorse this assessment.

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3. Recommendations

Based on the above information, the recommended action to Council is a two-step process, which is:

Immediate Action

- Instigate a 12-month trial period for the two bridle trail routes (including any minor adjustments for practicality purposes such as car parking), whereby the trails are open for use as bridle trails;
- Install temporary signage on existing gates of trail routes for directional guidance, usage restrictions and warnings;
- Communicate with the community on the appropriate avenues that issues can be reported during the trial period

Following this trial period, submissions received during the 12 month trial period will be brought back before Council for final direction.

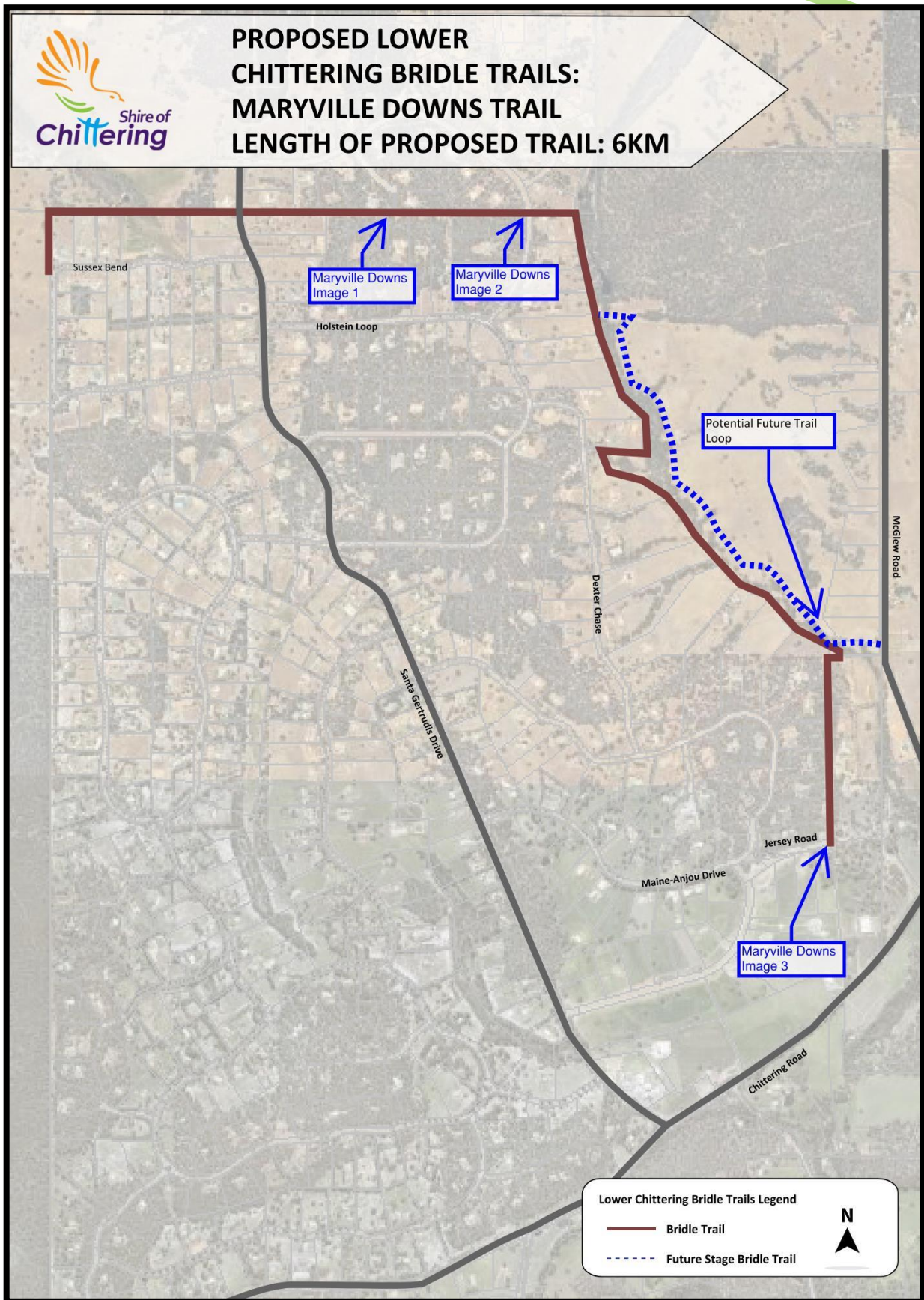
Secondary Actions

Should Council endorse the development of these trails on a permanent basis, the following should take place:

- Installation of appropriate gates at key locations that will inhibit access to the trails by unauthorised vehicles (i.e. motorbikes, quad bikes etc.);
- Installation of traffic warning signage at locations where a bridle trail crosses a public road;
- Installation of usage signage at key locations (access points) along the bridle trails;
- Investigate and formalise parking locations for vehicles and horse floats at strategic locations at heads of trails; and
- Commence re-designation of bridle trail reserve purposes including investigation into the Marbling Brook Emergency Access Way as a future bridle trail.

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Appendix 1



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Image 1: Quality of Maryville Downs strategic firebreak



Image 2: Current gate at Guernsey Rise entrance

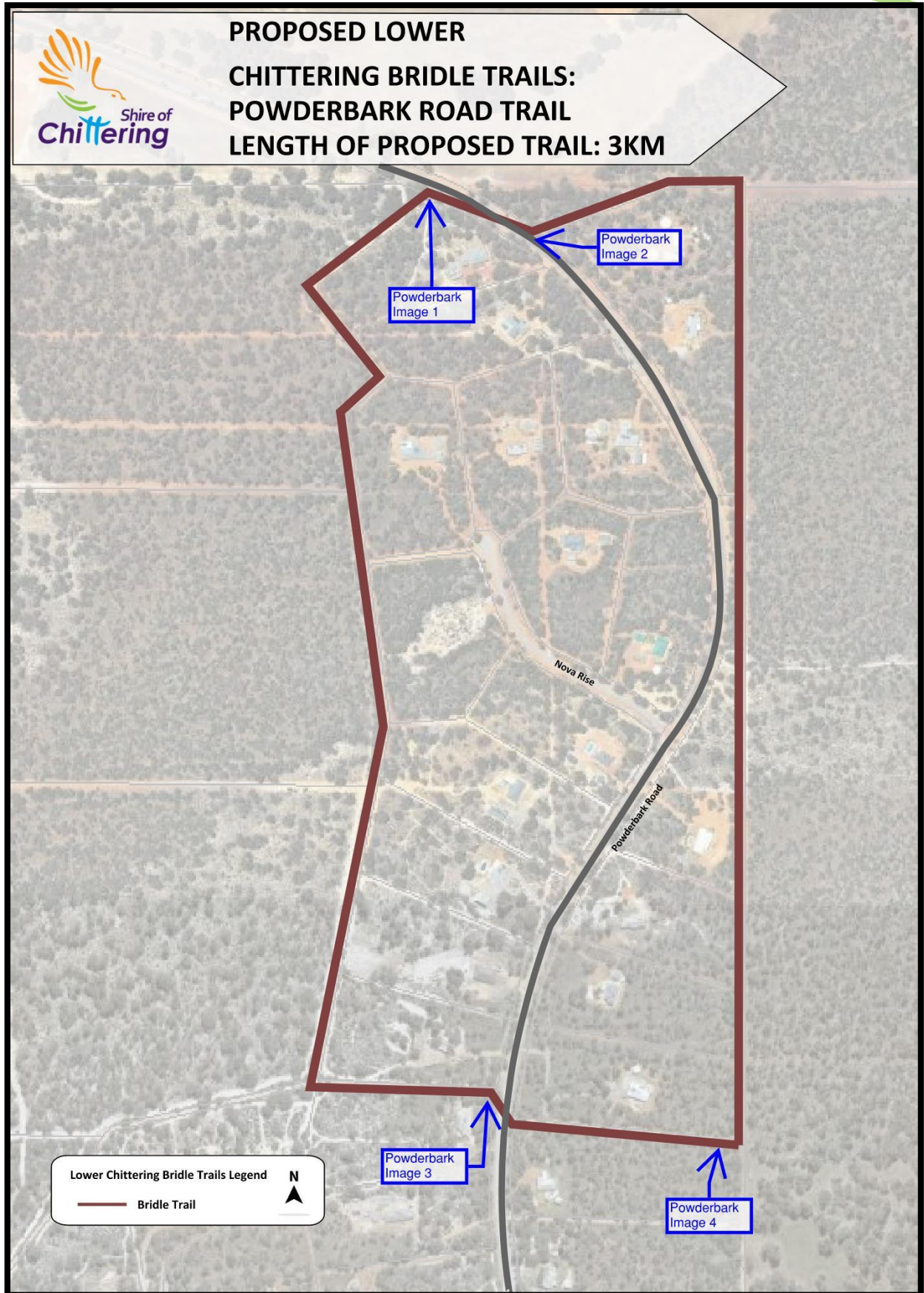
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Image 3: Current gate at Jersey Road entrance

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Appendix 2



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Image 1: Current gates along north-western section of Powderbark Road trail



Image 2: Current gates along north-eastern section of Powderbark Road trail

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Image 3: Current gates along south-western section of Powderbark Road trail



Image 4: Current strategic firebreak along south-eastern section of Powderbark Road trail

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Appendix 3: Data Responses to Community Consultation Survey

Respondent	Question 6: Are there are changes you would propose to the attached trail route?
1	Access from lower chittering
2	Don't do it
3	Make one closer to Murray Grey Circle
4	Maybe a nature reserve will suit better.
5	No have it
6	Start Maryville Downs route at Sussex Bend playground, and not at the end to reduce privacy issues for local residents
7	One closer to polinili road or a clear access path or verge to ride my horses to
8	Yea with in the estates not on the outer boundary's
9	Easy access and try to avoid riding down Muchea E road
10	Find different location that will not effect people's privacy
11	Add as many walking trails as possible for dogs/horses
12	Make it a loop
13	Make it longer and connect the two trails
14	The loop on Maryville down estate would be good
15	A trail that links from Santa gertrudis to powder bank without riding on the 100kmph Muchea East Road
16	Do not use strategic firebrands. Residents do not want rgwir privacy and security compromised
17	The access to the fire breaks at the end of Patens drive needs to be opened otherwise anyone down on Patens will need to once again ride up Powderbark increasing the hazard on a relatively high traffic area.All access available should be open for use.
18	Link up to chittering springs
19	Include motorbikes
20	Don't do it
21	Links to other strategic fire breaks. I understand they are through private land, so this will take some negotiation and will not be a part of the first stage of the trails.
22	Not having trails that back onto owners properties . It is an invasion of privacy .
23	Somewhere away from residents homes
24	Can't see route. Are there multi distance options?
25	F**k off and jam it up you're a**.
26	Less gates crazy if you have to open 4 gates over a short 3km trip return also make the trails open (both ends accessable)
27	We need a rein connect chittering rise and chittering retreat. We have horses here too!
28	Not going ahead with it, there are enough in Bullsbrook
29	Extend it to have easy access from more of the estate
30	I feel both subdivisions should be joined to increase the ride time and for it to attract others from other areas.
31	Don't make the trail invade anyone's personal living and their privacy
32	A fully fenced area would be great.
33	float access as well as riding, there needs 2 options in that box & be nice if could be a loop circuit 2 head back 2 float area
34	Big enough parking area for floats and also longer trails 5, 10, 20km options would be nice

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35	Float and car parking
36	Make trail route larger
37	Ensure easy access and no gates. The ability to have potential future expansions.
38	To Bring the trail down to the muchea east Hereford entrance for people that are further down to have better access.
39	Bigger loop
40	Make access from wisteria way area to the powder bark trail
41	Have the start a bit closer to Patens Drive.
42	Would be wonderful if both could be joined up some how to make a big large loop
43	Water troughs
44	If possible make a loop at the ends, or complete a loop
45	Is it possible to include stratigic firebreaks in the rosa park area ?
46	The trails around the Darling Downs residential areas are a great example - Additional off road trail sections (which may have to be accessed by road) to provide multiple routes and options for horse riders. If possible joining the trails between two estates would be great. There are a lot of horse owners here so having more options would be fantastic
47	It would be good if the Maryville downs trail was a loop followed the fire trail down to muchea east road and join up where the trail begins
48	Available parking for large vehicles with gooseneck trailers
49	Longer
50	Link the two together
51	The trails need to be longer these are too short
52	Facilitate a loop in Maryville Doens
53	horse riding clean up and responsibilities need to be noted for the area
54	I would love it to circle all of Maryville downs, or most. As I live at the furthest point away from the trail and would prefer to ride instead of floating the horse.
55	I would like to include access to the Wandena Bridle trail from the end of Patens drive (as the current proposal requires riding along Powderbark drive which has become a racetrack for cars and there is not much verge to ride along)as well as maybe looking at including the strategic firebreak at the end of Caladenia Close and incorporating the firebreaks around the Old Winery Estate.
56	Put it in bindoon
57	No locked gates
58	Dog walking allowed too
59	Away from property as dog and other horse run up to the fences and scare the horses causing potential accidents
60	Make it Loop back on itself
61	Parking requirements
62	Add Chittering Retreat
63	I would like a circular loop in Maryville with few access points
64	Where can I see proposed route? Would be good to also reopen firebreaks in chittering retreat.
65	Don't cross any roads or conduct a traffic management plan for each crossing

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Respondent	Question 9: What is your ideal terrain for the bridle trail?
1	Combination of sand and bitumen would be suitable
2	Not gravel, anything else would be good
3	sand or gravel is fine, does not need to be a laid surface just what is there
4	Somewhere else, julimar state forrest
5	Mixed
6	Any it's good to have a variety but also great to have a large or longer area where you can canter for a reasonable distance/time instead of stopping for traffic crossings etc
7	Their own property
8	Gravel/sand mix
9	Sand gravel ideally.
10	Sand and hard packed ground
11	Sand gravel.mix. no tarmac
12	Councillors backyards.
13	Terrain should be a mix of sand and gravel, firm enough so it is not boggy.
14	Mix of sand and gravel
15	Anything as long as it's not pea gravel. The Bullsbrook trail is just dirt and it's great
16	Don't waste money, horses are in the natural terrain all day in the paddocks - just make it safe from low limbs, large boulders etc
17	Cracker dust is best. Safe for horses, riders, no slip and cheap at around \$3 per tonne. Sand or bitumen okay not gravel.
18	Mixture of small compacted gravel and sand (not thick)
19	graded gravel with some sandy parts (you don't want 100% sand or gravel, as this damages horses) don't want compacted material either.
20	Sand or Gravel
21	A mix of sand and gravel
22	Sand / gravel
23	Sand or dirt.
24	Solid surface that is harder than sand but less rocky than gravel.
25	Most surfaces are fine
26	Dirt track

Respondent	Question 10: Are there any issues you foresee with the attached bridle trail route?
1	Possibility for dirt bikes to access which wouldn't work well with horses
2	Too many to list
3	Too far at the back of the estate
4	See Q2 and Q3.
5	dog walkers not having control of their dog if off leash
6	Invasion of privacy, already enough criminal activity involving houses being cased out, this makes it easier for those wanting to do this
7	The strategic firebreak to the east of Powderbark is private property.
8	Privacy issues, opens up access to possible criminal activity, close to property/house boundaries,
9	Longer trail
10	It's placed between private property and estate boundary's

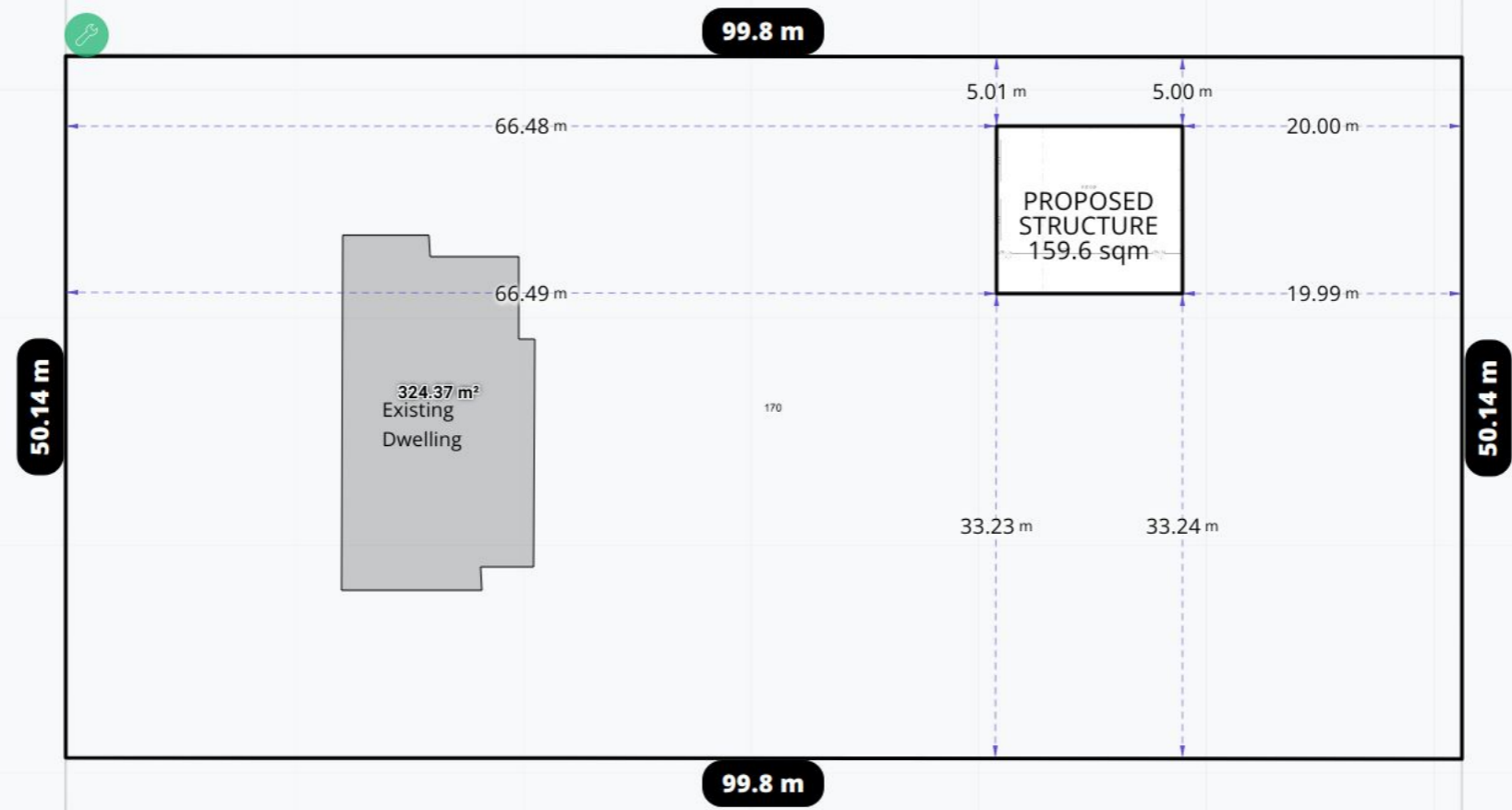
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11	They look good, hopefully can access them from quieter roads
12	People's privacy. The shire has already spent money on a trail along Muchea Muchea East Rd
13	Easy access to the trail?
14	Excess horse floats and non efficient road travel
15	Scoping out others property for goods
16	Security of adjoining properties, residents privacy and security of animals on property. Trail bikes and quad bikes are already a problem on undated firebreaks
17	Not enough access no access at end of Patens
18	The unauthorised use by dirt bikes.
19	Dog walkers off leash
20	People's privacy backing onto their property
21	Rubbish?
22	parking
23	If sand it can be too boggy for horses
24	Backs onto properties
25	If would've been good if a safe connection from the fire break off muchea east rd could be made to allow access for riders from Chittering rise on the other side of maryville to join
26	Possibly of motorbikes or cars accessing the bridle trail as well.
27	Open to criminal activity "casing out" properties under the guise of having a stroll
28	Can't view attached
29	Horse people.
30	It does not meet up to the areas south of Muchea east road. But is still a great idea. Second stage would be to extend the network south
31	Lack of float parking, not long enough and there should be a connection between both trails.
32	As stated
33	Bikes & dog roaming freely as dog walkers always never follow rules
34	Only residents who live along the trail not maintaining sufficient fencing for dogs. And also any potential gates that are a hinderance when riding.
35	Barbed wire along tracks. Float parking, Shade? Places to rest tie up
36	Horse poo but can't imagine there would be heaps
37	People walking their dogs off the lead
38	Surface tok hard
39	See Bullsbrook bridle trail for ground reference. Sand but not boggy and not rocky.
40	Maybe a middle way access/exit? If not all good
41	If it is following the stategic fire breaks, the current base is gravel, this would need to be sand to prevent injuries to unshod horses.
42	Local objection from adjoining properties
43	Quad bikes/dogs
44	Why not have one in bindoon.there are more roads here people have to ride in that are unsafe and it's been around longer
45	There would need to be at least one area for parking floats and vehicles
46	Floats obstructing fire vehicles if a fire needs fighting.

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47	If it's too close to boundary properties as dogs and other horses run up to the fences and scare the horses causing potential accidents
48	motorbikes accessing area
49	Possibly dogs on properties that are joining the bridle Trail
50	Incorrect use
51	unauthorised bikes ect
52	Directions of use, motor bike riders, insurance and maintenance

Site Calculations	
SITE AREA	5,000.00m ²
EXISTING FLOOR AREA	0.00m ²
PROPOSED AREA	159.60m ²



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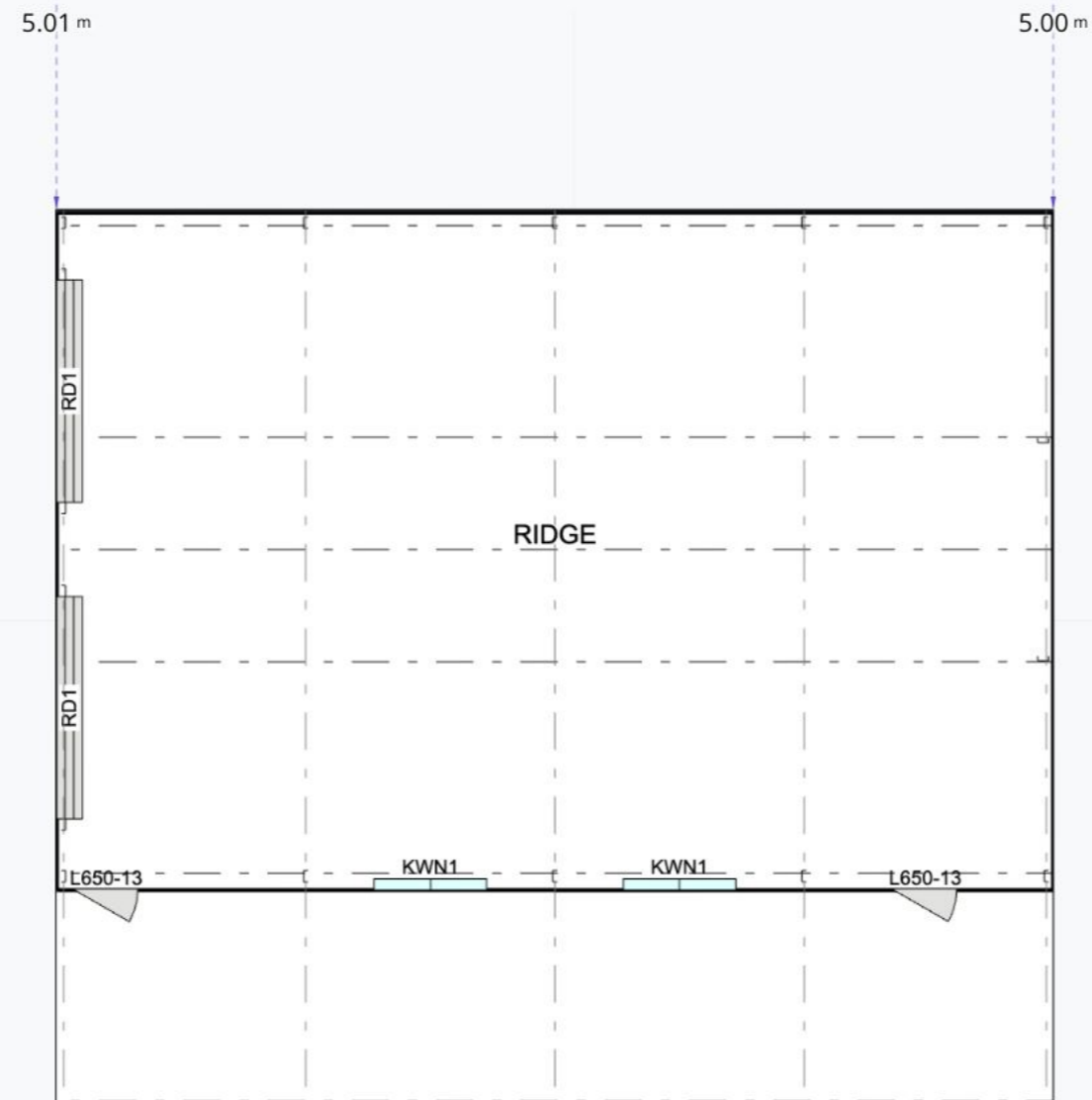
Sheet Name	Sheet no.	Lic no.	Job no.
Site Plan	1		

Property Details
 24 Narik Gr, Chittering, WA 6084, Australia
 Lot/DP: P415968 170

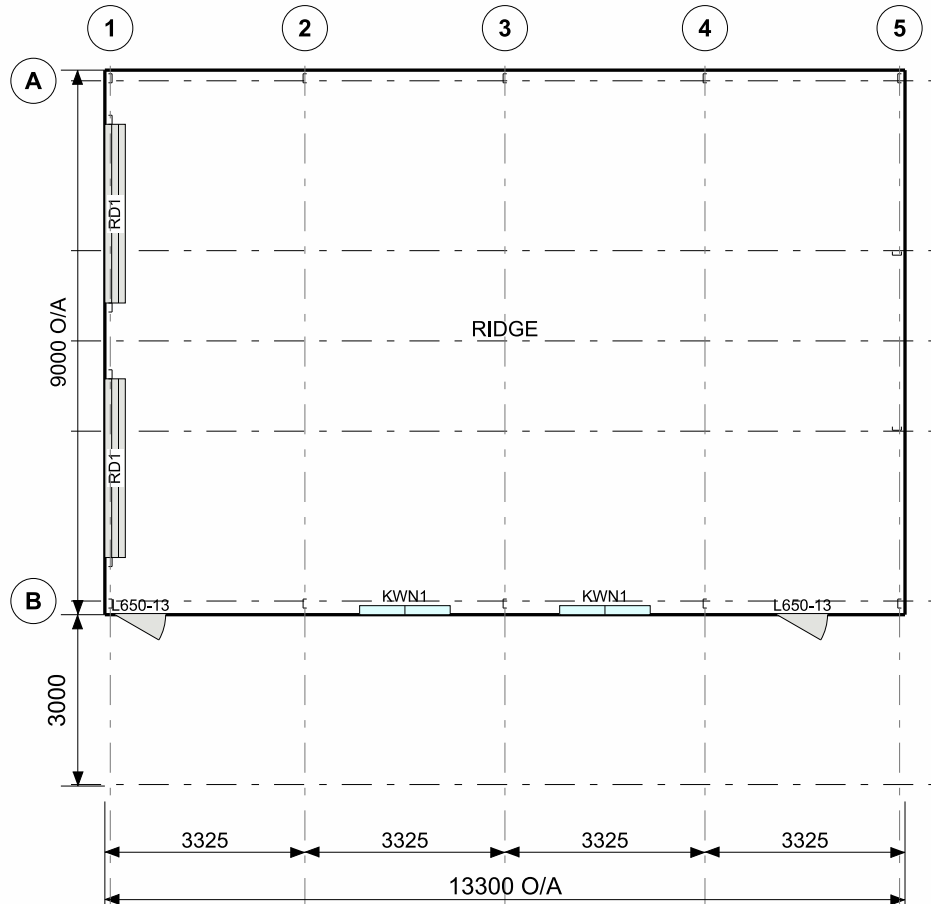
Design	Scale
Eugene Nepia	1:500@A3

1 st version date:	Current version date:	Version #
07/02/2024	24/04/2024	5

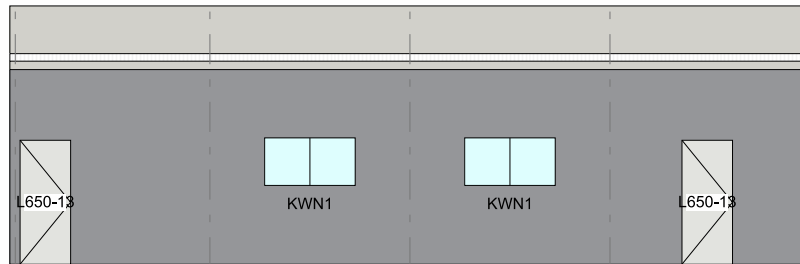




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				<p>Property Details 24 Narik Gr, Chittering, WA 6084, Australia Lot/DP: P415968 170</p>		<p>Design Eugene Nepia</p> <p>Scale 1:100@A3</p>	
				<p>1st version date: 07/02/2024</p>		<p>Current version date: 24/04/2024</p> <p>Version # 5</p>	



FRAME ROOF PLAN



ELEVATION GRID B

Cont. on page 3



CLADDING

ITEM	PROFILE (min)	FINISH	COLOUR
ROOF	CUSTOM ORB 0.42 BMT	CB	SU
WALLS	TRIMDEK 0.35 BMT	CB	BG
CORNERS	-	CB	AA
BARGE	-	CB	SU
GUTTER	SHEERLINE	CB	SU
DOWNPIPE	100x50	CB	AA

0.35bmt=0.40tct; 0.42bmt=0.47tct; 0.48bmt=0.53tct

ACCESSORY SCHEDULE & LEGEND

QTY	MARK	DESCRIPTION
2	L650-13	Larrec Door & Frame Kit, 650/37, Std. 2040 x 820 C/Bond
2	KWN1	AMI - Reg A & B, 790x1505 CLR + FG Fly Screen, Window Kit (BDSP)
2	RD1	B&D, Firmadoor, R.D, "R1F-W/Lock", 2925 high x 2970 wide Clear Opening width

Cont. on page 2

ARCHITECTURAL DRAWING ONLY, NOT FOR CONSTRUCTION USE

CLIENT
Eugene Nepia

SITE
**24 Narik Grove
 CHITTERING WA 6084**

BUILDING
**SUNDOWN DELUXE
 9000 SPAN x 3500 EAVE x 13300 LONG
 PLUS 3000 AWNING**

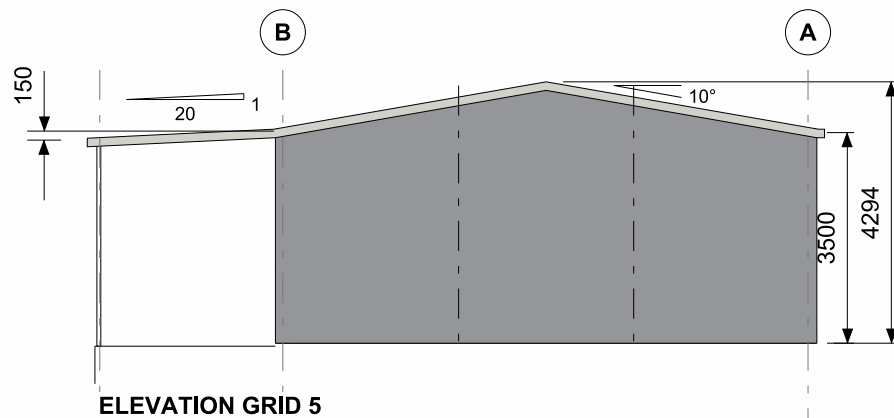
TITLE
FLOOR PLAN & ELEVATION

SCALE A4 SHEET 1:125	DRAWING NUMBER KELM1-6487	REV A	PAGE 1/3
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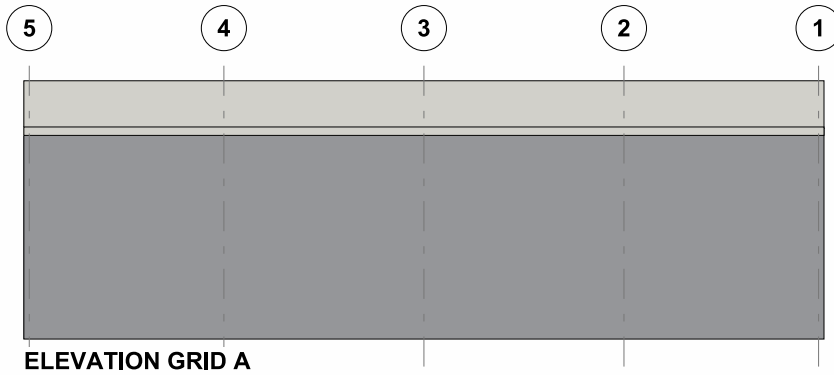
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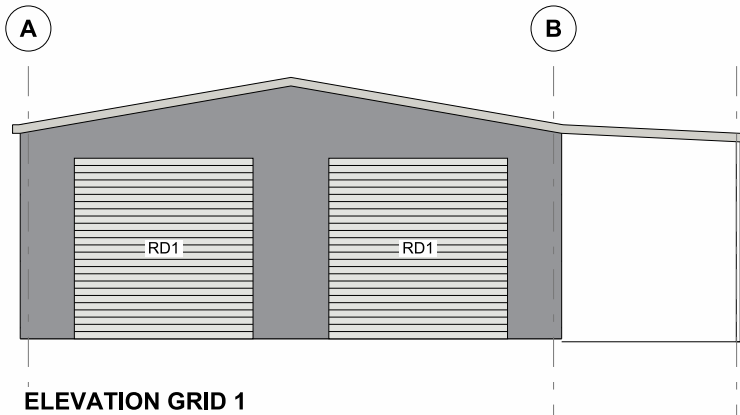
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DRAWING NUMBER KELM1-6487	PAGE 2/3



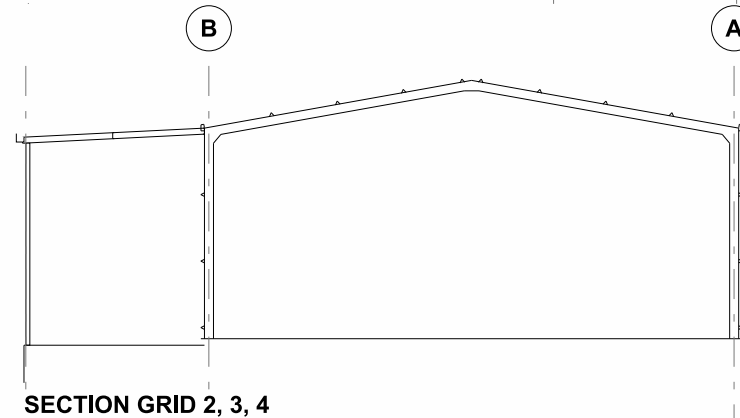
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ELEVATION GRID A



ELEVATION GRID 1



SECTION GRID 2, 3, 4

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