
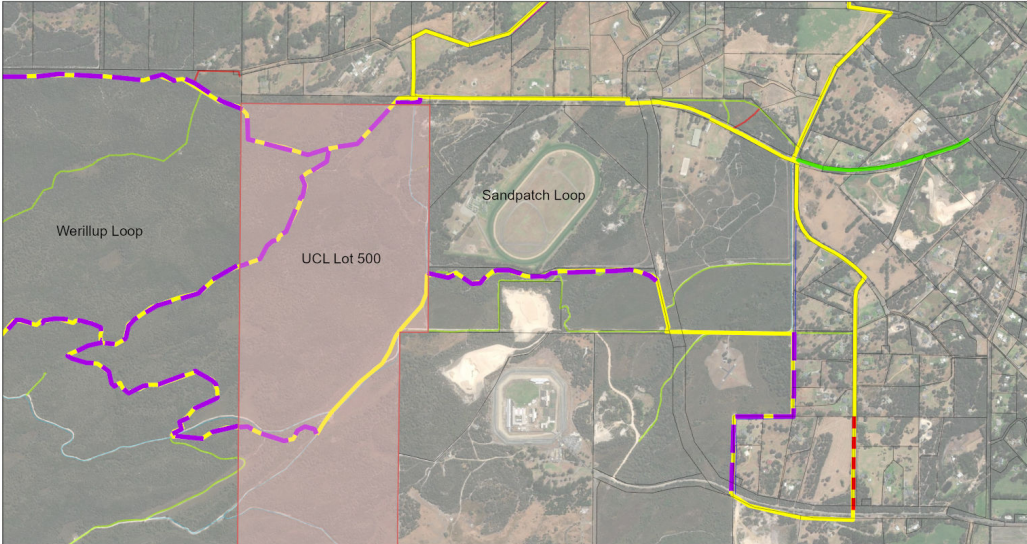


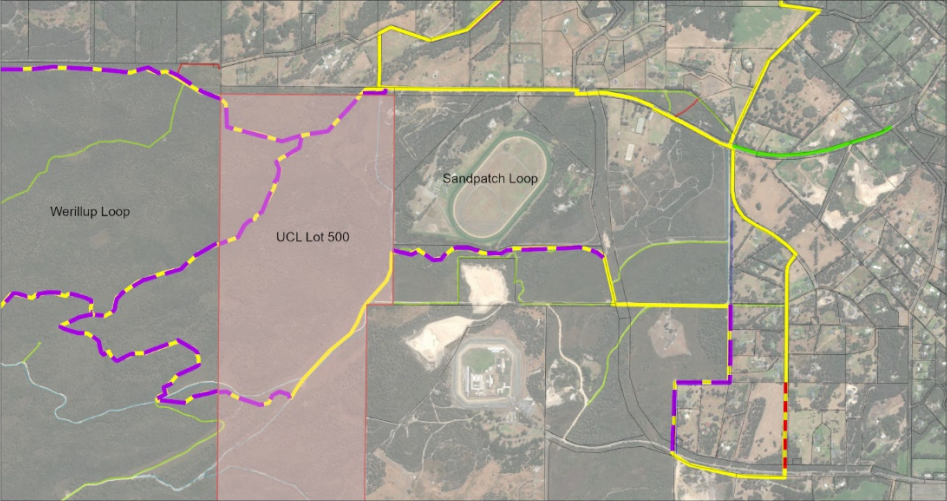


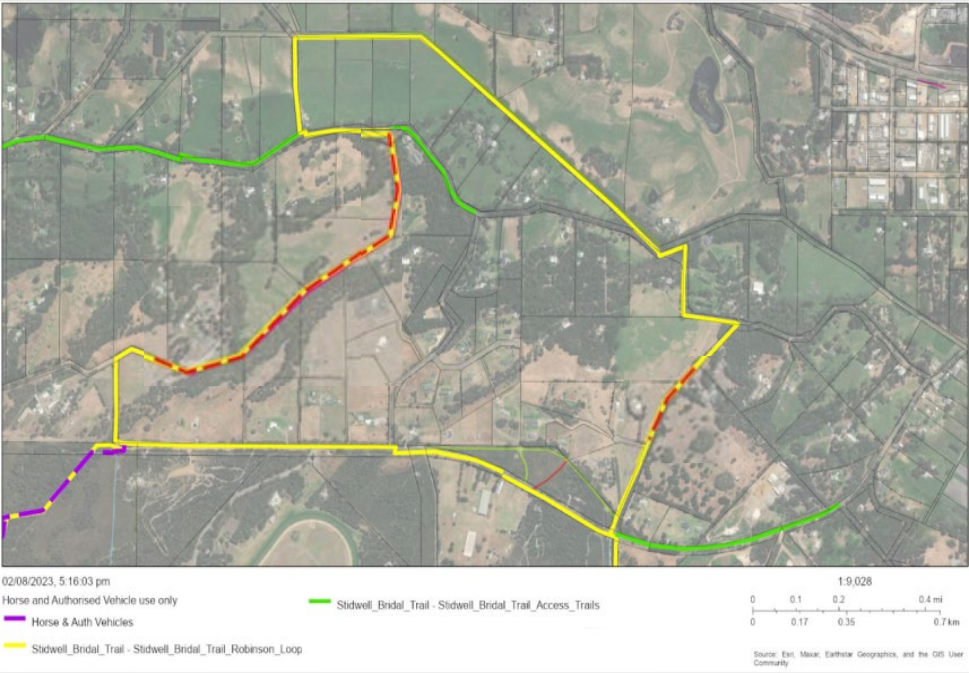




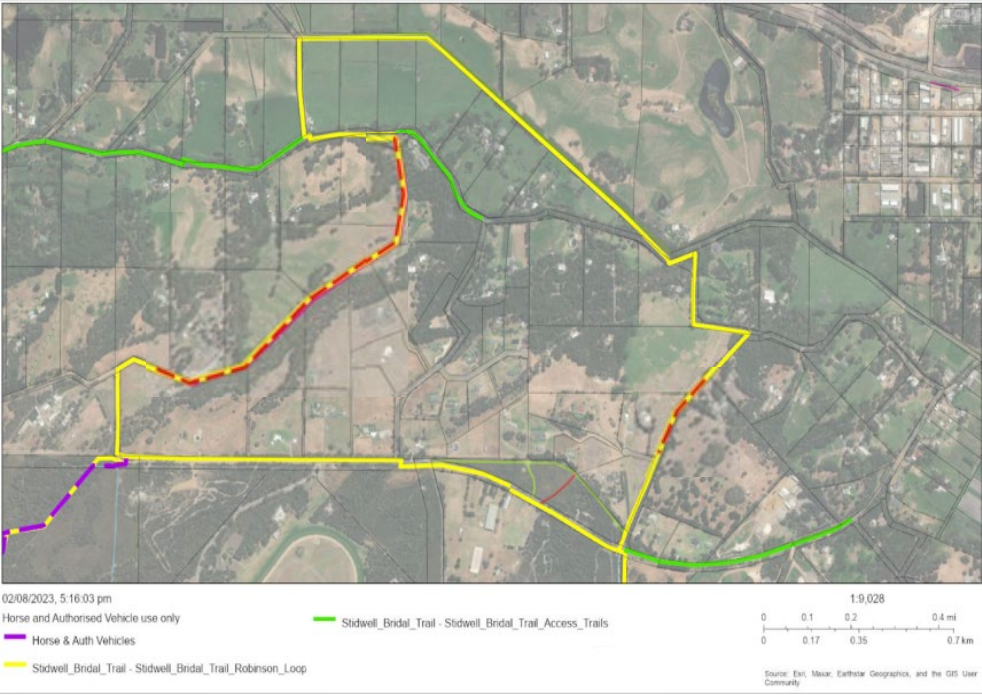
Proposed Change	Reason for Proposed Change	FSBT Feedback	CoA Officer Comment	Stakeholder Feedback
<div>WERRILUP LOOP</div> <div>Whole loop to be dedicated as Horse and Authorised Vehicles Only in Sandpatch Reserve and UCL.</div> <div>Legend: - Purple dashed line on top of yellow line.</div> <div>Instrument of Authority: Determination.</div> <div><p>The map displays the Werillup Loop, which follows the Stidwell Bridle Trail. The route is highlighted with a purple dashed line over a yellow solid line. It starts at Robinson Road, goes south along the western boundary, crosses a creek, continues east through open land, passes UCL Lot 500, and returns north towards Robinson Road. A legend identifies various trail segments and vehicle permissions. Scale bars show distances up to 0.8 km or 0.5 miles. Source information includes Esri, Maxar, Earthstar Geographics, and the City of Albany GIS User Community.</p></div>	<p>The Werrilup Loop is being considered as the most suitable section of the Stidwell Bridle Trail (SBT) to be designated as 'horse only'. This decision is based on several factors, including its location entirely within Sandpatch Reserve (managed by the City) and a parcel of Unallocated Crown Land (UCL; managed by the Department of Planning, Lands and Heritage). Importantly, there are no road reserves involved, and it is not immediately adjacent to occupied sites.</p> <p>It is important to note that a portion of this loop intersects with a fire access track. This specific section presents the most significant challenge in preventing unauthorized vehicles from using it, as it is frequently utilized by the public to travel through the northern part of Sandpatch Reserve.</p> <p>To address this challenge, the installation of signs and gates will be necessary to restrict public access and minimize conflicts with motorbikes and 4WD vehicles. By implementing these measures, the area accessible to licensed recreational vehicles within Sandpatch Reserve and the UCL will be reduced.</p> <p>However, it is crucial to emphasize that the entire Stidwell Bridle Trail must continue to allow access for authorized vehicles, including emergency management and maintenance vehicles.</p>	<p>Supportive of the proposed Authorised Vehicle and Horse only sections on the Werrilup Loop.</p> <p>Also supportive of allowing walkers on the trail.</p>	<p>Supported. Officers are in favour of the proposed designation of Authorised Vehicle and Horse only sections on the Werrilup Loop of the Stidwell Bridle Trail. This decision aims to enhance the experience and safety for horse riders in the area.</p> <p>We also acknowledge that walkers and dogs are permitted on the trail, with the understanding that dogs must be kept on a leash at all times.</p> <p>This requirement aligns with the City of Albany Dog Exercise, Rural Leashing, and Prohibited Area Policy, which ensures the safety and comfort of all trail users.</p> <p>By allowing walkers and leashed dogs to share the trail with horse riders, we promote inclusivity and accommodate a variety of recreational activities. This approach fosters a positive and harmonious environment for all trail users.</p> <p>In summary, we endorse the creation of horse-only sections on the Werrilup Loop while maintaining accessibility for walkers and leashed dogs on the Stidwell Bridle Trail.</p> <p>These measures will contribute to a balanced and enjoyable experience for all users of the trail, in accordance with the City of Albany's policies.</p>	<p>_Water Corp – Supportive of the proposed change to the majority of the Werrilup Loop. Recommend deferring to DWER to review the shared used sections to the Northeast section of the loop.</p> <p>_DWER – It is DWER’s understanding that the only existing approved use of the trail is for horse riding – thus are supportive of the proposed Authorised Vehicle and Horse Only sections of the Werrilup Loop.</p> <p>_DPLH – Not impacted, as only small section of the trail traverses over their land (Lot 500)</p>

SANDPATCH LOOP


Proposed Change	Reason for Proposed Change	FSBT Feedback	CoA Officer Comment	Stakeholder Feedback
<div><p>SANDPATCH LOOP</p><p>Horse and Authorised Vehicles Only sections within Sandpatch Reserve and UCL.</p><p>Legend:  - Purple dashed lines on top of yellow line.</p><p>Sandpatch Loop Determination Map</p><p>07/08/2023, 12:44:51 pm</p><p>1:12,500</p><p>0 0.15 0.3 0.6 mi</p><p>0 0.25 0.5 1 km</p><p>Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community</p><p>City of Albany City of Albany</p></div>	<p>Most feasible sections of the Sandpatch Loop to be managed as horse only.</p> <p>To ensure the optimal management of the Sandpatch Loop, it is recommended to designate the most feasible sections of the loop as horse only areas.</p> <p>It is important to note that two sections of this loop coincide with fire access tracks. While these sections have the potential to be exclusive to horses, it is crucial to maintain access for authorized vehicles throughout the entire Stidwell Bridle Trail (SBT). Authorized vehicles include emergency management and maintenance vehicles.</p> <p>To effectively enforce the designated horse only areas and minimize conflicts with motorbikes and 4WD vehicles, the installation of signage and/or gates along these tracks is necessary. These measures will prevent public access and contribute to reducing potential conflicts.</p> <p>Implementing these changes will result in a reduction of areas where licensed recreational vehicles can operate, ensuring a safer and more suitable environment for horse riders within Sandpatch Reserve and Unallocated Crown Land (UCL).</p>	<p>Supportive of the proposed Authorised Vehicle and Horse only areas along the Sandpatch Loop.</p> <p>Also supportive of allowing walkers on the trail.</p>	<p>Officer's support for the proposed horse-only sections on the Sandpatch Loop of the Stidwell Bridle Trail.</p> <p>Furthermore, in accordance with the City of Albany Dog Exercise, Rural Leashing, and Prohibited Area Policy, it is important to note that by dog owners adhering to the leash requirement for dogs, we can minimize the potential for conflicts and create a more inclusive and enjoyable experience for all users of the trail.</p> <p>It is acknowledged that additional education will be required in promoting responsible dog ownership and trail etiquette.</p>	<p>_Water Corp – Supportive of the proposed Authorised Vehicle and Horse only areas along the Sandpatch Loop. Provided it does not lead to additional tracks/trails being created for other recreational uses in the PDSWA.</p> <p>_DWER - It is DWER's understanding that the only existing approved use of the trail is for horse riding – thus are supportive of the proposed Authorised Vehicle and Horse Only sections of the Sandpatch Loop.</p> <p>_DPLH – Are supportive of the proposed Authorised Vehicle and Horse only areas along the Sandpatch Loop within the UCL. Licence with the City is for the purpose of the SBT. The licence is a non-exclusive licence. It is not intended for trail bikes and 4WD's, but the nonexclusive clause does not exclude other users.</p>
Proposed Change	Reason for Proposed Change	FSBT Feedback	CoA Officer Comment	Stakeholder Feedback
<div><p>SANDPATCH LOOP</p><p>Vehicle access prevented within section of road reserve with no constructed road. Southern end of Rowney Rd.</p><p>Instrument of Authority: Local Government Act 1995, Local Law.</p><p>Legend:  - Dashed red lines on top of yellow lines.</p></div>	<p>In order to prevent access by unauthorized motorized vehicles and reduce potential conflicts with motorbikes and 4WD vehicles, it is necessary to install signs and/or gates along this section of unconstructed road reserve.</p> <p>It's important to note that a road has never been constructed in this area to allow for public vehicle access. Access to constructed roads should be granted to adjacent landowners, and their input and approval should be sought during the consultation process.</p> <p>It is crucial to reassess the situation if there is a future need for road construction in these road reserves.</p> <p>Implementing these measures will assist in preventing public motorized vehicles from taking shortcuts but also enhance the safety of horse riders, as there is a blind hill along this particular section of unconstructed road.</p>	<p>Supportive of the proposed change.</p>	<p>Fully support preventing vehicle access in the unconstructed road section at the southern end of Rowney Rd.</p>	

Proposed Change	Reason for Proposed Change	FSBT Feedback	CoA Officer Comment	Stakeholder Feedback
<p>SANDPATCH LOOP</p> <p>Shared use sections of trail within Sandpatch Reserve and UCL.</p> <p>Instrument of Authority: Local Government Act 1995, Local Law.</p> <p>Legend:  - Solid yellow lines.</p> <p>Sandpatch Loop Determination Map</p>  <p>07/08/2023, 12:44:51 pm</p> <p>Override 1</p> <p>Horse and Authorised Vehicle use only</p> <p>Horse & Auth Vehicles</p> <p>Horse & Authorised Vehicles</p> <p>Stidwell_Bridal_Trail - Stidwell_Bridal_Trail_Robinson_Loop</p> <p>Stidwell_Bridal_Trail - Stidwell_Bridal_Trail_Access_Trails</p> <p>Stidwell_Bridal_Trail - Stidwell_Bridal_Trail_Werillup_Loop</p> <p>Stidwell_Bridal_Trail - Stidwell_Bridal_Trail_Sandpatch_Loop</p> <p>0 0.15 0.3 0.6 mi</p> <p>0 0.25 0.5 1 km</p> <p>Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community</p> <p>City of Albany City of Albany</p>	<p>These section of the SBT are proposed to remain shared use.</p> <p>The section north of the Model Aero Club lease is proposed to remain shared use to enable continued access by the Club.</p> <p>Another section, located with the Unallocated Crown land, is proposed to remain shared use. This track connects Roberts Rd to other existing tracks within Sandpatch Reserve and as such is supported by the City to remain as shared use.</p> <p>To close access to licensed motorised vehicles at this location would push more vehicles onto the gravel Wind Farm Road. Synergy and Bright Energy have already expressed their concerns around the risk of motorised vehicles on this road to their workers and contractors. The Munda Biddi Trail also goes along the Wind Farm Road.</p> <p>Other unofficial tracks do exist in the eastern end of Sandpatch Reserve, but they are not maintained, are steep and boggy, and are not recommended for use.</p>	<p>Recommend that the entire Sandpatch Loop be Horse only.</p> <p>Inclusion of the Road Reserves within the determination would provide additional safety for SBT users and provide clear, consistent messaging for enforcement.</p>	<p>Considering feedback from the FSBT and for consistent enforcement, it is recommended to keep these two sections of the Sandpatch Loop as shared use, prioritising safety, and clear messaging.</p>	<p>_Water Corp – Is not aware of any recreational uses consistent with operational policy 13 in the PDSWA other than the SBT so cannot comment on the reference to shared use – refer to DWER.</p> <p>_DWER - It is DWER's understanding that the only existing approved use of the trail is for horse riding. Do not recognise the shared use nature of the trail. The Management tracks which are provided for water infrastructure and fire management on Crown Land within the focus area are not considered existing recreational facilities, or public roads. Refer to definition of 'public road' provided in Operational Policy 13 (2019). Therefore, use of vehicles on these routes by members of the public is not permitted. This includes use of horses as defined in the term 'vehicles' unless along the designated SBT.</p> <p>_DPLH - Licence with the City is for the purpose of the SBT. The licence is a non-exclusive licence. It is not intended for trail bikes and 4WD's, but the nonexclusive clause does not exclude other users.</p>
Proposed Change	Reason for Proposed Change	FSBT Feedback	CoA Officer Comment	Stakeholder Feedback
<p>SANDPATCH LOOP</p> <p>Shared use sections within Road Reserves with a constructed road.</p> <p>Instrument of Authority: Local Government Act 1995, Local Law.</p> <p>Legend:  - Solid yellow lines.</p>	<p>Sections of the Trail within constructed Road Reserves cannot be determined as horse only as residents cannot be denied access to their property via an approved crossover from a constructed road.</p> <p>Verge developments must not:</p> <p>Prevent any pedestrian from walking along the verge in preference to walking on the roadway.</p> <p>Prevent the City or any service authority from installing new services or maintaining existing services.</p> <p>Create a hazard for pedestrians/motorists/cyclists.</p> <p>Involve the clearing of native remnant vegetation.</p>	<p>Recommend that the entire Sandpatch Loop be Horse only.</p> <p>Inclusion of the Road Reserves within the determination would provide additional safety for SBT users and provide clear, consistent messaging for enforcement.</p>	<p>Officers recommend the City does not make a "Horse Only" determination to be applied to constructed Road Reserves, as it is important to recognize that other individuals also have the right to use road verges.</p> <p>Implementation of gates and signage will help prevent unauthorised vehicle access and promote proper usage.</p> <p>Furthermore, it is important to note that according to section 268 of the Road Traffic Code 2000, riders of animals are required to give way to pedestrians on footpaths or nature strips, ensuring the safety and priority of pedestrians in these areas.</p>	

ROBINSON LOOP				
Proposed Change	Reason for Proposed Change	FSBT Feedback	CoA Officer Comment	Stakeholder Feedback
<p>ROBINSON LOOP</p> <p>Vehicle access prevented within sections of road reserve with no constructed road:</p> <p>_middle section of Manni Rd.</p> <p>_northern section of Sand Pit Rd.</p> <p>Instrument of Authority: Local Government Act 1995, Local Law.</p> <p>Legend:  - Dashed red lines on top of yellow lines.</p> 	<p>Signs and/or gates will need to be installed along these sections of unconstructed road reserves to prevent access by unauthorised motorised vehicles and hopefully reduce conflict with motorbikes and 4WD vehicles.</p> <p>These sections of roads have never been constructed to allow for public vehicle access. Adjacent landowners have approved access to constructed roads and will need to be consulted as part of this process.</p> <p>Future requirement for roads to be constructed in these road reserves, then the situation would need to be reassessed.</p>	<p>Supportive of the proposed change.</p>	<p>Supported.</p>	
Proposed Change	Reason for Proposed Change	FSBT Feedback	CoA Officer Comment	Stakeholder Feedback
<p>ROBINSON LOOP</p> <p>Shared use sections within road reserves with a constructed road.</p> <p>Instrument of Authority: Local Government Act 1995, Local Law.</p> <p>Legend:  - Solid yellow lines.</p>	<p>These sections of SBT within the Robinson Loop are formed on designated Road Reserves (unmade or made). Road Reserves cannot be determined as horse only as residents cannot be denied access to their property.</p> <p>Verge developments must not:</p> <p>Prevent any pedestrian from walking along the verge in preference to walking on the roadway.</p> <p>Prevent the City or any service authority from installing new services or maintaining existing services.</p> <p>Create a hazard for pedestrians/motorists/cyclists.</p> <p>Involve the clearing of native remnant vegetation.</p> <p>As road verges should be available for pedestrians, dog walkers and other users it is not supported that they become 'horse only'.</p> <p>One section of this Loop (between Gledhow South and Robinson Rd) is parallel to a deep drain within a Water Corporation Reserve.</p>	<p>Recommend that the 'Horse only' is extended across the entirety of the SBT within the Robinson Loop.</p> <p>Inclusion of the Road Reserves within the Determination would provide additional safety for SBT users and provide clear, consistent messaging for enforcement.</p> <p>The FSBT acknowledge that the City cannot determine a horse only section within the Water Corporation reserve.</p>	<p>Officers recommend the City does not make a "Horse Only" determination to be applied to constructed Road Reserves, as it is important to recognize that other individuals also have the right to use road verges.</p> <p>Implementation of gates and signage will help prevent unauthorised vehicle access and promote proper usage.</p> <p>Furthermore, it is important to note that according to section 268 of the Road Traffic Code 2000, riders of animals are required to give way to pedestrians on footpaths or nature strips, ensuring the safety and priority of pedestrians in these areas.</p>	<p>Water Corp - Supportive of the proposed Authorised Vehicle and Horse only areas. This section of trail is on existing roads/drains and proposes no change to the existing SBT.</p>

Proposed Change	Reason for Proposed Change	FSBT Feedback	CoA Officer Comment	Stakeholder Feedback
<p>ROBINSON LOOP</p> <p>Shared use feeder trails.</p> <p>Instrument of Authority: Local Government Act 1995, Local Law.</p> <p>Legend:  - Thin green lines.</p> 	<p>No Change proposed. These sections of trail are officially recognised as part of the SBT and provide residents/users with constructed trails that connect them with the SBT.</p> <p>These sections of trail are located on constructed road reserves and as such is not supported to be horse only.</p> <p>There are only three feeder trails officially recognised to be part of the SBT.</p>	<p>FSBT feedback is for these feeder trails to be considered horse only.</p>	<p>Categorising feeder trails as horse only is not supported due to these sections of trail being located along constructed road reserves. Refer to previous comments regarding constructed road reserves.</p>	

NEW FEEDER TRAILS PROPOSED BY THE FSBT

Proposed Change	Reason for Proposed Change	FSBT Feedback	CoA Officer Comment	Stakeholder Feedback
<p>NEW FEEDER TRAILS PROPOSED BY THE FSBT</p> <p>New feeder trails.</p> <p>Instrument of Authority: Local Government Act 1995, Local Law.</p> <p>Legend:  - Thick pale green lines.</p>	<p>Nine new feeder trails have been mapped and proposed by the FSBT. These are sections of road and 4WD tracks frequently used by horse riders to connect to the SBT and between different loops of the SBT.</p> <p>Advice from DWER is that any expansion or realignment within the Public Drinking Water Source Area must be approved under Operational Policy 13 -Recreation in Public Drinking Water Source Areas on Crown land.</p> <p>New feeder trails will need to be mapped, constructed and sign posted, as well as maintained by the City. In some cases, the clearing of native vegetation will be required.</p> <p>Horses are considered vehicles under the Road Traffic Code 2000, so can be driven, or ridden on constructed roads in the vicinity of the SBT.</p>	<p>Recommended that these sections of the trail are included within the determination as horse only.</p> <p>FSBT suggest there are discrepancies in the mapping and that not all feeder trails are formally recognised in mapping.</p>	<p>Officer recommendation is that new feeder trails are not considered at this stage as they are not formally recognised as part of the SBT. New feeder trails would need to be considered later as part of any trail expansion. Approvals, safety, and budget consideration will be required.</p>	<p>_Water Corp - No comment as information from CoA is that they are not considering feeder trails at this stage. WC notes the comment regarding later stages of this process as part of any expansion process and recommends that any plans to expand the SBT should be outside of the Public Drinking Water Supply Area. Any proposed changes to feeder trails should be referred to DWER to assess under Operational Policy 13.</p>