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Enquiries: Faye Zurnamer

01 August 2008

Martyn Glover
Director infrastructure Management Services
City of Joondalup
PO Box 21
Joondalup WA 6919

Dear Martyn,

NORTH ROAD STOCK ROUTE DRIVE TRAIL PLAN.

Please find enclosed a copy of the North Road Stock Route Drive Trail Plan prepared by Mike Maher of Transplan Pty Ltd.

At its meeting of 22 July 2008, the City of Geraldton-Greenough received a presentation of the report and resolved the following.

COUNCIL DECISION

MOVED CR JEFFERIES, SECONDED CR MCILWAINE

That Council:

1. **resolve to endorse the North Road Stock Route Trail Development Plan and seek to implement the recommendations contained therein;**
2. **refer a copy of this report to all local governments between Geraldton and Perth (Geraldton-Greenough, Irwin, Carnamah, Coorow, Dandaragan, Gin-Gin, Wanneroo, Joondalup, Stirling and Cambridge) with a request to review the report, and to provide comment on the proposed Drive Trail;**
3. **refer a copy of this report to the following organisations for review and comment:**
 - a. **Department of Environment and Conservation (Geraldton, Moora District and Swan Coastal District officer);**
 - b. **Botanic Gardens and Parks Authority (Bold Park);**
 - c. **Tourism WA and the State Tourist Drive Committee, with reference to the need to obtain that Committee's consent for the proposed Drive Trail to be recognised;**
 - d. **Geraldton Museum;**
 - e. **Department for Sport and Recreation (Mid West and Wheatbelt offices);**
 - f. **Yamatji Land and Sea Council;**
 - g. **South West Aboriginal Land and Sea Council;**



- h. **Yued Natural Resource Management Advisory Group;**
 - i. **Department of Indigenous Affairs;**
 - j. **Wheatbelt Development Commission; and**
 - k. **Australia's Coral Coast.**
4. **refer a copy of this report to Main Roads WA with reference to the proposed directional signage, and seek funding assistance to undertake the necessary directional signposting along the Drive Trail; and**
5. **take action to form a Trails Association to facilitate the ongoing coordination and action in the development of the proposed Drive Trail, including:**
- a. **the preparation of Memoranda of Understanding – as recommended in the *North Road Stock Route Drive Trail Development Plan*;**
 - b. **seek funding to undertake the preparation of the recommended interpretation program;**
 - c. **seek funding to undertake the construction/development at each of the recommended sites; and**
 - d. **seek funding to undertake the preparation of the recommended marketing and promotion program.**

CARRIED 11/0

I seek from you written confirmation that;

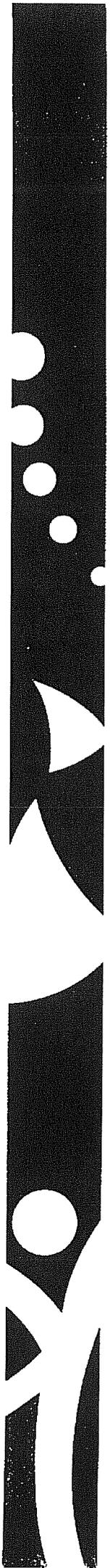
- Your organisation endorsement/acceptance of the program,
- Any comments/queries you have about the plan,
- If relevant, your willingness to be part of a Trails Association to facilitate the ongoing coordination and action in the development of the proposed trail. Please provide contact details of nominated person.

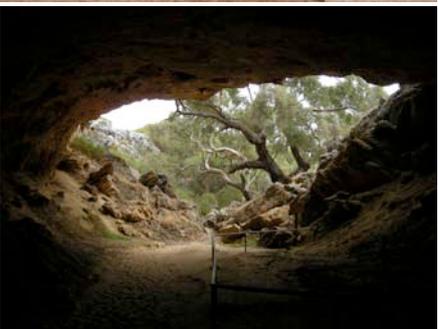
It is the Cities intention that funding and approvals are secured to enable this project to proceed and be operated to coincide with the opening of the Indian Ocean Drive in 2010.

If you have any queries please contact me on 9921 0503 or 0427 081 371 or email me on neilb@cgg.wa.gov.au

Yours faithfully

Neil Bennett
Manager Community Development





North Road Stock Route Drive Trail

Trail Development Plan

Prepared for



City of
Geraldton-Greenough
Climate of Opportunity

July 2008

North Road Stock Route Drive Trail

Trail Development Plan

Prepared for



City of
Geraldton-Greenough
Climate of Opportunity



TRANSPAN PTY LTD

Planning and Design

Transplan Pty Ltd

78 Gardner Street, Como WA 6152

Phone: 08 9474 4655 Email: mmaher@westnet.com.au

July 2008

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EXECUTIVE SUMMARY

This Trail Development Plan for the proposed North Road Stock Route Drive Trail was commissioned by the City of Geraldton-Greenough.

The North Road Stock Route Drive Trail is a proposed 'tourist drive' through the northern Perth metropolitan and mid-west regions of Western Australia, linking Perth with Geraldton, via a number of towns and attractions.

The main focal points of the North Road Stock Route Drive Trail will be a series of historic watering holes and other sites associated with the earliest movement of people, stock and goods between the two cities.

The purpose of this Trail Development Plan is to present to the client a report on the recommended tourist 'sites' that could be developed along the drive trail route.

The brief for this project required an assessment of at least 30 possible 'sites' concentrating on elements of the historic North Road and Coastal Stock Route.

This report contains the following:

1. Notes on the 33 recommended sites, the suggested interpretive themes and/or suggested stories to be told at each of those sites.
2. 30 site plans, that illustrate the layout of the recommended sites, the extent of existing development or infrastructure at the sites, and recommended works at the sites, and the suggested location for installation of the interpretive panel and other signage. (Note: site plans for three locations along the yet-to-be-completed Indian Ocean Drive have not been prepared due to their inaccessibility).
3. 47 'site assessment sheets', which were used to compare the range of possible sites along the proposed North Road Stock Route Drive Trail between Perth and Geraldton.
4. A detailed 'sign log', which provides information on the directional signage required along the route to enable tourists to follow the correct route to each site.
5. A series of plans that show the overall route, and the route through each local government, as well as the recommended interpretive sites.

Various stakeholders have contributed to the development of this plan, including government departments such as the Department of Environment and Conservation, and the local governments through which the Drive Trail will pass.

The contributions received have provided important guidance and direction on the range of possible sites that might be included on the North Road Stock Route Drive Trail.

This Trail Development Plan has suggested a possible topic (or topics) for interpretation at each site along the proposed drive trail. However, this trail development plan is not an interpretation plan.

This report does not contain the full text of interpretive stories that will need to be written for inclusion on the interpretive panels to be installed at each of the 33 sites. That work will need to be completed following agreement to the proposed route, the recommended sites and the suggested themes and stories.

In establishing the North Road Stock Route Drive Trail as a tourist drive trail through the Mid-West, there will be a number of costs associated with its development. These costs include the preparation of interpretive panels to be installed at each site along the drive trail; the construction works associated with bringing each 'site' up to an acceptable level; and directional signage that will guide visitors along the Drive Trail. These costs are summarised in the table below. Full details of each element of the overall cost are contained within this report.

Summary of Major Development Costs

<p>Interpretation Requirements</p> <ul style="list-style-type: none"> ▪ Review of this trail development plan by interpretation consultant ▪ Fieldwork and consultation; research for relevant photos for interpretive panels; ▪ Research and writing of interpretive panels; ▪ Design, production, delivery and installation of interpretive panels; ▪ Research and writing of map panels; ▪ Design, production, delivery and installation of map panels; and ▪ Artist's sketches for panels. 	<p>\$100,010 plus GST</p>
<p>Site Works</p>	<p>\$224,170 plus GST</p>
<p>Directional Signage</p>	<p>\$121,930 plus GST</p>
<p>Review and Preparation of Trail Marketing and Promotion Plan; web site development</p>	<p>\$53,800 plus GST</p>
<p>Preparation and production of 5,000 copies 80-page guidebook; and 20,000 copies promotional leaflet</p>	<p>\$81,000 plus GST</p>
<p style="text-align: right;">Total</p>	<p>\$680,920 plus GST</p>

SECTION 1 - THE SCOPE OF STUDY

The Scope of Study, issued by the City of Geraldton-Greenough, indicated that the purpose of the Project was provide a plan outlining the development, implementation and signage recommendations for a drive trail along the North Road Stock Route alignment.

The Scope of Study included the following tasks:

- Define a clear Drive Trail route along the North Road Stock Route.
- Provide a detailed series of maps along the route.
- Indicate clear directional and tourist signage required along the route and its location in a signage plan.
- Outline support facilities required – such as potential locations for tourist information bays, rest areas, toilets, running water, seating/shading areas, picnic facilities, and play equipment, etc.
- Identify site locations for development including style of interpretive signage.
- Provide an ongoing plan for management of the route.
- Establish partnerships with key stakeholders and outline marketing needs.
- Identify the costs, priorities and development timetable for the implementation of the Drive Trail Plan.
- Provide a suggested system of Governance with specific strategies for collaboration across multiple Local Governments.

SECTION 2 - THE NORTH ROAD STOCK ROUTE DRIVE TRAIL – BACKGROUND

2.1 History of the Old North Road and Coastal Stock Route

The area between Perth and Geraldton has without doubt an extremely rich history, including Aboriginal history, early European explorers, settlement, droving, mining and mineral exploration, military history and of course natural history.

There has been considerable interest in the droving history along the former Coastal Stock Route (also known as the North West Stock Route). The Heritage Council has reported on the history of the area and in particular the history of the Old North Road and the stock route. The following paragraphs succinctly capture the rich history of the area under consideration for a trail between Perth and Geraldton. These paragraphs are taken from the Heritage Council of Western Australia's *Register of Heritage Places – Assessment Documentation North West Stock Route 27/06/2003*. The Heritage Council report quotes liberally from W. J. de Burgh's *The Old North Road (Western Australian Experience Series, University of Western Australia Press, Nedlands, 1986)* and several other sources.

Extract from Heritage Council Register of Heritage Places – Assessment Documentation

"The North West Stock Route extended from Star Swamp, Waterman, in the south to Walkaway in the north, with a 5,000 acre reserve at Sorrento as the southern starting point. Although in use from the early 1850s, the North West Stock Route was not formally gazetted until 1889, and with only minor variations followed the line of the former North Road between Perth and Champion Bay (Geraldton), which was established in 1862.

The first Europeans to travel from the Greenough Flats and Champion Bay (now Geraldton) region to the Swan River were a group of 12 shipwrecked explorers who walked the 300 miles (480 kilometres) in early 1839 under very difficult circumstances. Led by Lieutenant George Grey, the expedition was encouraged by the Royal Geographical Society to study Aboriginal culture, as well as the fauna, flora and geology between Perth and Shark Bay. After being dropped on Bernier Island north of Shark Bay on 25 February, the expedition gradually lost all of its boats and most of the supplies and equipment. Grey named the area after the young Queen Victoria and wrote in his diary 'It seemed certain...that we stood in the richest province of Southwest Australia'.

Despite the hardships of the trek south with no supplies and it being the end of a hot summer (with a drought the previous winter), Grey remained enthusiastic about the land they travelled through.

After his return to Perth on 21 April, Grey reported that the Province of Victoria had exciting possibilities and that there was some 'rough and inhospitable country in between'. Further explorations of the Victoria district followed, primarily at the urging of the York Agricultural Society, which was alarmed at the implications of the over-stocking of Avon Valley runs. By the end of 1847, seven expeditions and two official surveys had been made to the north of the Irwin River and three (including George Grey's) southward. All agreed that the Victoria district had favourable pastoral potential.

In September 1848, Assistant Surveyor Augustus Gregory, led a 'Settlers Expedition' as far north as the Murchison River with the primary goal of finding new grazing pasture. Accompanied by three experienced graziers, Lockier Burgess, J. Walcott and Augustus Bedart, the expedition was successful and on return to Perth, Gregory gave the Avon Valley graziers the news they were hoping for – that there was good grassy land in the vicinity of Champion Bay and the Irwin River.

Gregory's party also found galena deposits at the Murchison River and it was the exploitation of this mineral that led to a more defined and permanent track north of Perth and over the Moore River to Champion Bay. Several prominent Perth businessmen formed a private company to mine the galena, and by November 1849 all was in place to establish a military depot at Champion Bay. While 46 tons of equipment was sent north on the government schooner, Champion, another party led by Augustus Gregory travelled overland with men, horses and carts. E. .G. Hester was the first of the party to return overland to Perth. The route he took south from Gingin Brook to Wanneroo approximated very closely the later official road and stock route.

Horse breeding was the second industry instrumental in opening up the Victoria district, with several horse breeding stations established on the Greenough and Irwin rivers in the early 1850s. By 1858, horses were second to wool as the major colonial export.

At the same time, Avon Valley graziers continued to push the government to open up lands in the north for pastoralism. There was a great deal of discussion regarding proposals to improve land regulations during 1849 and while the Governor was awaiting approval for changes from London, the colonial government called for expressions of interest for 'Depasturing Licences in the newly settled districts of the Bowes, Murchison and Irwin River'. Temporary licences were issued in September 1850. Approval for new land regulations arrived the following December. From January 1851, large areas to the north of Perth were opened up for settlement, with one of the first leases (Swan Lease 89) issued to Gerald de Courcey Lefroy.

Shortly after the temporary licences were issued, four thousand sheep and 350 head of cattle were assembled in the York and Toodyay districts. They left for the northern districts in September 1850 with two experienced guides made available by the Government. Assistant Surveyors Augustus and Henry Gregory were to 'assist the drovers in locating water and camping spots and to guide them, wherever possible, past patches of poison'.

The route taken by the Gregory brothers soon became well known and frequently used as pastoralists sent livestock north to stock their new runs, and to replace stock sent south to the markets at Perth, Guildford and Fremantle.

Although many people were involved in the development of the road north to Geraldton (and what was to become the North West Stock Route), one name stands out in particular. Walter Padbury, who arrived in Western Australia in 1830 aged 12 and was soon orphaned and left to fend for himself, was very influential in its development. After an early career as a shepherd, drover and livestock dealer, in 1844 Padbury established a home and slaughtering works on the west side of Herdsman's Lake (known as Limekilns Estate) and a butcher's shop and general store in Perth. By 1869, when the Estate was sold to Henry and Somers Birch, it had a slaughterhouse, boiling down works and tannery.

Padbury also secured land in the newly opened northern districts in 1851 for himself and purchased stock fattened on the other stations for his butchering business. In 1854, he selected leases at Boongarra and the Junction (Neergabby) where he built substantial stock yards. While he obviously had a vested interest in the development of the road (not wanting stock to lose condition on the journey south to his slaughterhouse at the Limekilns), he was also concerned with the welfare of others. In January 1855, he wrote to the Government:

It being of great inconvenience and much importance to the squatters north of Perth on the Moore River and in its vicinity that a straight line of road should be marked between Perth and that locality so as to enable them to reach Perth with their stock direct instead of driving them...round by the Swan along a road deeply flooded during the winter season. I undertake to mark a straight line between Perth and the junction of the Gingin Brook with the Moore River for a sum not exceeding £6.0.0 finding a bullock team to enable the work to be performed without any cost to the Government.

The proposal received immediate approval and the line of the road was marked with blazed trees within a few months.

Major Logue provided the first detailed description of driving south on what was to become the North West Stock Route. On 1 September 1855, Logue, Julius de Borlay and their stockmen left Ellendale (north-east of Walkaway) with cattle for Perth and joined up with a mob of Padbury's cattle at Cowalla.

On reaching the Junction of the Gingin Brook (Neergabby), the cattle were drafted and from here, were driven in separate mobs, with Padbury's taking the lead. They followed the line of blazed trees without difficulty, and there was plenty of feed and water at Boongarra, where they camped the night.

They began to run into other people's cattle coming the other way south of Yanchep Lake. They arrived at Padbury's paddock at the Limekilns on 20 September, 21 days after leaving Ellendale. The main problem for Logue and his men was cattle breaking away at night. Four bullocks were lost on the way and one lame bullock and calf had to be left behind. No stock was lost to poison, a hazard on much of the road north of Neergabby.

Padbury again petitioned the Government for improved facilities for the northern stock runs in May 1859, this time in association with Robert de Burgh of Cowalla Station:

It being very desirable that there should be a straight line of communication between Perth and Champion Bay and more particularly to parties interested in driving stock. Mr. R. Shaw of the Moore River had made an offer to construct a good bridge over the Gingin Brook...close to its junction with the Moore River and to make a line from thence to Munbenia on the lower part of the Hill River, a distance of about 50 miles...

Surveyor General Roe agreed to the proposal. The trail was blazed north to Hill River, but the bridge was not built.

Commonly known as the North Road, the Perth to Champion Bay Road was formally gazetted in May 1862 and followed the line blazed by Padbury as far as Neergabby in 1855 and the 1859 extension to Hill River:

It is hereby notified for general information that it is the intention of the Government to survey and lay out, as soon as convenient, a line of road between Perth and Champion Bay, with a view to the same being cleared

and opened up for use a public line of communication...The intended road will be one chain wide, and will pass as near as may be found convenient along the tracks at present in use from Perth by the eastern side of Three Island Lake, and of the Lakes Goolelal and Joondalup, through the western parts of locations 105, 111, at lake Nowergup, and 113, by the western sides of Lakes Yoonderup, Nambibby and Yancheep, thence to Lake Boongarrup, and to a projected new bridge over Gingin Brook, a little above its junction with Moore River. The road will then extend about 25 miles in a northerly direction, crossing the Moore between locations 136, and 333, and crossing the Smith River about 42 miles further N. by W., near the east boundary of Mr. R. Brockman's lease 588, where a tuart tree is marked with the letter B. Thence it will nearly follow the present track to Champion Bay.

A branch from the above road will ascend the right bank of Moore River from the crossing above-mentioned, to location 171, and thence take a northerly direction through the public reserves at Yatheroo and Dandaraga, and onwards to the Bay. Parties are warned against fencing across or otherwise obstructing these lines.

The road became the mainstay for the coastal areas between Perth and Dongara and was used by increasing numbers of travellers and drovers of livestock. Camels came later (from 1887) when trains of 50 or more would cart water north to the Murchison Goldfields. In 1863, a new Government road was surveyed and laid out from Ellen's Brook through Gingin to the Moore River, forming a crossroads with the North Road at Neergabby.

The proposed bridge over Gingin Brook was not built before the severe floods of the 1862 winter. Annoyed by the inconvenience of long waits at the Brook in times of flood, travellers and stockowners put increasing pressure on the government to rectify the situation. Again, Padbury and de Burgh were instrumental in progressing the situation, collecting £32 in subscriptions for the construction of a bridge over the Gingin Brook at Neergabby.

Padbury forwarded to the Government a quote for £65 provided by R. Cousins. The Government agreed to make up the difference 'having perfect confidence that you [Padbury] will see the work is properly performed'. As the bridge had to be lengthened to 100 feet (the original quote was for a bridge 75 feet long), Cousins' final account was for £108.8.0. By this time, subscriptions amounted to £51.5.0 and again, the Government agreed to pay the difference. The work was undertaken in early 1863.

A number of reserves were gazetted along the road for 'water and stopping places for teams'. Two reserves were established between Yancheep and Neergabby, one at Yancheep Lake (Reserve 1228) and the other at Boongarra (Reserve 911). The reserve at Boongarra was surveyed in 1867 by Surveyor J Cowle. As with several others, a stockyard and timbered well were established at Boongarra.

By the late 1880s, thousands of stock and many travellers used the North Road. In 1889, the North West Stock Route was formally established, with the reservation of land for the convenience of travelling stock and their drovers. A strip of land 40 chains wide, starting from Dongara and following the coast road towards Perth' was set aside as a 'Stock Route and Commonage for travellers and stock'. This half-mile stock route ended in a 5,000-acre reserve at Sorrento and North Beach, and included Star Swamp, with tracks leading to Subiaco railway

station, North Fremantle and W. Osbourne's butchering works at Osborne Park. With only minor variations, the Stock Route followed the line of the 1862 road.

By this time, Daniel King's Junction Hotel (established 1874) near the Junction Bridge at Neergabby was flourishing. There was a racetrack and cricket pitch, as well as accommodation for travellers and a large reserve for stock. With heavy horse and cart traffic, frequent repairs were made to the Junction Bridge which were 'often carried out jointly by the Swan Road Board and Walter Padbury'.

In addition to travellers and drovers, the North West Stock route was also used by the overland mail service to Champion Bay and kangaroo hunting parties who camped at the swamps and waterholes along the way.

In 1902, the Government was requested to repair the well at Boongarra, but refused on the grounds that there was insufficient traffic on the stock route and that there were alternative wells available to travellers and drovers.

The Midland Railway had a significant impact on the volume of traffic on the North West Stock Route, even before the line was completed. When the Midland Railway Act was passed in 1886, it allowed for the developers to receive 12,000 acres of land for every mile of land constructed and the Midland Railway Company selected all unalienated land along both sides of Gingin Brook and the lower Moore River. Leases outside this area were either forfeited or rendered useless through lack of access to the River or Brook and the shepherding of stock from other areas ceased.

The Railway reached Gingin in April 1891 and Walkaway in November 1894, and even though it was several miles east of the North West Stock Route it had an immediate effect on the volume of traffic on the North West Stock Route. Patterns of communication changed to east-west instead of north-south travel, as the train was used (for people, goods and livestock) for at least part of the journey.

Probably the last person to ride North West Stock Route (fmr) Stage 1 regularly on horseback was Bob Spiers, Mary Lindsay's station manager in the 1920s. Mrs. Lindsay held a vast tract of land adjoining the Stock Route at Yanchep, extending west to the sea and north to Jurien Bay. Prior to World War Two, summer holiday makers also used the Stock Route during the summer months, as favourite camping spots at the many protected bays between Yanchep and Dongara were accessed by bush tracks from the old Stock Route.

Regular use of the North West Stock Route was briefly revived in 1942 when it was the only road available to the Army for movement up and down the coast. It was used until Army engineers cleared their own tracks in more strategic places. Even after the War, sections of the Stock Route were used by kangaroo hunters, apiarists, dingo trappers and holiday makers until 'a network of better roads to the new farms and coastal towns gradually superseded it'. In 2002, the bitumen Brand Highway is never far from the North West Stock Route, which has been disguised nearly everywhere by native scrub, pine plantations and farms."

2.2 North Road Stock Route Trail Feasibility Study

In 2006 the (then) Shire of Greenough commissioned a study to determine the practicality of establishing a non-motorised trail (or trails) along the alignment of the former Old North Road (Coastal Stock Route).

One of the main recommendations of that study was that a drive trail be developed to commemorate the history of the Old North Road, the stock route, and the historic watering holes along the route.

This trail development plan implements one of the trails recommended in the earlier feasibility study (see *North Road Stock Route Trail Feasibility Study, for Shire of Greenough, Transplan Pty Ltd, July 2006*)

2.3 Connection with Other Drive Trails

The proposed North Road Stock Route Drive Trail will connect with other major drive trails already established within Western Australia.

Both the Monsignor Hawes Heritage Trail and the Wool Wagon Pathway (one of the Gascoyne Murchison Outback Pathways) have a terminus in Geraldton, and both these trails share common segments of roads. Cross-marketing of these drive trails will be a simple exercise due to the overlapping nature of their routes.

The development of the North Road Stock Route Drive Trail will add another highly significant tourism product in Western Australia's (and Australia's) self-drive market, as well as completing a 'missing link' in the suite of drive trails already established in this state.

SECTION 3 - CONSULTATION

3.1 The List of Potential Sites

During the preparation of this trail development plan consultation occurred with a number of key stakeholders, particularly with respect to sites to be included on the drive trail and the route to be used for the drive trail. This part of the work was viewed as important as it represented an opportunity to seek local views and involvement before construction works are undertaken and signs are produced.

During the preliminary stages of this plan, a list of potential sites for inclusion on the drive trail was compiled and distributed to a large number of stakeholders.

As a result of input obtained during that phase, a significant number of sites were eliminated and some additional sites were included.

During fieldwork, 62 potential sites were visited, 47 potential sites were assessed and 33 sites have been recommended for inclusion.

All comments made by interested stakeholders and individuals have been used in shaping the outcomes of this report.

3.2 Consultation

A number of formal and informal discussions were conducted with key stakeholders throughout the study area. In addition, input was sought from all local governments in the study area, various stakeholder groups (including indigenous groups). The following notes summarise these discussions and input.

3.2.1 City of Geraldton-Greenough

The consultant met with the Project Manager in Geraldton at the commencement of the project. The following issues were discussed:

- The need for meetings with stakeholders along the route of the proposed drive trail, including local governments in the Perth Metropolitan Region.
- Timing of report and need to make presentation to the working group in early June 2008.
- Need for conclusion of study by June 30th 2008
- Potential sites and routes through the City, including the northern terminus on Champion Bay, the wind farm, Central Greenough, Ellendale Pool, Walkaway, Mt Hill).

The City of Geraldton-Greenough also provided guidance and input during the course of the project, including:

- Tibbradden Homestead was a recommended inclusion (being one of the earliest settlements in the district).
- Information on history of various sites.
- Route of drive trail out of Geraldton, and through the district.
- Need for integration of North Road Stock Route Drive Trail with other existing/proposed drive trails, such as Gascoyne Murchison Outback Pathways, Monsignor Hawes Heritage Trail).

3.2.2 Department of Environment and Conservation (Geraldton office; Jurien Bay office; Wanneroo office)

- Suggested several additional sites in Geraldton that could be suitable for the northern terminus, including the Geraldton Museum and the Point Moore lighthouse.
- Advised that the Tourism Commission has prepared a Draft Tourism Strategy for the region, which might provide useful information.
- Recommended that the Drive Trail (when complete) be marketed by means of a well-produced web site which would include pertinent information for trail users including accommodation links, GPS points, visitor centre locations, downloadable brochures, etc).
- Not supportive at this time of existing 4WD access into Stockyard Gully being upgraded to cater for 2WD vehicles. DEC confirmed that it does not want to upgrade Stockyard Gully to 2WD at this stage, as the site has very limited capacity for parking and on-site supervision. Retaining 4WD-only access is a means of controlling parking pressures and visitor risk issues. DEC advises that it would probably need to go through a management planning process to propose any change to 2WD access. Management plans take a long time to produce. In terms of the drive trail, DEC has suggested that some 4WD diversions to the 2WD route could be incorporated.
- At Molah Hill, infrastructure is established though interpretive signs are still to be developed so there may be opportunities here.
- Queried how proposed new interpretive signage would blend in with existing interpretive signage eg. new interpretive panels within Lesueur National Park and at Pinnacles Visitor Centre.
- DEC would also need to know what treatment is proposed at existing sites. For example Grigson Lookout, Stockyard Gully and some of the Lesueur NP sites already have visitor infrastructure including interpretive signage relating to the area's natural and cultural history.
- Suggested that brochure/guidebook can be used to make the links between existing sites, and lever off places/sites where DEC already has facilities in place.
- Suggested capitalising on existing interpretive signage.
- Advised of need for uniform signage along drive trail (with common 'logo' to be used on all directional signage).
- Suggested that the proposed new lookout site to be developed at Nilgen Nature Reserve, on the west side of the proposed new Indian Ocean Drive, north of Lancelin, be included on the drive trail.
- Suggested that the squatter heritage at Wedge would make for a topic for interpretation.
- Wanagarren Nature Reserve was also suggested as a possible site on the drive trail, as a lookout site is proposed off the Indian Ocean Drive overlooking the 'crescent dune'.

- New Visitor Centre at The Pinnacles is due for opening very soon. Centre includes a considerable amount of interpretation, new/large car and bus parking area, and a universal access boardwalk to a lookout platform.
- Swan Coastal District is supportive of the concept of the drive trail and is happy with the proposal to use Yanchep National Park and the Boongarra Well on Smokebush Road as designated sites on the trail.
- Swan Coastal District is not supportive of the Wabling Hill tower as a site. The tower is within a Nature Reserve and DEC is concerned about the chance for increased visitation, which would increase the likelihood of nature conservation and visitor risk related issues.
- Swan Coastal District has some concerns about the potential for vandalism at the Boongarra Well site and is not prepared to commit to ongoing maintenance of any infrastructure installed at this site.
- DEC is comfortable that maintenance to any additional signage, etc, to be installed at Yanchep could fit into the Yanchep National Park works program.

3.2.3 Shire of Irwin

- Provided feedback on list of potential sites, and suggested additional sites for consideration in the site assessment process.
- Provided advice on the land tenure of the recommended Old Yardarino School site.

3.2.4 Shire of Carnamah

- No input provided.

3.2.5 Shire of Coorow

- Suggested inclusion of site along coast (Green Head) and local scenic drive along coast north of Green Head, due to history associated with pioneers of the district and the squatter settlements along the coast.

3.2.6 Shire of Dandaragan

- Provided input and advice on several suggested sites within the Shire of Dandaragan (including Old Jurien Jetty, tuart stand, Munbinea crossing, Mimigarra).

3.2.7 Shire of Gingin

- Provided input on the status (land tenure) of the limestone road known as "PWD Road". (It is Reserve #46716 - a Heritage Preservation Reserve, vested in Shire of Gingin for Recreation and Service Corridor).
- Suggested that the limestone road could be used as a walk trail.

3.2.8 City of Wanneroo

- Interested in inclusion of Boongarra, as it is a suggested site on the (proposed) Gngangara Equestrian Trail. Not aware of the poor state of the area.

- Keen for Wabbling Hill to be included (even though it is located in Shire of Gingin) as it too is a suggested site on the (proposed) Gngangara Equestrian Trail.
- Recommended consideration be given to inclusion of 10th Light Horse Heritage Trail site on Wanneroo Road. The site / trail is being upgraded, following a recent fire which destroyed much of the bushland area. Interpretive panels are being renewed.

3.2.9 City of Joondalup

- City has seen earlier feasibility study for a trail along the Stock Route, so therefore is aware of the proposal for a Drive Trail.
- City has an interest in developing eco-tourism activities, and proposed Drive Trail appears to complement this interest.
- Supports choice of Lake Joondalup as a site.
- Existing interpretive shelter at Neil Hawkins Park has not had any information contained within it for many years. Could be used for proposed map panel and interpretive panel, though because of glass doors it may be preferable to install freestanding signs instead.
- City is proposing some signposting to educate visitors to not to feed the birds.
- Supports notion of a map panel which could act as an advertisement for the entire trail to people going to Neil Hawkins Park for other purposes.
- City is keen to see details of exactly what is proposed for Neil Hawkins Park, and signage plan.

3.2.10 City of Stirling

- Choice of Mt Flora as the proposed site was questioned, when it was thought that Star Swamp was more appropriate.
- The City has plans for upgrading the interpretation within the Star Swamp Reserve Heritage Trail.
- It was agreed that a signposted walk trail from Mt Flora down the road and into the Star Swamp Reserve would effectively encompass the obvious heritage associated with drovers caps etc within the Reserve
- It was acknowledged that the views from the observation deck of the water tower on Mt Flora were superb, and a good reason for why the site should be included on the Drive Trail. The view from the observation tower includes panoramic views out over Start Swamp.
- The museum at Mt Flora will soon be revamped, and the displays will be upgraded.
- Is was suggested that additional sites within the City of Stirling be assessed as it would provide a better rationale for why Mt Flora was chosen as the preferred location. Other sites suggested for assessment included Blackadder Lake, Herdsman Lake Environmental Centre and the historic Settlers House (alongside Herdsman Lake).

3.2.11 Town of Cambridge

- Advised that Reabold Hill came under the control of the Bold Park Authority, though agreed that it made for a particularly good terminus for the proposed drive trail.
- Provided historic information collected as a result of research for the Town of Cambridge Heritage Trail, including information on Perry House and the lime kilns in the Reabold Hill locality.
- Heritage Trail interpretive panels (some of which deal with people/places of interest to the North Road and Coastal Stock Route) were to be replaced.

3.2.12 Botanic Gardens and Parks Authority (Bold Park)

- Authority may not be keen on attracting additional traffic to the Reabold Hill parking area, which is already overcrowded on weekends.
- Any signage contemplated for installation at Reabold Hill would need to match existing style.
- The installation of a typical drive trail "Site Sign" would not be appropriate.
- The installation of a typical drive trail "Start/End" sign would be best located within the Oceanic Drive road reserve.
- Town of Cambridge has previously resisted the installation of a typical 'tourist site' sign on Oceanic Drive at the entrance to Reabold Hill.
- The viewing platforms along the boardwalk to the lookout have been designed for the interpretive panels that are already in place. Additional interpretive panels on these structures may not be supported.
- It may be desirable that, rather than additional panels along the boardwalk or at the lookout, panels be installed along the scenic walk between Reabold Hill and Perry House. These panels would need to be consistent in style with those already installed within Bold Park.
- Surveys undertaken by the Authority indicate a significant number of respondents do not want to see signage (including interpretive signs) along paths/trails within Kings Park and Bold Park – even along sealed paths. These people would be able to 'go bush' without being confronted with signage.
- Emphasis of interpretive signage in the Reabold Hill locality has been about ecological matters (re-vegetation, etc) without much emphasis on built history.

SECTION 4 - THE SITE ASSESSMENT PROCESS

Throughout the length and breadth of the study area there are dozens of potential sites and stories that could have been included in the North Road Stock Route Drive Trail plan.

The direction from the Project Manager and Project Group was to determine approximately 30 sites situated along the route of the proposed North Road Stock Route Drive Trail.

Selection of potential sites was a process involving the following:

- Fieldwork to discover sites of particular interest.
- Examination of local government Municipal Heritage Inventories.
- Conversations with stakeholders, notably the Department of Environment and Conservation.
- Examination of maps and old plans.
- Reading of history books on the Old North Road.
- Reading of various Heritage Council documents.
- Reading of background reports, such as the report/survey undertaken to establish the location and condition of the historic watering holes along the North Road and Coastal Stock Route.
- Sites suggested by members of the community, and local government staff and councillors.

In addition to suggested sites and stories contributed by the community, research was undertaken using readily available tourist information. Publications such as RAC maps, Department of Land Information StreetSmart maps, Department of Environment and Conservation Operations Graphics (maps), visitor information centre guides and brochures, holiday planners for the Mid-West, Indian Ocean Drive and Coral Coast, etc, contain tourist information and feature stories of sites of general tourist interest. These publications were used to compile an extensive list of nearly 70 potential sites.

In consultation with the Project Group, local governments and relevant state government departments, this list was trimmed back to approximately 50 sites – which were to become the sites to be subject to a detailed site assessment during fieldwork.

Each of the sites was visited during a series of road trips during May 2008. A Site Assessment Sheet, which contains a range of values for assessing the relative merits of a site, was completed for each of the sites (see Appendix 3). Each site was given a score (according to the variables), which enabled each site to be compared with others.

Sites were to be categorised and ranked depending on a series of factors. These factors were to include, but not be limited to, such things as relevance to the history of the North Road and Coastal Stock Route, droving, exploration and settlement history, ease of access, extent of site development required, reasonable mix of 'different' sites over the length of the proposed route, level of interest that could be generated, connections to towns in the region, complexity and costs to develop, local interest or ownership if any and maintenance.

Recognising that the purpose of the North Road Stock Route Drive Trail is to provide a defined link between sites of particular relevance to the old North Road and the Coastal Stock Route (and the historic watering holes), the selection of sites involved considerable research and careful site selection designed to ensure visitors to the region have an interesting and safe drive between the key attractions.

The key determinants of site selection included:

- ❖ Availability and relevance of stories for interpretation;
- ❖ Interesting landscape;
- ❖ Variety of 'sites';
- ❖ Spacing between 'sites' and geographic spread;
- ❖ Ease of access by conventional vehicles; and
- ❖ Proximity to main North Road Stock Route Drive Trail route.

33 sites are recommended for inclusion in the North Road Stock Route Drive Trail.

SECTION 5 - THE FINAL SITE LIST

Following the assessment of all potential sites between Perth and Geraldton, the sites set out in Tables 1 and 2 below are those recommended for development and interpretation in this project. Details of the complete assessment of each of these sites can be found in Appendix 2.

Appendix 4 contains a site plan of each of the recommended sites, indicating existing infrastructure at the site (if any) and an idea of where the required site works and sign installations are required.

Table 1 – The Recommended Sites

	Site	Local Government	Score	Ranking
1	Reabold Hill	Town of Cambridge	98	2
2	Mt Flora	City of Stirling	84	=18
3	Lake Joondalup (Neil Hawkins Park)	City of Joondalup	90	=9
4	10th Light Horse	City of Wanneroo	84	=18
5	Lake Yanchep (Wagardu)	City of Wanneroo	99	1
6	Boongarra	City of Wanneroo	55	30
7	Neergabby	Shire of Gingin	92	=7
8	PWD Road	Shire of Gingin	87	14
9	Cowalla Bridge	Shire of Gingin	84	=18
10	Nine Mile Swamp	Shire of Dandaragan	58	29
14	Pinnacles Visitor Centre	Shire of Dandaragan	97	3
15	Lake Thetis	Shire of Dandaragan	73	26
16	Molah Hill	Shire of Dandaragan	85	=15
17	Historic Jurien Bay Jetty	Shire of Dandaragan	82	=21
18	Grigson Lookout	Shire of Dandaragan	92	=7
19	Dynamite Bay (Green Head)	Shire of Coorow	90	=9
20	Drummonds (Lesueur National Park)	Shire of Dandaragan	96	=4
21	Cockleshell Gully (Lesueur National Park)	Shire of Dandaragan	96	=4
22	Little Three Springs	Shire of Coorow	68	28
23	Stockyard Gully	Shire of Coorow	82	=21
24	Lake Indoon	Shire of Carnamah	89	=11
25	Beekeepers Nature Reserve lookout	Shire of Carnamah	78	24
26	Mullewa – De Grey Stock Route	Shire of Irwin	70	27
27	Old Yardarino School	Shire of Irwin	85	=15

28	Dongara Scenic Lookout	Shire of Irwin	85	=15
29	Hunting Kangaroo Arms (Allanooka)	Shire of Irwin	77	25
30	Walkaway	City of Geraldton-Greenough	79	23
31	Ellendale Pool	City of Geraldton-Greenough	89	=11
32	Tibradden Homestead	City of Geraldton-Greenough	89	=11
33	Geraldton Museum	City of Geraldton-Greenough	94	6

Table 2 – Other Sites Included but Not Assessed

	Site	Local Government
11	Nilgen (Nature Reserve) Lookout	Shire of Gingin
12	Wedge Island	Shire of Dandaragan
13	Wanagarren Nature Reserve Lookout	Shire of Dandaragan

Most of the 'sites' in Table 1 already exist, and in most cases have infrastructure in place for visitors. Many of the sites require some enhancement, but this is generally minimal. All sites will require some signage.

The following sites (Table 3) were also assessed, but were not recommended for development. These sites, whilst having some attractive elements, were excluded for a variety of reasons (See Section 4 for explanation of key determinants of site selection). Some of these sites could be considered for inclusion in a later stage of the development of the North Road Stock Route Drive Trail – should there be a Stage 2.

Table 3 – Other Sites Assessed But Not Recommended

	Site	Local Government	Score
	Perry Lakes	Town of Cambridge	87
	Star Swamp	City of Stirling	68
	Herdsmen Lake Wildlife Centre	City of Stirling	69
	Settler's Cottage (Herdsmen Lake)	City of Stirling	45
	Jackadder Lake	City of Stirling	71
	Dog Swamp Reserve	City of Stirling	52
	Wabling Hill	Shire of Gingin	69
	Mimegarra	Shire of Dandaragan	34
	Tuart Grove (Jurien)	Shire of Dandaragan	74
	Coolimba (Desperate Bay)	Shire of Carnamah	55

Illawong (Sandy Bay)	Shire of Carnamah	56
Knobby Head North	Shire of Irwin	65
Arrowsmith Lake	Shire of Irwin	52
Milo Road Crossing (Irwin River)	Shire of Irwin	77
Port Denison (Fisherman's Memorial and Lookout)	Shire of Irwin	76
Dog Hole Swamp (near Mt Hill)	City of Geraldton-Greenough	43
Geraldton Port	City of Geraldton-Greenough	87

A number of other potential sites (Table 4) were also visited but were not formally assessed, as a quick inspection revealed that the site either lacked visual appeal, was too close to other 'included' sites, was inaccessible, on private property or was deficient in some other way.

The issue of access to many of the historic watering holes is a case in point. Of the original 60+ watering holes between Perth and Walkaway, many/most of these are either on private property, inaccessible to conventional 2WD vehicles (because of long distances on very sandy tracks) or are now virtually impossible to locate.

Table 4 – Other Sites Visited But Not Assessed:

Site	Local Government
Pippidinny (Pipindining) Swamp	City of Wanneroo
Badgingarra National Park	Shire of Dandaragan
Munbinea	Shire of Dandaragan
Hill River Crossing (and pools)	Shire of Dandaragan
Kinchela Pool (Nambung Pools)	Shire of Dandaragan
Hansen Bay Lookout	Shire of Dandaragan
Tuarts Reserve	Shire of Dandaragan
Fatfield	Shire of Dandaragan
Lake Logue	Shire of Carnamah
Woodada Well	Shire of Carnamah
Piggery Lane	Shire of Irwin
Mt Horner	Shire of Irwin
Central Greenough	City of Geraldton-Greenough
Point Moore Lighthouse	City of Geraldton-Greenough
Separation Point	City of Geraldton-Greenough

Appendix 3 contains a site assessment of the locations set out in Table 1. The sites are generally arranged in order of location along the North Road Stock Route Drive Trail.

SECTION 6 - THE SELECTED SITES

The following pages provide a brief description of each of the recommended 33 sites along the North Road Stock Route Drive Trail and the proposed content of the interpretive panel to be installed at each site.

Site 3

Lake Joondalup (Neil Hawkins Park)

Local Government

City of Joondalup

GPS

S 31° 44.600'

E 115° 46.682'

Summary of Site Attributes

- Highly scenic views over Lake Joondalup. Exceptional level of facilities.
- This area was part of the original Stock Route because of the water. It is the Southern Terminus of the Yaberoo Budjara Heritage Trail.
- Excellent visitor facilities and easy access. Ample car and caravan parking. BBQ facilities.
- A good opportunity to promote the trail because of high visitation rate.
- Interpretive shelter with no information. Sculpture detailing Aboriginal significance of area.



Above: the popular picnic area alongside Lake Joondalup is located right on the former stock route.

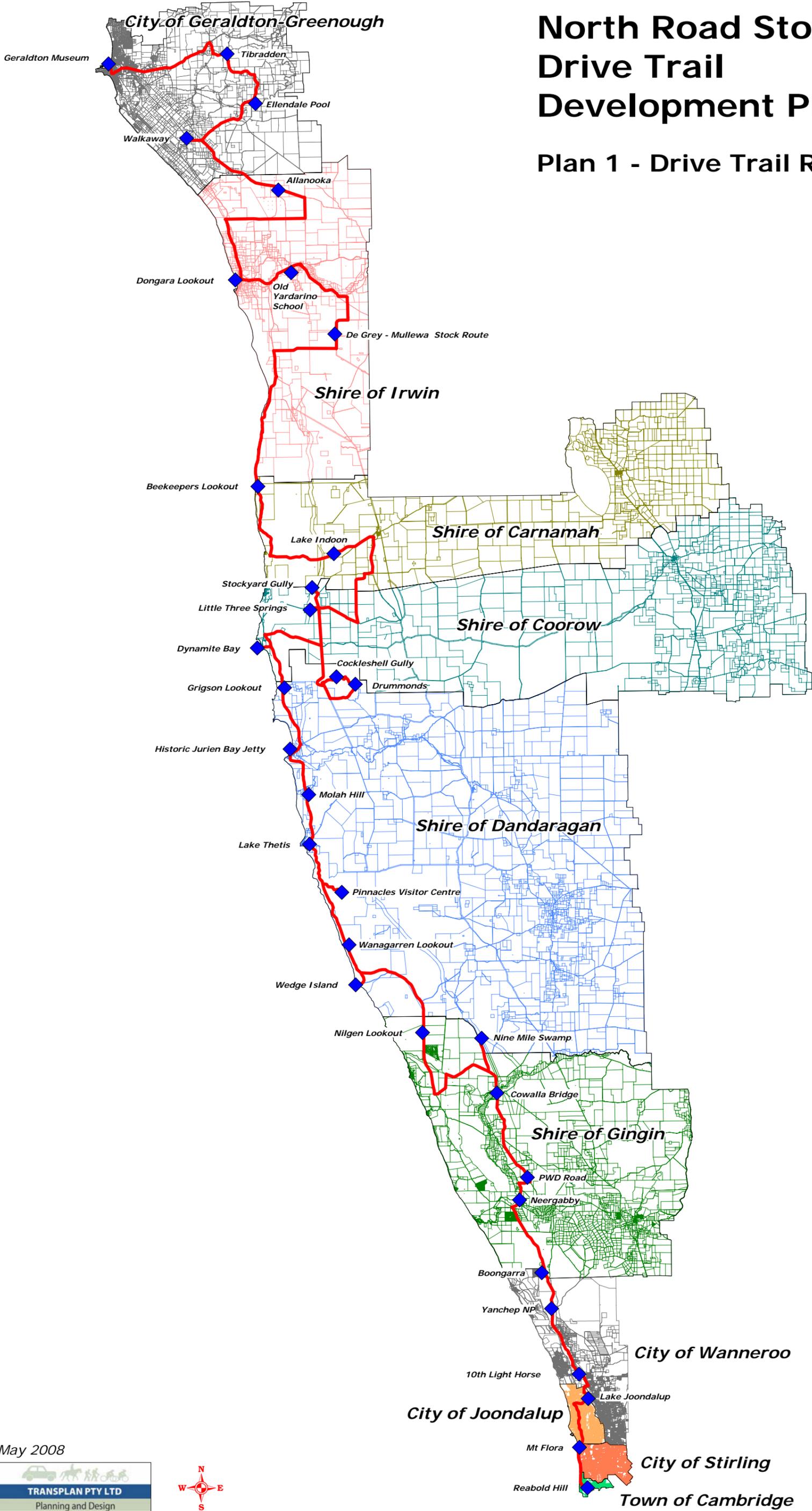
Recommended Works
• Install North Road Stock Route Drive Trail 'map panel' (1200mm x 800mm).
• Install North Road Stock Route Drive Trail 'Interpretive panel'.
• Install North Road Stock Route Drive Trail 'site sign'.

Proposed Interpretive Themes / Stories

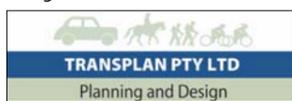
- Stock route followed line of lakes/wetlands/water holes.
- Aboriginal significance of area.

North Road Stock Route Drive Trail Development Plan

Plan 1 - Drive Trail Route & Sites

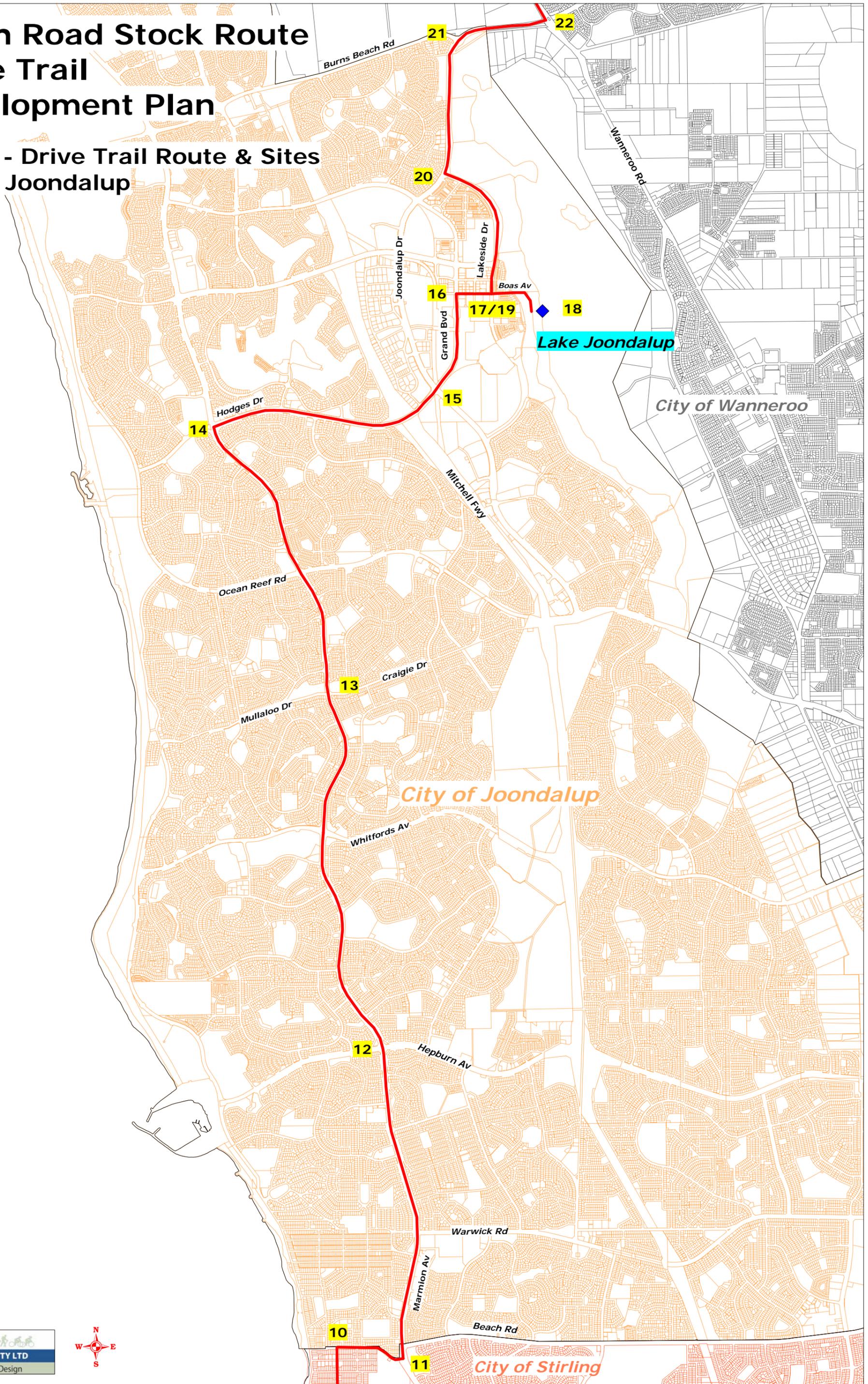


May 2008



North Road Stock Route Drive Trail Development Plan

Plan 3 - Drive Trail Route & Sites City of Joondalup



June 2008



City of Stirling