

# Fitzgerald River National Park (FRNP) Improvement Project

## Community Meetings June 2010

### Feedback Report



Department of  
**Environment and Conservation**  
*Our environment, our future* 



Fitzgerald River National Park Improvement Project Community Meetings  
Feedback Report

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# Fitzgerald River National Park Improvement Project Community Meetings Feedback Report

## Introduction

As part of the Fitzgerald River National Park Improvement Project, Community Meetings were held during June 2010 at Ravensthorpe, Hopetoun, Jerramungup, and Bremer Bay. A total of 66 community members attended the meetings with up to 9 presenters and support staff from DEC and Main Roads WA.

The format for each meeting was as follows:

- Register;
- DEC Presentation;
- Clarification;
- Individual issues/opportunities;
- Workshop Sessions/themes;
  - Environment and Management (flora, fauna, dieback etc);
  - Recreation and Interpretation (camping, day use, lookouts etc);
  - Roads;
  - Walktrail;
- Feedback from workshop sessions;
- Further discussions; and
- Next steps.

This document collates the community feedback from those meetings.

DEC and Main Roads WA are very grateful for the excellent community feedback and will review and analyse all comments and suggestions and where appropriate incorporate these into the project or ongoing management of the park. The responses have been updated with the most recent information as at 2 August 2010.

Further project information, including the DEC Presentation, can be found at [www.dec.wa.gov.au/frnp](http://www.dec.wa.gov.au/frnp)

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### **Project Background**

The Fitzgerald River National Park Improvement Project is a State and Federal Government funded project to enhance tourist access and facilities in the park and assist economic and social development in local communities.

#### Project Objectives

1. Protecting jobs in Hopetoun / Ravensthorpe and surrounding communities by investing in tourism infrastructure;
2. Responsible management of tourism in a world class national park to support the economic sustainability of the Ravensthorpe/ Hopetoun/ Jerramungup/ Bremer Bay regional areas; and
3. Upgrade recreational sites to provide good visitor and environmental management in the world class national park.

The State and Federal Governments have committed a total of \$40 million to the project to delivery the following outcomes:

- Sealing approximately 16 km of existing roads from Culham Inlet to Hamersley Inlet;
- Sealing approximately 66km of existing roads from Bremer Bay Road to Point Ann;
- Redeveloping associated spur roads, car-parks, day use areas and camping facilities;
- Enhancing signage and interpretive information; and
- Developing a coastal walktrail linking Hamersley Inlet to Point Ann.

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## Clarification Comments

This section summarises the questions that were raised during the Clarification sections.

#	Clarification Required	DEC Response
1	Management Plan Amendments	The proposed Management Plan Amendments are subject to the normal management plan amendment process including a 2 month period where the community can feed back on the proposed amendments. See <a href="http://www.dec.wa.gov.au/haveyoursay">http://www.dec.wa.gov.au/haveyoursay</a>
2	Road seal	A darker seal will be applied as darker colours are visually recessive. The gravel will be imported from outside the park as there is not enough gravel within the park. Upon initial investigations, the darker seal basalt will be sourced from Bunbury.  Impact of colour of seal on fauna is unknown.
3	Community Meetings	There will be more Community Meetings to communicate the concepts and designs that are still to be completed.  See website for details.
4	Interpretation	Interpretive stories, both European and Indigenous, will be investigated and Quaalup Homestead will be included in the Interpretation Plan. The current old-style signage within the FRNP will be updated.  Draft Interpretation Documents have been put in the local libraries and Telecentres.
5	'Improvement' Project Name	The name 'Improvement' is for the duration of the project rather than a marketing or tourist name for the walktrail, park or area. One suggested name change from the meetings was 'FRNP Hopetoun-Bremer Bay Wilderness Connection'.  A new name for the walktrail would be investigated as part of the project.

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#	<u>Clarification Required</u>	<u>DEC Response</u>
6	Design	<p>Appropriate sites will be made wheelchair assisted accessible.</p> <p>The new concept for Barrens Beach is to move the carpark away from the beach to allow safer pedestrian access including assisted access and to facilitate more car parking.</p> <p>The hierarchy of sites is to help identify the level of facilities at each site.</p> <p>West and East Mount Barren are both viewed as important sites and therefore will have appropriate facilities designed. West Mount Barren concept design is still to be produced.</p> <p>Access to Fitzgerald Inlet will be maintained.</p> <p>Concerns over the mix of tourism traffic and road trains at the western end are noted and will be taken into consideration in road design and signage.</p> <p>Roads outside the park are managed by the relevant Shires of Jerramungup and Ravensthorpe.</p> <p>Expressions of interest to be taken directly with the Shire of Jerramungup for the first 12km of road works along Swamp Road and are expected to commence in Nov/Dec 2010.</p> <p>Caravans and Winnebagos will be accommodated on the new sealed roads.</p> <p>The new sealed roads are expected to remain open all year round. Normal best practice hygiene management will be implemented for gravel roads including closure when appropriate.</p> <p>Speed limits on the eastern end of the park will be an enforceable 60km/h. Speed limits on the western end within the park are still to be determined and outside of the park will be determined by the relevant Shire authority.</p> <p>See website for concept plans.</p>
7	Safety	<p>Suggestion by community of communication tower at East Mount Barren for safety; suggestion noted.</p> <p>It is anticipated that rescues may be required on the new walk trail based on experience from the Stirling Ranges National Park. There will be no quad-bike access. Helicopter extraction will be an option, with help from SES and Police, however full safety plans for the walktrail are still to be developed as part of the project.</p>

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#	<u>Clarification Required</u>	<u>DEC Response</u>
8	On-going maintenance of new facilities	<p>Management planning for the new facilities will form part of the project with the management approach reviewed periodically. The FRNP Management Plan is due for review which is planned to start at completion of the project.</p> <p>There is currently no increased budget for new rangers; however any current or increased requirements will be planned and communicated and it was agreed that more resources are needed.</p> <p>Peter Masters has commenced as the new Senior Operations in Ravensthorpe.</p> <p>An entrance fee and camping fee is currently payable in the FRNP. A yearly \$20 local parks pass is also available. All fees collected in FRNP are used within the Park.</p> <p>DEC will seek to increase revenue within the FRNP through increased visitor numbers and improved collection of visitor and camping fees.</p>
9	Walktrail	<p>There will be no new roads created to access the walktrail. There will be no visitor vehicular access into the central section between Fitzgerald Beach and Quoin Head.</p> <p>No bikes (bicycles, trail bikes or quad bikes) of any type will be allowed on the walk trail.</p> <p>Overnight facilities will be designed to minimise any damage caused by visitors camping outside any designated overnight areas.</p> <p>No fires will be allowed and visitors are to take everything in/out. Loop walks are being investigated as part of the project.</p> <p>Stage 1 between Hamersley Inlet and Point Ann is being completed first as this is the section that is funded. Stage 2 linking Stage 1 to Hopetoun and Bremer Bay is not funded. The Concept Plan however covers both Stage 1 and Stage 2. Stage 1 does not jeopardise the Biosphere or wilderness zone.</p> <p>The Concept Plan for the walktrail includes tourism and marketing analysis and benchmarking against other iconic trails. Concept options have included guided, one way, registration, portaged, and commercial business, however the walktrail will be implemented as a two-way open-access trail with a start/end at Hamersley Inlet/Point Ann.</p> <p>See website for concept plan.</p>
10	Budget	<p>The budget of \$40m is \$30m for Main Roads for road works including car parks and \$10m for DEC for visitor infrastructure and coastal walk trail. Costs estimates are revised throughout the project.</p>

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#	<u>Clarification Required</u>	<u>DEC Response</u>
11	Flora and fauna	Flora surveys will be taken at the appropriate times including spring surveys
12	Advisory Group	<p>The Advisory Group includes members of the Shire of Jerramungup, Shire of Ravensthorpe, Friends of the FRNP, Aboriginal representative and community members. The Advisory Group was formed for the purpose of advising on the FRNP Management Plan. The Advisory Group also advises on any Management Plan amendments. The membership is to be re-advertised which has been delayed.</p> <p>The FRNP Improvement Project Reference Group has been formed to advise DEC during the duration of the Improvement Project and includes all members of the Advisory Committee as well as Tourism WA and Main Roads and is chaired by DEC.</p>
13	Environment	<p>An Environmental Protection and Biodiversity Conservation (EPBC) Act Referral and Referral Decision are in place for the project.</p> <p>Impact Evaluation Checklists are completed for any works in the FRNP.</p> <p>Environmental Management Plans (EMP) are developed for each section of the road construction as well as the recreation sites and walktrail. The EMP includes a section on dieback management. The first EMP is available on the website.</p> <p>Flora, fauna, dieback and heritage surveys are completed.</p> <p>Hygiene Plans are completed and implemented.</p> <p>Environmental inductions ('Green Card') are completed for all staff and contractors.</p> <p>Visual Impact Assessments are completed.</p> <p>Environment Officers are employed to monitor the implementation of EMPs.</p> <p>Risk Assessments and Risk Treatments including working with South Coast Natural Resource Management (SCNRM).</p>

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## Individual Comments – Ravensthorpe

This section details the comments made by individuals at Ravensthorpe (copied verbatim).

#	<u>Individual comments/questions/issues/opportunities</u>	<u>DEC Response</u>
1	Colour of road - cost should not out-way environmental impact. Grey ribbons do not fade – they stand out.	See Clarification Comments section #2 'Road seal' above.
2	Biological preservation strict guidelines - procedures to prevent dieback introduction or movement - sourcing materials gravel etc - all control measures	Environmental Management Plan in place with specific dieback hygiene plans. Also see Clarification Comments section #13 'Environment' above.
3	Walkway infrastructure design concepts - simple, clean designs, keeping in mind maintenance & seeking support from all users and visitors to respect care for & conserve the facilities & natural environment	Noted and see Clarification Comments section #6 'Design' and #9 'Walktrail' above.
4	Communication for visitors in remote situations. Radio towers for better contact in emergencies to ensure safety on walk route	Noted. Visitor Risk Assessment forms part of Walk Trail Concept Plan. Also see Clarification Comments section #7 'Safety' above.
5	Entrance @ Quiss Road, + West River Road. How are they going to be managed? Toilets required @ West River Road Access & entrance point	Comments noted and see Clarification Comments section #8 'On-going maintenance of new facilities' above.
6	UNESCO – Biosphere Rating. Will this rating be at Risk 3. Will the Park Management support the UNESCO rating?	The project will not affect UNESCO listing.
7	What literature + advertising will be done to attract visitors to the FRNP in the future	Comment is noted and will be incorporated into future planning of park promotion. Also see Clarification Comments section #4 'Interpretation' above.
8	Walk trail to be a two way trail to encourage visitors to stay at both Bremer Bay & Hopetoun prior and at the end of their walk	Noted and one of the project aims is to attract visitors to the region and to support the two towns. Also see Clarification Comments section #9 'Walktrail' above.

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9	When the \$40m is spent by June 2012 how do we ensure the govt. will provide increased funding to manage increased visitation?	The increased visitor numbers and related fees collected will contribute to the maintenance of the facilities. A review of park management may occur to address this issue. Also see Clarification Comments section #8 'On-going maintenance of new facilities' above.
10	The walk trail mgmt as proposed compromise the wilderness values of the park. Further it is contrary to DEC policy no 62 on 'wilderness'	It is not contrary to policy no 62 as the wilderness zone is not designated under the CALM Act See Clarification Comments section #9 'Walktrail' above.
11	There should be toilets and a shade sail at the East Mt barren car park	Comments noted and see Clarification Comments section #6 'Design' above.
12	Build for future. Increased visitation brings public pressures.	Comments noted and see Clarification Comments section #6 'Design' above..
13	Protect environment through community involvement/participation	Comments noted and see Clarification Comments section #3 'Community Meetings' above.
14	Staffing issues manage what we plan	Comments noted and see and see Clarification Comments section #8 'On-going maintenance of new facilities' above.
15	M'gment Issues <ul style="list-style-type: none"> <li>- fire protection &amp; public safety</li> <li>- visitor safety &amp; rescue on walk trail?</li> <li>- Ongoing mtnce of walktrail &amp; camping structures</li> <li>- How to manage seasonal closures of other connecting park roads (&amp; walktrails?)</li> </ul>	Comments noted and see Clarification Comments section #8 'On-going maintenance of new facilities' and section #9 'Walktrail' above.
16	Is there any future plan to join Hamersley Inlet to Point Ann with a sealed road? I do not want this to happen.	There are no future plans to do this
17	Beach access by vehicles – for beach fishing. Or all day visits, & o'night camping	See Clarification Comments section #8 'On-going maintenance of new facilities' above.
18	Walktrail Dual starting points – not single – so that people can commence walk @ either end of trail & end at the other	Comment noted and see Clarification Comments section #9 'walktrail' above.
19	Will there be camp fire facilities?	No fires allowed. Gas barbeques available at selected destinations See Clarification Comments section #9 'walktrail' above.

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20	Will you be using local contractors/business for the work?	Yes wherever possible.
21	Who will be responsible for the maintenance?	DEC is responsible .See Clarification Comments section #8 'On-going maintenance of new facilities' above.
22	Opportunity to increase marketing opportunity <ul style="list-style-type: none"> <li>- increase visitation</li> <li>- increase local employment opportunity</li> <li>- increase visitor day stays in area</li> <li>- increase revenue &amp; financial return to local community or DEC</li> <li>- visitor fees to be used in maintaining park infrastructure</li> </ul>	Comments noted and see Clarification Comments section #9 'Walktrail' above.
23	Historical sites well described even if signs have to be bold to be noticed	Interpretation plan developed which incorporates informing visitors See Clarification Comments section #4 'Interpretation' above.
24	Dedicated disabled access to selected sites	This forms part of the recreation plan. See Clarification Comments section #6 'Design' above.
25	Big concern. Rangers – employ enough to keep “yobbos” out & maintain cleanliness of park etc. employ camp hosts too!	See Clarification Comments section #8 'On-going maintenance of new facilities' above.
26	DEC staff locally situation (not Albany) with good funding	Concern noted. See Clarification Comments section #8 'On-going maintenance of new facilities' above.
27	Support recognise Pioneers as well as Indigenous	Interpretation will cover all history. See Clarification Comments section #4 'Interpretation' above.
28	Develop indigenous & European cultural opportunities	See Clarification Comments section #4 'Interpretation' above.
29	Opportunities for self drive trail	Comment noted
30	The big picture  FRNP must remain basically unspoiled – access to tourists – yes, but as not everyone can climb Everest, not everyone will be able to negotiate the walktrails	Comments noted
31	Flora Detail <ul style="list-style-type: none"> <li>- especially how some plants have evolved</li> <li>- establish nurseries for local Indigenous flora</li> </ul>	Comments noted

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32	European heritage <ul style="list-style-type: none"><li>- geological history</li><li>- local industries which are no more e.g. salmon fishing – farming</li></ul>	Noted See Clarification Comments section #4 'Interpretation' above.
33	How do we effectively control speed through the park? Speed humps! People who litter???	Speed limit will be enforceable and through signage litter can be managed. See Clarification Comments section #6 'Design' above.

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## Individual Comments – Jerramungup

This section details the comments made by individuals at Jerramungup (copied verbatim).

#	Individual comments/questions/issues/opportunities	DEC Response
1	Possible compromises between road design & environmental outcomes?	Noted. Visual impact assessments undertaken and environmental management plan in place. See Clarification Comments section #6 'Design' and section #13 'Environment' above.
2	Tourism opportunities for the walktrail? + Towns and Shires	Towns and Shires should benefit as walk trail and sealed road will attract more visitors. Comments noted and see Clarification Comments section #9 'Walktrail' above.
3	Makeup of the reference group & advisory committee?	See Clarification Comments section #12 'Advisory Group' above.
4	Will there be opportunities for local employment through to Interp, Rehab – not just road building? Guides etc.	Yes wherever possible.
5	Will there be an increase in rangers to manage increased visitation?  Invasives – weed management of gravel sources (not only of dieback)	Will form part of management review in the future. Weed management plan forms part of project. See Clarification Comments section #8 'On-going maintenance of new facilities' above.
6	Extra pull off bays along road. E.g. people who just want to stop for a cup of tea at scenic spots.	Noted and will be incorporated where possible. See Clarification Comments section #6 'Design' above.
7	Road closures to protect the park against dieback.	Roads will continue to be closed as per the FRNP Management Plan and see Clarification Comments section #13 'Environment' above.
8	Emergency Access/-> Fishing Track?  SW Private Landuse	See Clarification Comments section #7 'Safety' above.
9	PC Introduction Stirling to FRNP  Washdowns Specifications	Environmental management plan and specific hygiene plans in place. See Clarification Comments section #13 'Environment' above.

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#	<u>Individual comments/questions/issues/opportunities</u>	<u>DEC Response</u>
10	Concerns to be considered fully so the FRNP is not compromised in any way <ul style="list-style-type: none"> <li>- dieback</li> <li>- construction through to use</li> <li>- Management of increased visitors</li> </ul>	See Clarification Comments section #13 'Environment' and section #6 'Design' above.
11	Managing water run off?	Incorporated into environmental management plan specifically to deal with this. See Clarification Comments section #13 'Environment' above.
12	Road construction to handle the flooded Gairdner + Bremer Rivers	Comments noted and see Clarification Comments section #6 'Design' above.
13	Interpretative signs that tell the story	See Clarification Comments section #4 'Interpretation' above.
14	Be aware of the biosphere area including the zone of cooperation and what needs to be done to preserve the Man & the Biosphere theme	Comments noted and see Clarification Comments section #9 'Walktrail' above.
15	Dieback management * like to see major project timelines	See Clarification Comments section #13 'Environment' above.
16	Keeping project under control -> not get bigger	Project is defined in its deliverables. Comments noted.
17	Emphasize Biosphere to protect park	Comments noted and see Clarification Comments section #9 'Walktrail' above.

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## Individual Comments – Hopetoun

This section details the comments made by individuals at Hopetoun (copied verbatim).

#	Individual comments/questions/issues/opportunities	DEC Response
1	Hamersley Inlet facilities <ul style="list-style-type: none"> <li>• day use/recreation</li> <li>• Accommodation</li> <li>• parking etc.</li> </ul>	Concept plans being finalised and obtaining endorsement from the shire. Comments noted and see Clarification Comments section #6 'Design' above.
2	Road should be lighter colour – please	Comments noted and see Clarification Comments section #2 'Road seal' above.
3	Dieback management	See Clarification Comments section #13 'Environment' above.
4	Walk trail access	See Clarification Comments section #9 'Walktrail' above.
5	Control visitor interaction	Comments noted and see Clarification Comments section #6 'Design' above.
6	Extra tourists in the park means more risk of accidents injury and sickness – will need extra emergency services and resources to cater for this.	Visitor risk assessment conducted annually and will form part of this process. Comments noted and see Clarification Comments section #7 'Safety' above.
7	Who will be accountable if dieback becomes evident in the future	See Clarification Comments section #13 'Environment' above.
8	Can we have access to design to continuity throughout the community?	Concept plans and designs available on web link. See Clarification Comments section #6 'Design' and section #3 'Community Meetings' above.
9	Opening up the FRNP to more users – visitors and locals. Therefore bitumising, better parking, better access for all ages and abilities (inc. disabled)	Comments noted.
10	Walking trail development is great idea maybe starting from Hopetoun and Bremer Bay first.	Comments noted and see Clarification Comments section #9 'Walktrail' above.
11	Hamersley Inlet walk trail along the inlet from car parking area to beach is an excellent and very necessary one.	Comments noted and see Clarification Comments section #9 'Walktrail' above.

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#	<u>Individual comments/questions/issues/opportunities</u>	<u>DEC Response</u>
12	The proposed coastal footpath is excellent , and should not be hindered by claimed environmental concerns	Comments noted and see Clarification Comments section #9 'Walktrail' above.
13	Turnoff loops were intentioned. One important one would be at Quoin Head but that at present can be reached only by a difficult 4wd track. At the very least this should be repaired in its difficult spots, but preferably made 2wd.	Comments noted.
14	Facilities available locally to deal with emergencies due to increased tourist numbers.	See Clarification Comments section #7 'Safety' above.
15	Degradation of walk trail with litter, human waste, etc.	Management and operation of walk trail to address this. Comments noted and see Clarification Comments section #8 'On-going maintenance of new facilities' above.
16	Lack of comprehensive planning – FRNP Improvement Project not put into context nor integrated with Sustainable Regional Development. Project being implemented using a 20 yr old Mgt Plan & without a Fitz Biosphere Regional Tourist Strategy	Management plan is due for review. Shire tourist studies and strategies incorporated into planning. Comments noted and see Clarification Comments section #12 'Advisory Group' above.
17	Lack of comprehensive risk assessment, particularly wrt. public dieback hygiene. Wash-down facilities @ ranger stations generally not open to public. - High Risk of PC introduction from locals via Springdale Rd & tourists via Cape Le Grange & Stirling Range NPs	Construction phase has risk assessments and further dieback risk assessment is being planned. Comments noted and see Clarification Comments section #13 'Environment' above.
18	More rangers (senior & Jacup)	See Clarification Comments section #8 'On-going maintenance of new facilities' above.
19	Permit system walk trail Quoin Hd -> Pt Ann Grade 5/6 walk	See Clarification Comments section #9 'Walktrail' above.
20	Helipad for fire & evacuation Quoin Hd Pt Ann	See Clarification Comments section #7 'Safety' above.
21	People friendly access to areas (for all ages)	Designs done to make access friendly and usable. Comments noted and see Clarification Comments section #6 'Design' above.
22	Facilities at key beach areas	Comments noted and see Clarification Comments section #6

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#	<u>Individual comments/questions/issues/opportunities</u>	<u>DEC Response</u>
		'Design' above.
23	Quality information signage	Forms part of interpretation plan. See Clarification Comments section #4 'Interpretation' above.
24	Toilet at East Mount Barren	Comments noted and see Clarification Comments section #6 'Design' above.
25	Walk trail both ways.	See Clarification Comments section #9 'Walktrail' above.
26	Lack of staff to care for the environment as well as tourist management	See Clarification Comments section #8 'On-going maintenance of new facilities' above.
27	Impact on environment by access along walk trail and necessary construction and maintenance	Environmental management plan for walk trail will address this. Comments noted and see Clarification Comments section #9 'Walktrail' above.
28	Need for washdown facilities to be available for all vehicles all the time	Comments noted and see Clarification Comments section #13 'Environment' above.
29	Failure for commitment by Govt for future funding for (i) park rangers (ii) increase funding for search and rescue & local volunteer groups (SES, Ambulance).	Management review will address this. Comments noted and see Clarification Comments section #8 'On-going maintenance of new facilities' and section #7 'Safety' above.
30	The whole walking track proposal needs redevelopment – local knowledge & consultation is vital	Consultation ongoing and advice from locals incorporated. See Clarification Comments section #9 'Walktrail' above.
31	Environmental terms & conditions in contracts/ sub contracts is absolutely critical & needs monitoring/ policing	See Clarification Comments section #13 'Environment' above.
32	"non" approved clearing of areas > 100m2 are deemed both significant and major?	See Clarification Comments section #13 'Environment' above.
33	Any emphasis on local employment / contractors is a positive	Comments noted.

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#	<u>Individual comments/questions/issues/opportunities</u>	<u>DEC Response</u>
34	"hazardous substances" needs to be expanded from just "hydrocarbons" eg coolant/ brake fluid/ dust suppression chemicals/ cleaning fluids etc	Comments noted and see Clarification Comments section #13 'Environment' above.
35	Bunded areas need to be content plus 25% not 10%	Comments noted and see Clarification Comments section #13 'Environment' above.
36	Spills need reporting immediately not every 2 weeks	Comments noted and see Clarification Comments section #13 'Environment' above.
37	All spills (not just those over 200l.) need to be reported so that controls can be put in place to minimise future risk	Comments noted and see Clarification Comments section #13 'Environment' above.
38	No commitment or resources to manage our \$40m asset post construction	Will form part of management review. Comments noted and see Clarification Comments section #8 'On-going maintenance of new facilities' above.
39	Wilderness values compromised by management of walk trail	See earlier response. See Clarification Comments section #9 'Walktrail' above.
40	Roads – impact of dark colour bitumen on fauna & potential for increase road kill?	See Clarification Comments section #2 'Road seal' above.
41	Mosaic Burning.  Encourage a small area of the park to grow grasses. Would break monotony of wall to wall scrub, encourage parkland animals and give tourists an alternative and of fire barrier	Comments noted but park is managed based on sound ecological principles.
42	Flora & Fauna Management  Plants and animals are controlled by food & predation. Fauna extinction is due to DEC mismanagement. Alter the conditions. The ground parrot loss is due to bad flora control. Grass not scrub should be encouraged.	Comments noted
43	Funding for Walk Trails – need allocation of funding now for loop trails to service ends of Park (Stage 2) rather than \$3-4m for Stage 1.	See Clarification Comments section #9 'Walktrail' above.

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#	<u>Individual comments/questions/issues/opportunities</u>	<u>DEC Response</u>
44	Impact on Wilderness zone of increase in infrastructure & requirement to service that infrastructure will devalue the "wilderness" core of the Park.	See Clarification Comments section #9 'Walktrail' above.
45	Development of the FRNP walk trail (Stage 1) as a user pay experience	See Clarification Comments section #9 'Walktrail' above.
46	Consideration given towards developing the walk trail as an exclusive experience that caters to group tours (small 6-12 pay) that are willing to pay a premium for an exclusive iconic experience.	Noted. See Clarification Comments section #9 'Walktrail' above.
47	Overnight stops segregated into two areas. One site catering to the fit market and the second for group tours wanting that exclusive experience.	Noted. See Clarification Comments section #9 'Walktrail' above.
48	Development of the Hamersley Inlet - Hopetoun Segment as an all purpose leg	See Clarification Comments section #9 'Walktrail' above.
49	Dieback - Walktrail - construction of trail can be managed to ensure P.C. is not introduced - subsequent mgmt of the trail & access has a risk associated with future introduction & spread due to increased numbers	See Clarification Comments section #9 'Walktrail' and section #13 'Environment' above.
50	Walktrail - amendment to FRNP Mgmt Plan - after all the Protection of the wilderness zone & minimising development I have great concerns about permitting providing development opportunities & increased people presence.	Management plan amendments taking place. See Clarification Comments section #9 'Walktrail', section #13 'Environment' and section #1 'Management Plan Amendments' above.

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## Individual Comments – Bremer Bay

This section details the comments made by individuals at Bremer Bay (copied verbatim).

#	Individual comments/questions/issues/opportunities	DEC Response
1	Name – Road “Point Anne Road” Redesign Swamp /Doubtful int “Park Rescue” from walk trail	Comments noted and see Clarification Comments section #6 ‘Design’ above.
2	Access via “Back Road” over Bar from Bremer Bay – high Dieback risk there  How is it planned in future to manage that risk, so not to make all the careful precautions taken through the whole project in vain?	Comments noted and see Clarification Comments section #13 ‘Environment’ above.
3	Potential impact of increased dieback from Southern Ocean Road being brought in through increased road traffic	Comments noted and see Clarification Comments section #13 ‘Environment’ above.
4	Is Shire going to be given extra funds for extra road building and extra tourist traffic	See Clarification Comments section #8 ‘On-going maintenance of new facilities’ above.
5	Access to heritage Quaalup Homestead? - increased visitor numbers will put extra burden on Quaalup North Rd - how is maintenance planned/funded? - Why not at least a resheeting?	Comments noted and annual budgets will determine maintenance, and see Clarification Comments section #4 ‘Interpretation’ above.
6	Will \$40 million cover planning works – if not what are alternatives ie. Not complete all planned works?	Project is planned that the works are funded. Alternate plan to be devised for incomplete works. See Clarification Comments section #10 ‘Budget’ above.
7	Level of facilities for camping - cabins - tents sites	Informed by concept plans for each site. See Clarification Comments section #9 ‘Walktrail’ and section #6 ‘Design’ above.
8	Restrictions on # of walkers ‘on track’ at any one time	A possibility in the future. See Clarification Comments section #9 ‘Walktrail’ above.
9	Planned walk-way – no loop through – 1 <sup>st</sup> stage to Point Ann – how will people return to Point A? ie. Bus service?	Noted. See Clarification Comments section #9 ‘Walktrail’ above.

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10	Milford track Huts Hosted by staff/Host - register for walkers - manage Dieback cleandown at trail start	Incorporated into detail walk trail planning. See Clarification Comments section #9 'Walktrail' above.
11	Cost recovery from tourists + limit numbers	Park fees apply and there will be a charge for the walk trail. Comments noted.
12	Traffic up - affects on shorebird disturbance	See Clarification Comments section #13 'Environment' above.
13	Has the IP a holistic overview on process that sees it as part of the whole FRNP Mgmt & where it may sit in a Mgmt Plan review sense.	During management review this will be addressed. See Clarification Comments section #1 'Management Plan Amendments' above.
14	Is there a process for selection of FRNP Mgmt Plan Committee & reference group. If not, there really should be.	Nominations are called from community and approved by the minister. Reference group made up from key stakeholders. See Clarification Comments section #12 'Advisory Group' above.
15	What amendments have been made to mgt plan for walk trail to proceed?	Amendment document available on DEC website and process underway and public comment closes on 1 October. See Clarification Comments section #1 'Management Plan Amendments' above.
16	Conflicts walkers vs vehicles Pt Ann & St Mary's + access issues	Comments noted.
17	Quad/offroad/motor bike vehicle conduct	Comments noted and see Clarification Comments section #9 'Walktrail' above.
18	Good track alignment key. Deal with erosion	Comments noted and see Clarification Comments section #9 'Walktrail' above.
19	Dieback-free materials	Included in environment management plan. Comments noted and see Clarification Comments section #13 'Environment' above.
20	How will the ongoing mgt of the track be resolved?	Review of management approach will take place. See Clarification Comments section #8 'On-going management of new facilities' and section #9 'Walktrail' above.

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21	Emergency management on walk trail & rescue & local involvement required.	Concept includes a visitor risk assessment. See Clarification Comments section #7 'Safety' above.
22	Vehicular access at Fitzgerald Inlet <ul style="list-style-type: none"> <li>- impact on walkers experience</li> <li>- resulting in unregistered walkers on track</li> </ul>	Overnight facility will be located away from general visitor areas and through signage. See Clarification Comments section #9 'Walktrail' above.
23	Emergency access <ul style="list-style-type: none"> <li>- chopper sites</li> <li>- identified if needed</li> </ul>	See Clarification Comments section #7 'Safety' above.
24	Maintenance options?	See Clarification Comments section #8 'On-going management of new facilities' above.
25	Preventing unauthorised access to Thumb Peak & other highly sensitive spots?	Use of signage and informing of the sensitivities. See Clarification Comments section #9 'Walktrail' above.
26	Will environmental issues in park be monitored ongoing?	DEC responsibility to monitor threats and act on it. See Clarification Comments section #13 'Environment' above.
27	What will the risk assessment include? <ul style="list-style-type: none"> <li>- who?</li> <li>- When?</li> <li>- Where?</li> <li>- Etc.</li> </ul>	Noted and risk assessment of project done and will be updated. See Clarification Comments section #13 'Environment' above.
28	Keep research current and resourced	Comments noted.
29	Long term resourcing for rangers DEC	Will form part of management review. See Clarification Comments section #8 'On-going maintenance of new facilities' above.
30	How will DEC resource management of FRNP at a level appropriate to the outstanding recognised values & given increased visitor levels?	Will form part of management review See Clarification Comments section #8 'On-going maintenance of new facilities' above.

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31	Is increased population of the area (given mining and other developments at both ends) considered in ongoing mgt?	Facilities are improved to deal with larger volumes and review post project will consider this. Comments noted and see Clarification Comments section #8 'On-going maintenance of new facilities' above.
32	Who is going to "Police" the masses of tourists after the project is completed? I.e. protect the park	Comments noted and see Clarification Comments section #8 'On-going maintenance of new facilities' above.
33	How will dieback risk be minimised at sites such as West Mt Barren, etc accessed on foot given year-round access on bitumen roads? (don't want another Stirling Ranges dieback scenario)	During and post construction an environmental plan will be in place and dieback risk to be managed through appropriate infrastructure and signage. Comments noted and see Clarification Comments section #13 'Environment' above.
34	Impact of increased visitation on the management strategies	Comments noted and see Clarification Comments section #8 'On-going maintenance of new facilities' above.
35	Future and ongoing staffing & management for park ie – rangers positions  Is funding for planning coming from original funds - \$40m ie DEC planning	Part of management review and planning funding for the project is paid by the \$40m. Comments noted and see Clarification Comments section #8 'On-going maintenance of new facilities' above.
36	Motor homes in park  Quaalup is a special place where our visitors like to go to when out of the whale season  Great meeting	Comments noted
37	Cultural camping Special cultural area for camping set aside <ul style="list-style-type: none"> <li>- Noongar signage</li> <li>- Noongar land care officers</li> <li>- Noongar history and connections to country</li> <li>- Noongar tourism</li> <li>- Noongar designed meeting place</li> </ul>	Comments noted and see Clarification Comments section #4 'Interpretation' above.
38	Co-signage – aboriginal and European	See Clarification Comments section #4 'Interpretation' above.

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39	More infrastructure attracts = more feet = impacts?!	Comments noted.
40	Fitz is wilderness  Keep facilities minimal, not luxurious	Comments noted.
41	Consider adjacent recreational sites (diff tenure) in site planning + dieback vectors	Comments noted and see Clarification Comments section #13 'Environment' above.
42	Visitor education is to stay current to research. How will this be resourced.  Signage review over time.	Comments noted and see Clarification Comments section #4 'Interpretation' above.
43	How much extra roads (tracks) will be established to facilitate the new picnic/camp area turnarounds?	As per the concept plans. See Clarification Comments section #4 'Design' above.
44	Biosphere reserve status – how FRNP IP relates to MAB Seville Strategy and Madrid action plan.	See Clarification Comments section #9 'Walktrail' above.
45	Walktrails – Noongar land use patterns – dreaming trails Noongar people moved North – South along rivers – maybe incorporate these trails in walktrail	Comments noted and see Clarification Comments section #9 'Walktrail' above.
46	Via email after the meeting: Consideration of impacts from increased spatial spread of users extending from recreational infrastructure, as documented at Ningaloo. People attracted to staircase etc, but then move a distance away from the infrastructure (still seeking a 'quiet moment' on the beach). Not just terrestrial footprints, but impacts to marine environment if fishing etc.	Comments noted and see Clarification Comments section #9 'Walktrail' above.
47	Via email after the meeting: Will there be signage upgrades for the roads not being sealed, e.g. Jacup & West River entrances.	Comments noted and see Clarification Comments section #4 'Interpretation' above.
48	Via email after the meeting: If Point Ann is upgraded, locals are likely to favour Fitzgerald Inlet for camping & day use. However presence of people & vehicles here will be contentious if the walk trail is looking to market to the walk trail market where people are seeking a "wilderness" experience.	Comments noted and see Clarification Comments section #9 'Walktrail' above.

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## Workshop Sessions/themes – Environment & Management

This section details the workshop session comments (copied verbatim) for Environment and Management from all the meetings grouped into areas of concern for easier reference.

#	<u>Area of concern</u>	<u>Comments/issues/opportunities</u>	<u>DEC Response</u>
1	Park Management	<p>Priority - Management of ongoing &amp; increased visitation</p> <p>Concerns</p> <ul style="list-style-type: none"> <li>- litter management, particularly walk trail</li> <li>- limited control (personnel)</li> <li>- revenue raising</li> </ul> <p>Resourcing for ongoing mgt + research</p> <p>Resources for ongoing mgmt + maintenance</p> <ul style="list-style-type: none"> <li>- potential impact of weeds in Raw Material + ongoing management. (minimise impact of External Material)</li> </ul> <p>Currency of Conservation based Acts.</p> <ul style="list-style-type: none"> <li>- Biodiversity Bill</li> <li>- In order to better facilitate conservation outcomes</li> </ul>	<p>Comments noted and Clarification Comments section #8 'On-going maintenance of new facilities' and section #13 'Environment' above.</p>
2	Fire and emergency	<p>Emergency access</p> <p>Fire</p> <ul style="list-style-type: none"> <li>- managing visitor risk.</li> <li>- Needs to be considered in the Regional Fire Mgt Plan</li> </ul> <p>Mosaic burning -&gt; aboriginal practices (grass vs scrub)</p>	<p>Comments noted and see Clarification Comments section #7 'Safety' above.</p>

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#	Area of concern	Comments/issues/opportunities	DEC Response
3	Hygiene and dieback	<p>Dieback management @ park entries</p> <ul style="list-style-type: none"> <li>- washdown facilities?</li> <li>- use of Rick's carwash? (underbody wash needed)</li> <li>- education – what we lose (with dieback)</li> <li>- signage: prior to park</li> </ul> <p>Dieback risk from the Doubtful Island road and access through Quaalup across the bar</p> <p>Washdown Upgrades – how far down</p> <p>Start + Finish of walktrail potential areas of weed invasion – how will this be manage – weed seed + burrs on socks + hiking equipment</p> <p>Managing Dieback and weeds post construction – how will this be managed + resourced?</p> <p>Nutrient management at huts/toilets along the walktrail</p>	<p>Comments noted and see Clarification Comments section #9 'Walktrail', section #4 'Interpretation' and section #13 'Environment' above.</p>
4	Flora & Fauna	<p>Show walk – small signage to identify plants</p> <p>Vehicular Access onto Pt Anne.</p> <p>Beach -&gt; too much vehicle already impact on shorebirds, visual amenity tidal zone fauna/infauna, opportunities to go onto Trigalow, Bremer etc.</p>	<p>Comments noted and see Clarification Comments section #9 'Walktrail', section #4 'Interpretation' and section #13 'Environment' above.</p>
5	Walktrail	<p>Alignment selection for walktrail – strong input from community + alignment with existing tracks.</p>	<p>Comments noted and see Clarification Comments section #9 'Walktrail' above.</p>
6	Interpretation	<p>European + Aboriginal Heritage</p> <p>- needed to be included in interpretation</p>	<p>Comments noted and see Clarification Comments section #4 'Interpretation' above.</p>

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## Workshop Sessions/themes – Recreation and Interpretation

This section details the workshop session comments (copied verbatim) for Recreation and Interpretation from all the meetings grouped into areas of concern for easier reference.

#	Area of Concern	Comments/issues/opportunities	DEC Response
1	Design	<p>Why only upgrading at current rec facilities and not any new ones as some current ones may be inappropriately sited (historically)</p> <p>Dedicated universal access. Suggest Barren Beach Ramp not step access</p> <p>Quoin Head return toilet.</p> <p>Distance from carpark to beach at Barrens Beach too far.</p> <p>Few “muster “ points where visitors will gather in case of emergency</p> <p>This is a wilderness area - please keep urbanisation to minimum - think ‘nature’ not man made</p> <p>Barrens beach - not perceived as part of F.R.N.P. - HACC (Hopetoun Aged Community Care) use existing carpark area</p> <p>Toilet and shelter at East Mt barren</p> <p>More BBQ areas</p> <p>Loop Trail</p> <p>Bird Hides needed on Culham Inlet</p> <p>Loop trail around West side Culham Inlet</p>	Comments noted and see Clarification Comments section #6 ‘Design’ above.
2	Project	Make available concept plans (final draft) on the DEC web	The final concepts are available on the website.

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#	Area of Concern	Comments/issues/opportunities	DEC Response
3	Interpretation	<p>Recognise pioneers (Interp)</p> <p>No swimming at West beach – warning signs</p> <p>East Mt Barren – walk brochure prepared by Friends of FRNP</p> <p>North side of Mount has important geology from Antarctic</p> <p>Indigenous - plant use/foods - tradition - peoples</p>	<p>Comments noted and see Clarification Comments section #4 'Interpretation' above.</p>
4	Park Management	<p><u>Increase rangers -&gt; increase visitors</u></p> <p>Resources for managing + maintenance Local shires increase capacity to help manage Partnerships with local govt Joint management Way of dealing with managing reserves &amp; landscapes Rangers run thin now priority to fill ranger positions Working with Shire Rangers Will there be campground hosts? Will we update our management plan?</p> <p>Change name of Cave Point to West Point?</p>	<p>Comments noted and see section #1 'Management Plan Amendments', section #6 'Design', section #8 'On-going maintenance of new facilities', section #9 'Walktrail' above.</p>
5	Tourism	<p><u>Tourism Opp -&gt; from Project</u> Slow people down to pay fees Value add Opp. For local persons to make \$ on trail or in park – own business Different opp. From local businesses ½ day -&gt; 1 day -&gt; 1 week. Keep people in town longer. Value add whale watching experience @ Pt Ann Cannot compromise the environment Man + biosphere undersold National Landscape Quiss Rd – potential seal to create a loop through hwy to Bremer Bay</p>	<p>Comments noted and see Clarification Comments section #6 'Design' and section #9 'Walktrail' above.</p>

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## Workshop Sessions/themes – Roads

This section details the workshop session comments (copied verbatim) for Roads from all the meetings grouped into areas of concern for easier reference.

#	Area of concern	Comments/issues/opportunities	DEC Response
1	Hygiene/Dieback	Dieback mgt <ul style="list-style-type: none"> <li>- post construction</li> <li>- other unsealed roads</li> </ul> Hygiene inspection/control at park entry  Road issue from seal to gravel re dieback	Comments noted and see Clarification Comments section #13 'Environment' above.
2	Road design & visitors	Increased visitation  Potential of hoon damage  Intersection alignment  Mix of vehicular traffic? Re 60km/h speed limit  Road directional signage/name  Roads give cycling opportunities  Roadbikes	Comments noted and see Clarification Comments section #6 'Design' above.
3	Park Management	On going maintenance  \$\$ issues – maintenance  Resources to manage the road system in post construction phase i.e. what/who is responsible once Main Roads walk away from the project  Ensuring sufficient ranger capacity to manage increased visitor capacity	Comments noted and see Clarification Comments section #8 'On-going maintenance of new facilities' above.
4	Road Colour	Colour issues – consider action given to local supplier of bluemetal and/or gravel	Comments noted and see Clarification Comments section #2 'Road seal' above.
5	Fauna	Thermal characteristics effect on fauna, particularly reptiles  Road kill of threatened species in the vicinity of East Mount Barren	Comments noted and see Clarification Comments section #2 'Road seal' above.

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## Workshop Sessions/themes – Walktrail

This section details the workshop session comments (copied verbatim) for the Walktrail from all the meetings grouped into areas of concern for easier reference.

#	<u>Area of concern</u>	<u>Comments/issues/opportunities</u>	<u>DEC Response</u>
1	Design	<p>Water - availability? At overnight stops.</p> <ul style="list-style-type: none"> <li>- roof, gutter, tank</li> <li>- 'water station' at each hut</li> </ul> <p>One way or two way walk</p> <p>Rubbish?</p> <p>Retain existing historical hut (McGlynns) at Twin Bays</p> <p>Levels of facilities – camping /tents</p> <p>Restrictions on # of walkers – time</p> <p>Conflicts walkers &amp; vehicles</p> <p>Walktrail is currently acknowledged in the Mgmt plan as a class 6 'route' not marked</p> <ul style="list-style-type: none"> <li>- Tourism WA – recommended walktrail opposed to Drive trail</li> </ul> <p>Walk to be enjoyable, yet limit clearing</p> <p>Facilities – toilets manage effluent &amp; litter impact. Basic. Manage impact. No water based toilet.</p> <p>Iconic/exclusivity overnight opportunity</p> <ul style="list-style-type: none"> <li>- within safe block of time</li> </ul>	<p>Comments noted and see Clarification Comments section #9 'Walktrail' above.</p>

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#	Area of concern	Comments/issues/opportunities	DEC Response
2	Emergency & Safety	<p>Emergency services/access to trail</p> <ul style="list-style-type: none"> <li>- Helicopter? Ex Perth 4 hrs?</li> <li>- Bees, snakes, injuries. Heat exhaustion.</li> </ul> <p>Communications</p> <ul style="list-style-type: none"> <li>- walkers need to be informed of patchy reception</li> <li>- CB Uhf repeater on East Mount Barren</li> </ul> <p>Registration of walkers</p> <ul style="list-style-type: none"> <li>- where? &amp; how? UHF</li> <li>- ad-hoc</li> </ul> <p>Emergency management – rescue?</p> <p>Registration – information provided to walkers is important. Knowing where/No/people on trail. Fires risk.</p> <p>Communication for emergencies</p> <ul style="list-style-type: none"> <li>- no phone coverage</li> <li>- UHF coverage would improve communication suggestion of a new repeater tower in centre.</li> </ul> <p>Asset protection – vulnerability</p> <p>Risks – fire damage to assets</p> <ul style="list-style-type: none"> <li>- water provision</li> </ul> <p>Walking season – consider closure due to visitor risk (local risk saving emergency) (1 Nov – 1 Feb)</p> <p>Tracks down to walk trail for emergency could be misused</p> <p>Helicopter for worst case or boat if possible</p>	<p>Comments noted and see Clarification Comments section #7 'Safety' and section #9 'Walktrail' above.</p>
3	Environment	<p>Wilderness zone clearing</p> <p>Dieback free materials</p> <p>Walktrail use within Biosphere concept</p> <p>Concern about introducing dieback when rescuing people?</p>	<p>See Clarification Comments section #9 'Walktrail' and section #13 'Environment' above.</p>
4	Flora & Fauna	<p>Walking traffic – effects on shore birds</p>	<p>See Clarification Comments section #9 'Walktrail' above.</p>

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#	<u>Area of concern</u>	<u>Comments/issues/opportunities</u>	<u>DEC Response</u>
5	Park Management	Quad off road users on trail? What amendments have been made/proposed.	See Clarification Comments section #1 'Management Plan Amendments' and section #9 'Walktrail' above.
6	Interpretation	Indigenous + European previous walking use	See Clarification Comments section #4 'Interpretation' above.

# Fitzgerald River National Park (FRNP) Improvement Project

## Community Meetings August 2010

### Feedback Report



Department of  
**Environment and Conservation**  
*Our environment, our future* 



Fitzgerald River National Park Improvement Project Community Meetings  
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# Fitzgerald River National Park Improvement Project Community Meetings Feedback Report

## Introduction

As part of the Fitzgerald River National Park Improvement Project, Community Meetings were held on 24 August in Bremer Bay and 25 August in Hopetoun. 18 community members attended the Bremer Bay meeting and 22 community members attended the Hopetoun meeting with 9 presenters and support staff from DEC and Main Roads WA.

The format for each meeting was as follows:

- Register
- Introduction
- Presentation
- Clarification
- Workshop Sessions/themes
  - Recreation Sites
  - Walk trail
  - Broader issues (e.g. roads, environment)
- Feedback from workshop sessions
- Further discussions
- Next steps

This document collates the community feedback from those meetings.

DEC and Main Roads WA are very grateful for the excellent community feedback and will review and analyse all comments and suggestions and where appropriate incorporate these into the project or ongoing management of the park. The responses have been updated with the most recent information as at 14 September 2010.

Further project information, including the DEC Presentation, can be found at [www.dec.wa.gov.au/frnp](http://www.dec.wa.gov.au/frnp)

## Fitzgerald River National Park Improvement Project Community Meetings Feedback Report

### Bremer Bay



### Hopetoun



Fitzgerald River National Park Improvement Project Community Meetings  
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## **Project Background**

The Fitzgerald River National Park Improvement Project is a State and Federal Government funded project to enhance tourist access and facilities in the park and assist economic and social development in local communities.

### **Project Objectives**

1. Protecting jobs in Hopetoun / Ravensthorpe and surrounding communities by investing in tourism infrastructure;
2. Responsible management of tourism in a world class national park to support the economic sustainability of the Ravensthorpe/ Hopetoun/ Jerramungup/ Bremer Bay regional areas; and
3. Upgrade recreational sites to provide good visitor and environmental management in the world class national park.

The State and Federal Governments have committed a total of \$40 million to the project to delivery the following outcomes:

- Sealing approximately 16 km of existing roads from Culham Inlet to Hamersley Inlet;
- Sealing approximately 66km of existing roads from Bremer Bay Road to Point Ann;
- Redeveloping associated spur roads, car-parks, day use areas and camping facilities;
- Enhancing signage and interpretive information; and
- Developing a coastal walktrail linking Hamersley Inlet to Point Ann.

Fitzgerald River National Park Improvement Project Community Meetings  
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## Clarification and Further Discussions Comments

This section summarises the questions that were raised during the Clarification and Further Discussions sections.

#	<u>Clarification Required</u>	<u>DEC Response</u>
1	Walk trail water availability	<p>There will be toilets at each walk trail overnight facility that are not reliant on water.</p> <p>Water tanks will be installed at each walk trail overnight facility, but the supply cannot be guaranteed. Walkers will be expected to take water with them.</p>
2	Risk of dieback introduction on walk trail	<p>Dieback surveys are being completed in detail for all areas that may be impacted by the Improvement Project including roads, visitor recreation facilities, the coastal walk trail, and gravel pits. Extensive dieback surveying for the whole park is in progress. A risk assessment process has been completed together with a dieback management plan. DEC has consulted with South Coast Natural Resource Management (SCNRM) who assists with managing the risks outside the FRNP.</p> <p>All staff, current and future consultants and contractors have been/will be given DEC Green Card code of conduct training. The Green Card has been developed for staff and contractors to raise awareness of the possible environmental consequences of their actions while involved in operational works. It provides principles for individuals to minimize their own environmental impact while working on the Improvement Project.</p> <p>The Improvement Project will provide more comprehensive information on dieback.</p> <p>There will be hygiene boot cleaning stations at appropriate locations along the walk trail.</p> <p>Temporary vehicle wash-down stations, if required, will be built during construction.</p> <p>The project is subject to an Environment Protection and Biodiversity Conservation (EPBC) Act referral and decision from the Federal Government Department of the Environment, Water, Heritage and the Arts (DEWHA).</p> <p>Eradication of dieback is being pursued through science research, however currently there are no known approved eradication methods.</p>

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#	<u>Clarification Required</u>	<u>DEC Response</u>
3	Coastal Safety	<p>Visitor Risk Management (VRM) is taken very seriously at DEC. All visitor facilities are subject to visitor risk assessments, with visitor risk signage and annual risk assessments.</p> <p>Mobile phone coverage is not available in all locations across the FRNP.</p> <p>Implementing a UHF repeater in the FRNP will be investigated.</p> <p>Basic information will be available on communications coverage however it will be the responsibility of individuals to take any communication equipment that may be needed, which may include mobile phones, satellite phones, Emergency Position Indicating Radio Beacon (EPIRB)s.</p>
4	Provision of Rubbish Bins	<p>Rubbish bins have not previously been provided within the FRNP and this policy will continue. Visitors are expected to take any rubbish with them.</p>
5	Access to FRNP	<p>Sealed roads will remain open all year round. Non-sealed roads and the coastal walk trail will be subject to closure due to rainfall to reduce the introduction of dieback. The walk trail may also be closed during other extreme weather conditions.</p> <p>The gates along Hamersley Drive at either end of the road works will remain closed for the foreseeable future to prevent unauthorised access and the introduction of dieback.</p>
6	How to become a volunteer	<p>DEC run both a campground host program in parks as well as volunteer nature conservation and track maintenance programs. For further information see the DEC website or contact the Albany or Ravensthorpe offices.</p>
7	Walk trail scope	<p>The walk trail Concept Plan is complete and available on the web site and covers both Stage 1 and Stage 2. Stage 1 of the walk trail between Point Ann and Hamersley Inlet is funded. Stage 2 that links Stage 1 with Bremer Bay and Hopetoun is not funded and is therefore not within the scope of the Improvement Project. DEC and Main Roads are not actively seeking funding to complete Stage 2.</p> <p>The walk trail is a two-way trail.</p>
8	Walk trail tender	<p>The walk trail design has been tendered via the Department of Trade and Industry – full details were contained within the tender documentation.</p>

Fitzgerald River National Park Improvement Project Community Meetings  
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#	<u>Clarification Required</u>	<u>DEC Response</u>
9	Project Budget	<p>The project budget is \$40m consisting of \$30m for road works, \$4m for walk trail and \$6m for visitor recreation sites. Each recreation site has an indicative budget.</p> <p>The budget priority for roading is firstly at the eastern end and then at the western end within the FRNP. At the western end areas outside the FRNP may need to be scaled back if the project budget is projected to be exceeded. The project complexities include obtaining dieback-free raw materials close to the road construction, environmental constraints, road design and construction within a national park.</p>
10	Education of community	<p>DEC was very supportive of the community introducing new locals to the values of the park through environmental education programs, mine induction programs, and school programs. The South Coast Natural Resource Management (SCNRM) education package and support from the Shires and DEC are viewed as crucial.</p>
11	Hamersley Inlet beach access	<p>Currently the concept plan does not include road access to the beach from Hamersley Inlet. The coastal walk trail will start/end at Hamersley Inlet Shire site and walking access will be available between the Shire site and Quoin Head.</p>

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## Workshop Sessions/themes – Recreation Sites

This section details the workshop session comments (copied verbatim) for Recreation Sites from all the meetings grouped into areas of concern for easier reference.

#	Area of concern	Comments/issues/opportunities	DEC Response
1	Hygiene/Dieback	Encourage private wash down complex – BB	As there is no public wash-down facility between Albany and Hopetoun, a new wash-down facility at Bremer Bay and Ravensthorpe would be welcomed.
2	Increased visitation	No caravans @ St Mary Emergency contact point @ Pt Ann Future for ranger station near Hopetoun Camp host sites @ campgrounds Include camper trailer sites @ 4 mile + St Marys Caravans √√ @ St Mary Info no caravanning on road sides (plan visit) Person manning Entry Stations (For mgt)	The comments are noted.  The concept plans for the western end sites and Hamersley Inlet are being finalised. Caravan provision is still being investigated.
3	Design	Needs to be in character with environment (materials). Views West from West side of car park @ East Mt Barren. Whale viewing point info @ Cave Point lookout. East Mount Barren ? Why original lookout here, opposite board walk car park, was moved. This had great views. Car park still too far @ Barrens Beach. Barrens Beach car park – I still think the car park is too far from beach access – I understand topographical constraints but feel it could move a little closer for families carrying picnics/umbrellas etc to beach.	The comments are noted with final site development still in progress.

Fitzgerald River National Park Improvement Project Community Meetings  
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## Workshop Sessions/themes – Walk trail

This section details the workshop session comments (copied verbatim) for the Walk Trail from all the meetings grouped into areas of concern for easier reference.

#	Area of Concern	Comments/issues/opportunities	DEC Response
1	Safety	<p>Log book in Huts.</p> <p>In case of fire e.g. lightning strike caused fire – Registration include opportunity to state planned route &amp; to register at each cabin, time left &amp; expected arrival at which cabin that evening.</p> <p>Escape routes in case of fire.</p> <p>Opening of bars. Fitzgerald Hamersley warning?</p>	<p>The comments are noted.</p> <p>A fire management plan is being compiled.</p>
2	Design	<p>Benefits of stage 2 loops is to promote local use + visitor use.</p> <p>Walktrail clearing to be wide enough so not to bush bash.</p> <p>What \$\$ for trail maintenance.</p> <p>Ensure visitor revenue stays in the park for future maintenance.</p> <p>Proper washdown of vehicles (underneath) + walkers Boots, tents, pegs. Informing people of required. Hygiene – New standards.</p> <p>Hopetoun washdown doesn't have information about dieback. Idea – DEC/Proj Dieback provide info signage.</p>	<p>The comments are noted.</p> <p>There will be improved signage and brochures.</p>

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## Workshop Sessions/themes – Broader issues (Road, Environment, etc.)

This section details the workshop session comments (copied verbatim) for Broader Issues from all the meetings grouped into areas of concern for easier reference.

#	Area of concern	Comments/issues/opportunities	DEC Response
1	Hygiene/Dieback	<p>No Quads on roads, beaches, trails.</p> <p>Control of motor bikes / Quad Bikes? How? Who to do?</p> <p>Dieback – how to reduce risk from vehicles from eastern access.</p> <p>Audit mining hygiene ops</p> <p>Vehicle washdown facilities options</p> <p>Tokens for local washdown facilities as part of park entrance fee</p> <p>Think about dieback now – it is nearly 2 years away – so the 2 big puddles on the road just before St Marys camping should be fixed.</p> <p>Doubtful Islands Rd. Bremer Rd (Gordon Inlet Rd) dieback risk – can't be ignored!!</p> <p>Washdown facilities for the park.</p> <p>Be serious about Dieback – Close the Gordon Inlet Rd in wet conditions.</p>	<p>The comments are noted.</p> <p>Only licensed vehicles are allowed on DEC Land.</p> <p>Hygiene plans, Environmental Management Plans, Impact Evaluation Checklists are compiled as part of this project.</p>

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#	Area of concern	Comments/issues/opportunities	DEC Response
2	Environment	<p>Need Sarah<sup>2</sup> + Friend biological monitoring!!!!!!</p> <p>Monitoring climate change impacts?</p> <p>Survey time required for flora/fauna for walk trail -&gt; not enough time given?</p> <p>Need to know more biologically of wilderness before development of walk trail</p> <p>Fauna surveys require trapping for walk trail + entrance points to walk trail (eg. Point Ann, Quoin Head)</p> <p>Introduction of weeds along roads with cars.</p> <p>Weeds along the Shire Rd – Swamp Rd &lt;- there were weeds in the gravel in last road construction – pat curse... - double g.</p> <ul style="list-style-type: none"> <li>• opportunity for weed control along the road verges?? Currently significant weed issues</li> <li>• opportunity for restoration/redevelopment of the road verges?</li> </ul>	<p>The comments are noted.</p> <p>Flora, fauna, dieback and heritage surveys are being completed for the improvements along the roads, recreation sites and the coastal walk trail.</p> <p>Hygiene Plans, Impact Evaluation Checklists and Environmental Management Plans are compiled to ensure environmental impacts are minimised and to reduce the risk of introduction of dieback.</p>
3	Access/ Increased visitation	<p>What is being done regarding increase fishing etc with increase in visitors</p> <p>What is being done regarding litter, toilets</p> <p>Concern: what sort of people will come in, marketing?? Chamber of commerce - ? local businesses involved</p> <p>On-going management of facilities?</p> <p>Communication of road closures VMS</p> <p>Road: all weather access? Will Hamersley Dr etc not sealed area be open all year?</p> <p>Manned entry stations for park (info re PC etc).</p> <p>Rubbish – coastal area including abandoned vehicles (Hebbvies &amp; Dillons Bay) + abandoned shacks!</p> <p>Change name of Swamp Road etc to Point Ann Rd to make it clearer...</p>	<p>The comments are noted.</p>