

# Bremer Bay Trails Master Plan 2023



Fitzgerald Biosphere Group, Bremer Bay Regional Trails Committee



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## Bremer Bay Trails Master Plan 2023

Prepared for the Fitzgerald Biosphere Group and the Bremer Bay Regional Trails Committee

Nathan McQuoid, Landscape Ecologist, January 2023

The Fitzgerald Biosphere Group, the Bremer Bay Regional Trails Committee and this Master Plan acknowledge the Koreng Noongar People and their Elders past, present and emerging, and their land on which and with which this plan and its trails occur on. And their care, skill and deep knowledge and attachment to Country, by which they tended and sustained it for future generations.

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Cover Images: Sparkling Island, Point Henry Headland; Trail directional and distance sign Wellstead Estuary Walk Trail; Humpback Whales close in off Bremer Bay Marina

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## **Bremer Bay and its trails**

The 2013 Cycle and Shared-use Trail for Bremer Bay/Point Henry vision, which is shared by this Master Plan:

*This Shared-use Trail Plan promotes a new and evocative cycling and walking access way that helps present Bremer Bay as the outstanding nature-based holiday destination it is well known for. The Trail network adds great value and flavour to an already rich set of experiences, and will transform Bremer Bay as an exemplar leisure sanctuary.*

Bremer Bay is famous and loved for its rich land and seascapes, an environment of great cultural and natural significance, part of the reason for the area's international recognition as the United Nations Educational, Scientific and Cultural Organisation (UNESCO) listed Fitzgerald Biosphere. A place shared and cared about by people for many thousands of years.

Because of this character, Bremer Bay is prized widely as an outstanding nature-based holiday destination. The trail network is designed to add value and greater availability to an existing suite of experiences, by providing sustainable, easy and more intimate access to a greater number of places for extra and more rewarding connections with nature.

An existing trail network includes Bremer Bay municipal footpaths, Wellstead Estuary Walk Trail, The Native Snail Trail and Sports Club Trail (completed parts of the Cycle and Shared-use Trail), Wellstead Museum Path, Point Henry Drive Trail and the Little Boat Harbour Dive Trail.

This 2023 Trail Master Plan for Bremer Bay revisits and consults the community on the Cycle and Shared-use Trail with a view to its priorities and completion, and consider recognised trail priorities on Point Henry Peninsula to sustain both its fragile nature and access to spectacular marine views. It will also consider the views of the community for quality nature-based trails in the two adjacent more remote peninsulas, beautiful Bremer River, coastal reserves and the naturally rich hinterland.

Through the Trails Master Plan, the Bremer Bay Regional Trails Committee are promoting the recognition of Bremer Bay as an exceptional nature-based destination, and the conservation and interpretation of its natural beauty, diversity and cultural connection. The committee advocates well-designed and executed trails deserving of such a special place, and which will produce cultural, natural and economic value for the community and country.

## **Disclaimer**

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The Native Snail Trail, Cycle and Shared-use Trail, winding through Peppermint woodland

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## Summary

Bremer Bay is a supreme holiday destination, at the centre of many people's hearts and where they come to enjoy recreational time, particularly during the Christmas, Easter and School holidays. The world-famous natural setting of Bremer Bay and surrounds as the United Nations Educational, Scientific and Cultural Organisation (UNESCO) listed Fitzgerald Biosphere – the only UNESCO Biosphere Reserve in WA and the oldest in Australia – brings visitors to attractions including Fitzgerald River National Park, and more recently the Orca phenomenon offshore.

Bremer Bay sits among and near some of the most complex and oldest geological features of southern WA, including the Albany-Fraser Gneiss Orogen that forms the three peninsulas (Figure 1), the Barrens Quartzite Ranges, and an Eocene formed Marine Plain. These systems give rise to many aspects and soil types, which along with a great landscape age and Gondwanan Heritage, give rise to a particularly diverse flora, well known for its unique and often spectacular plants including several found nowhere else.

The Orca or Killer whale presence near the Bremer Commonwealth Marine Park some 40km offshore, considered to be the largest aggregation of killer whales in one place in the World (R. Pitman pers comm.), is now a major attraction for Bremer Bay, with two tour boats running a busy season for many patrons from Boxing Day to just after Easter each year.

A quality trails experience can add value to these significant natural attractions for the social and economic benefit of Bremer Bay's many and increasing numbers of visitors and the local community, which this Master Plan will support.

Bremer Bay has a permanent resident population of around 300 people, with very large influxes of visitors several times per year, principally during traditional holiday periods. Visitor numbers collated by the Shire of Jerramungup showed that over the Christmas - New Year period in 2021-22, some 27,000 people visited Bremer Bay, and around 14,000 over the Easter holidays in 2022. These numbers demonstrate the need for quality supporting infrastructure, experiences and conservation measures including an improved trails network.

The Master Plan project objective is to develop a recreational trails plan that encompasses the town of Bremer Bay and the three peninsulas that surround it: Point Henry, Cape Knob and Hood Point (Doubtful Islands) (Figure 1). The priorities and focus within that area have been guided by the Bremer Bay Regional Trails Committee and community consultation. The Master Plan is designed to expand on the scope of the current trail network plan - The Cycle and Shared-use Trail Plan for Bremer Bay/Point Henry, which was written in 2013.





Figure 1. Bremer Bay area and Cape Knob, Point Henry and Hood Point/Doubtful Islands Peninsulas



The Master Plan is required for four key reasons:

1. Incorporate a larger geographical area into the Plan.
2. Update priorities based on significantly increased visitor numbers in recent years.
3. Provide inclusion and identify/confirm priorities by consultation with the community, including Elders from the Noongar Aboriginal community.
4. Act on the recommendations made by the Great Southern Centre for Outdoor Recreation Excellence (GSCORE – now Outdoors Great Southern), thereby ensuring our local plan is consistent with the form and substance of the Great Southern Regional Trails Master Plan 2020-2029, which has been adopted by the Shire of Jerramungup.

This Master Plan has been developed with the guidance of the Bremer Bay Regional Trails Committee, in line with the project objective, purpose and scope, and the DBCA Trail Development Process (DBCA 2019).

### **Ecological, economic and social benefits**

The ecological, economic and social opportunities the Master Plan realises are considered. Principles include promotion and value adding to Bremer Bay as an existing popular coastal destination; extending people's nature-based experiences; holding visitor's interests for longer; opportunities for increased and potentially new economic activity.

### **Consultation**

Broad community consultation seeking input into people's priority places and themes for trails was undertaken during 2022. A number of themes emerged:

- existing trails are popular;
- completion and expansion of existing network with same quality and interpretation/artworks;
- That Bremer Bay and the area surrounding is of prime cultural and spiritual significance to Noongar people;
- Point Henry Peninsula headland trails desired;
- linking and loop trails desired;
- access to nature and views critical
- Noongar cultural names and stories vital;
- network links to popular places in and around Bremer Bay.
- dual and Noongar naming of existing trails and new trails be recommended by this Master Plan;

### **The Master Plan identifies the highest priority actions as:**

#### **Trail repairs, upgrades and/or rationalisations.**

1. Wellstead Estuary Walk Trail surface maintenance and repairs
2. Point Henry Headland drive and walk track repair and rationalisation
3. Wellstead Estuary Bog Arm trail drive and walk track repair and rationalisation.

## **New trails**

1. Paperbark Park to Rock Cairn trail and boardwalk loop
2. Point Henry Headland Trail, existing track conversion to shared-use trail and new sections
3. Wellstead Estuary Bog-Arm trail, existing track conversion to shared use trail and new sections
4. Bremer Beaches to Back Beach Marina loop trail.

## **Site developments associated with existing or new tracks**

1. Bird Hide – spur off Wellstead Estuary Walk Trail
2. Carpark and memorial site definition at Rock Cairn Anzac Memorial (Cuneo Drive)
3. Point Henry Headland Trail car park and trail head, corner of Point Henry and Little Boat Harbour Roads.

## **Interpretive and directional sign and other infrastructure repair or replacement**

1. Little Boat Harbour Dive Trail Recreation site/trailhead
2. Wellstead estuary Walk Trail directional signs and seats

Trail upgrades and developments recognise that dual-naming and provision of interpretive signage, lookouts, installations and infrastructure that support nature conservation, cultural connection and interpretation of natural features are integral.

## **Implementation**

Trail implementation is designed and described at four levels as outlined above:

1. Priority trail repair and upgrade to existing trails and tracks;
2. Priority new trail development; and
3. Priority trail associated site development.
4. Interpretive and directional sign repair or replacement.

Implementation of trail repair and upgrades for existing trails and tracks are a relatively simple planning and modest resourcing process, not requiring development planning.

Implementation of priority site developments or upgrades are about additions or associated works for existing or planned trails, which will require site development planning.

Implementation of priority new trail developments including the conversion of existing 4x4 track networks, requires significant investment and undertaking in the development planning phase, which for this Master Plan is implementation in a first step sense, in line with the DBCA Trails Development Process. This would form the basis for exploring grant support opportunities to resource planning, implementation and associated interpretation, conservation and utility infrastructure and installations.

Development planning for significant sites and new trails will require further consultation with the community, specifically the Noongar community, to include their wishes and stories in the final products. Provision for the resourcing of this will be required, most likely through grant opportunities.

## **Introduction and background**

### **What are trails?**

The Great Southern Regional Trails Master Plan (GSCORE 2020) describes trails as: *Trails are pathways or routes that are used for recreation, tourism and appreciation of natural and cultural values. Trails may be short or long; be part of a trail network or a single journey; be used for one activity or be shared by several different trail activities; be primarily used by local residents or form a visitor attraction; be purpose-built paths or routes designated by signage and information.*

Trails are usually designed for non-motorised leisure, and can be land or water-based. Land-based are typically for hiking, walking, running, cycling or horse-riding; and water-based (river, estuary ocean) are usually canoe/kayaking, snorkelling or SCUBA diving. They can also be by motorised transport, where a car, 4x4, motorcycle or powerboat is used to experience or sometimes access the natural environment.

Trails are defined as an access that is moved gently or carefully along, as opposed to a track, which is primarily a means of getting from point A to point B or for competition racing. In the last decade or so, the prevalence of mountain bike riders wishing to access the natural environment as a setting for the usually competitive use of their mountain bikes (MTB) has brought concerns. The concerns lay in the conflict between the primary purpose of the conservation of the natural environment location and tenure at issue (as a legislative or community-accepted and valued basis) and recreational uses thereupon, typically mountain bike riding/race eventing, can be at odds with that purpose. This Bremer Bay Trails Master Plan recognises this, and advocates that trails on sensitive natural environment of public land are developed and used as an activity that does not conflict with the primary purpose and user group drawcard being the conservation of the natural environment.

### **Why is this Trails Master Plan needed?**

The Shire of Jerramungup and the Fitzgerald Biosphere Group's Bremer Bay Regional Trails committee, have aspirations for new trails projects that align with existing plans and strategies for the area, and the Great Southern Regional Trails Master Plan.

This Master Plan has its foundation in an incomplete Cycle and Shared-use Trail network (Shire of Jerramungup 2013), and the unrealised opportunities for the appealing natural public lands and waters surrounding Bremer Bay, particularly the popular Point Henry Peninsula headland, which has astounding seascape vistas, substantial areas of Kwongkan Threatened Ecological Community, a maze of informal vehicle tracks and the community's long-held wish to see this area protected and developed as a prime trail experience.

Bremer Bay is a supreme holiday destination, at the centre of many people's hearts and where they come to enjoy recreational time, particularly during the Christmas, Easter and School holidays. The world-famous natural setting of Bremer Bay and surrounds as Fitzgerald Biosphere brings visitors to attractions including Fitzgerald River National Park and the Orca phenomenon offshore. A quality trails experience

can add value to these attractions for the social and economic benefit of visitors and the local community, which this Master Plan will support.

### How has the Master Plan has been developed?

This Master Plan has been developed through the Bremer Bay Regional Trails Committee, a community group that is a subcommittee of the Fitzgerald Biosphere Group (FBG), which includes representation from the Shire of Jerramungup and members of the Bremer Bay community. The Trails committee developed a project objective, purpose and scope to guide preparation of the Master Plan (see next section). The FBG engaged a local trail development contractor, who with the guidance of a steering committee comprising members of the Bremer Bay Trails Committee, has developed the plan in line with the project objective, purpose and scope, and the DBCA Trail Development Process (TDP) (DBCA 2019).

The TDP steps through eight stages (see Figure 2 below) and includes a continued evaluation, review and improvement process as trails are planned, developed, maintained, extended or renewed (GSCORE 2020). It is also a scalable process, suitable for the development of small-scale community developed local trails through to large regional or long-distance trails, where the level of detail for each stage determined as appropriate (DBCA 2019). With this in mind, this Master Plan, with its relatively limited objective and scope, has a focus on existing priorities and addressing trail opportunities as concepts, and addresses the TDP accordingly.

Stage	Outcome	
1. Trail Proposal	A trail development proposal is either supported in principle by the land manager/owner, or not supported (due to environmental, social, cultural or other constraints). The purpose of a proposal could be to identify potential suitable areas for consideration.	Desktop
2. Framework	A project outline developed by the steering group (stakeholders), including: project objectives, project management model, stakeholders, roles, target market, requirements, execution, and ongoing management model.	
3. Site Assessment	Broad-scale study of the area and identification of opportunities, constraints and characteristics such as soil types, vegetation etc.	
4. Concept Planning	Identification of opportunities and conceptual trail plan, including broad trail corridors and infrastructure requirements.	
5. Corridor Evaluation	Detailed assessment of trail corridors for use in determining the final trail alignment.	Field
6. Detailed Design	Detailed trail design and alignments physically flagged in the field. Includes detail on the trail classifications, technical trail features (TTFs), construction methods and specifications.	
7. Construction	Trail constructed in line with the Detailed Design.	
8. Management	Management plan implemented detailing maintenance and monitoring requirements.	

Figure 2. Trails Development Process, from DBCA Trails Development Series (2019).

In developing the Master Plan, a community consultation process, supported by the Shire of Jerramungup undertook a survey aimed at the broader Bremer Bay community. The Aboriginal community with connection to the Bremer Bay area was accessed through the Outdoors Great Southern (OGS) Noongar Advisory Group

process. Data collection techniques were principally an online survey, meetings with stakeholder groups and the input of Bremer Bay Regional Trails Committee members.

The community consultation and feedback from the OGS Noongar Advisory Group and Bremer Bay Regional Trails Committee members revealed strong support for trail development in the Bremer Bay area, including the associated provision of information including Noongar stories. The development of sustainable trails that are valued and supported by local government, the local and broader Bremer Bay community and the many visitors is considered a priority for the sustainable development and conservation of the highly valued destination.

## **Objective, purpose and scope**

### **Objective**

The objective of this proposal is to develop a recreational trails Master Plan that encompasses the town of Bremer Bay and the three peninsulas that surround it: Point Henry, Cape Knob and Hood Point (Doubtful Islands) (Figure 1), with the plan's priorities and focus within that area guided by the Bremer Bay Regional Trails Committee and community consultation. The Master Plan will expand on the scope of our current trail network plan - The Cycle and Shared-use Trail Plan for Bremer Bay/Point Henry, which was written in 2013.

The Master Plan is required for four key reasons, to:

1. Incorporate a larger geographical area than that considered by the 2013 plan.
2. Update priorities based on significantly increased visitor numbers in recent years.
3. Provide inclusion and identify/confirm priorities by consultation with the community, including Elders from the Noongar Aboriginal community.
4. Act on the recommendations made by the Great Southern Centre for Outdoor Recreation Excellence (GSCORE – now Outdoors Great Southern - OGS), thereby ensuring our local plan is consistent with the form and substance of the Great Southern Regional Trails Master Plan 2020-2029 (GSCORE 2020), which has been adopted by the Shire of Jerramungup.

### **Purpose and Scope**

The Master Plan will be used in the following ways:

1. as a strategic document to attract funding for the development planning and implementation of priority trails;
2. as a pre-planning document (so that all key stakeholders are aware of, and in agreement on, broad priorities, timelines, key opportunities and issues); and
3. to engage with potential partners by providing a blueprint they can work with in conjunction with their own strategic plans.

To achieve this, the Master Plan will need to incorporate the following:

- An outline audit of current trails (what we already have, what needs to be improved upon, what could be extended and/or renewed, what is totally new);

- Community consultation to identify trail priorities, including the views of the Noongar community;
- Indicative social and economic benefits and opportunities that arise from the proposed trails, including the target 'market' and relative importance locally and/or regionally;
- A rationale as to why proposed trails (including those already identified in 2013 plan and new trails) are important (priority ranking);
- Indicative issues and challenges identified for individual trails (e.g. environmental and safety concerns);
- An outline of environmental assessments required;
- A jurisdictional and tenure outline, and recommendations for consultation needed to establish broad in-principle agreement of relevant stakeholders; and,
- Governance model considerations (care and maintenance provisions).

The Steering Committee notes that the 2013 trails plan *Cycle and Shared-use Trail Plan for Bremer Bay/Point Henry* provides excellent detailed planning of the individual trails it covers. It has been and will continue to be most beneficial as funding for these trails is pursued.

This Master Plan is laid out according to the order logic of the Great Southern Regional Trails Master Plan 2020-2029 (GSCORE 2020). In doing this, the eight dot points above as the scope for incorporation are included in each section as objectives to address. This ensures that the Master Plan aligns with its intended purpose and scope.



## Situation analysis

### Bremer Bay area and destination

Bremer Bay is a coastal village and an important holiday destination that characterises people's link to the natural environment of the south coast of Western Australia. It is administered and supported by the Shire of Jerramungup, and lies between the larger regional towns of Albany – 180 km to the west – and Esperance some 280 km to the east.

Bremer Bay has a permanent population of around 300 people, a number which swells to an astonishing around 27,000 people (Shire of Jerramungup pers comm.) during the holiday seasons. Predominant enterprises are tourism, agriculture and commercial fishing; its future is bright as a nature-based holiday destination of global repute – including for experiencing the Orca or Killer Whale aggregation off-shore, which two marine tour companies offer seasonal daily trips to the offshore location above the Bremer Canyon adjacent to the Bremer Commonwealth Marine Park.

It is situated at the southwestern corner of Fitzgerald River National Park, and is one of four towns in the internationally recognised United Nations Educational, Scientific and Cultural Organisation (UNESCO) listed Fitzgerald Biosphere (Figure 3). It is considered by many – as exemplified by its popularity as a holiday destination – to be one of the most beautiful, pristine and wild places in Australia. It has a beach for any weather, remote rugged cliffs with sheltered bays, great fishing, and captivating wildlife such as whales, wildflowers and birds aplenty.

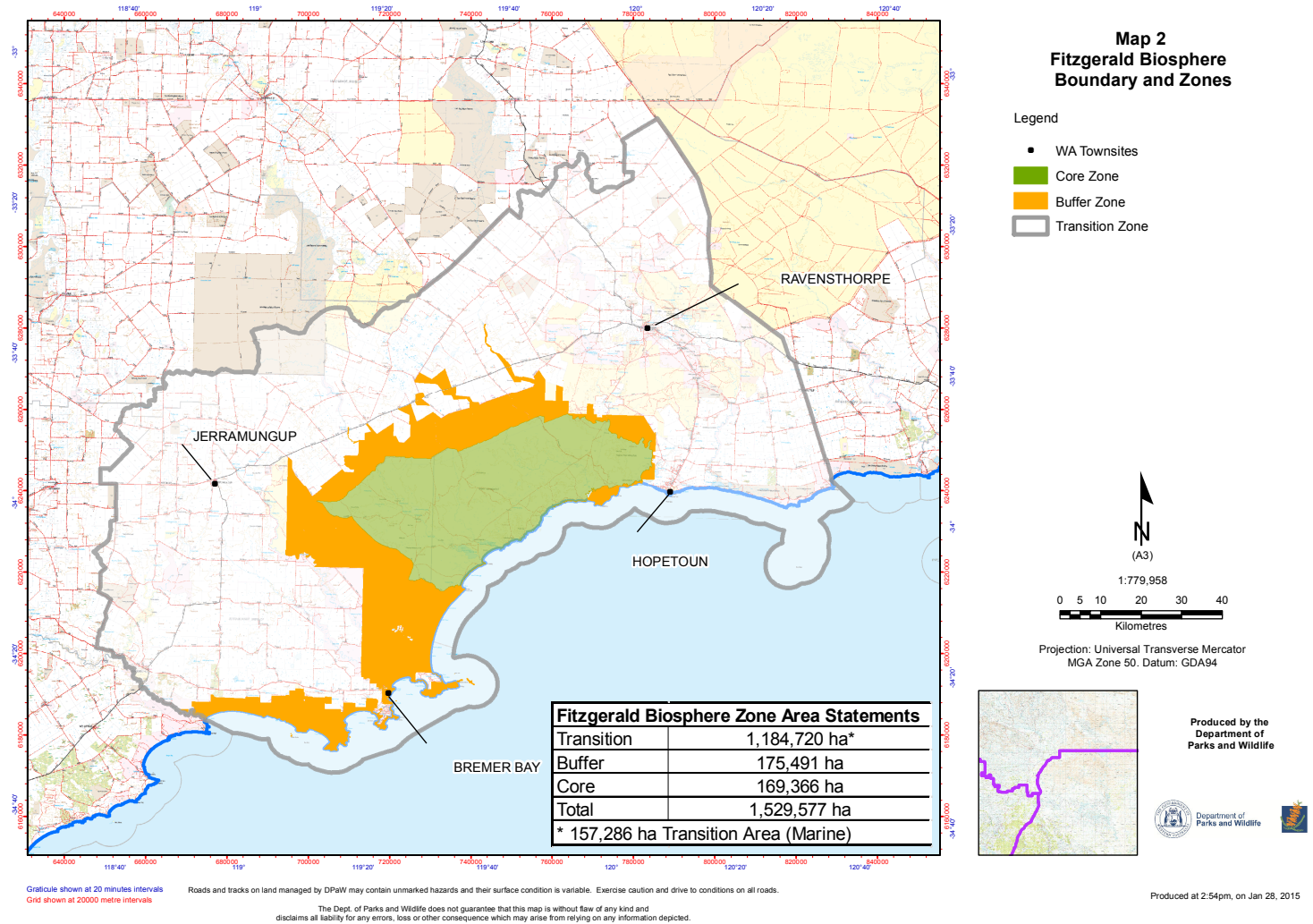


Figure 3. Fitzgerald Biosphere, its four towns and zoning. Map courtesy Department of Biodiversity, Conservation and Attractions

The international UNESCO Man and Biosphere program inclusion was first bestowed in 1978 as just Fitzgerald River National Park, and renominated in 2018 as an expanded 'zoned' site that includes a buffer of natural lands around the national park core zone and a transition zone of private lands and State waters surrounding both (Figure 3). Bremer Marine Park, proclaimed in 2018, lies to the south east in Commonwealth waters beyond the 3 nautical mile State waters boundary. The Proposed South Coast Marine Park for State waters will have its western boundary near Bremer Bay - at the Hood Point Peninsula west of the Doubtful Islands, it is expected to be proclaimed in 2023.

Bremer Bay has a relatively spread out urban and tourism infrastructure footprint, extending from the town centre to around 15 km out to the Point Henry Peninsula south of town, and 3 km to the rock cairn east of town. This includes the Bremer Beaches Caravan Park, the Sports Club, The Fishery Beach Marina, the Abalone Farm and Back Beach, the historic Wellstead property and Museum and cafe, the original estuary adjacent Bremer Bay Caravan Park, Muir's Point, Wellstead Estuary, John Cove/Bremer Beach and the rock cairn and lookout above the northern end of Back Beach. These places are significant local attractors and destinations for visitors and local people alike. The new (2018) town centre development, as well as the existing town and retail infrastructure as the telecentre/hall/library, shops and fuel stations are also places of interest and access need in town.

Three peninsulas surround, protect and characterise Bremer Bay as a locality. Hood Point and the Doubtful Island Peninsula is to the east forming the eastern flank of Bremer Bay itself; Point Henry Peninsula is the central and closest of the three to Bremer Bay, forming the isthmus between Bremer and Dillon Bays; and Cape Knob Peninsula to the west, which forms the western flank of Dillon Bay (Figure 1).

Hood Point and Cape Knob Peninsulas are mostly public lands, with some of the Hood Point peninsula having a few private holdings. They are places of great significance to Noongar people, provide habitats for a range of plants and animals – some rare and threatened – and a few only found on these peninsulas, and they offer outstanding dramatic coastline experiences for the intrepid being relatively remote, accessible only by 4x4 vehicle along rough and challenging tracks.

Point Henry Peninsula is a mixture of private and public lands, with several homes and holiday houses on some 200 private holdings. Point Henry also has significant tourism assets and access infrastructure as several popular protected beaches, the Fishery Beach Marina at its north eastern end closest to town, and a relatively remote southern arm accessible along rough tracks for dramatic and wild seascape views. Good mostly sealed road access infrastructure is throughout, except for the southern extremity, which is one way in and out from Bremer Bay town. It has been observed and requested by many, including from the community consultation by this planning process, that quality walking trail access is an important and missing infrastructure necessity for both a holiday and family friendly transport alternative and a tourist attraction in itself.

The tenure of the public lands considered by the Cycle and Shared-use Trail Plan is predominantly Reserve 511 vested in and managed by the Shire of Jerramungup for

the purpose of Recreation (Shire of Jerramungup 2013; Aurora Environmental 2017). This area includes the majority of public lands to the south and east of Bremer Bay town, including to Fishery Beach Marina (Figure 6 page 43). Four smaller reserves occupy the area to the north of and adjacent to Reserve 511, three vested in the Shire of Jerramungup: 27903 for the purpose of Recreation and Parking; 21646 for Recreation and Camping; and 28770 for Fish Cleaning Facilities; the fourth 21496 is under Management Order to the Shire of Jerramungup from the Minister for Lands for a 42 year Caravan Park lease (Aurora Environmental 2017). These Reserves have implications as the Wellstead Estuary Walk Trail and the proposed alignment of the Cycle and Shared-use Trail traverses them (Shire of Jerramungup 2013).

The public lands of the remainder of the Point Henry Peninsula comprise Unallocated Crown Land (UCL), Shire of Jerramungup vested reserves 45279, 39968, 43358, 43351, 39969, 46625, 39967 and 46774; and WA Planning Commission Reserve 3766 for Public Utility (Aurora Environmental 2017). The latter (3766) being the southernmost section where trail opportunities are consistent with community wishes, land and seascape qualities and an existing unmanaged track network. A management agreement has been arranged for this reserve with the Shire of Jerramungup (N. Myers pers. comm.)

The Hood Point Peninsula's public lands predominantly comprises reserve 32666 surrounding the private holdings and extending well north and west almost to Wellstead estuary is also vested in the WA Planning Commission for the purpose of Government Requirements (Aurora Environmental 2017). Four other small WA Planning Commission reserves are also present, 3272 for the purpose of Landing Place, and 11975, 11977 and 11978 for the Purpose of Trigonometric Station, and two coastal slivers of UCL either side of the private holdings (Aurora Environmental 2017).

The Bremer River and Wellstead Estuary (waters) comprises Reserve 21646 vested in the Shire of Jerramungup for the purpose of Camping and Recreation (Aurora Environmental 2017).

The Shire of Jerramungup are the managers of the existing trail network on reserve 511, and other reserves vested in the Shire. Management orders are required for delegated management of reserves vested in the WA Planning Commission, which can occur once the land parcel agreements for the Wagyl Kaip Southern Noongar settlement is finalised (N Myers, Shire of Jerramungup pers. comm.).

## **Existing related or guiding plans and strategies**

Six strategic plans support the directions for this Master Plan in providing and developing trails for Bremer Bay.

1. The Bremer Bay Interpretation Plan 2008;
2. Cycle and Share-use Trail Plan 2013;
3. Shire of Jerramungup Community Strategic Plan 2021 – 2031;
4. Fitzgerald Biosphere Strategic Approach 2019 – 2022;
5. Great Southern Regional Trails Master Plan 2020-2029; and,
6. Great Southern 2050 Regional Cycling Strategy.

The main thrusts of these are outlined below, with their relationships to this Master Plan identified.

### **Bremer Bay Interpretation Plan 2008**

The Interpretation and Trail Plan was developed in 2008 by Kulbardi Hill consulting, with the Bremer Bay community's input (Kulbardi Hill 2008). Its aim was to support the community's wish to effectively interpret Bremer Bay's cultural and natural features, with the twin desires being to enhance understanding and enjoyment of these attractions and generate a culture of understanding and respect for them.

It was commonly agreed by the community that trails – both walking and driving – would be prime vehicles for delivering this interpretive material, and for managing burgeoning human impacts.

The priority projects recommended by the plan are (in order of recommended implementation):

1. The Wellstead Estuary Walk Trail;
2. Upgrade town Information Bay signage;
3. The Bremer Town Drive Trail;
4. Gnornbup Park Circuit / Muir's Point Loop;
5. The Point Henry Drive Trail;
6. The Windy Hill Loop;
7. Interpretive 4WD trails: Doubtfuls / Quaalup and Cape Knob / Minarup.

Of these, The Wellstead Estuary Walk Trail, town information Bay signage and the Point Henry Drive Trail have been completed as of 2022.

### **Cycle and Shared-use Trail Plan 2013**

The Cycle and Shared-use Trail network was designed to best provide access between Bremer Bay's highest use tourism accommodation facilities, Bremer Bay town and its most popular facilities and services, and linking the most desired destinations and sites. The network has been designed in line with four criteria:

1. Meet the need for the greatest number of people
2. Provide linkages between key tourism infrastructure and desired destinations and sites
3. Provide cyclists and walkers a safe access alternative to using the areas roads
4. Be catalytic in bringing inspiring new recreation and visitor access opportunities to Bremer Bay.

The Cycle and Shared-use Trail Plan for Bremer Bay/Point Henry has ten objectives:

1. The connection of key tourism facilities for cyclists and walkers as a trail network for Point Henry Peninsula and link to the Bremer Bay townsite; including (but not limited to) Bremer Bay Sports Club, Fishery Beach Marina, Bremer Bay Beaches Caravan Park, new town centre, and Primary School;
2. To showcase and interpret the areas remarkable natural and cultural features, including the landscape, history, ocean and bushland habitats, and European and Noongar cultural history;

3. Alignment with other related plans, including the 2008 Bremer Bay Interpretation Plan, the Shire of Jerramungup Community Strategic plan, the WA Trails Strategy, and the Action Plan for Fitzgerald Biosphere;
4. Compliance with cyclist/pedestrian shared use path design standards, and consideration of similar circumstances where shared use paths have worked successfully;
5. Consider related roads and access infrastructure, and alignment with the existing trail networks;
6. Recommend natural and cultural heritage sites and stories/themes for interpretation;
7. Provide a connecting trail network concept, with maps developed from the latest aerial images in conjunction with the Shire;
8. Liaise with Shire of Jerramungup Staff, and community consultation based on comments on the draft Connecting Trail Plan;
9. Develop a prioritised list of recommended trail section projects comprising the network, and
10. Provide Works recommendations, including routes, surface types, structures and installations, cost estimates, and management and maintenance issues.

The plan identified and recommended an extensive and inspiring cycle and walk route as a shared-use trail network, with installations and interpretation to help people use the network, and to learn about and be inspired by the local culture and nature.

In addition, the plan recommended further trail planning and development centred on Bremer Bay and its unique natural assets, as a key driver of sustainable community and enterprise development.

### **Proposed trail network sections and subsections**

1. Bremer Bay Beaches Caravan Park to town direct trail
  - Noongar Camp spur
  - Sports Club spur
  - Sports Club link to town
2. Bremer Bay Beaches Caravan Park to Fishery Beach Marina Loop
  - Caravan Park to Back Beach
  - Back Beach to Fishery Beach Marina
  - Fishery Beach Marina to Caravan Park return link
3. Wellstead Estuary Walk to the Rock Cairn loop
  - Wellstead Estuary to the Rock Cairn
  - Rock Cairn to Wellstead Estuary return (Includes Back Beach corner spur)
4. John Cove to Sports Club via Windy Hill link (includes lookout tower spur)
5. Bremer Bay Caravan Park to New Town Centre



## **Shire of Jerramungup Community Strategic Plan 2021 – 2031**

The Shire of Jerramungup Community Strategic Plan (Shire of Jerramungup 2021) reinforces Council, Staff and Community's commitment to the people who live, work and visit the Shire. The purpose of the Strategic Plan is to provide a clear purpose and strategic direction for the Shire of Jerramungup for the ten years 2021 - 2031.

The Plan's vision for the Shire is: "Progressive, Prosperous and Premium Place to Live and Visit.

The Plan was developed based on:

- The State Government's Blueprint for the region and other relevant policies, plans and strategies from both the State and Federal Governments.
- Extensive community engagement on what is important to the people that live and work within our Shire.
- Input from Elected Members and Staff based on feedback they have received and their strong desire to deliver positive outcomes for their community.
- Current partnerships and projects already being considered and/or delivered.

The Strategy identifies 16 Strategic Priorities. Those related to Bremer Bay trails and this Master Plan include the following and their priority rankings according to community input:

- Economic Development at 6, 44% high, 50% medium;
- Conservation and Environmental Management at 7, 42% high, 42% medium;
- Tourism Development at 8, 42% high, 32% medium;
- Youth Services and Facilities at 9, 38% high, 52% medium;
- Seniors Facilities, Services and Care at 10, 37% high, 42% medium;
- Development of Bremer Bay Town Centre at 11, 32% high, 23% medium;
- Festivals, Events, Arts and Cultural Activities at 13, 27% high, 51% medium;
- Promotion of the Shire at 14, 23% high, 39% medium; and
- Services and Facilities for Disabled People at 16, 22% high, 40% medium.

## **Fitzgerald Biosphere Strategic Approach 2019 – 2022**

Fitzgerald Biosphere was first designated under the United Nations Environment Scientific and Cultural Organisation (UNESCO) 'Man and the Biosphere' (MAB) program in 1978. Biosphere Reserves are areas of terrestrial and coastal ecosystems promoting solutions to reconcile the conservation of biodiversity, with its sustainable use. Reserves are intended to fulfil three functions;

1. Conservation: to contribute to the conservation of landscapes, ecosystems, species and genetic variation
2. Development: to foster economic and human development which is socio-culturally and ecologically sustainable
3. Logistics: to provide support for research, monitoring, education and information exchange related to local, national and global issues of conservation and development.

Fitzgerald Biosphere was successfully renominated in 2018 to meet updated UNESCO MAB criteria, which require zoning and effective governance.

The Fitzgerald Biosphere Strategic Approach 2019-2022 is a strategic plan with directions, an operation plan and an action plan. It has four strategic goal areas that will help achieve the above stated outcomes.

1. Sustainable Use
2. Culture and Community
3. Engagement and Education
4. Organisational Capacity

The Cultural and Community and Engagement and Education Aims support trails:

- Develop the community, environmental and cultural assets that make the Biosphere a unique place to live and visit with a strong sense of place.
- Communicate, engage and promote the Fitzgerald Biosphere to a range of stakeholders to increase the understanding, involvement and opportunities in this unique and remarkable place.

Among its recommended actions is support for tourism, eco-tourism and cultural tourism, which can be achieved through a quality trails network.

### **Great Southern Regional Trails Master Plan 2020-2029**

The Great Southern Regional Trail Master Plan (RTMP) provides a coherent and clearly outlined program of trail infrastructure development across the Great Southern region over a ten-year period (2020-2029). It has been developed to guide decisions about the management of, and investment in, trails and provides a vision of what the trail network across the Great Southern will look like in the future (GSCORE 2020).

The Master Plan was developed in partnership with all eleven local Authorities in the Great Southern, as well as the support of the Department of Biodiversity, Conservation and Attractions, Department of Local Government, Sport and Cultural Industries and the Great Southern Development Commission (GSCORE 2020).

The Master Plan aims to establish the WA's Great Southern as a World Class trails destination. It recognises that to achieve this, the trail development needs to focus on creating remarkable and accessible trail experiences improve existing trails, build associated infrastructure and develop and implement a comprehensive marketing strategy. To address the gaps in trail supply, it identifies three development opportunities:

1. Create new trail experiences;
2. Develop trail linkages; and
3. Enhance or upgrade existing trail networks.

The plan proposes a number of priority trails over short, medium and long timeframes. Of these, the Great Southern Treasures Yoon (Bobtail) Trail is identified as a 1 – 2 - year timeframe trail development, which includes features in the Shire of Jerramungup

(GSCORE 2020). The trails identified in this Bremer Bay Trails Master Plan may meet that regional trail priority.

### **Great Southern 2050 Regional Cycling Strategy**

The following excerpts are from the Department of Transport's Frequently Asked Questions page about The Great Southern 2050 Regional Cycling Strategy, they explain the purpose and focus of the strategy.

*The Great Southern 2050 Regional Cycling Strategy is in development phase as of January 2023, and is being prepared by Outdoors Great Southern for the Department of Transport in partnership with the City of Albany and the Shires of Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kojonup, Plantagenet and Woodanilling.*

*The Strategy will set out a long-term vision for cycling across the region, including an aspirational bike network covering key townsites and interregional connections. It will identify a range of travel behaviour change and community initiatives to encourage more bike riding across the region.*

*The Western Australia Bike Network (WABN) Plan 2014-2031 identifies a key action to improve planning for bike riding in the regions – specifically, to identify any gaps in existing networks, plan for future growth corridors, and produce strategic and operational plans for key regional centres and their surrounding areas. This action reflects the growing demand for high-quality cycling infrastructure in regional Western Australia (WA).*

*As regional centres grow, residents and visitors expect a higher level of bicycle connectivity between work, home and key destinations. In some regions there are also opportunities to improve connectivity between towns. Cycle tourism, in its various forms, is increasingly popular and there are many opportunities in regional WA to capitalise on this industry.*

*People riding bikes also have a wide range of abilities and purposes, such as children riding to school or around town, families and tourists riding to enjoy our beautiful region, people riding to work or the shops, or people riding long distances at high speed for exercise. That's why the Strategy will adopt the philosophy that cycling needs to cater for all ages and abilities.*

*By designing a walking and bike riding network that caters for the youngest and most vulnerable users, we create a network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, ability or the wheels they use. (DOT 2023).*

The Great Southern 2050 Regional Cycling Strategy has limited value for this Master Plan as it is primarily a strategy to encourage cycling as a transport alternative for connecting home, work and key destinations, and between towns. Notwithstanding, cycling as a recreation and destination accessing transport means is a key factor in this Master Plan, albeit on a local rather than regional scale.

## **Audit of current trail offering**

This plan has its foundation in an incompletely implemented Cycle and Shared-use Trail network and the unrealised opportunities for the appealing natural public lands and waters surrounding Bremer Bay, particularly Point Henry Peninsula headland, which has astounding seascape vistas and a maze of informal vehicle tracks, and the community's long-held wish to see this area protected and developed as a prime trail experience.

Current Bremer Bay trails network includes walking, cycling, shared-use, drive, snorkel and several informal trails that are variously popular. Table 1 outlines the range of existing trails and assigns them to how they relate to Bremer Bay, where they are located, how long, what class and any other characteristics that may apply.

The existing trails include the completed parts of the Cycle and Shared-use Trail Plan (Shire of Jerramungup 2013), a plan which this Master Plan extends from in its final recommendation. The Cycle and Share-use Plan recommends five sections and subsections as follows:

1. Bremer Bay Beaches Resort and Tourist Park to town direct trail
  - Noongar Camp spur
  - Sports Club spur
  - Sports Club link to town
2. Bremer Bay Beaches Resort and Tourist Park to Fishery Beach Marina Loop
  - Caravan Park to Back Beach
  - Back Beach to Fishery Beach Marina
  - Fishery Beach Marina to Caravan Park return link
3. Wellstead Estuary Walk to the Rock Cairn loop
  - Wellstead Estuary to the Rock Cairn
  - Rock Cairn to Wellstead Estuary return (Includes Back Beach corner spur)
4. John Cove to Sports Club via Windy Hill link (includes lookout tower spur)
5. Bremer Bay Caravan Park to New Town Centre

Of these, the Bremer Bay Beaches Caravan Park to town direct trail (now called the Native Snail Trail) and the subsection Sports Club link to town have been implemented (section 1 above).

The next priority, as identified by the Jerramungup Shire Council, which remains unimplemented, was the Wellstead Estuary Walk to Rock Cairn section of that recommended loop (section 3 above). This section requires development planning and implementation, while the remaining sections and subsections require prioritisation, development planning and implementation.

Table 1. Existing trails relating to Bremer Bay.

Trail name	Local/ Nearby/ regional	Location	Length	Class	Formality/Comments
Town footpath network	Local	Bremer Bay townsite	N/A	1	Formal, incomplete
Tallerack Park	Local	Bremer Bay townsite	450 m	2, 3	Formal, three tracks, varied class
Dive Trail		Little Boat Harbour	250 m	Scuba	Formal, nine plinths, to 30 m deep
Point Henry Drive Trail	Local	Town to Point Henry	6 km	Drive	Formal, interpreted, popular
Wellstead Estuary Walk Trail	Local	Town to Paperbark Park	2000 m	2	Formal, very popular, needs maintenance and informal estuary access managed, cultural significance
Cycle and Shared-use Trail	Local	Bremer Bay, Reserve 511	16.1 km	2, 1	Formal in sections*, see description and review
*Native Snail Trail	Local	Bremer Bay to Beaches Caravan Park	3.2 km	1	Formal, completed section, very popular, exemplar
*Sports Club Trail	Local	Hotel to Sports Club	1.3 km	1	Formal, completed sub section, popular
Beaches Caravan Park to Museum	Local	Wellstead Rd	1350 m	2	Formal, surface substandard
*Beaches Caravan Park to Back Beach	Local	Along old dividing fence	1850 m	3	Informal, sand track, incomplete subsection, very popular, cultural significance
Bog Arm tracks	Local	Adjacent north edge of town	6.5 km	N/A	Informal, very popular
Bremer Bay jetty	Local	In town, Bennett St	100 m	3	Formal, complete, very popular
Point Henry tracks	Local/nearby	Point Henry, and Pt Gordon	5.6 km	N/A	Informal, poor condition, vehicle damage, conservation requirements and impacts, TEC, cultural significance, very popular, treasured
Cape Knob tracks	Nearby	West of Bremer Bay	To 10 km	N/A	Informal, conservation requirement, TEC, old pastoral lease
Doubtfuls/Hood Pt tracks	Nearby	East of Bremer Bay	To 15 km	N/A	Informal, very poor track condition, conservation impacts and requirement, popular, cultural significance
Bremer River	Local/nearby	Adjacent and north of Bremer Bay	14 km nav	Canoe	Informal, waterway, popular,
Hunter River	Nearby	East of Bremer Bay	1200 m	Canoe	Waterway, fresh water, conservation requirement, popular, some illegal ski use.
Pallinup River	Nearby	West of Bremer Bay River, Millers Pt Rd, from Millers Point.	9.5 km	Canoe	Informal, waterway, popular

Mt Maxwell	Nearby	Fitzgerald River NP, western edge	100 m	3	Formal, short, to low summit
West Mt Barren	Nearby	Fitzgerald River NP, western edge	800 m	3	Formal, very steep, to summit
FRNP firebreaks	Local/nearby/regional	Fitzgerald River NP, mainly boundaries	Many km	3	Informal, vary greatly, huge network, untapped resource
Pt Ann trail	Nearby	Fitzgerald River NP, loop from Pt Ann carpark at day use area	1.5 km	3	Formal, popular, cultural and conservation significance
Mamang Trail	Nearby	Fitzgerald River NP, Pt Ann to Pt Charles	9 km	3	Formal, popular
Fitzgerald Inlet track	Regional	Fitzgerald River NP, off Pabelup Dve	19 km	N/A	Informal, old vehicle track from Pabelup Dve
Horrie and Dorrie Twertup	Regional	Fitzgerald River NP, off Twertup Track	2 km	3	Formal, 2 hours
Roes Rock Twertup	Regional	Fitzgerald River NP, north east of Twertup.	11 km	N/A	Semi -formal, old vehicle track



## Consultation and results

Broad community consultation in the form of a Survey Monkey poll was undertaken through the Shire of Jerramungup Survey Monkey account. The survey questions were designed by members of the project steering committee, to encourage respondents to describe existing and desired trail experiences and features and places that trails would ideally include. The survey asked five questions:

- 1. Which trails in Bremer bay and surrounds do you use now? Why do you use these trails?*
- 2. Can you please share 3 of the most memorable experiences you have had when on the nature trails in Bremer Bay and Surrounds?*
- 3. Imagine you could have access to new trails around Bremer Bay...  
What experience(s) would you picture yourself having?  
Where would you like trails to be developed?  
What places would you like to be able to access via walk or other trails?*
- 4. Do you know of places of cultural or natural significance that should be either included or avoided by the trails? These can be discussed in general or in confidence with the planner above.*
- 5. Please share any creative ideas you might have regarding trails in the Bremer Bay area.*

Eighteen respondents provided their experiences, expectations and desires for trails in the Bremer Bay area, with a number of themes emerging across the five questions as: existing trails are popular, completion and expansion of existing network with same quality and interpretation/artworks, Point Henry Peninsula trails desired, linking and loop trails desired, access to nature and views critical, network links to popular places in and around Bremer Bay,

Trails that are used and popular:

- existing Native Snail Trail and Wellstead Estuary Walk Trail,
- town footpaths,
- Point Henry tracks,
- Bog Arm tracks near town,
- roads to the Rock Cairn and Wind Tower, and
- walking along beaches and firebreaks.

The reasons people use these trails are:

- to experience nature;
- enjoy the range of landscape and seascape views and beauty;
- walking their dogs;
- walking with children including pushing a pram;
- the experience of using quality trails (Native Snail Trail);
- access to popular places; and,
- for the information from trail interpretation (Native Snail Trail).

Memorable experiences along the trails described:

- encountering animals (whales, dolphins, birds, snakes, kangaroos);
- the beautiful land and seascape scenery;
- the sense of vastness;
- sharing with family and friends; and
- meeting people.

Experiences sought by trail users:

- better town footpaths as existing paths quality and extent of the network;
- views and whale watching;
- outdoor exercise;
- sharing the trails with family and friends;
- more well defined and constructed trails to more of the Bremer Bay area, particularly:
  - Point Henry/Sparkling Island,
  - Bog Arm,
  - Rock Cairn,
  - through bushland,
  - to beaches,
  - loop trails and linked trail networks.
- wildlife encounters;
- horse/bridle trails;
- peaceful and no vehicles;
- varied and epiphanic experiences,
- lookouts/viewing, whale watching platforms;
- bird hide on estuary;
- quality interpretation;
- rest stops and seats;
- long, short and circular walks to experience a variety of land and seascapes; and
- geology, plants and animals.

Where respondents thought trails should be developed included:

- extend footpaths around town;
- loop out to Fishery Beach Marina via coast and the existing Sports Club link to town;
- complete the Shared-use Trail (which the Native Snail Trail is part of);
- rationalise and use existing track network on Point Henry/Sparkling Island area including a loop trail;
- trails in the Bog Arm area and beyond;
- trails through natural bushland.

Places to access via trails were considered to be:

- Point Henry Peninsula and its coastline,
- Sparkling Island,

- Little Boat Harbour to Sparkling Island and Point Henry and Point Gordon, (use the existing tracks on Point Henry/Point Gordon),
- include carpark at Little Boat Harbour with trail link,
- limit vehicle use of Point Henry network;
- Rock Cairn and John Cove,
- Fishery Beach Marina,
- Blossoms Beach,
- Banky Beach;
- link existing Native Snail Trail to Back Beach, Fishery Beach Marina, Short Beach, Point Gordon and further;
- further afield to Dillon Bay, Cape Knob/Minarup, Fosters and Miller's old pastoral country.

Places to leave out for cultural significance or cultural or natural sensitivity:

- Places of significance for Noongar people;
- Noongar consultation needed to tease out.

Other creative ideas by respondents included:

- Emulate and expand existing trail network;
- more sculptures; enmesh artworks, interpretation and artworks as key features of trail network;
- short and long hikes in network;
- reconsider surface away from less appealing black bitumen;
- trails for endemic flora;
- seating, sculptures, interpretation and other enhancements;
- trails design must be done in consideration of natural environment;
- non-motorised use only;
- well-managed and cared for;
- develop trails as a key feature of Bremer Bay;
- discoveries and hidden treasures for children, use QR codes;
- longer walks and camping places;
- marine trail as part of new marine park or just marine and island features of Bremer and Dillon Bays;
- carefully designed and placed lookouts, viewing platforms and seats;
- quality trails and trail network and associated enhancements and infrastructure that support Bremer Bay's reputation and value as a high-quality nature-based recreation destination.

### **Noongar community specific consultation**

While the broad community consultation survey included approaches to some of the local Noongar community and some feedback reflective of their wishes, specific consultation with the Noongar community was also undertaken. The Noongar Advisory Group of the Great Southern Treasures Yoon (Bobtail) Trail Committee was of excellent assistance to this planning process, providing views of the Noongar community with connection to the Bremer Bay area.

Issues raised by the group were:

- That Bremer Bay and the area surrounding is of prime cultural and spiritual significance to Noongar people;
- Dual and Noongar naming of existing trails and new trails be recommended by this Master Plan;
- Trails in the new context of the South Coast Marine Park currently in the planning process;
- Is the Noongar consultation and involvement part of the Shire of Jerramungup's reconciliation Plan;
- The role of governance and Noongar people in trail management;
- The clearing needs for new trails;
- Stories by and about Noongar people from the Bremer Bay area;
- Keeping the Master Plan broad in recommending Noongar imprimatur and guidance particularly on stories, and that detailed input on specific stories and places be included as part of subsequent trail development planning; and
- That the Master Plan is not static, rather it is an ongoing process that would ideally be reviewed every five years.

Consultation with the Outdoors Great Southern Noongar Advisory Group provided the opportunity to have two Noongar representatives formally join the Bremer Bay Trails Committee. This initiative will ensure the wishes and guidance of the Noongar community are part of ongoing trail discussions, developments and consultation for the Bremer Bay area.

The views of the Noongar community regarding trails will continue to be sought by consultation through the priority trail development planning processes, particularly for their wishes that Noongar stories be part of trail interpretation, including involvement in the planning and implementation of those elements.

## Gap analysis

The consultation feedback, the experience and views of the Bremer Bay Trails Committee and the experience of the author, identified clear gaps in the current trail network. Primary gaps being:

- Completion of the implementation of the existing Cycle and Shared-use Trail Plan (Shire of Jerramungup 2013);
- trail network for the Point Henry Peninsula headland;
- Dual naming with Noongar names of existing trails, and Noongar names for new trails;
- The inclusion of Noongar stories in trail interpretation;
- completion of the existing Bremer Bay town footpath network and its linking to the Cycle and Shared-use Trail;
- interpretation installations and artworks for these network additions; and
- a broader trail network discussed and planned in a preliminary sense, which includes the Cape Knob and Doubtful Island Peninsulas; and bridle, canoe and marine trails.

Most of these gaps are considered by this Master Plan as priorities. These are discussed further in the Trail Development Priorities section.



Figure 4. Part of the informal 4x4 track network Point Henry headland, through the Kwongkan TEC.

# Bremer Bay opportunities

## Social and economic benefits

Social and economic benefits and opportunities for trails in the Bremer Bay area are generally atypical in a trail planning sense, as the trails opportunities sought by the community through this Master Plan are about providing added value and quality experiences for an already very large holiday season visitation, and the economic support and increased social benefits they bring. The initiative is about providing those who already come with more to do, higher quality experiences and both providing access to and protecting key places in the area's treasured natural setting.

Visitor numbers for holiday seasons have collated by the Shire of Jerramungup (S Brown pers. comm.). Over the Christmas – New Year period 2021-2022 the order of 27,000 visitors were recorded, and during the Easter period 2022, the order of 14,000 visitors came to Bremer Bay. This is a very significant amount of people, who are on holidays with leisure time and an adventurous spirit primed and expectant for outdoor activities.

This existing group is the prime target market. It is expected that this group will grow, as evidenced by:

- A palpable increasing popularity of Bremer Bay from visitor numbers collated, community discussions and by social media activity;
- continued Orca tour activity and social media and other outreach;
- opening of new businesses, including commercial outlets;
- approaching finalisation of the South Coast Marine Park, which starts off the Hood Point Peninsula on the eastern side of Bremer Bay.
- high number of recent property sales and associated rise in building activity; and,
- the release of the Bremer Bay located Blueback movie on January 1 2023 and its worldwide profiling of Bremer Bay.

The other target market is the growing Bremer Bay community, which comprises permanent residents as well as a semi-resident group who have properties in and near Bremer Bay and who spend time here and consider this their second home. This group vitally includes members of the Noongar community, who have multi-millennial connection to the place, and who's recognition and stories are a primary priority in the development of trails.

Economic opportunity is therefore considered from the basis of four ideals:

1. The reality, promotion and value adding development of Bremer Bay, in the Shire of Jerramungup, as an outstanding, sustainable and surprising high-quality nature-based destination for existing and new visitors, and the local community.
2. An extended set of experiences that engage visitors in quality experiences that best provide safe, user-friendly and ecologically responsible access to the area's considerable natural assets.
3. Experiences that attract and hold the interest of people visiting Bremer Bay for more of the year – beyond the typical summer and Easter holiday seasons, and

add value, time and economic benefit to other experiences such as the Orca tours.

4. extending people's stays and the connection with and enjoyment of nature through the trails network, will enable increased and potentially new economic activity. This could include accommodation services, food and beverage service, nature-based tourism services, and equipment hire services.

Social opportunity is from the use of the trails for enjoyment, exercise, education, connection to the outstanding and complex nature, and the sharing of experiences and stories with each other through a range of media. Fulfilling social dimensions of trails are already evident by the number of people using and discussing existing trails as the Wellstead Estuary walk, the Native Snail Trail, the Sports Club link and the Little Boat Harbour Dive Trail. Some of these are several people's daily routine.

The accommodation options for Bremer Bay are relatively dispersed and only connected by the road network, meaning that driving is essential to access many favoured destinations. This was recognised by the 2013 Cycle and Shared-use Trail Plan (Shire of Jerramungup 2013), which sought and still seeks to connect some of these, principally the Bremer Bay Beaches Tourist Resort (Caravan Park), as a way of supporting the movement of people for recreational, social and economic activities, including access by way of the trails to businesses and services in town. This town access includes connection with the relatively new and very popular Bremer Bay town centre development investment, which can add mutual value to the use of better integrated assets. This trail network aims to provide both plain safe accesses, and as a value-add an intimate experience with Bremer Bay's natural environment and interpretation of some of its often-hidden features.

In addition to non-motorised transport methods, E-bikes and E-scooters may be an acceptable addition to the transport methods for trails. These benign transport mediums are becoming commonly accepted as accepted and sustainable options across the world. They both have the ability to help less-able people access trails, and have the added advantage of being potential business opportunity, particularly E-scooters. Their inclusion would be a subject of consultation during trail development planning.

## **Noongar people's opportunities**

The multi-millennial connection of Noongar people to the country of the Bremer Bay area, their stories of that connection and their culture are a significant social and cultural benefit that can be enabled through trails. Through the consultation process for this Master Plan, the Noongar community has expressed the wish to tell their stories of country and culture as part of the trail's interpretation program.

The inclusion of Noongar People's stories will bring a number of benefits, including reconciliation, reconnection and formal reconnection with country, a sense of inclusion with the wider community, and the sharing of important stories more widely which will greatly enhance people's quality of experience when using the trails.

The Wagyl Kaip Southern Noongar Land Use Agreement will decide upon public lands the Southern Noongar people will be granted title to, for the benefit of their

communities. This process is currently unfolding, and its settlement will support the planning and development of trails as potential opportunities on those lands chosen, as well as on public lands that aren't granted.

### **Environmental protection benefits**

Access to and protecting the natural setting around Bremer Bay is of prime importance as a basis for ecological, cultural, social, economic and reputational sustainability. Several places on headlands where spectacular and fragile coastal vegetation occurs (some of which is nationally listed as a Threatened Ecological Community – Proteaceae Dominated Kwongan of the Southeast Coastal Province), have existing unmanaged track systems (Point Henry, Point Gordon, Cape Knob, Hood Point) or shire roads (Rock Cairn). These places are increasingly popular with visitors and the rationalisation of the track systems into formalised trails will greatly enhance the protection of the valuable vegetation from track drift attrition and Phytophthora dieback, as well as the conservation of visual and sensed amenity. The protection of the trail's natural settings will enhance the vision and reputation for Bremer Bay as a high-quality nature-based destination.



# Review of existing Bremer Bay Cycle and Shared Use Trail

## Background

In 2013, the Shire of Jerramungup commissioned the *Cycle and Shared Use Trail Plan for Bremer Bay/Point Henry* – a connecting trail network for linking Bremer Bay to key tourism related infrastructure on the Point Henry Peninsula. A number of key sites and facilities in the Bremer Bay and Point Henry area are only accessible by road and there is an identified need to connect these places by a connecting trail network for use by walkers, hikers and cyclists. This Master Plan reviews the plan, its priorities and implementation.

The need for this planning project was identified by the Shire of Jerramungup in its Strategic Community Plan 2012 – 2025. It was funded by a Network Planning Grant from the WA Department of Transport WA, through its Regional Bicycle Network.

While Bremer Bay has many close-by tourism attractions and destinations, access to most of these is limited to motorised transport along the existing road network. Notwithstanding, some walking/cycling paths, principally as the footpath network, exists within the town area that provide some non-motorised access to sites in and near town.

The Bremer Bay Beaches Resort and Tourist Park was a central focus of the 2013 plan, as it is a key destination and staging point for many visitors to Bremer Bay - often several thousand during holiday seasons, occupies a strategic point between Bremer Bay townsite and visitation sites between and surrounding, and most significantly it lacks access by any means other than road to town and other key sites of interest, except for a sandy walking trail that links to the western end of Back Beach.

The Bremer Bay/Point Henry connecting trails network was designed with the renowned coastal trails of Albany and Esperance in mind. These evocative and popular trails access and express the unique coastal environments of these two towns, and their expressive and fitting alignments have been critically acclaimed as exemplar experiences. These high-quality experiences are significant attractors that add great appeal to the two towns, and it was considered that a similarly executed trail network for Bremer Bay will bring a similar popularity and benefits for people's experience, enterprise support and environmental appreciation.

## Project Objectives

The 2013 Cycle and Shared Use Trail Plan for Bremer Bay/Point Henry had ten objectives:

1. The connection of key tourism facilities for cyclists and walkers as a trail network for Point Henry Peninsula and link to the Bremer Bay townsite; including (but not limited to) Bremer Bay Sports Club, Fishery Beach Marina, Bremer Bay Beaches Caravan Park, new town centre, and Primary School;
2. To showcase and interpret the areas remarkable natural and cultural features, including the landscape, history, ocean and bushland habitats, and European and Noongar cultural history;

3. Alignment with other related plans, including the 2008 Bremer Bay Interpretation Plan, the Shire of Jerramungup Community Strategic plan, the WA Trails Strategy, and the Strategy and Action Plan for Fitzgerald Biosphere;
4. Compliance with cyclist/pedestrian shared use path design standards, and consideration of similar circumstances where shared use paths have worked successfully;
5. Consider related roads and access infrastructure, and alignment with the existing trail networks;
6. Recommend natural and cultural heritage sites and stories/themes for interpretation;
7. Provide a connecting trail network concept, with maps developed from the latest aerial images in conjunction with the Shire;
8. Liaise with Shire of Jerramungup Staff, and community consultation based on comments on the draft Connecting Trail Plan;
9. Develop a prioritised list of recommended trail section projects comprising the network, and
10. Provide Works recommendations, including routes, surface types, structures and installations, cost estimates, and management and maintenance issues.

In addition, the plan recommended further trail planning and development centred on Bremer Bay and its unique natural assets, as a key driver of sustainable community and enterprise development. This Master Plan is partially a response to that recommendation.

### **Recommendations and Priorities**

The plan identified and recommended an extensive and inspiring cycle and walk route as a shared-use trail network, with installations and interpretation to help people use and enjoy the trail, and to learn about and be inspired by the local culture and nature.

The proposed trail network was designed to best provide access between Bremer Bay's highest use tourism accommodation facilities, Bremer Bay town and its most popular facilities and services, and linking the most desired destinations and sites. The network has been designed in line with the following four criteria:

1. Meet the need for the greatest number of people
2. Provide linkages between key tourism infrastructure and desired destinations and sites
3. Provide cyclists and walkers a safe access alternative to using the areas roads
4. Be catalytic in bringing inspiring new recreation and visitor access opportunities to Bremer Bay

The proposed trail network alignment comprised 5 sections and 8 subsections as:

#### **Trail Network sections and subsections**

1. Bremer Bay Beaches Caravan Park to town direct trail
  - Noongar Camp spur
  - Sports Club spur
  - Sports Club link to town
2. Bremer Bay Beaches Caravan Park to Fishery Beach Marina Loop

- Caravan Park to Back Beach
  - Back Beach to Fishery Beach Marina
  - Fishery Beach Marina to Caravan Park return link
3. Wellstead Estuary Walk to the Rock Cairn loop
    - Wellstead Estuary to the Rock Cairn
    - Rock Cairn to Wellstead Estuary return (Includes Back Beach corner spur)
  4. John Cove to Sports Club via Windy Hill link (includes lookout tower spur)
  5. Bremer Bay Caravan Park to New Town Centre

The Plan recommended collaboration with the Bremer Bay Trails Committee in seeking resources and involvement in implementation is recommended. It also recommended that the trail network's implementation should prioritise sections and subsections, with priority assigned according to the criteria:

1. Meet the need for the greatest number of people.
2. Provide linkages between key isolated tourism infrastructure and desired destinations and sites.
3. Is an upgrade of an existing trail or track.

According to these criteria, the recommended priority order for detailed planning and development of trail sections and subsections was considered to be:

1. **Sports Club to town link** – A 1300-metre-long section to provide both the link to town for the Sports Club patrons and an ideal loop configuration as an extension of the Sports Club spur from the direct to town trail. Remains on the south side of Frantom Way and uses an old existing vehicle track, and links to town at the footpath at the corner of the Bremer Bay to Boxwood Hill Rd and Frantom Way.
2. **The Bremer Bay Beaches Resort and Tourist Park to town direct trail** – the direct 3200 metre route to Bremer Bay town, will provide the most desired access option by a large number of users, will increase the number of consumers able to access businesses and services, provides outstanding natural experiences and explanations through interpretation along its route. Includes two short spurs to lookouts and interpreted points and a stopping point at the Cemetery.
3. **Wellstead Estuary Walk/Paperbark Park to the Rock Cairn loop** – A 2160 metre long circuit trail that links town and town caravan park users to the Rock Cairn via John Cove and the eastern end of Back Beach, crosses Cuneo Drive and provides an extended non-motorised access that is currently not available, or requires the use of roads, to these popular nearby destinations.
4. **The Bremer Bay Beaches Resort and Tourist Park to Fishery Beach Marina Loop - Back Beach sandtrack** – this 1850 metre trail is an upgrade of an existing and popular walking access to the closest beach to the Caravan Park, it is needed by a large number of people wanting access to the beach. Includes a 250-metre link to Point Henry Rd to allow access by users other than caravan park patrons.

5. ***The Bremer Bay Beaches Resort and Tourist Park to Town direct trail - Sports Club spur*** – This section totals 900 metres, comprising a 450-metre spur from the town direct trail to the Golf Course just east of the No. 3 “green”, and an upgrade of 450 metres of the old long service track through the golf course. The first part of the spur runs through peppermint woodland and wattle shrubland in wild bushland, and the southern section runs from its junction near the “green” of No 3 and alongside fairways 2 and 1 to the Club House. This section would bring new patrons/members to the sports club and help its sustainability.
6. ***Back Beach to Fishery Beach Marina Loop – Back Beach to Marina section*** - A dramatic 1420 metre (or 1580 if the last section at the marina is included) trail section that traverses through peppermint woodland, granite wattle thickets, mallee and wattle shrublands, granite heaths and meadows; up and down sand ridges, across granite sheets and over creeks, and above the granite cliffs overlooking the ocean. It is the most spectacular part of the whole trail network, and provides a highly desired access to the marina for caravan park patrons and users accessing from the end of White Trail Rd at Back Beach.
7. ***Back Beach to Fishery Beach Marina Loop – Marina to Caravan Park return loop section*** - the 1800 metre overland section that links the headland above the marina back to the Caravan Park, creates and completes a loop alignment providing an ideal predominantly one - way direction of this trail section, which will ease two way traffic problems on a potentially very popular trail due to its spectacular views and dramatic alignment.
8. ***The Bremer Bay Beaches Resort and Tourist Park to Town direct trail – Sports Club loop to town*** – a 1300-metre-long section to provide both the link to town for the sports club patrons and an ideal loop configuration as an extension of the Sports Club spur from the direct to town trail. Uses mainly old vehicle tracks and links to town at the footpath at the front of the hotel.
9. ***John Cove lookout to Windy Hill and Sports Club section*** - provides a 1690-metre-long section that completes the loop from the Rock cairn circuit near Cuneo Drive Lookout to the Sports Club; implements part of the 2008 Interpretation Plan trail recommendations, and includes a 330-metre spur to the lookout tower on Progress Drive.
10. ***Bremer Bay Caravan Park to new town centre*** – a 1450m long town path, which is predominantly a path upgrade, using the existing footpath alongside the Bremer Bay to Boxwood Rd. This path width varies from 2.1, 2.2, some 2.4 and a few 2.7m wide sections. It comprises concrete and bitumen path sections that can be easily upgraded with centre line marking, kerb ramps and signposting to be included in the shared use trail network.
11. ***The Bremer Bay Beaches Resort and Tourist Park to Town direct trail – Noongar Camp spur*** – This short 200 metre section crosses the road opposite the Noongar camp and joins the main trail in a south easterly direction. This alignment avoids the Cemetery to allay possible cultural concerns. The future of the Noongar holiday camp should be considered and confirmed before this section is implemented.
12. ***New town centre and primary school*** – these sections as a localised network should be considered as part of the new town centre development, as such is

not described in detail by this planning study. The trail network recommended above joins from key sites west and south to the existing town pathway network.

It should be noted that the 1350-metre-long Bremer Bay Beaches Resort and Tourist Park to Wellstead Museum and Café section is not treated by the plan, as walkers were/are still catered for by the 1.4-metre-wide bitumen roadside footpath in place.

The priority order was adjusted during implementation, where the Jerramungup Shire Council in reviewing the trail implementation priority, considered that the Sports Club to town link be implemented first, followed by Bremer Bay Beaches Resort and Tourist Park to Town direct trail be second; both these sections have been implemented. Upon the completion of these sections, Council identified the next priority section for implementation to be the Wellstead Estuary Walk/Paperbark Park to the Rock Cairn loop. This section has not been planned or implemented, and it has been reconsidered as the Paperbark Park to Rock Cairn Loop. The priority order above has been adjusted to reflect this eventuality.

In reviewing this 2013 trail plan the recommended priorities as above are reflected in this Master Plan. This is in line with the wishes of Jerramungup Shire Council, the consideration of the Bremer Bay Regional Trails committee and the views of the community obtained through the consultation process, and consideration of the sections now implemented in place.

## Trail Development priorities

From the review of the Cycle and Shared-use Trail Plan (Shire of Jerramungup 2013) and the results of consultation with the community, and with the understanding that this Master Plan has a limited ability to support a large consideration of the Bremer Bay area's trail opportunities, a modest yet vital set of trail priorities emerges.

These priorities arise as incomplete sections of existing trail networks, the conversion of historic and often rough 4x4 vehicle tracks in popular remote places into shared-use (walking and cycling) trails, and the application of Noongar stories and names or dual names to the trails. Second order priorities beyond these are to address trails opportunities radiating out from Bremer Bay (Figure 5).

Existing Trails are the Wellstead Estuary Walk; the path from Bremer Bay Beaches Resort and Tourist Park to the Wellstead Museum; the Little Boat Harbour Dive Trail and the town's footpath network Cycle; and the Shared-use Trail network's implemented sections as the Sports Club link from the Bremer Bay Resort to the Sports Club and the Native Snail Trail from town to the Bremer Bay Beaches Resort and Tourist Park. (Figure 5). Those sections of the Cycle and Shared-use Trail network yet to be implemented are considered existing priorities.

The Shared-use Trail section considered the next priority for the network, as decided by the Council of the Shire of Jerramungup back in 2013, is the Rock Cairn Loop from Paperbark Park to the Rock Cairn Anzac Memorial and historical lookout, which proceeds via James Cove and returns via the eastern end corner of Back Beach and the old Bremer Beach Lookout on Cuneo Dve (Figure 6). This development will ideally include as an associated works, the redevelopment of the Rock Cairn site as an outstanding memorial and ocean viewing location.

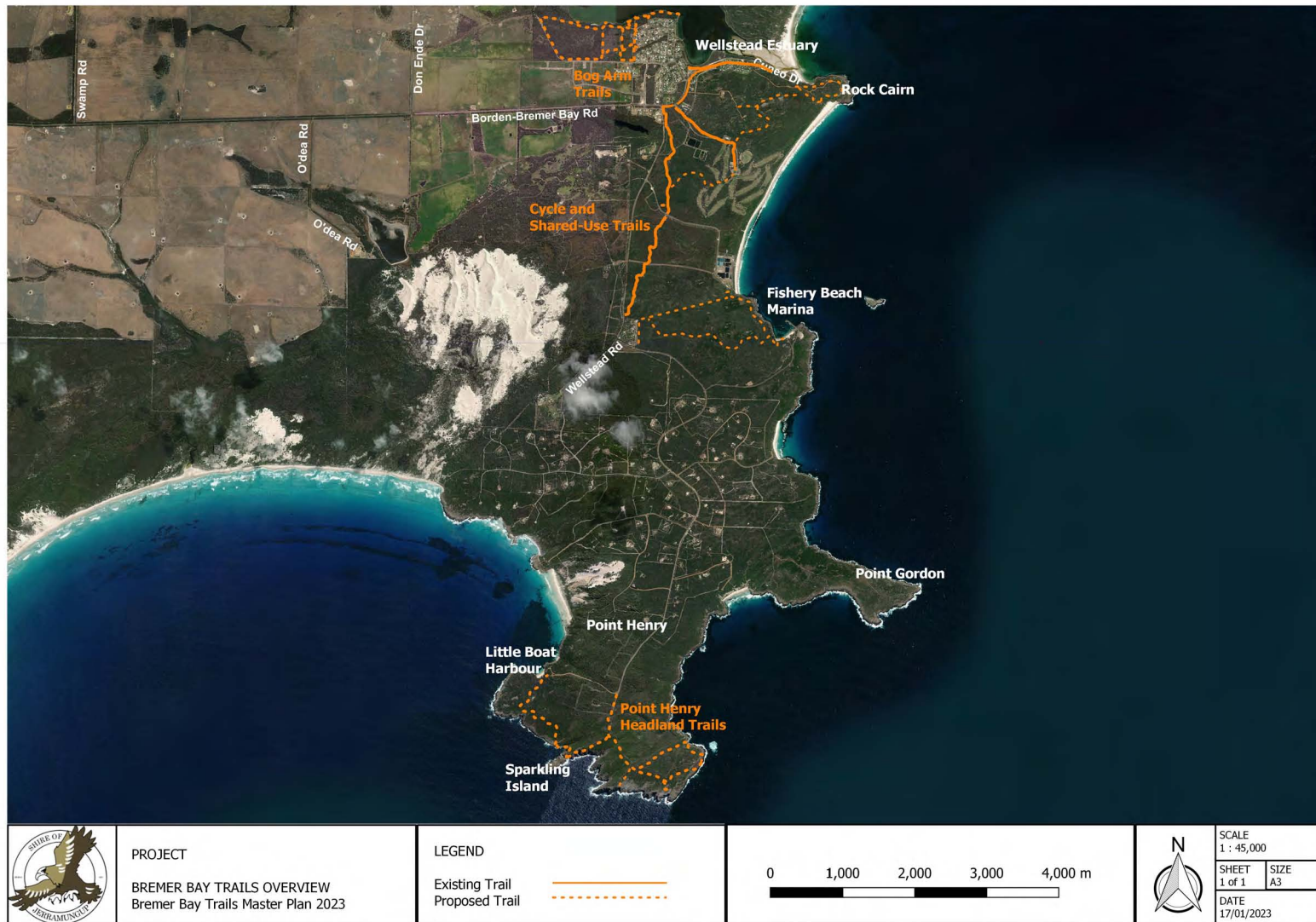


Figure 5. Existing and Proposed Trail Network for Bremer Bay Overview.



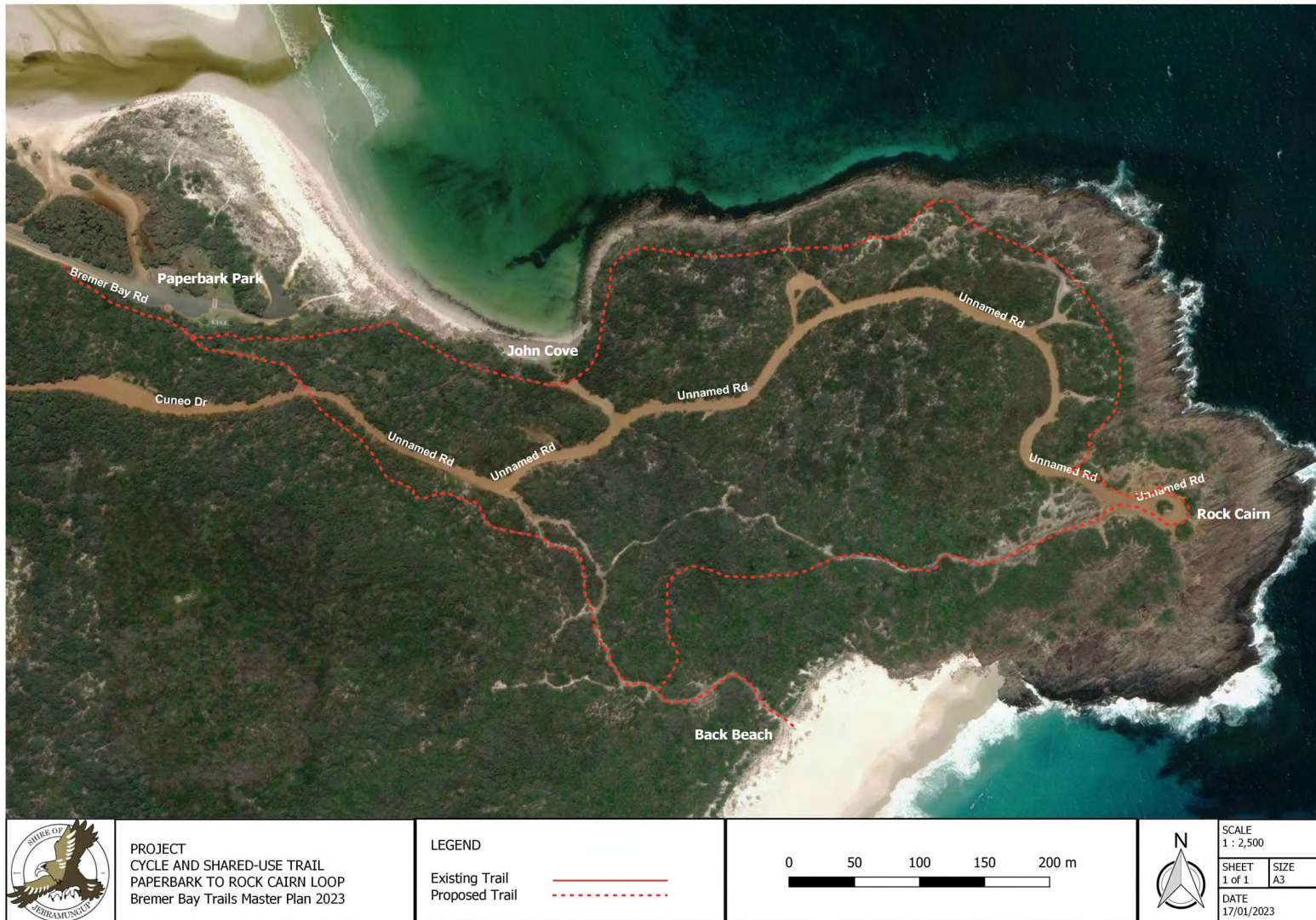


Figure 6. Cycle and Shared-use Trail, Paperbark Park to Rock Cairn Loop



Remaining priority sections are the loop from the Bremer Bay Beaches Resort and Tourist Park to Back Beach, Fishery Beach Marina and return; and the Rock Cairn/Windy Hill/Sports Club link.

A number of existing vehicle tracks on public lands are popular for walking and hiking in and near Bremer Bay. These tracks are of significance to many consultation survey responders, and have prominence as outstanding walking opportunities with conservation concerns, particularly as unmanaged access to fragile coastal headlands and Kwongkan vegetation that is listed nationally as threatened, and *Phytophthora dieback* introduction. As such, the Point Henry Peninsula Headland tracks are the highest priority for consideration to rationalise and transform into a shared-use trail network (Point Henry Headland Trails) (Figure 7), followed by the Wellstead Estuary Bog Arm Trails (Figure 8). These trails would include, lookouts and related built infrastructure, conservation hygiene and interpretation installations for amenity, safety, information - vitally including Noongar people's stories - and quality of experience at trail destinations.

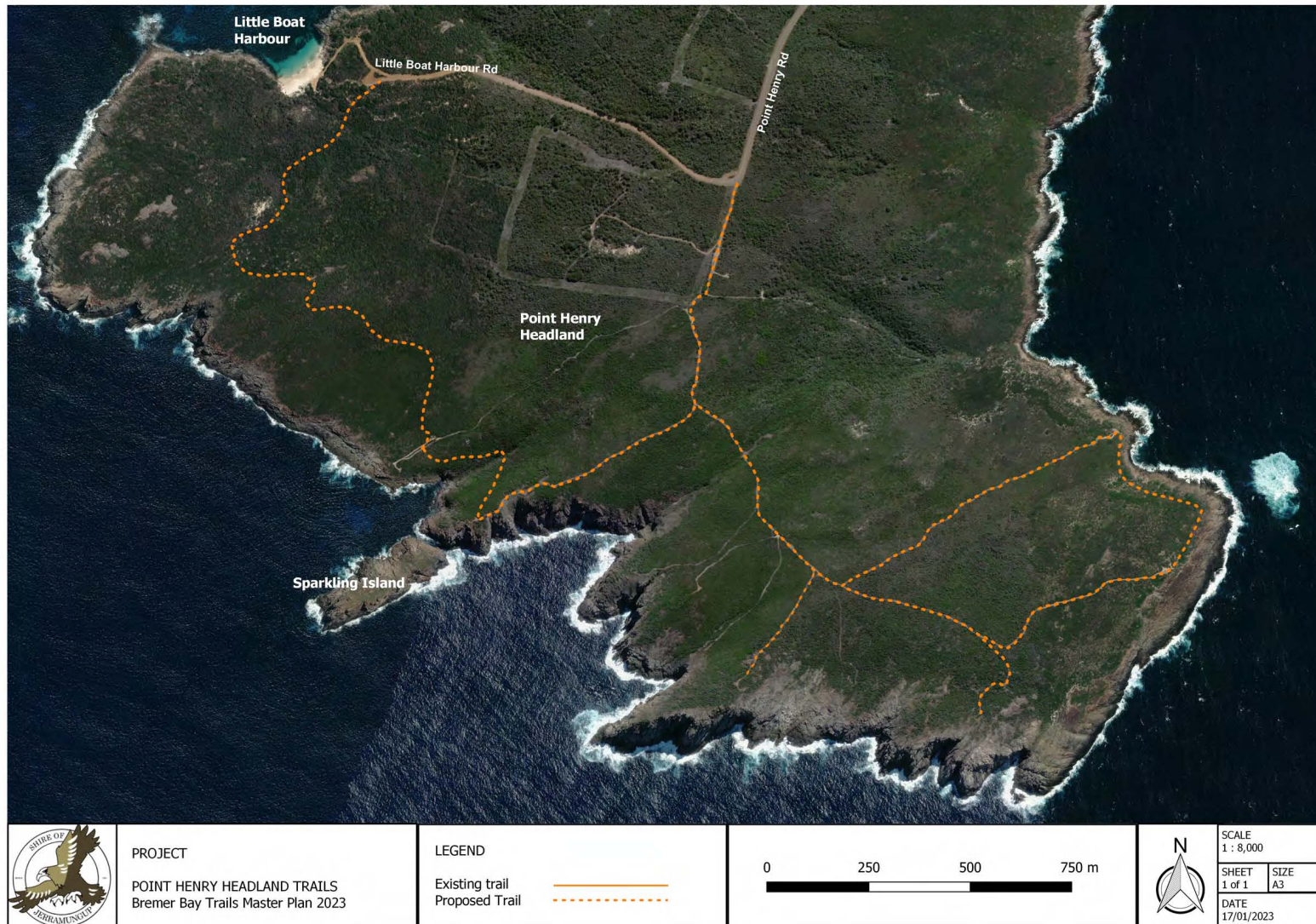


Figure 7. Proposed Point Henry Headland Trails



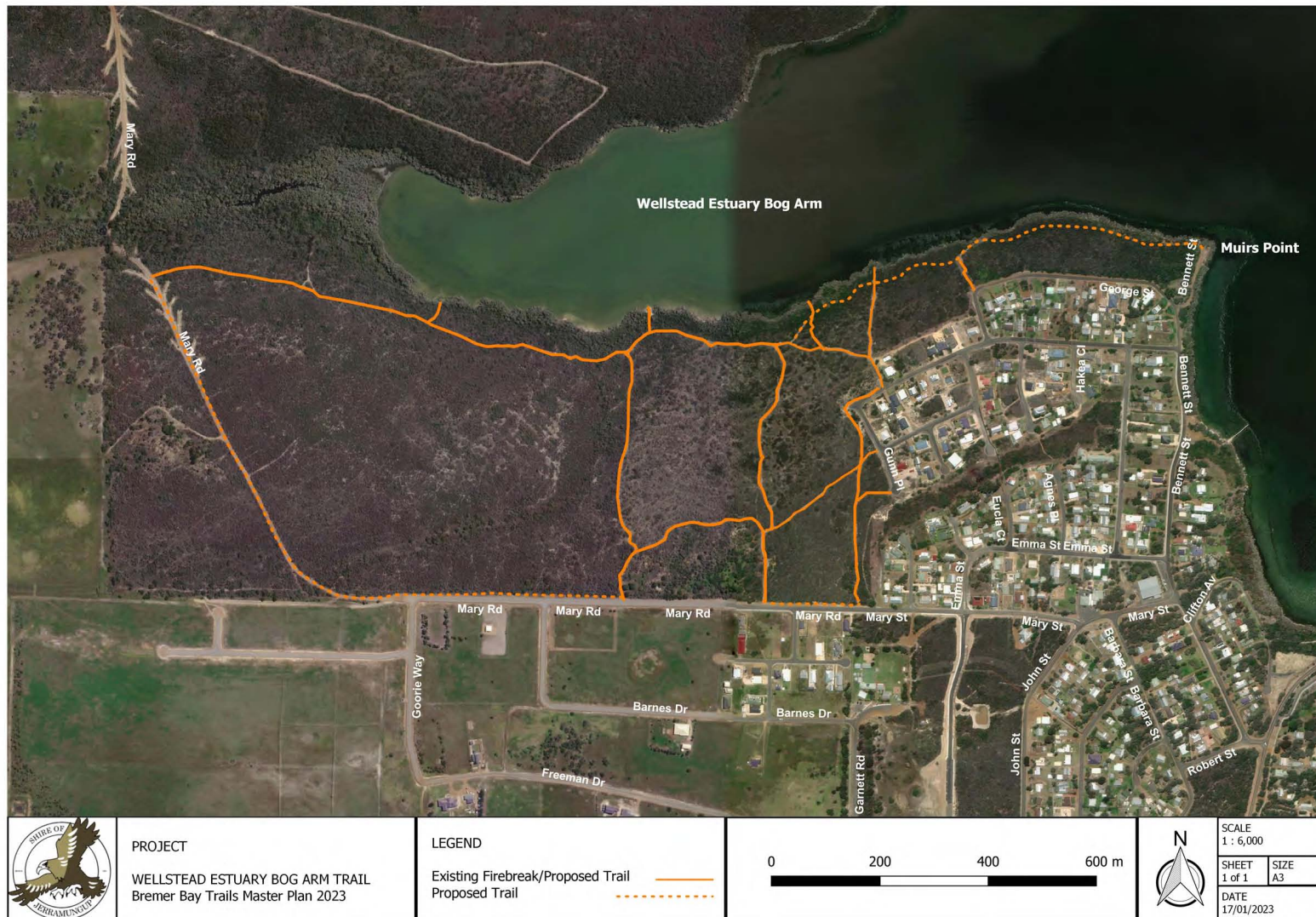


Figure 8. Proposed Wellstead Estuary Bog Arm Trails

The repair or upgrade of existing trails is a priority for management attention. Additional resources may be needed to supplement Shire of Jerramungup resources to re-sheet sections, upgrade signage and replace bollards and other infrastructure that has been damaged or unserviceable.

The tables following provide trail management, development or information/interpretation rationale and priorities. They identify the trail or trail sections or interpretation issue, a description of the issues and rationale, and the priorities as determined by the consultation and previous plan review process.

Table 2. Trail repair and upgrades required, rationale and priority ranking

<b>Trail, section</b>	<b>Issue, description/rationale</b>	<b>Priority</b>
Wellstead Estuary Walk Trail	<ul style="list-style-type: none"> <li>• Fretting edges and potholes in trail surface.</li> <li>• Heavy and frequent use, popular, high expectations.</li> <li>• Repair a small to moderate undertaking.</li> <li>• Shire responsible.</li> </ul>	High
Little Boat Harbour Dive Trail	<ul style="list-style-type: none"> <li>• Sign board fading needs replacing.</li> <li>• Images on some underwater plinths need replacement. Popular, more famous by Blueback movie.</li> <li>• Shire responsible, FBG involved for grants</li> <li>• Repair a small to moderate undertaking.</li> </ul>	High
Point Henry tracks	<ul style="list-style-type: none"> <li>• Several severely eroded and poorly drained tracks, deep puddles.</li> <li>• Kwongkan TEC, severe dieback concern.</li> <li>• Popular use, profound 3 side ocean views.</li> <li>• Bushfire mitigation edging works severely impacted track integrity and encouraged further use.</li> <li>• Wagyl Kaip Native title land settlement pending – may include this area.</li> <li>• WA Planning Commission (WAPC) vesting mostly Reserve 3766, Shire vested recreation reserve 39969 above Little Boat Harbour, road reserve, small Shire vested water reserve, some UCL.</li> <li>• WAPC approval of order for Shire management needed.</li> <li>• Repair of bog holes the most urgent requirement before winter 2023 to manage dieback risk; shire truck and loader and clean dieback free fill required.</li> <li>• Broader repair and rationalisation a significant undertaking and would be through trail development process.</li> <li>• See Table 4.</li> </ul>	High
Wellstead Estuary Bog Arm tracks	<ul style="list-style-type: none"> <li>• Currently a set of firebreaks and Shire road (Mary St). Could include section between George St and river and Muir's Point.</li> <li>• Shire vested reserves. Shire managed.</li> <li>• Popular walking area close to town, as well as fishing access to river.</li> <li>• Important strategic fire break area.</li> </ul>	High

	<ul style="list-style-type: none"> <li>• Repair required of a few puddles, small bog holes and eroded sections.</li> <li>• Shire truck and loader and clean dieback free fill required for repair.</li> <li>• Further upgrades would be part of trail development planning.</li> <li>• Small to Moderate undertaking.</li> <li>• See Table 4.</li> </ul>	
Bremer Beaches Tourist Resort to Back Beach	<ul style="list-style-type: none"> <li>• Eroded sandy track, historic fence line.</li> <li>• High use for access to Back Beach.</li> <li>• Part of Cycle and Shared-use Plan (2013) priorities. Repair as part of section development recommended.</li> <li>• Significant undertaking as part of section development.</li> <li>• Shire vested Recreation Reserve 511.</li> <li>• FBG and Shire partnership</li> <li>• See Table 4.</li> </ul>	Medium
Bremer Beaches Tourist Resort to Museum	<ul style="list-style-type: none"> <li>• Pathway exists, poor surface.</li> <li>• Shire vested road reserve.</li> <li>• Popular use for Museum and Museum café traffic from Beaches Tourist Resort.</li> <li>• Shire vested roadside.</li> <li>• Shire responsible.</li> <li>• Moderate undertaking.</li> <li>• See Table 4.</li> </ul>	Medium
Point Henry Drive Trail	<ul style="list-style-type: none"> <li>• Sign boards fading, require replacing over next few years.</li> <li>• Shire vested road reserves.</li> <li>• FBG responsible.</li> <li>• Small undertaking.</li> <li>• Low priority.</li> </ul>	Low
Point Gordon Tracks	<ul style="list-style-type: none"> <li>• A few eroded and poorly drained tracks, some puddles. Kwongkan TEC, some dieback concern.</li> <li>• Access to tracks difficult and undertaken by few. Profound ocean views.</li> <li>• WAPC vested, reserve 4121 Govt. Requirements.</li> <li>• Wagyl Kaip Native title land settlement pending – may include this area.</li> <li>• Requires WAPC management order with Shire.</li> <li>• Moderate to significant undertaking.</li> <li>• Low priority.</li> </ul>	Low

Table 3. Trail associated site development or upgrades, rationale and priority ranking

Trail, section	Issue, description, rationale	Priority
Wellstead Estuary Walk Trail	<ul style="list-style-type: none"> <li>• Bird hide development northern end.</li> <li>• Provision process in hand.</li> <li>• FBG and Shire of Jerramungup supported.</li> <li>• Grants process in place for most works.</li> <li>• Hold up with funding for geotechnical assessment.</li> </ul>	High
Rock Cairn loop, Rock Cairn ANZAC Memorial site	<ul style="list-style-type: none"> <li>• ANZAC Memorial site.</li> <li>• Cuneo Drive (road) terminus.</li> <li>• Increasingly popular lookout site.</li> <li>• Shire vested recreation Reserve 511.</li> <li>• Shire responsible.</li> <li>• Requires Cuneo Dve alignment review.</li> <li>• Trail loop destination, accesses converge.</li> <li>• Nearby fishing and lookout spot carparks to consider. Moderate to significant undertaking.</li> <li>• Requires site plan mindful of and before trail development plan to ensure development continuity.</li> <li>• See Table 4.</li> </ul>	High
Point Henry Headland Trails, trail head site off Point Henry Rd corner	<ul style="list-style-type: none"> <li>• Point Henry Trail trailhead.</li> <li>• Requires parking.</li> <li>• Shire vested road reserve.</li> <li>• Shire responsible.</li> <li>• FBG Shire partnership.</li> <li>• Trail link including access for emergency services. Possible link to Little Boat Harbour site.</li> <li>• Include in trail development planning.</li> <li>• Moderate undertaking.</li> </ul>	High
Little Boat Harbour Dive Trail recreation site/trailhead	<ul style="list-style-type: none"> <li>• Little Boat Harbour an increasingly popular picnic, fishing, swimming, snorkelling, diving boat launching and alternative mooring destination.</li> <li>• Shire vested Recreation Reserve 39969 above Little Boat Harbour, and UCL.</li> <li>• Potential trail subhead for Point Henry Trail.</li> <li>• Sheltered from prevailing winds, severe congestion, conflicting uses, parking a problem.</li> <li>• Shire responsible.</li> <li>• Site plan developed, requires review and implementation.</li> <li>• Moderate to significant undertaking.</li> <li>• See Table 2.</li> </ul>	High
Muir's Point	<ul style="list-style-type: none"> <li>• Boat launch site.</li> <li>• Increasingly popular.</li> <li>• Shire managed, potential trail head site for Wellstead Estuary Bog Arm trail.</li> <li>• Site will require consideration for planning due to increased use and new boat ramp.</li> <li>• See Table 4.</li> </ul>	Medium

Table 4. New trail development description, rationale and priority ranking

Trail, section	Issue, description, rationale	Priority
Paperbarks to Rock Cairn loop	<ul style="list-style-type: none"> <li>• Highest priority from Cycle and Shared-use trail yet to be implemented.</li> <li>• Shire vested reserves 21496 (Caravan Park, Camping and Recreation), 27093 (Public Utility, Recreation and Parking), and 511 (Recreation).</li> <li>• Requires full development plan, as well as site development plan for the Rock Cairn.</li> <li>• Moderate undertaking.</li> <li>• See Table 3.</li> </ul>	High
Point Henry Headland Trails	<ul style="list-style-type: none"> <li>• Highest priority from consultation and trails committee. Several severely eroded and poorly drained tracks, deep puddles.</li> <li>• Kwongkan TEC, severe dieback concern.</li> <li>• Wagyl Kaip Native title land settlement pending – may include this area.</li> <li>• WA Planning Commission (WAPC) vesting mostly Reserve 3766, Shire vested recreation reserve 39969 above Little Boat Harbour, Shire vested road reserve, small Shire vested water reserve, some UCL.</li> <li>• WAPC approval of order for Shire management needed.</li> <li>• Profound 3 side ocean views.</li> <li>• Repair and rationalisation of existing tracks, and new trails to join loops, lookout infrastructure and interpretation priority inclusions.</li> <li>• Trail head parking and site works Point Henry Rd and trail subhead at Little Boat Harbour.</li> <li>• Requires development planning</li> <li>• Significant undertaking.</li> <li>• See Table 2.</li> </ul>	High
Wellstead Estuary Bog Arm Trail	<ul style="list-style-type: none"> <li>• Currently a set of firebreaks and Shire road (Mary St).</li> <li>• Includes section between George St and river and Muir's Point.</li> <li>• Shire vested reserves. Shire managed.</li> <li>• Very popular walking area close to town.</li> <li>• Fishing access to river.</li> <li>• Strategic fire break area.</li> <li>• Repair and rationalisation a challenge to support firebreak and trail use.</li> <li>• Links to town path network and suitable trail head location require consideration.</li> <li>• Requires development planning.</li> <li>• Moderate undertaking.</li> <li>• See Table 2, 3.</li> </ul>	High
Bremer Beaches Tourist Resort to	<ul style="list-style-type: none"> <li>• Next priority from Cycle and Shared-use Plan after Rock Cairn Loop.</li> </ul>	Medium

Back Beach, Marina loop.	<ul style="list-style-type: none"> <li>• Shire vested Recreation Reserve 511.</li> <li>• Links very popular destinations by other than road.</li> <li>• Spectacular views from section to marina.</li> <li>• Lookouts, interpretation and installations opportunity. Repairs heritage sand track.</li> <li>• Requires development plan.</li> <li>• Moderate to significant undertaking.</li> </ul>	
Rock Cairn, Windy Hill, Sports club link	<ul style="list-style-type: none"> <li>• Third priority from Cycle and Shared-use Plan after above.</li> <li>• Shire vested Recreation Reserve 511.</li> <li>• Links popular destinations by other than road.</li> <li>• Estuary, inland and ocean views.</li> <li>• Interpretation and installations opportunity.</li> <li>• Requires development plan.</li> <li>• Moderate to significant undertaking.</li> </ul>	Low

Table 5. New trail development description, rationale and priority ranking

Dual naming of existing and new trails	<ul style="list-style-type: none"> <li>• Priority for Noongar community.</li> <li>• Of great interest to wider community.</li> <li>• Enhances Bremer Bay reputation for cultural sensitivity and expression.</li> <li>• Existing trails mostly have perfunctory names.</li> <li>• Wellstead Estuary Walk Trail is official on signs. Consider dual naming of existing named trails, or renaming if support exists.</li> <li>• Noongar names for new trails.</li> <li>• Small to moderate undertaking.</li> </ul>	High
Trail attachment to nature and culture, and their interpretation	<ul style="list-style-type: none"> <li>• In addition to dual and/or Noongar naming, the consultation strongly identified the desire for access to nature, cultural connection and interpretation of natural features.</li> <li>• Interpretation on existing and new trails, lookout and vantage points added to existing trails, and factored in to new trails.</li> <li>• Installations and infrastructure to support access to nature and culture.</li> <li>• Interpretation of natural and cultural features.</li> <li>• Small to moderate undertaking.</li> </ul>	High

New trails beyond these identified by the consultation processes, as supported by the Bremer Bay Trails Committee, are considered to be beyond the scope of this Master Plan to include, other than placement on a secondary priority list (Table 5) to be reviewed and conceptualised by a future planning process.



Table 6. Secondary priority trail description, rationale and priority ranking.

Trail, section	Issue, description, rationale	Priority
Minarup/Cape Knob/Fosters	<ul style="list-style-type: none"> <li>• Wagyl Kaip Native title land settlement pending – may include this area.</li> <li>• Remote and wild peninsula.</li> <li>• Very strong cultural and natural significance, likely story rich.</li> <li>• Access south beyond dunes difficult.</li> <li>• Ex Minarup pastoral lease.</li> <li>• Unallocated Crown land.</li> <li>• Wagyl Kaip Native title land settlement pending – may include this area.</li> <li>• Dept. of Planning, Lands and Heritage responsible.</li> <li>• DNBCA have an interest in a reserve.</li> <li>• Valued remote fishing spot.</li> <li>• Access by 4x4 increasing.</li> <li>• Potential for damage/overuse increasing.</li> <li>• Trail placement and design a challenge.</li> <li>• Requires development planning that includes strong consultation.</li> <li>• Moderate to significant undertaking depending on scale.</li> </ul>	High
Doubtfuls, Hood Point Peninsula	<ul style="list-style-type: none"> <li>• Wagyl Kaip Native title land settlement pending – may include this area.</li> <li>• Remote peninsula.</li> <li>• Dept. Planning, Lands and Heritage vested Govt. Requirements Reserve 32666.</li> <li>• Access is through private property straddling peninsula.</li> <li>• Very strong cultural and natural significance.</li> <li>• Likely story rich.</li> <li>• Pastoral history, commercial fishing sites.</li> <li>• Private property straddles centre of peninsula.</li> <li>• Access when wet/in winter difficult.</li> <li>• Valued camping and fishing spots.</li> <li>• Access by 4x4 increasing.</li> <li>• Potential for damage/overuse increasing.</li> <li>• Trail placement and design a challenge.</li> <li>• Requires development planning that includes strong consultation.</li> <li>• Moderate to significant undertaking depending on scale.</li> </ul>	High
Bridle Trail Minarup	<ul style="list-style-type: none"> <li>• Wagyl Kaip Native title land settlement pending – may include this area.</li> <li>• Remote and wild peninsula.</li> <li>• Very strong cultural and natural significance.</li> <li>• Likely story rich.</li> <li>• Access south beyond dunes difficult.</li> <li>• Ex Minarup pastoral lease.</li> </ul>	Medium

	<ul style="list-style-type: none"> <li>• Wagyl Kaip Native title land settlement pending – may include this area.</li> <li>• Dept. of Planning, Lands and Heritage responsible.</li> <li>• DBCA have an interest in a reserve.</li> <li>• Valued remote fishing spot.</li> <li>• Maybe ideal for dedicated bridle trail for remoter parts of peninsula and old pastoral lease, or as part of shared use trail.</li> <li>• Requires development planning.</li> <li>• Moderate to significant undertaking depending on scale and level of inclusion with shared use trail.</li> </ul>	
Cycle and Shared-use Trail, Noongar Site Spur	<ul style="list-style-type: none"> <li>• Last of the sections of the Shared-use Trail.</li> <li>• Consult with Noongar community about their wishes for this link.</li> <li>• Consult with Noongar community about their wishes for their site regarding infrastructure.</li> </ul>	Medium
Cycle and Shared-use Trail, Bremer Bay Beaches Tourist Resort to Sports Club Spur	<ul style="list-style-type: none"> <li>• Last of the sections of the Shared-use Trail.</li> <li>• Consult again with Sports Club committee about their views on this link.</li> </ul>	Low

## Trail implementation

Trail implementation is designed and described at four levels: Priority trail repair and upgrade to existing trails and tracks; Priority trail associated site development; Priority information/interpretation provision; and Priority new trail development. These are outlined below and explained in Tables 7, 8, 9 and 10.

Implementation of the trail repair and upgrades for existing trails and tracks are a matter of simple planning and modest resourcing, and will not require development planning. They are for three priority initiatives, which include simple organisational arrangements in the case of the upgrade of the Wellstead Estuary Walk, Little Boat Harbour Dive Trail trailhead sign and underwater interpretation panel replacements, and native title agreement pending approval by the WA Planning Commission to repair conservation critical parts of the 4x4 track network on the headland of Point Henry Peninsula (Table 7).

Implementation of priority trail associated site developments or upgrades are about additions or associate works for existing or planned trails, for four high priority and one medium priority developments. They include site developments from a modest and within current implementation resourcing phase bird hide on the Wellstead Estuary Walk; significant recreation and memorial site developments where priority new trails link to, including the Rock Cairn and Little Boat Harbour, and relatively straightforward trailhead site planning (Table 8).

Implementation of the information and interpretation provisions will be a revision of existing trail naming and signage, and a part of new trail implementation as information/interpretation and infrastructure and installations to supply utility and conservation. Three high priority initiatives are provided (Table 9).

Implementation of priority new trail developments will require significant investment and undertaking for the development planning phase, which for this Master Plan is implementation in the first step planning sense, in line with the DBCA Trails Development Process. (DBCA 2019, Figure 2.) This would form the basis for exploring grant support opportunities to resource trail implementation and associated interpretation, conservation and utility infrastructure and installations. Two high priority and three medium priority trails are listed. Detailed trail design and construction and its resourcing would follow development planning, which would be a basis for exploring grant support opportunities (Table 10).

Table 7. Priority trail repair and upgrade implementation for existing trails and tracks

Trail, section	Priority	Implementation requirements
Wellstead Estuary Walk, trail repair and maintenance	High	<ul style="list-style-type: none"> <li>• No development planning required.</li> <li>• No environmental or heritage assessment required.</li> <li>• All in same reserve, on existing trail.</li> <li>• Shire vested Reserve Caravan Park and Wellstead Estuary Foreshore 21496 (Caravan Park, Camping and Recreation).</li> <li>• Western end entrance off concrete path redesign to manage desire lines.</li> <li>• Trail surface maintenance with limestone rubble for sandy blowout repair, 18 patches between Fish Cleaning and end of trail at Stone Plinth at eastern end; and one larger patch at entrance at eastern end (near Plinth) requires fill.</li> <li>• Fill larger bog holes near fish cleaning station, 12m3 shell grit fill.</li> <li>• Replace missing distance/directional signs.</li> <li>• Replace missing boards off seats north of Fish Cleaning Station.</li> <li>• FBG discuss support availability from Shire.</li> <li>• Shire and trails committee could implement in partnership if required.</li> <li>• Small undertaking.</li> <li>• Complete works after school holidays.</li> </ul>
Little Boat Harbour Dive Trail	High	<ul style="list-style-type: none"> <li>• No development planning required.</li> <li>• No environmental or heritage assessment required.</li> <li>• Repairs a small to moderate undertaking.</li> <li>• Popular, more famous by Blueback movie.</li> <li>• Trailhead sign board fading needs replacing.</li> <li>• Images on some underwater plinths need replacement.</li> <li>• Shire responsible, FBG apply for small grant for works.</li> </ul>
Point Henry Headland Trails, trail head parking off Point Henry Rd track rationalisation.	High	<ul style="list-style-type: none"> <li>• No development planning required.</li> <li>• No environmental or heritage assessment required.</li> <li>• Several severely eroded and poorly drained tracks,</li> <li>• Deep puddles, Kwongkan TEC, severe dieback concern;</li> <li>• Popular use, further erosion damage occurring.</li> <li>• WA Planning Commission (WAPC) vesting.</li> <li>• Wagyl Kaip Native title land settlement pending – may include this area.</li> <li>• WA Planning Commission (WAPC) vesting mostly Reserve 3766, Shire vested road reserve.</li> <li>• WAPC approval of order for Shire management needed.</li> <li>• Repair of bog holes the most urgent need before winter 2023 to manage dieback risk;</li> <li>• Shire truck and loader and clean dieback free fill required.</li> <li>• FBG and Trails Committee discuss potential for support with Shire.</li> </ul>

Wellstead Estuary Bog Arm tracks	High	<ul style="list-style-type: none"> <li>• No development planning required.</li> <li>• Shire vested reserves, Shire managed.</li> <li>• No environmental or heritage assessment required.</li> <li>• A few puddles, small bog holes and eroded sections on firebreak network.</li> <li>• Kwongkan TEC present in patches.</li> <li>• Popular use close to town.</li> <li>• Repair before Winter 2023 most urgent need to manage dieback risk.</li> <li>• Shire can approve and undertake repair works.</li> <li>• Shire truck and loader and clean dieback free fill required.</li> <li>• Trails Committee discuss potential for support with Shire.</li> </ul>
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Table 8. Priority trail associated site development or upgrade implementation

Trail, section	Priority	Implementation requirements
Wellstead Estuary Walk. Bird hide and link.	High	<ul style="list-style-type: none"> <li>• Very minor development planning for bird hide link.</li> <li>• No environmental or heritage assessment required.</li> <li>• All in same reserve, on existing trail.</li> <li>• Shire vested reserve 21496 (Caravan Park, Camping and Recreation).</li> <li>• Budgets and grants required.</li> <li>• Bird hide development northern end of trail. Provision process in hand, FBG and Shire of Jerramungup supported, grants process in place, hold-up is funding for geotechnical assessment.</li> <li>• Trail link to bird hide surface preparation and construction, 30 metres.</li> <li>• Consider potential for other low-key lookout sites in southern sections of Walk, desire sites opposite caravan park in particular.</li> <li>• FBG and Shire, and possibly Trails Committee to implement in partnership.</li> <li>• Small to moderate undertaking.</li> </ul>
Rock Cairn ANZAC memorial site. Rock Cairn loop	High	<ul style="list-style-type: none"> <li>• Implements part of Cycle and Shared-use Plan (2013).</li> <li>• Shire vested reserves 21496 (Caravan Park, Camping and Recreation), 27093 (Public Utility, Recreation and Parking), and 511 (Recreation).</li> <li>• Site development plan required as part of or before trail development plan to ensure continuity.</li> <li>• Environmental and heritage assessment may be required if site enlarges, which is unlikely.</li> <li>• Cuneo Dve road alignment review required?</li> <li>• Trail loop destination, road and trail converge.</li> <li>• Nearby fishing and lookout spot carparks require consideration.</li> <li>• Moderate to significant undertaking.</li> <li>• Grant required for development planning.</li> </ul>

Point Henry Headland Trails, trail head parking off Point Henry Rd	High	<ul style="list-style-type: none"> <li>• Point Henry Trail trailhead, corner of Point Henry Rd and Little Boat Harbour Rd.</li> <li>• Shire vested road reserve.</li> <li>• Development plan required, could be included in trail development plan. Stand-alone plan possible.</li> <li>• Environmental and heritage assessment required if included in trail development plan, include in brief, scope and objectives.</li> <li>• Site requires parking, shared-use trail link to carpark, trail access for emergency services.</li> <li>• FBG and Shire discuss and decide on stand alone or integrated approach.</li> <li>• Moderate undertaking if stand alone, significant if included in trail development plan.</li> </ul>
Little Boat Harbour, recreation site and trailheads	High	<ul style="list-style-type: none"> <li>• Little Boat Harbour recreation site redevelopment.</li> <li>• Shire vested Recreation Reserve 39969 above Little Boat Harbour, and UCL.</li> <li>• Shire managed site.</li> <li>• Likely include Point Henry Trail subhead.</li> <li>• Currently includes Dive Trail trailhead.</li> <li>• Site redevelopment plan required to manage severe congestion, conflicting uses, parking, beach access, emergency services access.</li> <li>• Draft site redevelopment plan exists, by Craig Lebens, Ian Weir and Nathan McQuoid, from about 2018?</li> <li>• Shire lead development planning process.</li> <li>• Some environmental and heritage assessment likely required.</li> <li>• Potential Point Henry Trail loop inclusion.</li> <li>• Point Henry Trail development plan to consider linking.</li> <li>• Moderate undertaking.</li> </ul>
Muir's Point	Medium	<ul style="list-style-type: none"> <li>• Potential trailhead or subhead site for Bog Arm trail.</li> <li>• Shire vested reserves. Shire managed.</li> <li>• Site requires planning consideration due to increasing use and new boat ramp, and potential for Bog Arm Trail link.</li> <li>• Include as part of or alongside Bog Arm Trail development planning.</li> <li>• Minor development planning required.</li> <li>• Unlikely a need for environmental assessment, although heritage assessment should be undertaken.</li> <li>• Will require budget and likely grant resources external to Shire resources.</li> <li>• Small to moderate undertaking.</li> </ul>

Table 9. Priority information/interpretation provision.

Dual naming existing trails	High	<ul style="list-style-type: none"> <li>• No development planning required.</li> <li>• No environmental or heritage assessment required.</li> <li>• Include in Noongar consultation second round.</li> <li>• Seek names and stories.</li> <li>• Discuss names and implementation potential including support with Trails Committee.</li> <li>• Develop implementation outline including potential grants for signs and interpretation.</li> <li>• Moderate undertaking.</li> </ul>
Dual and/or Noongar naming of new trails	High	<ul style="list-style-type: none"> <li>• Priority for Noongar community, and of great interest to wider community.</li> <li>• Enhances Bremer Bay's reputation for cultural sensitivity and expression.</li> <li>• Include dual or Noongar naming in trail development plan briefs, including consultation with Noongar reps on Trails Committee and the broader relevant Noongar community.</li> <li>• No specific environmental or heritage assessment required.</li> <li>• Undertake as part of development planning for new trails.</li> </ul>
Trail attachment to nature and culture, and their interpretation	High	<ul style="list-style-type: none"> <li>• Consultation strongly identified the desire for access to nature, cultural connection and interpretation of natural features.</li> <li>• Ensure natural and cultural features and their interpretation included for new trails.</li> <li>• Consider lookouts and vantage points added to Wellstead Estuary Walk.</li> <li>• Include the consideration of installations and infrastructure to support access to nature and culture, and interpretation of the natural and cultural features in new trail development plans.</li> <li>• Possibly some specific environmental and heritage assessment required for new sites on existing trails where no development plan exists.</li> <li>• Small to moderate undertaking.</li> </ul>

Table 10. Priority new trail development implementation

Trail, section	Priority	Implementation requirements
Paperbarks to Rock Cairn loop	High	<ul style="list-style-type: none"> <li>• Highest priority from Cycle and Shared-use trail yet to be implemented.</li> <li>• Described in Cycle and Shared-use Plan.</li> <li>• Shire vested reserves 21496 (Caravan Park, Camping and Recreation), 27093 (Public Utility, Recreation and Parking), and 511 (Recreation).</li> <li>• Requires trail development plan, and a site development plan for the Rock Cairn site.</li> <li>• Environmental and heritage assessment required.</li> <li>• Crossing of Cuneo Dve required near existing lookout above John Cove.</li> <li>• FBG and Shire discuss and decide elements of development planning for site destination and trail planning, develop project brief with scope and objectives.</li> <li>• Ensure the project brief and subsequent development plans reflect the extraordinary values of the sites and quality user experiences.</li> <li>• Cost of development plan/s unknown given potential complexity.</li> <li>• Model trail sections on Albany Middleton Beach to Harbour Trail, particularly boardwalk section above John Cove near Paperbarks recreation site.</li> <li>• Seek quotes for development planning and environmental and heritage assessments.</li> <li>• Develop grant application once project brief developed and quotes are provided.</li> <li>• Moderate to significant undertaking.</li> </ul>
Point Henry Trails	High	<ul style="list-style-type: none"> <li>• Highest priority from consultation and trails committee. Several severely eroded and poorly drained tracks, deep puddles; Kwongkan TEC, severe dieback concern. Profound three side ocean views. Increasingly popular and in dire need of management and protection.</li> <li>• Wagyl Kaip Native title land settlement pending – may include this area.</li> <li>• WA Planning Commission (WAPC) vesting mostly Reserve 3766, Shire vested recreation reserve 39969 above Little Boat Harbour, Shire vested road reserve, small Shire vested water reserve, some UCL.</li> <li>• WAPC approval of order for Shire management needed.</li> <li>• Trail development plan required.</li> <li>• Environmental and heritage assessment likely required.</li> <li>• Plan to include consideration of trailhead site on corner of Point Henry Rd and Little Boat Harbour Rd.</li> <li>• Plan to include consideration of trail subhead at Little Boat Harbour.</li> </ul>



		<ul style="list-style-type: none"> <li>• FBG and Shire discuss and decide elements of development planning, develop project brief with scope and objectives.</li> <li>• Ensure the project brief and subsequent development plan reflects the extraordinary values of the sites and quality user experiences.</li> <li>• FBG with Shire support seek quotes and apply for grant for development plan, and environmental and heritage assessments. Cost estimate the order of \$50-70k.</li> <li>• Requires rationalisation and repair of existing tracks, new trails to join loops, lookout infrastructure and interpretation as priority inclusions.</li> <li>• Noongar names and stories a priority inclusion.</li> <li>• Includes Trail head parking and site works Point Henry Rd and subhead at Little Boat Harbour.</li> <li>• Significant undertaking.</li> </ul>
Wellstead Estuary Bog Arm Trail	Medium	<ul style="list-style-type: none"> <li>• Identified as a priority through consultation.</li> <li>• Currently a firebreak network and Shire road (Mary St), includes section between George St and river and Muir's Point.</li> <li>• Shire vested reserves. Shire managed.</li> <li>• Adjacent to town and popular with townsfolk.</li> <li>• Requires development plan.</li> <li>• Environmental and heritage assessment required if Muir's Point loop or link, or lookouts are included.</li> <li>• FBG and Shire discuss and decide elements of development planning, develop project brief with scope and objectives.</li> <li>• Ensure the project brief and subsequent development plan reflects the values of the sites and trail, and the need to provide quality user experiences; as well as the requirement for a firebreak network.</li> <li>• Shire with FBG support seek quotes and apply for grant for development plan. Cost estimate the order of \$15k.</li> <li>• Solution is likely simply maintaining a multi-use firebreak, walking and careful driving track network.</li> <li>• Consider rationalisation and upgrade of selected existing firebreaks and tracks. It may be best to close some tracks to walking and management access.</li> <li>• Consider new trails to join Muir's Point.</li> <li>• Consider trailhead location, and potential subhead site at Muir's Point.</li> <li>• Lookout infrastructure and interpretation as priority inclusions.</li> <li>• Shire and FBG consider the need for planning for Muir's Point boat launch and river access site.</li> <li>• Moderate undertaking.</li> </ul>
Bremer Beaches Tourist Resort to Back Beach, Marina loop.	Medium	<ul style="list-style-type: none"> <li>• Next priority from Cycle and Shared-use Plan.</li> <li>• Shire vested Recreation Reserve 511.</li> <li>• Links very popular destinations by non-road access.</li> <li>• Repairs heritage sand track.</li> </ul>

		<ul style="list-style-type: none"> <li>• Spectacular views from section to marina.</li> <li>• Requires development plan.</li> <li>• Environmental and heritage assessment required for new trail sections.</li> <li>• FBG and Shire discuss and decide elements of development plan, develop project brief with scope and objectives.</li> <li>• Ensure the project brief and subsequent development plan reflects the extraordinary values of the sites and trail, and the need to provide commensurate quality user experiences.</li> <li>• Shire with FBG support seek quotes and apply for grant for development plan and environmental and heritage assessments. Cost estimate the order of \$30-50k</li> <li>• Include Noongar naming, lookouts, interpretation and installations.</li> <li>• Moderate to significant undertaking.</li> </ul>
Rock Cairn, Windy Hill, Sports Club link	Medium	<ul style="list-style-type: none"> <li>• Third priority from Cycle and Shared-use Plan.</li> <li>• Shire vested Recreation Reserve 511.</li> <li>• Links popular destinations by non-road access.</li> <li>• Estuary, inland and ocean views.</li> <li>• Requires development plan.</li> <li>• Environmental and heritage assessment required for new trail sections.</li> <li>• FBG and Shire discuss and decide elements of development plan, develop project brief with scope and objectives.</li> <li>• Ensure the project brief and subsequent development plan reflects the extraordinary values of the sites and trail, and the need to provide commensurate quality user experiences.</li> <li>• Shire with FBG support seek quotes and apply for grant for development plan and environmental and heritage assessments. Cost estimate the order of \$30 - 50k</li> <li>• Include Noongar naming, lookouts, interpretation and installations.</li> <li>• Moderate to significant undertaking.</li> </ul>

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