



Majura Pines Recreation Concept Master Plan 2014



Prepared by Anthony Burton and Associates for Territory & Municipal Services Directorate

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1 Executive summary

Vision: To return Majura Pines to being a popular and well used informal recreational venue while maintaining it as a working forest.

Parks and Conservation (PCS) commissioned the Majura Pines Recreation Concept Plan in November 2013 in response to changes caused to the area by construction of the Majura Parkway.

Community Consultation was used to determine community expectations for ongoing recreational use of Majura Pines, to plan for these uses and to consider longer-term management of the facilities. The consultation process included interviews, an online survey, written submissions and a community information session.

The Concept Plan recommends the following facilities be provided at Majura Pines:

- A mountain bike trail network catering for a range of abilities including:
 - One-way downhill trails – mountain bikes only;
 - Two-way cross country loop trails – mountain bikes and also for runners and walkers;
 - Dedicated dirt jump area; and
 - Skills development area.
- An equestrian loop linking existing trails that allow equestrian use Majura Pines and to connect to the broader equestrian trail network;
- Facility signage – directional, safety, information and compliance; and
- Low-key facilities to support recreational use including car parking, rest areas, drinking water points and toilet facilities.

It is recommended that volunteers, the Majura Pines Trail Alliance, develop and manage the Majura Pines trail network. This group would follow a works plan agreed to by Parks and Conservation Service and work to manage the recreational assets of the forest.

2 A Vision for Majura Pines: the Majura Pines Recreation Concept Master Plan 2014

The vision statement is a synthesis of the values, ideas and aspirations generated by the community and other stakeholders who took part in the consultation process with a view to generating the collaborative master plan, the Majura Pines Recreation Concept Master Plan 2014.

The vision statement is intended to provide the ACT Government and the community with an aspirational focus, to guide the planning, development, management and promotion of Majura Pines.

2.1 Vision Statement

To return Majura Pines to being a popular and well used informal recreational venue while maintaining it as a working forest.

2.2 Goals

Arising from the vision the following goals have been identified for Majura Pines:

Goal 1: To create a recreational reserve that provides unique, quality and memorable experiences for people to enjoy and appreciate while remaining consistent with the management objectives set out by Territory and Municipal Services Directorate.

Goal 2: To provide an environment that allows for higher impact outdoor recreation that incorporates a sustainable, low maintenance trail network that is accessible, safe and provides amenity for the community.

Goal 3: To provide a recreational area that provides for a range of users while managing and minimizing potential user conflict between users.

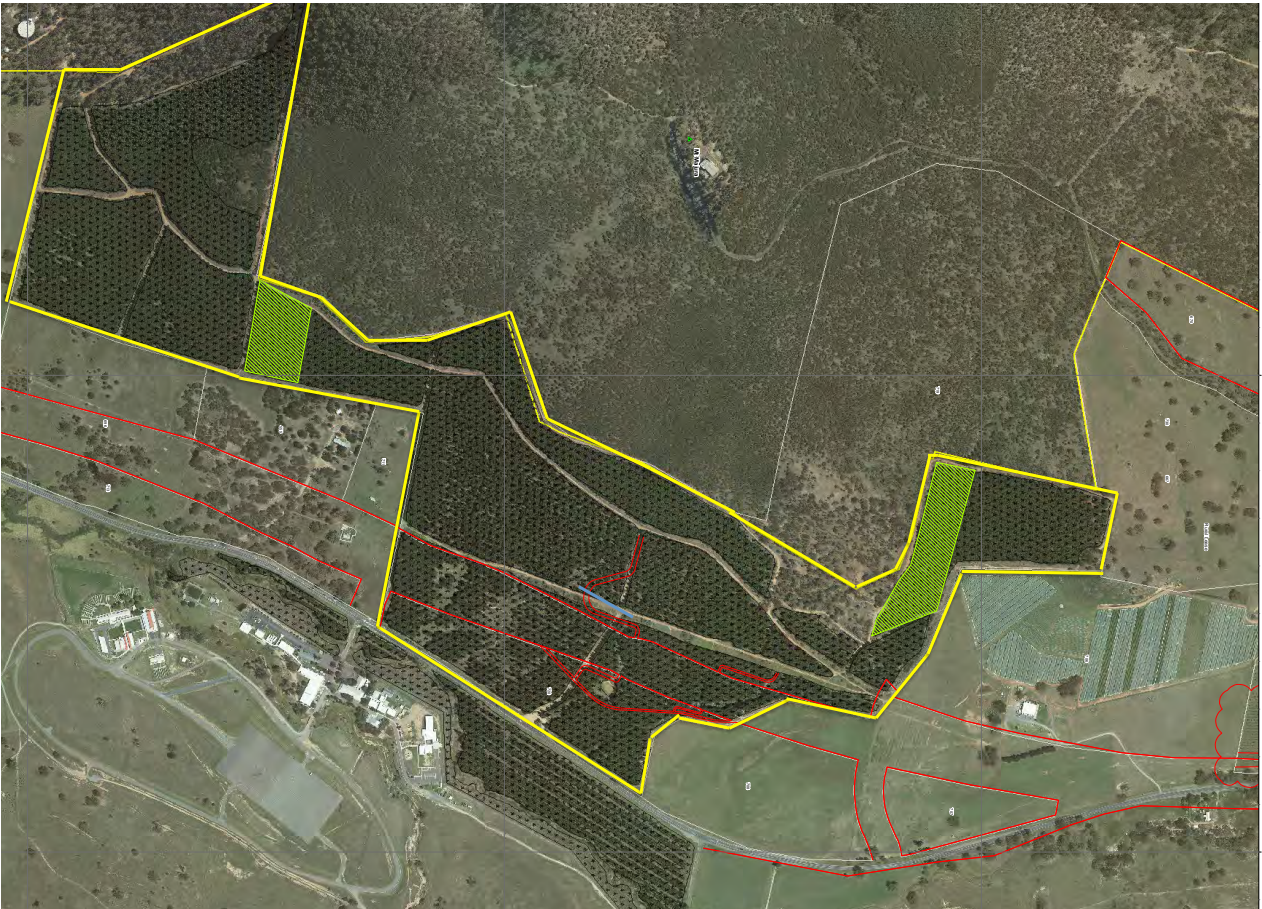
Goal 4: To engage the community in the ongoing maintenance of the recreational facility.

2.3 Objectives of this report

The objectives of this report are to describe the results of consultations with the ACT Community, with the specific aims of:

- a) Determining the community needs and expectations for the ongoing development of recreational facilities within Majura Pines;
- b) Recognising and planning for the recreational facilities that are identified during this process; and
- c) Helping to secure community management and maintenance of these facilities.

2.4 Study Area



Map 1 – Majura Pines Study Area

2.5 The collaborative master planning timeline

Who	Process	Date
Targeted stakeholders	Meetings with key stakeholders identified by TAMSD and consultants engaged to undertake Consultation Report and Master Plan	November – December 2013
TAMSD and consultants engaged to undertake Consultation Report and Master Plan	Meetings	October 2013 – May 2014
Members of the community	Face-to-face community information session	February 2014
Members of the	“Future of Majura Pines” online survey	March 2014

community	provided via “Time to Talk” ACT Government online community consultation portal	
Consultants engaged to undertake Consultation Report and Master Plan	Finalisation of draft Consultation Report and Master Plan	May 2014
TAMSD	Feedback on draft Consultation Report and Master Plan	May 2014
TAMSD	Approval of final Consultation Report and Master Plan	July 2014

Table 1 – Master-planning timetable

3 Results of the community consultation process

3.1 Consultation methodology

The following mixed-use methodology was used to complete the consultation phase of this project:

- A series of 10 qualitative independent interviews under an interpretivist paradigm where the participants are seen as the experts in their field. The majority of the interviews were conducted face to face, however several were undertaken over e-mail. The interviews were semi-structured using a conversational style with open-ended questions that allowed further exploration of particular issues that arose. A record of all interviews was written and summarised but not transcribed verbatim. A matrix of key ideas was developed identifying keywords and thematically analysed by the first author.
- “Future of Majura Pines” survey. An online self-selecting quantitative survey tool run through the ACT Government’s “Time to Talk” website (www.timetotalk.act.gov.au) incorporating 12 questions. This tool was augmented with free text options to allow for the capture of additional qualitative data. A matrix of key ideas was developed identifying keywords and thematically analysed by the first author. This consultation platform was advertised through government networks, on-line and in newspapers and was open for 6 weeks.
- A face-to-face community information session, which included an opportunity to discuss the project with government representatives and other community members. Participants were able to write their ideas on butcher’s paper, white boards and raise issues with consultation staff. This consultation platform was advertised through government networks, on-line and in newspapers. A record of information provided was written and summarised but not transcribed verbatim and a matrix of key ideas was developed identifying keywords and thematically analysed by the first author.

Individuals and organisations were also invited to write directly to Anthony Burton & Associates to raise specific concerns.

3.1.1 Level of community engagement achieved

Broad community engagement was achieved by utilising a mixed methods approach allowing for a broad variety of feedback to the consultants. This approach resulted in:

- 683 individuals utilising the ACT Government’s online Time to Talk consultation portal.
- Over 70 people attending the community information session held at the Ainslie Football Club (a large community venue close to the site).
- 10 specifically targeted groups and individuals who met with or discussed the future use of the site with the consultants and additional people who contacted the consultant directly.



Plate 1 – Community Representatives at the drop in consultation

3.2 Consultation Results

3.2.1 Results from targeted stakeholder consultations

The results of the ten qualitative independent interviews are summarised in the table below (responses de-identified). The majority of neighbours and stakeholder groups were interested in the return of Majura Pines for a diversity of informal recreation and generally low-key events. Residents of the Majura Valley saw the Majura Pines as the gateway to the valley and identified its potential as a tourist drawcard and economic driver for the region.

Item	Issue
Scope of Works	Design the park for less but better trails
	Master planning should focus upon a general trail corridor
	There needs to be links between the Pines and Hackett, potentially improving the car park and or links with the shops.
	Needs to incorporate Non Mountain Bike/Expert Mountain bike riders
	A connection between Hackett and Majura Parkway – not sealed just achievable on most bikes (i.e. remove rocks from/smooth the surface of some fire roads) to allow for or improve connections with other tourism ventures
	Any Concept Master Plan for the pines must take the entire valley into consideration looking at the context in which the pines and any proposed facility sits
Objectives and Outcomes	The idea of long term leases with certainty for the neighbours needs to be identified so that they can set up viable long term businesses with links to Canberra, the Valley and the Pines
	Want to see Majura Valley as the entrance to Canberra
	Park Care like Friends of Majura and Friends of Bruce Ridge (FOBR) work well because people feel some ownership and its contagious
	FOBR is a success story, and Bruce has some excellent beginner trails.
	Our general position is support for all community and recreational use of the area, and we would be very pleased with development of trails, signage and links to our business.

	<p>Would like to see the trails build like those in Park City, Utah, benched into the hill, climbs with proper switch backs, trails that cruise along a contour and that make use of natural features.</p> <p>Equestrians of course cannot comment on cycling technicalities and trails but we would like no bike jumps where the jump meets a larger road tracks, enabling mountain bikes to enter in the air & at high speed: this is dangerous for other users (bikes, horse riders, joggers) on the main track system.</p> <p>A general view of equestrians is that the total area of Majura Pines is too small for separation of activities. Majura Pines at its best is a lovely area to go into and as it is quite small it would be good to not develop it further.</p> <p>Horse riders enjoyed the vehicle width trails between stands of pine trees.</p> <p>Improve that accessibility of the venue for users by ensuring clear, safe and accessible access off the Parkway.</p> <p>Access should be by bike, pedestrians and car</p> <p>If things are built well people will come</p> <p>Tourism is the key to the long term viability of the valley and the area needs to have more people using it. The residents of the valley want more people not less.</p> <p>Long-term management of the site, it should be a shared recreation space. The major thing is to make this a community friendly place; we want people to walk (dog walkers too), run and ride in the pines that has a planned trail network that meets the needs of multiple users. The area lends its self to be equestrian friendly.</p> <p>If we were able to get tourists coming to the venue it could help to fuel investment in the valley.</p>
Services and amenities	<p>Simple drop dunny and a car-park like Sparrow would be ideal if possible.</p> <p>With some basic amenities like parking, toilets, water and power, Majura would be a viable mtb event venue with the potential to generate some hire fee revenue.</p> <p>Very limited facilities. The current car park is about right, I wouldn't use it (would ride to the venue) and it's not worth the cost.</p> <p>There is no need for shelter or water, maybe signage. Maybe have parking and a trail head perhaps at the vineyard, but you would need to make sure that the (Mount <i>Majura</i>) Vineyard people were happy with that.</p> <p>Need to ensure that there is adequate overflow car parking</p> <p>Equestrians do not wish to see another Stromlo Forest Park but prefer a quiet undeveloped recreational area.</p> <p>Majura Pines is a small area and the fewer facilities on offer the better. Most buildings just bring vandalism.</p> <p>Water for people would be expected; water for horses may be most desirably supplied from a dam somewhere in the area.</p>

	<p>If you put a shelter there it will be used by those (particularly winter ski traffic) passing through Canberra to sleep in & will end up with rubbish being left there.</p> <p>With car and float parking encouraging visitors it may be necessary to have a composting toilet and picnic shelter.</p> <p>Horse riders relaxing/ picnicking/ saddling up would like a small area with a tie-up rail, probably close to the parking area but somewhat hidden from the road and parking area.</p> <p>The size of the car park should cope with daily usage – 15-20 space. If there are larger events where there are larger groups need a traffic management plan in place.</p> <p>Utilisation of other parking sites like the guide camp, winery, police head quarters could be used for these.</p> <p>Amenities, similar to Stromlo with toilets and showers that were centrally accessible would be ideal. Picnic tables and shelter, power (multiple power in different locations allow for differing staging), water and an emergency phone.</p> <p>More than one event hub/places that you can run smaller events and club type races.</p> <p>Sign posting – include appropriate warning signs</p> <p>Toilets – but not many people would use them</p> <p>Need Car Parking for at least 50 cars, the current car park will likely not be sufficient</p> <p>There needs to be facilities for people to stop and spend some time there. These include drinking water, seating, shelter, horse trough, toilets, BBQ in open space. The arboretum could be used as a template.</p> <p>Interpretive signage – the history of the Majura valley and incorporate areas where there could be Photo Stops which allow visitors to stop and take photos of kangaroos and users in the forest.</p> <p>Have some open grassy areas similar to those found in Laurel Hill campground.</p>
Future of the Forest	<p>We've lived with it being a working forest for years, if it helps maintain it, then why not, the current thinning was a good opportunity to remediate some of the tracks suffering.</p> <p>So it would be great if the pines can be retained, although another alternative is that they be replanted with eucalypts and incorporated in Mt Majura reserve between the Majura Parkway and the existing nature reserve boundary</p> <p>The forest needs to be maintained and if the trees aren't looked after they fall down. In the future you could look at replacing the pines with natives.</p> <p>If people go in and build the trails it's a shame to know that they could go at anytime and therefore if (and when) it is logged they should look at maintaining the trail corridors</p> <p>Should it remain as a working forest? Equestrians cannot give the answer to this question however when the trees were (last) harvested there was very little recreational area left until new plantings grew.</p>

	<p>ACT Government should manage Majura Pines as a low maintenance recreation area for joggers, Rogaine, cyclists, horse riding.</p>
	<p>It could be retained as a working forest and if so it needs to be clearly labelled as a working forest.</p> <p>To keep the forest safe, it needs to be regularly maintained.</p> <p>Trail development can't be a free for all but needs to be planned and built with this plan in mind. Plan can change and evolve over time but needs to be agreed.</p>
	<p>We need to look at this from a whole of community perspective, it's good to have it remain as a working forest and it's OK for it to be logged. However what needs to be retained and maintained is the east west connector</p>
	<p>If the pines are to be harvested, then do not do it all at once, rather stage it. Further keep some of the pines to ensure the erosion is managed</p>
Events	<p>We have a world championship standard course from Innabaanya to the summit of Mt Majura and return and have regularly used for ACT and Australian Mountain Running Championships. Access is needed to Innabaanya for facilities and parking for any future such events. The vineyard is too far away.</p> <p>We have an annual Mt Majura Vineyard One Peak 12 km and Two Peaks 20 km over Mt Majura, Hackett hill and Mt Ainslie where we run through Majura pines over the last 3 km. Normally 200 competitors.</p> <p>An access gate to the pines from the Vineyard so that runners, orienteers and mountain bike riders can access the pines from the vineyard for events.</p> <p>We have also used the pines in the past as an extension of the annual Bush Capital Bush Marathon Festival marathon, half marathon and ultra run courses.</p> <p>The Sri Chinmoy Triple Tri course goes through the pines.</p>
	<p>The pines add to Capital Punishment and we would be happy to maintain/rehabilitate/pay for rehab of the tracks post event, but paying forest user fees to three different arms of government is silly.</p>
	<p>Majura Pines is a very small area and large events, particularly cyclist events should be held at larger areas of pine forest such as Kowen or Stromlo Park where we believe the areas are much larger & sustain high impact/high numbers better.</p> <p>Exclude mountain bike downhill races (high impact) & repetitive use of single tracks but allow Rogaine/cyclegain and triathlon style events where joggers/cyclists travel through the area on the main roads once.</p> <p>Allow events which are also low impact</p>
	<p>Site should be used for events with a nominal Forest User Fee that is spent back within the park. Repair/Payment of repair should be by the users</p>

	<p>Tourist based events, like endurance horse based events where horses use the old road way, go through the pines and returning along the old stock routes.</p> <p>There is potential for regular trail rides and a riding school in the valley. Having access to the pines will make this possible. A two hour circuit through the pines and back along the stock route would be perfect.</p>
Proposed trail design	<p>Majura is the home of MTB in Canberra and arguably the Mecca for MTB in Australia, some sort of recognition of that needs to be maintained, it's suffered badly from over love though in the past few year</p> <p>Look at an overall concept of trails that have a wide range of technical difficulty included rather than the dumb it all down approach.</p> <p>In contrast, Majura has a reputation built over decades for more difficult trails and has now lost most of the flatter areas that were ideal for beginners. From what I can see there is support for a mix of trails that honour Majura's reputation, some beginner stuff but mostly intermediate and advanced. I'd resist sacrificing primo intermediate trails to accommodate an arbitrary percentage of beginner tracks.</p> <p>The thinning operations 12 months ago (which destroyed all the mountain bike tracks) made the pines much less attractive for orienteering. Navigating your way through the complex of tracks was much of the challenge! So we are quite interested in plans to re-install the tracks</p> <p>Down around block 720, make it easy and beginner friendly, similar to Bruce Ridge. Try to fit enough in (but not too much) and incorporate a main trunk loop. Don't stick technical features in the wrong locations.</p> <p>I'd like to see that more like Park City with more contouring.</p> <p>Maintain a DH corridor.</p> <p>It would be great to link the trail trunk trail through some of the neighbouring leases like the Girl Guides, Winery, Truffle Farm – but you would need their support.</p> <p>For equestrians the most important issue is safe access from several directions providing loop trails in and out of Majura Pines.</p> <p>Links between horse keeping areas and Majura Pines.</p> <p>Horse riders need continued access from the trails on the western side of Mt Majura to the eastern side of Mt Majura at the back of Cherryburn and the stock route underpass from the new Parkway needs detailed planning.</p> <p>Safe access for horse riders using the underpass to enable avoidance of the planned off road cycle path needs some discussion and assurance that horse riders can use the stock underpass to reach the Mt Ainslie reserve.</p> <p>For equestrians the trail surface is desirably natural; use of any hard materials e.g. asphalt, concrete, rock, unless necessary e.g. to prevent erosion of a drainage line is undesirable. Trails will need to be kept clear of undergrowth.</p>

	<p>Trails should be built and maintained to IMBA standards. Trails will be used for events, therefore main trails built should be able to withstand such use but don't dumb it down. Develop easier tracks but keep the technical, challenging nature of the pines. It would be great to have a trunk trail to link in with Centenary Trail and Majura Parkway share paths.</p> <p>DHI – there is potential for three key alignments with linkages between these so that users can switch between tracks and a number of competition lines can be run.</p> <p>XC - Develop a Trunk trail, Avoid the wet areas, allow more challenging tracks off this trail</p> <p>Pump Track</p>
	<p>Have an easy loop like the Stromlo beginners but incorporate more challenging loops (which incorporate B-Lines) into these. Include a Down Hill course.</p>
	<p>We want to be able to ride horses through the area. While there is potential for an out and back route we would prefer a loop/circuit. Ideally this would incorporate grass next to it to allow for horses to graze. Any equestrian path needs to be wide enough to ensure adequate sightlines. Some of the pines should also be thinned to improve sightlines.</p>
<p>Facility Access and Links</p>	<p>How valuable it would be to have a cycle path from Hackett, traversing the ridge and linking to the shared path that will be constructed as part of Majura Parkway?</p> <p>Car park like Sparrow Hill</p> <p>Amenities like parking</p> <p>A car park is needed similar to the previous car park adjacent to Majura Road and access to Innabaanya and the adjacent paddock for major events</p> <p>Maybe link trails in 720 across the road however this area gets swampy when wet. It would be great to tie in features with the vineyard. This would be a nice feature to add.</p> <p>Access from Majura Parkway. A car parking area for a few cars from the new freeway would be good. It needs to be large enough to include a turnaround area and parking for horse floats as well. Also entry for horses coming from the parked floats over coppers logs cavaletti to stop motor bike access into the Pines.</p> <p>More integration with the adjoining lease holders – links with the winery and other businesses. It would be great to be able to ride then have a booking with a café at winery. We also need to ensure appropriate connectivity with Hackett</p> <p>Make the link between Hackett and the Majura Parkway to allow bike tourism/community to the Majura Valley. To do this you need to fix the surface of the steep entrance and connect it to the old Majura Road.</p> <p>Link through Innabaanya and other tourism businesses in the Valley</p> <p>The shared path along the Majura parkway should be available to pedestrians, cyclists and equestrians, with links developed with the stock routes and the old road. This should be developed into a loop that runs through the valley and</p>

	links with the Centenary Trail. Again this could loop people round Mount Majura and back into the valley.
Ongoing Management	The 4WD trail adjacent to the vineyard fence is not in good shape following the forest thinning operations; it would be good if it could be graded to improve running and MTB access for events. Fire Trail Upgrade.
	Bruce Ridge guys are doing a great job. Perhaps form a Friends of Majura Single Track? Funding options would be great, in Park City they have a 1% recreation levy on all taxes. This is then used to manage recreational facilities, all tracks are looked after by the government.
	Bruce Ridge has native plants: Majura Pines is essentially a monoculture (introduced pines) so does not have the same appeal to people interested in maintaining the native environment; nor is the maintenance such as lopping lower branches of pines likely to be capable of being performed by volunteer groups. The less infrastructure that is built the less maintenance will be required but if neglected it no longer remains an attractive recreational area. Spraying for weeds such as St Johns Wart, blackberries is needed; also control of erosion. Suggestions have been made that cyclists carry out maintenance; similarly if horse riding is “seen to cause or contribute to any erosion” then horse riders could volunteer to give work party assistance.
	Friends of Bruce Ridge is a good Collaborative model. At the end of the day the regular users will maintain it. There are however concerns about the contentions issues regarding ongoing maintenance, particularly post events.
	At the moment the forest is full of weeds and any management must look at keeping the weeds down. They need to continue to manage the forest to ensure safety and make sure it looks good, at the moment it’s not eye catching but it could/should be.
	Ensure that the forest is managed for fire hazard
Other Issues	Rabbit control, weed control, bushfire risk.
	The pines are great for training: wind protected and, in summer, cool on hot days as they provide shade protection and allow off lease running and walking if you have a dog.
	Development of NSW/ACT Rail Trails
	The Valley is the gateway to the national capital – this is an opportunity to do something very special, the pines could be the catalyst to the future development of the Valley. Horse riders have an issue in getting across the new Parkway

Table 2 – Targeted Stakeholder consultation

3.2.2 Results from online survey

The online survey provided a wealth of information for analysis. Hence in addition to presenting the quantitative results of the survey, a series of word clouds were generated to show how the community responded in the free text sections of the survey. The larger the word the more often it appeared in the community feedback.

3.2.2.1 Survey question 1: Prior to the closure of the forest for logging and road works, on average how often did you visit Majura Pines?

It is clear that Majura Pines was a very popular recreational venue prior to being closed. Of the 683 respondents 48% identified that they had visited the site weekly prior to its closure for logging and works; 32% had visited monthly; 10% had visited less than once a month; and 5% had visited “other” (Figure 1). Of those respondents identifying “other”, 16 out of 35 responses indicated visiting the site more than once a week.

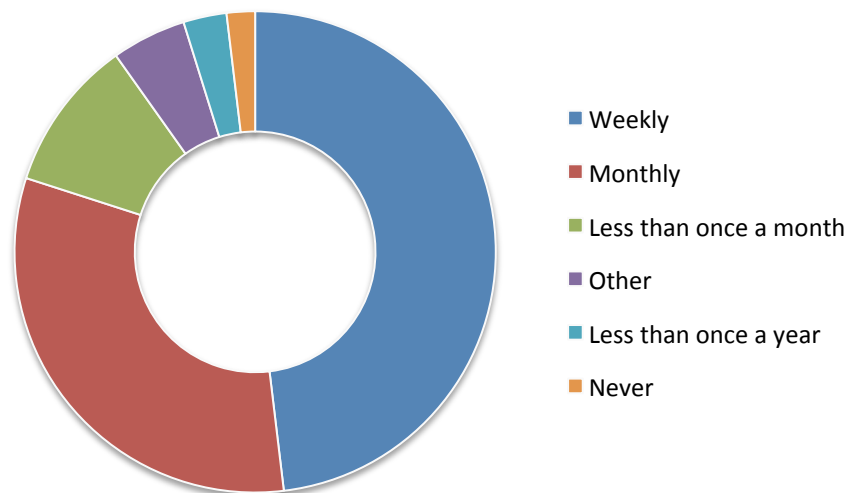


Figure 1 – Prior to the closure of the forest for logging and road works, on average how often did you visit Majura Pines?

3.2.2.2 Survey question 2: How did you access Majura Pines?

Of the 683 respondents 78% identified that they had accessed Majura Pines by bike; 47% by car; and 13% by foot (Figure 2). It is important to note that while respondents could tick more than one mode of access, the majority of respondents nonetheless indicated accessing Majura Pines by bike.

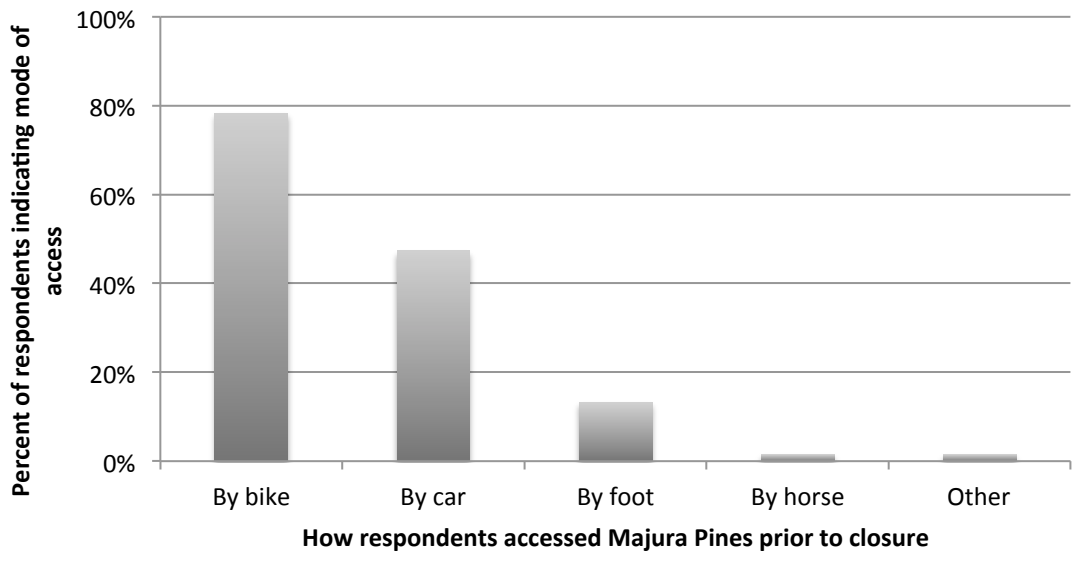


Figure 2 – How did you access Majura Pines?

3.2.2.3 Survey question 3: How would you like to use Majura Pines after the Majura Parkway construction is completed?

When asked how people would like to use Majura Pines into the future, the majority of the 683 respondents identified that they would like to use the area for mountain biking (Figure 3). It should be noted that participants were able to identify more than one use in their response.

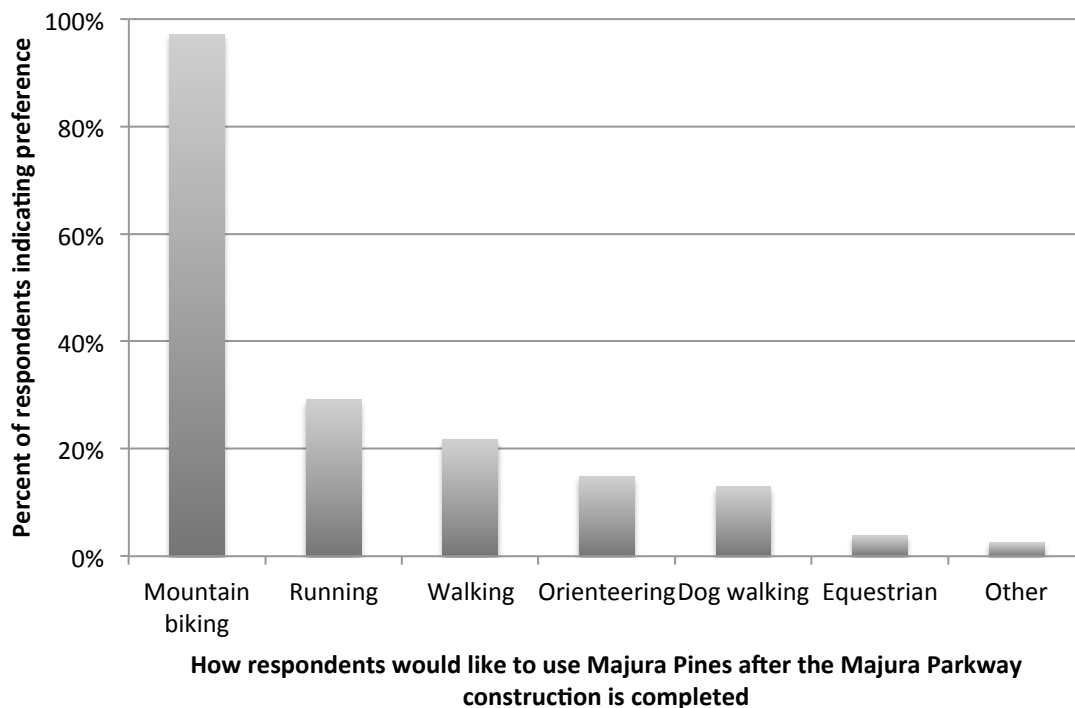


Figure 3 – How would you like to use Majura Pines after the Majura Parkway construction is completed?

3.2.2.4 Survey question 4: What new facilities would you like to see at Majura Pines?

Participants were asked to rank facilities that they would like to see in the pines. New trails were ranked either 1, 2 or 3 by over 600 respondents, and were identified as the highest priority by the majority (82%) of respondents (Figure 4). Directional signage was identified by the majority of respondents as the highest second order priority (30%), followed by drinking water points (27%) and car parking (15%) (Figure 5A). Toilets were identified as the highest third order priority (23%) followed by car parking (19%) and drinking water points (18%; Figure 5B).

Other facilities, including shelters/picnic areas, interpretive signage and BBQs were also identified.

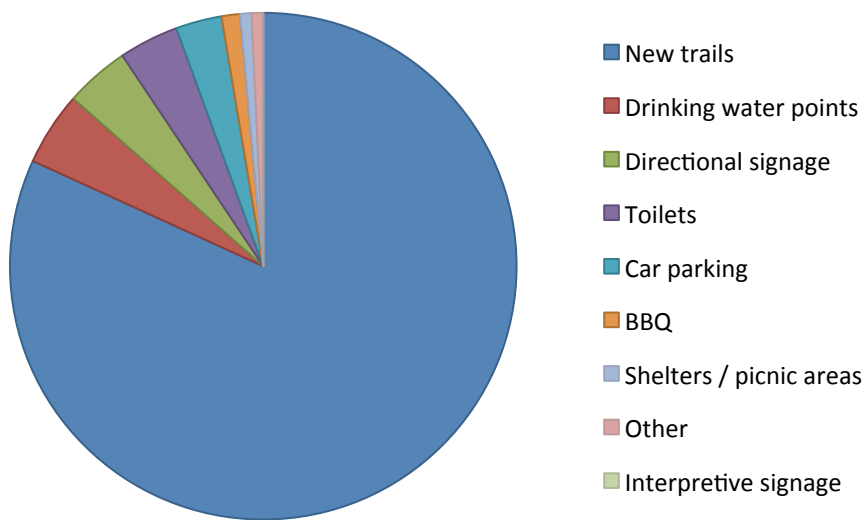


Figure 4 – What new facilities would you like to see at Majura Pines? The above pie chart shows the proportion of responses from 683 respondents where the facility was ranked '1'.

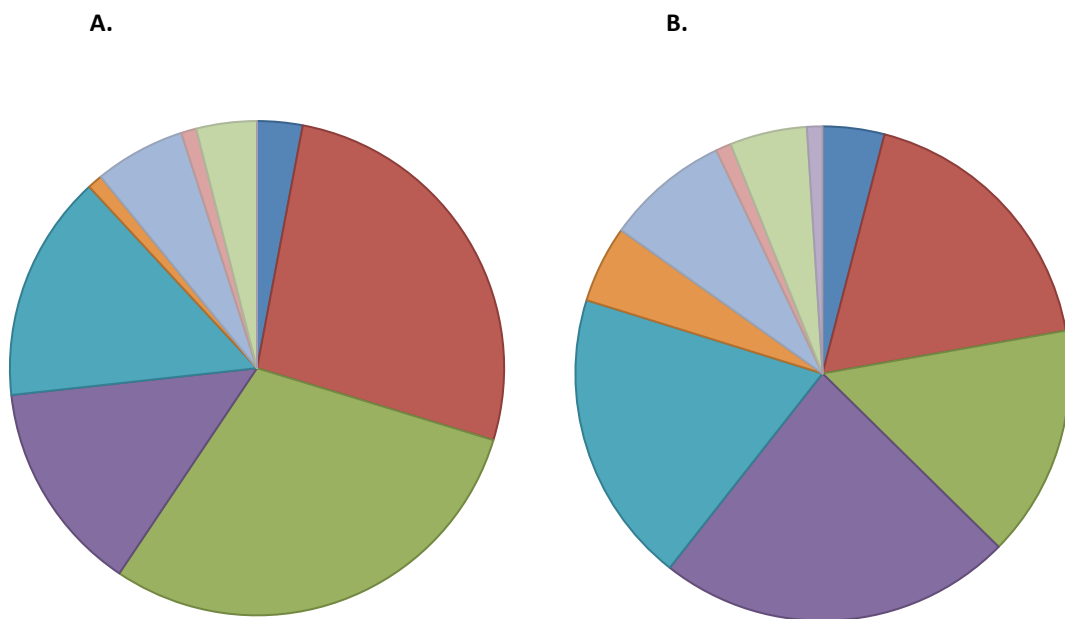


Figure 5 – What new facilities would you like to see at Majura Pines? The above pie charts show the proportion of responses from 683 respondents where the facility was ranked '2' (chart A) or '3' (chart B). The legends for these charts are as for Figure 4.

3.2.3 Results from the community information session

In February 2014 over 70 people attended a drop in information session about the future of Majura Pines. Individuals and groups were represented and were given the opportunity to ask questions and discuss issues relating to the future use of Majura Pines. Participants were given the opportunity to discuss the project with the consultation team, and provided feedback using butcher's paper, white boards, maps and a paper based copy of the electronic survey¹.

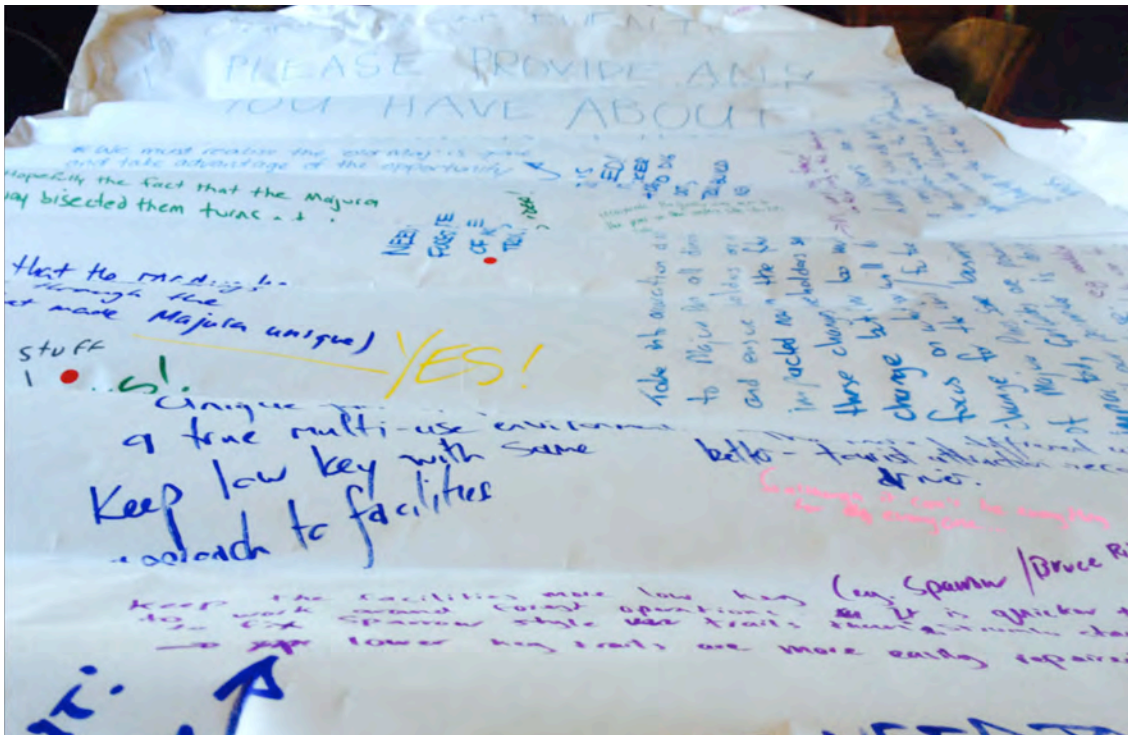


Plate 2 – An example of the sort of feedback received at the community information session

The following questions were asked at the sessions and answers were transcribed (word for word) and a matrix of comments compiled:

- How should the community be involved in the management of the facility in the future?
- How would you like to use Majura Pines?
- What type of events would you like to see at Majura Pines?
- What new facilities would you like to see at Majura Pines?
- How else would you like to be consulted?
- Please provide any further feedback on Majura Pines.

¹ These survey results were manually inputted into the electronic survey tool and counted as an electronic survey result.

Item		Issue
How should the community be involved in the management of the facility in the future?		Consultative role, e.g. community reps on a joint government and community board
How would you like to use Majura Pines?	Walking	Yes*5 Dog walking <ul style="list-style-type: none"> • Sometime (and with a bike)
	Mountain Biking	Yes*14 XC (Yes*3) <ul style="list-style-type: none"> • With lots of gullies (Yes*3) • Use the gullies and add north shore features (yes) Teaching kids to mountain bike (yes*4) <ul style="list-style-type: none"> • Good idea, set aside a small area close to road access Make it a destination to live up to its reputation Please have as many single tracks as possible – ta (yes*6)
	Running	Yes*4 Orienteering (yes*2) <ul style="list-style-type: none"> • Yes as long as I can't get lost
	Equestrian	Yes Horse riding trails other than main fire roads No Hard surfaces
	General	Dog park

		<p>Multiple uses</p> <p>No motorised vehicles</p> <p>Hiking from Majura Pines to Hackett</p>
<p>What type of events would you like to see at Majura Pines?</p>	Equestrian	<p>As an equestrian rider I would rather have none but bike riders are welcome as long as they stay on designated trails. For horses it should be used mainly for recreational activities</p>
	Mountain Bike	<p>Mountain bike races (Yes*4)</p> <ul style="list-style-type: none"> • 4, 12 (yes) and 24 (Yes*3) hour races • Access to Majura for community organisations wishing to run shorter events (yes) <p>Too many races doesn't leave time/weekends for other users</p> <p>CORC monthly Races too (yes)</p> <p>Capital Punishment through (Yes*3)</p> <p>Sri Chin Moy races/events</p> <p>Mountain bike</p> <p>Thursday night dirt crits all year (yes)</p>
	Adventure/Multisport races	<p>(Yes*3)</p>
	Trail Building	<p>Trail building days (Yes*3)</p> <ul style="list-style-type: none"> • And maintenance days
	General	<p>Local sporting events</p> <p>No alienation of areas by commercial uses</p> <p>No motor sports</p> <p>Don't need another Stromlo but support low key club events</p> <p>The level of facility should reflect the number of users. In 11 years I have only seen one horse on a trail (yes).</p>
<p>What new facilities would you like to see at Majura Pines?</p>	New Trails	<p>Yes (11)</p> <p>Low key trails like Bruce and Sparrow</p>

	<p>Bring in the experts</p> <p>Increased density to make good use of the space</p> <p>A figure 8 trunk route</p> <p>Develop the pines next to the police area</p> <p>Mini-Northshore – balance beams, see-saws</p> <p>Better linking network</p> <p>Even more trails than before</p> <p>MTB XC, DH and Northshore.</p> <p>No Dirt Jumps – build those in urban parks. (yes)</p>
Directional Signage	<p>Yes (5)</p> <p>Important for safety</p> <p>How expensive are they though?</p> <p>Signage is a priority: usage, code of conduct, map, must be able to updated</p>
BBQ	<p>Yes (2)</p> <p>Very low priority</p> <p>Fire risk</p>
Power	<p>Near car park to plug in the fridge to keep the beers cold</p> <p>Or for event management requirements</p> <p>Lighting in the car park</p>
Drinking Water	<p>Yes (11)</p> <p>Only if feasible</p>
Car Park	<p>Yes (4)</p> <p>Room for horse floats</p> <p>15 to 20 spots is insufficient</p> <p>Generally only locals ride there, don't forget interstate visitors, they equal dollars</p>

		Roadside so trees and tracks are not compromised
	Shelters and seating	<p>Picnic area would be nice (2)</p> <p>With BBQ (see note above)</p> <p>Incorporate Map</p> <p>Small picnic pavilion to encourage a place to rest and stay longer</p> <p>Toilet, BBQ, Tap (1)</p> <p>Reuse old wood on site like Corinbank festival</p> <ul style="list-style-type: none"> • Keep it natural <p>Circular seating space for mingling with others</p> <ul style="list-style-type: none"> • An area that can be used as a multi use event centre • this doubles as a central point for event management and timing • too small an area for an event centre (2) <p>Eco-Friendly Toilet block in Car park – vandalism?</p>
	Links	To winery, centenary trail and other ecotourism
	General	<p>Emergency Access – good access for emergency vehicles</p> <p>Emergency first aid kit – carry your own in your pack</p> <p>Majura Road should be a 20/40km zone</p>
How else would you like to be consulted?	General	<p>By e-mail to be able to follow development and put my opinions for discussion</p> <p>A follow up consultation (more formal) would be great</p> <p>Bes kept updated by an internet forum</p> <p>Be kept updated via email or create a website – link it back to the berm</p> <ul style="list-style-type: none"> • reuse an existing forum to avoid creating yet another site to rot over time (yes) • Share links between the berm, CORC and other sites – get the message out widely <p>Issue a draft plan for comment and explain finding of the work (Yes*2)</p> <ul style="list-style-type: none"> • Give several options rather than a predetermined government plan that doesn't meet the needs of users <p>Master plan issued for community consultation</p>

		<ul style="list-style-type: none"> • And comments <u>listened</u> to <p>Form a community working group</p> <ul style="list-style-type: none"> • Yes, I'd prefer community management than letting the ACT Government handle it <p>Issue draft plan that takes into account impact on lease holders around the perimeter of Majura Pines not just focusing on the proposed changes to use and enjoyment of Majura Pines (sic)</p> <ul style="list-style-type: none"> • Remind neighbours that this is just a potential return to previous use, not a new use.
		<p>The lower area of Majura Pines around the car park was probably the best beginner kid's mountain bike area in Canberra.</p> <ul style="list-style-type: none"> • Car park need to be large enough to accommodate those groups who will not have the fitness to commute to the track (Yes) • There should be a significant length of track in this area to accommodate beginners/kids (Yes*3) • A toilet would be handy but people should be able to bring their water unless someone has cash to splash around (Yes*3) <ul style="list-style-type: none"> ○ Similar to Sparrow hill people should bring their own water • More advanced mountain bike trails should be developed (Yes*2)
<p>Please provide any further feedback on Majura Pines</p>	<p>General</p>	<p>We must realise the old Majura is gone and take advantage to make a bigger better Majura for bikes/horses/runners/dog sledgers/walkers. In as safe and sustainable fashion as possible</p> <ul style="list-style-type: none"> • No it is just buried, its quicker and cheaper to dig out the old trails rather than build new ones <p>Hopefully the fact that Majura Parkway bisected them turns out to be an opportunity rather than their end, i.e. the pines facilities become better than they ever were (yes *1)</p> <p>Incorporate the grassy area on the eastern side for kids mountain bike tracks</p> <p>Need to integrate forest on east side of Majura road into trail area (yes*2)</p> <p>I hope that the road works pays for the restoration and that it brings back the tracks through the gullies, this is what made Majura unique (yes)</p> <p>Focus more on the trails and fun stuff than the bells and whistles (e.g. BBQs) this should keep costs lower (yes*4)</p> <p>Unique facility, part of a true multiuse environment. Keep low-key with same approach to facilities. The more different users the better, a tourist attraction leading to economic driver.</p> <ul style="list-style-type: none"> • It can't be everything to every one • Avoid conflict e.g. motor sports <p>Can we spend effort to build community spirit and community ownership to encourage as many people as possible to enjoy the</p>

3.3 Summary and conclusions

There is clearly a significant level of community support for Majura Pines to become/return to a recreational venue. The redevelopment of mountain bike trails in the area was a high priority for the majority of those consulted but there is also demand for walking, running, equestrian and general recreational facilities. While participants identified the need for some ancillary facilities like car parks, informal rest areas and water, there appears to be little support for major facilities like toilets and barbeques.

The community supported the use of the pines for smaller, low key (local) and smaller state and national events and identified its potential as a tourism driver.

4 The Majura Pines Recreation Concept Master Plan 2014

4.1 Background

While identified under different block titles previously, Majura Pines (Blocks 719 and 720) has long been part of the forestry operations in the ACT, having existed as a working forest over 60 years. While most forestry records were lost in the 2003 Canberra Bushfires aerial photography shows an established pines plantation in the early 1950's. The current crop of trees was planted between 1985 and 1986.

Majura Pines is small forest of approximately 87Ha (post road construction) representing 1.17% of land under management by Park and Conservation Service. It is considered an important recreational resource for residents of North Canberra (noting that many other people use the forest as well).

The proximity of Majura Pines to North Canberra has meant that it has been consistently used for recreational purposes including equestrian activities, orienteering, mountain running, mountain biking, and activities associated with the adjacent Innabaanya Girl Guide Camp.

Apart from the fire roads the majority of recreational infrastructure within the forest was initiated and built by park users, with and without the knowledge or permission of the land managers. At its peak Majura Pines included over 20km of informal single track² which was constructed and used primarily by mountain bike riders, runners and walkers, and included downhill trails and jumps.

² A single track is a narrow trail along which users must travel in single file.



Map 2 – The extent of the trail network in 2005 (rotate picture)

Recent forestry activities combined with the construction of the Majura Parkway has significantly reduced the recreational value of the plantation by reducing the size of the area available for recreational activities and destroying 90% of the informal mountain bike and multi use trails in the forest.

This, when combined with recent concerns about the potential ecological impacts of recreation with Canberra Nature Park has drawn attention to the need for strategic management of recreation within all Canberra Nature Park reserves including pine forests. A report by the Commissioner for the Environment and Sustainability in 2011 identified that, among other things, recreation within Canberra Nature Parks needed to be managed more strategically through the implementation of a recreation management plan or strategy (Commissioner for the Environment and Sustainability – Majura Pines Submission). Territory and Municipal Services Directorate have commenced the development of a Tracks and Trails Strategy to identify user needs and to assess the adequacy of current management of the network across the estate. This strategy is likely to be formalised during 2014 as part of the implementation of the Nature Conservation strategy review.

The formalisation of Majura Pines as an outdoor recreation venue will fit within the proposed Tracks and Trails Strategy and will assist in reducing the potential ecological impacts of potentially

high impact recreational activities with Canberra Nature Parks.

4.2 The Planning Context

Works within the ACT must be consistent with the ACT's unique planning framework.

4.2.1 National Capital Plan

Majura Pines falls within the National Capital Open Space System. It forms part of the 'Inner Hills' identified under the "Hills, ridges and buffer spaces" within the National Capital Plan. Pine plantations permitted under 8.5.3(h) of this plan and are to be managed in a manner which reinforces the landscape character and which allows their use as multiple use areas (National Capital Plan). Further, the land can be used for an "Outdoor Recreation Facility (not including stadiums, showgrounds, racecourses, motor racing and like activities)" (National Capital Plan).

The area is intended for multiple-use appropriate to the location and character of each hill, and to provide a quiet refuge from urban living while providing for recreation in a manner consistent with maintenance of its environmental qualities.

4.2.2 Territory Plan

The Territory Plan is the key statutory planning document in the ACT, providing the policy framework for the administration of planning in the ACT. All areas within this study relate to designated land and are therefore covered under the National Capital Plan.

4.2.3 Trails Strategy

The ACT Government is developing a trails strategy that will serve to address an ACT wide recreation strategy for Canberra's nature reserves. This strategy will help to reduce unauthorised or inappropriate recreational use in Canberra Nature Park and other open space areas.

4.3 Approach

The ACT Government commissioned Anthony Burton and Associates to undertake consultation and development of a master plan for the ongoing management of Majura Pines as a recreational venue.

4.3.1 What is a master plan?

A master plan is a high level plan that sets out how a particular area can (as opposed to will) develop and redevelop into the future. It sets out objectives and strategies to manage recreational development and change over time and defines what is important about a place and how its character and quality can be conserved, improved and enhanced.

While a master plan isn't a detailed design, this plan will set out the design principals, identify areas for potential facility development (including track and trail development) and identify key

nodes within the forest.

4.4 The Majura Pines Recreation Concept Master Plan proposal

The proposal to formalise recreational activity within Majura Pines:

- A planned and sign posted recreational facility that includes a planned and recognised trail network.
- Community management.
- Providing a legal facility will be a significant disincentive to unauthorised trail construction external to the venue.
- Cater to the needs of a range of recreational users.

The proposal makes the following key assumptions.

- That Majura Pines will remain a working forest.
 - Over time the forest will be progressively harvested and replanted.
- That access to the pines will be through:
 - management tracks through Canberra Nature Park (Ainslie, Hackett and Watson);
 - purpose-built community path along the Majura Parkway (Gungahlin and South Canberra); and
 - the Majura Road (off the Majura Parkway).
- That there will be a variety of recreational users.
- That the venue will:
 - be managed and maintained in a safe, sustainable and equitable way; and
 - cater to users from beginner to advanced.
- That users will be the key to the successful management of the area.

5 Values and Significance

Majura Pines is located within two large rural blocks (Blocks 719 and 720) in the Majura Valley. It is bisected by the new Majura Parkway and bounded by:

- Canberra Nature Park (Mount Majura);
- French Black Truffles of Canberra;
- the Mount Majura Vineyard;
- Innabaanya Girl Guides Camp;
- The Australian Federal Police; and
- Several private leases.

While the site is highly disturbed and there has been little identified in the way of cultural significance within the site, its context with the surrounding landscape does have significance not only to the residents of the valley but also those who have used the site for recreation previously and those who are travelling through the valley.

The site ranges from valley floor at approximately 618m above sea level to, at its highest point approximately 752m. The area is located on the lower eastern slopes of Mount Majura and slopes above Woolshed Creek. The linear nature of the site means that the majority of the pines site between 660m and 620m above sea level.

While the upper areas of the pines are located on steep slopes of up to 30° the lower areas slope moderately towards the valley floor. On the eastern side of the new Majura Parkway there is minimal slope falling ~3° to the old Majura Road.

The 1:50,000 Geology Map of Canberra, Queanbeyan and Environs (1980) indicates that the valley floor consists of Alluvium and colluvium material dating to the Quaternary period. The upper slopes lie above sedimentary rocks of the Canberra Formation consisting of predominately calcareous shale, limestone, sandstone and tuff.

Surface water within Majura Pines flows intermittently west to east through a series of unnamed creeks and gullies, finally discharging into Woolshed Creek within the Majura Valley and ultimately into the Molonglo River.

The site is now, clearly, bisected with the construction of a four-lane freeway. Access to both sides of the site will be maintained with two large box culverts, which will allow both recreational users and animals safe passage from east to west (and vice versa).

5.1 Natural Values

5.1.1 Flora

The Majura Parkway Flora and Fauna Impact Assessment undertaken as part of the Majura Parkway development by SMEC (2009) indicates that the majority of the site is highly disturbed with patches of medium significance. The majority of the vegetation is a monoculture of Radiata Pine (*Pinus radiata*), although some open patches are interspersed in the plantation that retain a native shrub layer of Silver Wattle (*Acacia dealbata*) and native Spear grasses (*Austrostipa* spp.).

The re-establishment of prior recreational opportunities (like mountain bike riding and equestrian movement) has potential to contribute to an increase in soil borne diseases, potential to introduce or spread weeds, potential to contribute to soil erosion, and potential vegetation impacts. However, given the highly disturbed nature of the site these impacts are considered minimal.

5.1.2 Fauna

The SMEC report identified that pine forest habitat was unlikely to provide habitat for reptiles or amphibians due to the absence of habitat features such as rocks, fallen timber, accumulated leaf litter or water bodies. However, anecdotal evidence does point to the pines being home to amphibians, particularly around the dams and marshy areas located within the site, and to common reptiles such as the Shingleback. These species are well-represented in the woodland habitat in Mount Majura.

The SMEC report identified that the Eastern Grey Kangaroo is abundant throughout the area, particularly in the Majura Training area, located directly to the east of the pines. The SMEC report also identified other common mammal species including the Common Ringtail Possum and Common Brushtail Possum. The SMEC report notes that both of these species are well represented in the landscape, having generalist habitat requirements and an abundance of surrounding habitat in Mount Majura reserve. Common microbat species were also identified, and again it was noted that they have an abundance of surrounding habitat in Mount Majura.

The SMEC report identified common bird species including the Nankeen Kestrel, Australian Hobby, Eastern Rosella and Crimson Rosella as being species that were well represented in the landscape, highly mobile, and having more generalised habitat requirements as well as abundant surrounding habitat in Mount Majura and the grassy woodlands of the remainder of the Majura Valley.

The SMEC report noted that impacts on invertebrate populations of significance (Golden Sun Moth and the Perunga Grasshopper) were not likely due to a lack of appropriate habitat. The nearest populations were noted as being in grassland habitats near the Hughie Edwards Memorial, at the Canberra International Airport, and the Majura Training Area.

The inclusion of several wildlife corridors through the pines will serve as bridges between the leased land, the pines and the surrounding Mount Majura Nature Reserve.

In conclusion, the proposed use of the pines as a recreational reserve is not likely to have any significant impacts on the local fauna, particularly when compared to the impacts that any ongoing forestry operations are likely to have.

5.2 Cultural Values

As part of the Majura Parkway EIS a study into the cultural significance of the area was undertaken (SMEC 2009). They identified that Majura Pines was a significantly disturbed site and any sites of indigenous cultural significance is likely to have been destroyed.

As part of the consultation for this paper a series of qualitative interviews with the residents and business owners (Northern) of the Majura Valley was undertaken. For this community Majura Pines has cultural significance, with residents describing the Majura Valley as the rural gateway to the Canberra community and the Pines as the welcome mat. Consultation also identified that the Pines hold significance for those who have used the site for recreation previously.

5.2.1 Recreational Values and Demand

Majura Pines has been a popular recreational venue for many years hosting a range of sporting events including Mountain Running, Orienteering and Australian Mountain Bike Championships. It has also been a popular informal recreational venue.

A submission from the Commissioner for the Environment indicated that there are broader concerns about active recreation within Canberra Nature Parks. In his submission he identifies concerns that there is currently not enough informal active recreational infrastructure and that this is leading to park users creating unauthorised infrastructure (within Canberra Nature Park). Majura Pines' proximity to North Canberra presents a real opportunity to provide for informal recreation within a more natural setting thus relieving pressure on adjacent areas of Nature Park.

5.2.2 Commercial

There are a range of potential commercial returns that Majura Pines could provide including commercial forestry, events and tourism.

5.2.2.1 Forestry

There is a significant volume of commercially viable timber within the forest worth many millions of dollars to the ACT Government. It is, therefore the intention of the ACT Government that Majura Pines will remain a working forest.

With the intention for the forest to remain productive, over time, areas within the forest will be progressively cleared for timber production and will be replanted. The first of this harvesting could take place anytime between 3 and 5 years from now (2014). Management of recreation values post logging will need careful thought and planned.

5.2.2.2 Events

Events and activities associated with an active recreation venue have the potential to bring in millions of additional revenue into the Canberra economy, the Scott 24 Hour, the Mont 24 Hour and the 2009 World Mountain Bike Championships all being examples.

While these events are of a scale that is not necessarily appropriate for the venue, smaller scale events have the potential to add significantly to the local economy. Community consultation has indicated that if there are events held in the Pines there is a preference for smaller scale events.

5.2.2.3 Tourism

A number of tourism operators provide commercial mountain bike tourism and bike hire to and within the ACT. Majura Pines provides additional opportunities for these operators to increase visitation and or extend their stays and services.

While not specifically within Majura Pines providing links through the reserve to venues including for example, the Majura Winery and surrounding farms could also facilitate additional tourism opportunities.

Residents of the Majura Valley have expressed the desire to establish trail riding (equestrian) opportunities and a riding school within the valley. The development of Majura Pines as a recreational reserve would be the catalyst for such a development.

Again, while not specifically within Majura Pines, the proximity of Hackett Shops (the closest retail centre to the pines) could benefit from the additional recreational usage the Pines could generate. To this end

- A number of traders at Hackett shops have identified a willingness to assist in the promotion of Majura pines as a recreational reserve and to help to coordinate activities.
- They have also identified that there are signage and promotional opportunities available

6 Implementation and illustrative concepts

Majura Pines will not be able to be all things to all people and not all activities will be able to be accommodated within its bounds. The size and linear nature of Majura Pines when combined with its proximity to the urban environment and the vertical relief lends itself well to largely low key, informal active recreation including walking, running and mountain biking. The site is also large enough to accommodate limited equestrian activities.



In order for it to meet the needs and wishes of the community careful consideration needs to be given to each user group and, where needed, some compromise implemented.

The site is large and diverse enough to achieve a number of bike riding areas including downhill, cross country, dirt jump, skill park and pump track components. The size and slope provides opportunities for skills progression with significant steeper sections suitable for intermediate and advanced trails and some more gentle slopes suitable for children and beginners.

Running and orienteering will, when using tracks and trails, be able to use the existing management tracks, the majority of new single track (DH Mountain bike trails should be single purpose – unless the venue is exclusively booked for another purpose such as Mountain Running Championships) and, of course, run cross country between the trees.

With regard to bushwalking, people may be more inclined to use the many natural bushland trails within Canberra Nature Park rather than using those in Majura Pines. As a result, the level of usage could be limited, but certainly not precluded. That said there are opportunities to link this park with the Centenary Trail and a loop around Mount Majura.

The proximity of several existing equestrian trails, agistment paddocks and rural surrounds lends additional weight to creating an equestrian loop.

The area has been a popular dog exercise area. The ACT Government has recently undertaken consultation on “Designated dog exercise areas” and the results of that consultation will inform this master plan.

6.1 What Activities are appropriate within Majura Pines?

Within Majura Pines there is potential for:

- Mountain bike specific trails (specifically downhill and jump based trails);
- Multi-use trails; and
- Equestrian Trails.

Off-Road (ground based) Remote Control Vehicles? There is potential for limited use of off-road remote controlled cars within the reserve. While not precluded, their use is expected to be minimal and play a secondary role to other forms of active recreation. The site is not appropriate for flying remote controlled vehicles.

6.2 What Activities are not appropriate within Majura Pines?

What about the following?

- Walking Only Trails? Given the small size of the site, the construction of walking specific and mountain bike tracks is unlikely to be successful. In addition to this the extensive network of walking only trails in the adjacent land use means there is ample existing opportunities for this activity directly adjacent to the site. This does not preclude walking on fire trails and the majority of proposed mountain bike trails.
- Rally Car Driving? The small size of the site and the focus on active, non-motorised recreation precludes the site being used for rally driving.
- Trail-Bike (motor bike) Riding? The small size of the site and the focus on active, non-motorised recreation precludes the site being used for motorbike (trail bike) riding. The government currently provides some trail bike facilities in Fairbairn and is investigating dedicated trail bike facilities to the west of Canberra.
- Large scale events and progressive rock festivals? The need for large open space at rock festivals precludes the site from being used for this purpose. Other venues relatively close to the site such as the government owned and run “Epic” is a much more logical venue for such festivals

6.3 Facilities and Trail Development Principles

This Master Plan will focus on identifying minimal facilities, including car parking, water and rest facilities and focus on what the community identified during the consultation phase of the project, that is the recreational trails network itself.

The design of the network will incorporate a trunk loop system, which offers a range of options and a variety of experiences that will appeal to a broad church of different user groups. A core trail linking different areas of the park will be developed from the trail head(s) with other more challenging loops branching from it. Table 2 Facilities and Trail Development Principles identifies the potential facilities and features and makes a series of recommendations, which are then further explored.

Table 2 - Facilities and Trail Development Principles

Focus	Facility or Feature	Recommendations and Considerations
Traffic Management	Access Point	Define the access point and access road ensuring there is vehicle (including emergency vehicle) access to the site. Access into and out of the park for cyclists and walkers must also be provided. This may or may not be shared with vehicle access.
	Car Parking	Establish car parking within the site with good access to the facilities Consider the potential for car parking on old Majura Road and McKenzie Street, Hackett
Trails	Down Hill	Provide downhill trails with complete separation top to bottom (i.e. no intersections). Consider 3 or 4 trails that could all begin from a start node atop the hill and all finish at an end node on the valley floor. Provide for different skill levels (beginner to advanced): Recommend the following as a minimum provision: <ul style="list-style-type: none"> - One beginner level (green circle classification) trail with optional lines to intermediate (blue square) level. - Two intermediate level (blue square) trail with optional lines to difficult (black diamond) level. - One difficult level trail (black diamond) with optional lines to very difficult (double diamond) level. Also consider cross over links between the trails (so users can opt out of a more difficult trail and merge into an easier trail).

		<p>Consider the main emphasis of the downhill trails to be on the south western section of the pines.</p> <p>Include a push up track from the end of the steep section of the DH trail(s) to improve amenity</p> <p>Use optional lines along the trails (e.g. diversion around more difficult technical trail features) to provide options for riders of different skill levels</p>
	Cross Country	<p>Provide a wide-tread multi-directional shared-use trail loop (white circle or green circle classification) in the bottom Damn Track section</p> <p>Provide a designated beginner-level (green circle) mountain-bike trail loop with optional lines to provide a genuine beginner-level MTB experience.</p> <p>Provide an intermediate level (blue square) cross-country style trail. This could potentially be suitable for walking and/or running uphill and downhill as well.</p> <p>Consider providing a difficult (black diamond) cross country trail loop with a focus on providing technical challenge.</p> <p>Trail design to allow for a range of combinations to allow for a range of competition standard XC race loops – From UCI loop to Enduro/Participation loops.</p> <p>Use optional lines along the trails (e.g. diversion around more difficult technical trail features) to provide options for riders of different skill levels</p>
	Equestrian Trails	<p>Allow for the development of an equestrian loop combining existing trails that allow equestrian use outside of Majura Pines</p> <p>Explore a range of potential entry points and Majura Parkway crossing points to minimise conflict and maximise user safety.</p>
	Other including a Skills section, pump track and dirt jumps	<p>Include pump track, dirt jumps and skills development areas. This includes utilising timber structures, stone, dirt, and natural elements to create technical trail features.</p> <p>Consider different skill levels for dirt jumps and skills development areas (beginner, intermediate and advanced).</p> <p>Pump track can be suitable for all skill levels. Optional lines and progression is critical. The features could be linked/integrated or separate.</p> <p>Consider including a free-ride area utilising built structures of timber to create technical trail features at an intermediate to advanced level on a gentle downhill gradient. This could be located in the South-eastern area of the bike park</p>

	Trail Design, Construction and Maintenance	<p>Design the trails to be sustainable, interesting and varied including the use of rocks, timber, natural features and other materials to provide built and natural obstacles and jumps.</p> <p>Ensure all trails are designed with good trail flow in mind and where possible provide a diversity of trail flow and styles across the whole network.</p> <p>Consider a 'loop' system with different levels and opportunities for progression and designed to filter out the users (with advanced trails located on steeper sections).</p>
Supporting Infrastructure	Children's Facility?	Consider a loop trail with very easy technical trail features for young children and/or absolute beginners, (with potential for progression). Consider keeping within close proximity to the Old Majura Road Car park
	Amenities	<p>Potable water should be supplied for drinking water (water fountain) for park users.</p> <p>Consider locating taps near the dirt jumps and pump trail to enable them to be watered.</p>
	Storage	Consider providing storage opportunities for equipment to support maintenance involvement by user groups. This could be linked to the amenities or located in separate facilities (like a small shipping container – this could be incorporated into the skills/dirt jump area).
	Shelter	Provide sensitively designed shelters and seating near the entrances and (where possible close to drinking water for people who have ridden to the site).
	Signage	<p>Establish a comprehensive signage system throughout the trail network to allow easy navigation by users and to enhance risk management.</p> <p>Signage should include trail head(s) for general user information, trail markers for navigation and potentially interpretive information to enhance the user experience.</p>
	Trail Heads	<p>Two trail heads should be established as a 'front door' to the bike park.</p> <ul style="list-style-type: none"> - Old Majura Road Car Park - Entry to the pines from the Blue Metal Road (Hackett side) Trail <p>It is important from a risk management perspective that all park users enter (and exit) via the trail head so that key user information is conveyed.</p> <p>Trail heads should consist of signage including user code of conduct, risk management information, an explanation of the Trail Difficulty Rating System, and trail network map, as a minimum.</p>

Table 2 - Facilities and Trail Development Principle

6.3.1 Mountain bike and multi-use trails

The International Mountain Biking Association (IMBA) has developed principles for designing and locating sustainable mountain bike and multi-use tracks. Detailed guidelines for implementing these principles need to be implemented so that:

- The need for ongoing maintenance is minimised (maintenance will still be needed);
- Trails are safe, but interesting and, where appropriate, challenging;
- Aligned on appropriate gradients relative to the topography,
- Impacts upon flora and fauna is minimised;
- Water flows (to reduce erosion and sediment movement, track widening) are managed (noting that gullies are likely to be key features used in design); and
- User conflict is managed; and trail users are confined to the tracks.
- Located in a way that is sympathetic to the natural values of the area.

6.3.2 Overall Trail Plan

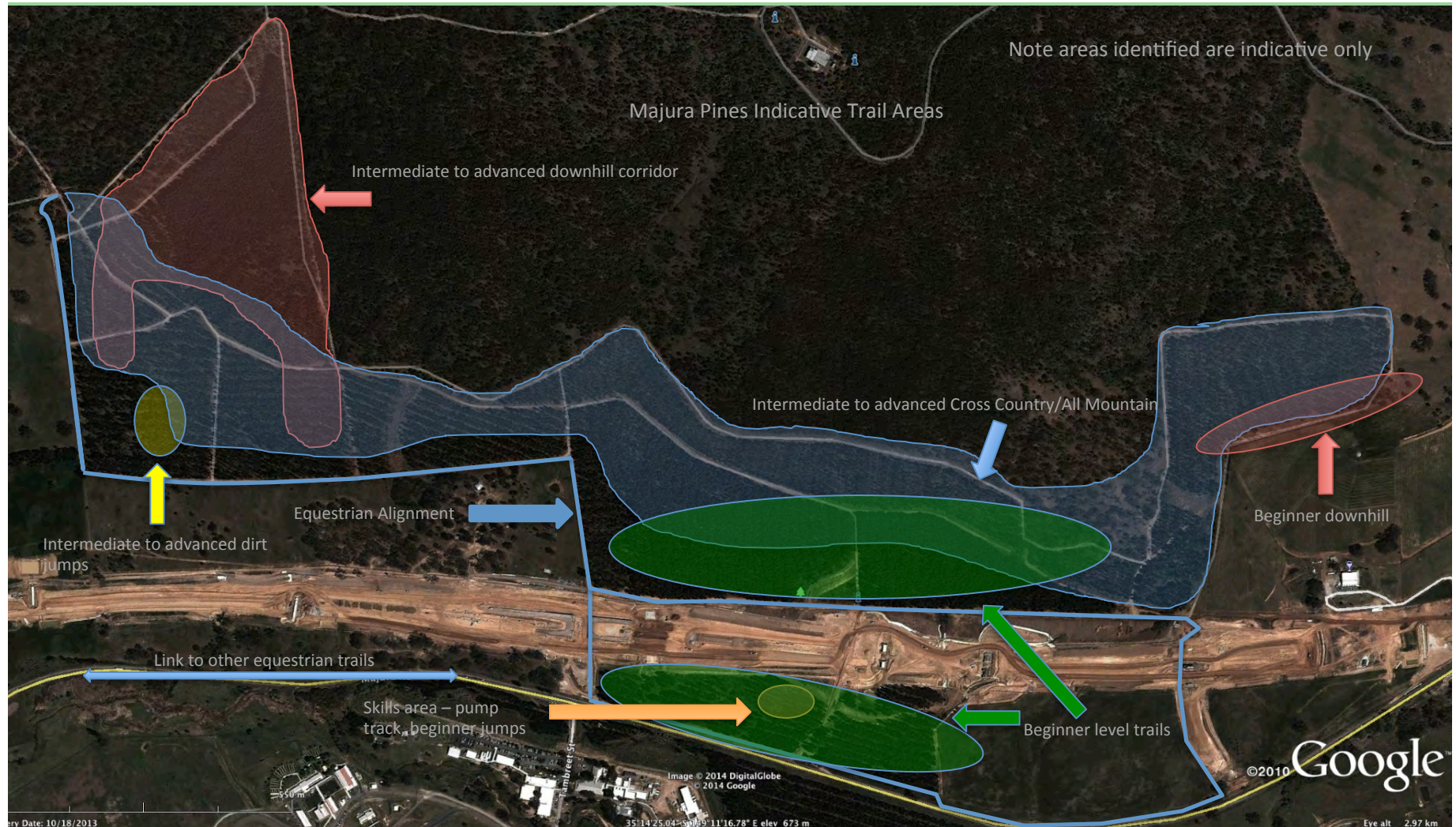
The cross-country trails must be functional to pedestrians and mountain bike riders although it is anticipated that the trails will be primarily designed to maximise the experience for mountain bike riders while not inhibiting the use by foot traffic.

- The downhill trail will be for mountain bike riders only.
- All trails except the downhill will be bi-directional

To do this, where appropriate and noting the wish for more advanced technical trails in some locations, trails will:

- Adopt a 'Rolling Contour Trail' design
- Use of out sloped full bench tread with frequent rolling grade dips
- Use rock armouring and natural rock to harden the tread surface to increase its resistance and stability where required
- Provide opportunities for skills progression by providing beginner, intermediate and advanced trails and jumps with optional ride lines where possible and maximizing the choice available to trail users.
- Manage risk by providing safe, well maintained, well sign-posted and appropriately located trails and trail features.
- Be maintained to a appropriate standard on an ongoing basis.

6.4 Proposed trail areas map



Map 3 Indicative proposed trail areas

6.4.1 Mountain Bike Specific trails

Downhill trails will, in the main, be one way, single use (i.e. mountain bike only). There are two areas within the reserve that are identified for this type of use. The areas are identified on Map 3 in red and are located at the extreme ends of the park.

6.4.2 Down Hill Corridors

Downhillers are usually advanced riders who use sophisticated equipment specifically designed for descending challenging trails. That, by their nature will incorporate rocks, logs, dirt jumps and drop offs. Since downhill bikes are heavy, riders tend to seek trails with vehicle access to the start of the trail. Within Majura pines the potential for 'shuttled runs' is limited with no open road access to the upper slopes of the reserve.



Within Majura Pines there is ample opportunity for a number of downhill trails ranging from beginner (northern end of the park) to intermediate and advanced runs (southern end of the park). Skill levels have been segregated in order to improve safety and minimise conflict.

A beginner downhill section has been identified in the north eastern section of the reserve. This trail should be:

- Open and flowing;
- Be designed so that a rider on most mountain bikes could ride it; and
- This section could form part of the intermediate to advanced level cross country section.

An intermediate to advanced level section has been identified in the south western section of the park. Aimed at a higher level of rider this section will include:

- Significant technical sections including off camber turns, rock gardens, drop offs, jumps and higher speed sections. These trails are to provide a variety of jumps, obstacles, structures and other technical trail features to cater for a broad range of users and riding styles to provide challenging and interesting options;
- Three to four downhill trails with the potential to link different sections on different trails together
- Be designed to accommodate club level downhill events with the potential to allow for higher-level events as needed.
- Intermediate to advanced cross country trails will cross the bottom of these trails and the

- junctions to these sections will need to be carefully managed.
- Where these trails cross management tracks, design and signage identifying the issue will be used to maximise safety and minimise potential user conflict.

6.4.3 Beginner Loop Trail

Beginner Cross Country Riders like relatively wide, smooth, short trails. This section will be developed for beginner/family friendly riders and incorporate approximately 2-3km of trail utilising the flat sections of the site and both underpasses. These sections will also link the pump track and skills development areas.

6.4.4 Green Loop Trail

This green loop is considered an easier cross country loop that incorporates more difficult sections with alternate lines. This section will be between 5-6km in length and link Majura Road entry to the park. These sections will also link the pump track and skills development areas through the beginner trail.

6.4.5 Blue Loop Trail

Specifically designed for more advanced riders these trails are likely to be significantly more challenging requiring both skill and stamina to complete. These trails will loop off the green trails and be located on the upper slopes of the pines (but largely away from the downhill corridors). They may incorporate small ladder bridges (left) to safely negotiate some obstacles. This section will be between 6-8km in length and link the southwestern entry to the park. These sections can be seen on Map 3 shaded in blue.



6.4.6 Northshore

Northshore is the incorporation of elevated bridges. These facilities will be considered however this type of trail is likely better suited to specific facilities like Stromlo Forest Park. If they were to be considered such features would need to meet a range of criteria set out by the land manager and the ACT Government prior to any agreement to their installation.

6.4.7 Dirt Jump Area

Dirt jumpers seek dedicated jumping areas with a mix of jump styles. Dirt Jumping opportunities exist at Stromlo Forest Park and in Gungahlin.

Majura Pines site was previously host to a series of intermediate to advanced dirt jumps built to a variety of differing standards. These were located in range of locations and were sometimes constructed with little thought of existing trail networks or road crossings. The need, therefore to incorporate this activity is clear. An area to the southeastern corner of the facility has previously incorporated a series of dirt jumps and is considered appropriate. The area has a slight slope and is protected from the wind. One limitation to this site is the lack of available water and its distance from car parking. This area again could play host to a series of beginner through to advanced dirt jumps allowing for progression. Any jumps area should be well designed and involve specialist builders and advice from experienced riders.



The nature of dirt jumping means that these jumps will change and evolve over time. However, to ensure safety the community must work closely with the land managers to ensure they are happy with the nature of these changes.

Clear Signage should be incorporated into any dirt jump area to ensure that all users are aware of the facility, the dangers, its rules and etiquette.

No trees should be removed or damaged in the construction of the dirt jumps.

6.4.8 Pump Track and Skills Development Trail/Area

Pump tracks, continuous loop of berms and small, smooth bumps (rollers) are a perfect way to develop mountain bike skills and can be constructed in a very small area for a low cost. The addition of a pump track close to the upgraded car parking facilities and trailhead would be appropriate.

A specific skill development area that helps to develop mountain bike skills and show people some of the types of riding they might expect to encounter within the park should also be considered in this area.

The pump track should be constructed in a section of land, ~25m by 25m that approximately 150m from the edge of the car park. Areas close to this section have been subject to some water logging so particular attention will need to be given to drainage.

6.4.9 Equestrian trails

The equestrian trails are based upon trail users and their needs, the setting, land availability, safety, minimising potential conflicts, meeting local expectations, and maintenance concerns. Under these principles the trails that are identified as Equestrian trails will, necessarily, need to bypass the higher speed mountain bike only downhill corridor(s). As a result these trails will, by and large be located on existing fire roads adjacent to the edge of the forest and potentially several short sections of wide single tracks (bridlepaths). These trails should not be viewed in isolation as they will form a loop that incorporates the old Majura Road, travelling stock routes and the Cherryburn Trail.

While there are two dedicated recreational underpasses, at the design stage the equestrian user groups indicated they would prefer not to use the underpasses. On this basis, the height was lowered and they are therefore not ideal for safe use by equestrians. Alternative access points to the pines area is possible utilising the existing trail network and further discussion will be undertaken with equestrian users to finalise access.

The aim is for these routes to be suitable for novices, social groups and others seeking a relatively short distance trail riding. These routes could also support the development of riding schools and commercial trail riding opportunities in the Majura Valley.

6.4.10 Underpasses

The construction of the Majura Parkway effectively bisected Majura Pines. To accommodate fauna movements and continues recreational use two underpasses have been constructed. .



Underpass under construction, Majura Parkway May 2014

6.5 Site access routes and entry ancillaries

Visitor access will be accommodated through both active (self propelled) and motorised means.



Map 4 – Site access routes

Noting that more than one choice was available the majority of participants in the consultation identified that they access the site by bike (78.3%) by car (46.2%) by foot (13.2%) and by horse (1.61%).

6.5.1 Active Transport access

The majority of visitors to the park are expected to walk or cycle.

Active transport from the western Mount Majura side will be accommodated through existing trail and fire road networks.

- The primary access point will be through the Blue Metal Road and the Cherryburn Track.
- A secondary predominately pedestrian access will be from the Centenary Trail (Casuarina Trail) from the Mount Majura Saddle. It should be noted that while cyclists can gain access to the summit of Mount Majura along the existing fire road this route is steep and used by both pedestrians and cyclists. Furthermore, the only way down from the summit is either to back track through the pines or down the existing Majura Summit Road. There is no cyclist access from the summit to the western side of Mount Majura.
- From the eastern side of Majura Pines, active transport will be facilitated with the construction of the Majura Parkway shared path.

6.5.1.1 Potential walking and cycling links – Canberra Centenary Trail

There are potential links with the Canberra Centenary Trail, which loops around the western face of Mount Majura before crossing under the Majura Parkway. The linking of the CCT with the Off Road Community Path will provide users with the opportunity to loop Mount Majura. Future thought could be given to providing this loop in a more natural setting away from the (undoubtedly) busy parkway.

6.5.2 Equestrian Access

Equestrian access to Majura Pines is to be accommodated through three cavaletties, one close to the car park off old Majura Road, the second near Mount Majura Vineyard and the third near the Cherryburn Track near the top of Majura Pines. This will allow for the completion of a loop that incorporates the old Majura Road, travelling stock routes and the Cherryburn Track.

Car parking facilities will also have the capacity to accommodate horse floats and allow for easy loading and unloading of animals as well as easy turning of vehicles.

6.5.3 Motorised Transport access

Motorised transport will be facilitated through the Majura Parkway and access off the Old Majura Road. Users arriving by car are likely to access the park via the up graded Majura Parkway. Parking will be provided in an upgraded car park off Old Majura Road.

6.5.3.1 Parking

The existing car park will be upgraded to a gravel all weather car park allowing for up to 35 cars. Additional parking will be available on the edge of Old Majura Road. There will be no parking on the new Majura Parkway.

It there are to be larger events held at Majura Pines additional parking may be able to be accommodated within the surrounding leases. These would need to be negotiated on a case-by-case basis with the individual leases and appropriate traffic authorities satisfied through an approved traffic management plan.

Car parking facilities are to have to capacity to accommodate horse floats and allow for their easy loading, unloading and turning.

There is also limited additional parking located on Mackenzie Street in Hackett (~10 spaces) that allow some people to park and then walk and ride to the site. It is not proposed to change this car park.

6.5.3.2 Interstate and international visitor access

Interstate and international visitors arriving by car are likely to access the park via the upgraded Majura Parkway. Parking will be provided in an upgraded car park off Old Majura Road.

Those international and interstate tourists arriving at the airport will be able to either walk or ride their bicycles along the off road shared path that parallels the Majura Parkway.

6.6 Signage

Signage is the key tool that land managers use to convey information to users, as such Majura Pines should have a comprehensive signage system that meets the needs of both first time and regular users but that does not intrude on the nature of the park. Signage in the park will incorporate compliance, trail information, maps, 'code of conduct' and risk management information, navigational information using trail markers throughout the network and classification of all trails and trail features using the internationally recognised IMBA Trail Difficulty Rating System. This information will also be available on the TAMS website.

6.6.1 Trailhead Signage

Major trailheads are locations that are key entry and exit points of the park. They are often locations for key facilities including maps and trail information, tables and chairs, shelter and car parking facilities. Trailhead information should include a map of the trail, interpretative signage on what to expect, rules of the trail.

Major Trailhead signage should incorporate the following:

- Graphic image/map for orientation;
- Equipment recommendations;
- Personal safety precautions;
- Environmental protection (minimal impact practices);
- Skill and fitness level required;
- Elements of interest, trail conditions or difficulties (e.g. facilities, waterfall, slippery rocks).
- Distance to designated point;
- Estimated completion time;
- Contact information, such as a phone number for reporting damaged.

There are two major trailhead locations within Majura Pines. One located at the Old Majura Road Car Park and the other at the head of the Blue Metal Road.

Further information to be incorporated at the trail head should inform users of any upcoming trail closures and realignments. It is recommended that signage is used to assist in the education of users on the importance of the reserve, on the importance and ecological values of the land surrounding the reserve and the reasons for trail closures or relocations.

6.6.2 Directional Signage and trail names:

Trail markers ensure that the trail is obvious by marking its route by providing a sense of 'connection' to journey.

The naming of trails is important, not only from a safety perspective but also from that of ongoing

ownership and maintenance. When a trail builder names a trail, it is of some significance to the trail builder.

Where ever possible trail markers should be attached to structural elements.

- Wherever possible, face the trail user and be at a consistent level.
- Have the shape of a directional arrow
- Incorporate the marketing brand of Majura Pines, TAMS, PCS or the ACT Government placed along with the directional arrow.

The location of directional signage and trail markers should be placed at decision points such as fire roads or new trails.

6.6.3 Warning signs

Warning signs point out existing or potentially hazardous conditions on or near the trail. The signs may caution users to take specific action such as reducing speed or dismounting their bicycle. They are deemed necessary where it is established that a hazards that risks life, limb or property is known to exist but where these risk are considered to be within acceptable limits and are particularly important where the hazard is intermittent or may not be obvious to the inexperienced trail user. The final location of warning sign will not be able to be determined until the trail has been put in place, however provision should be made for their implementation.

Warning information is to be included at all trailheads.

6.6.4 Emergency Access points

Appropriate signage is to be provided at emergency access points providing exact details of the location of the sign and emergency contact details. Information about the location of these signs should be provided to the emergency services (Ambulance, Fire and Police) to minimize time needed to locate the sign and the person calling for help.

6.7 Other facilities

Community and government consultation has identified a preference for low-key infrastructure and facilities.

6.7.1 Rest areas

A series of low-key, rest areas placed within the reserve to allow users to rest and socialize. These facilities should take the form of informal seating arrangements, such as strategically placed logs and rock rather than more formal benches and tables. Consideration to the visual appeal of the site, visual connections with surrounding views (where appropriate) and the location of trail facilities should be given when siting rest facilities.

These rest areas will not include Barbecue facilities but may include water points.

Map 5 identifies potential locations for such rest areas.

6.7.2 Water points

The need for water points was identified by a number of users for both convenience and safety purposes. Three potential water points have been identified at:

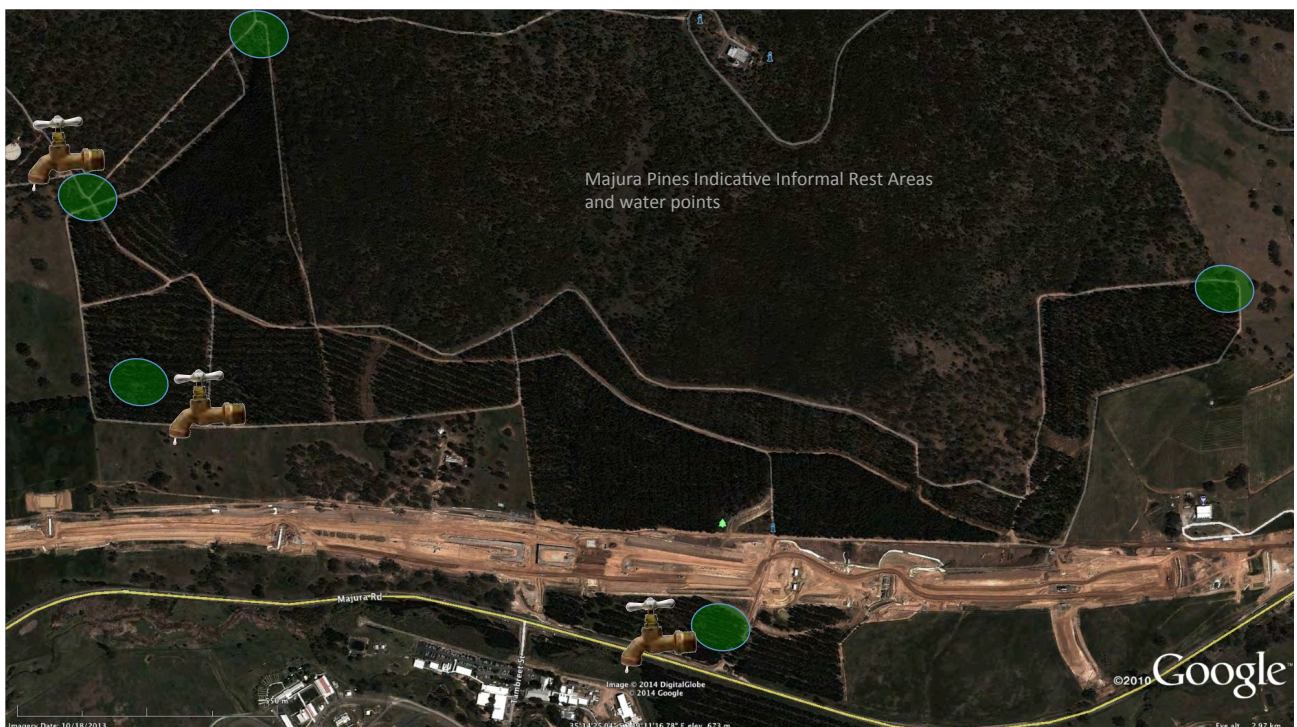
1. The main trail head, close to the car park and skills/pump track area;
2. The secondary trail head at the top of the Blue Metal Road; and
3. The bottom of the downhill corridor and jumps facilities.

These points will offer amenity and safety to the majority of users in the park.

Potential water points are identified on Map 5.

6.7.3 Toilets

Toilet facilities are proposed to be located adjacent to the car park of Old Majura Road.



Map 5 – Rest areas and water points

6.8 Neighbours

While the areas has acted as a largely informal recreational zone for 30 years moving towards a more formal structure requires working with and addressing potential issues with neighbouring properties. The largest concern that some neighbours have is unauthorised entry into their property and use or vandalism of their facilities. This is of particular concern to Innabaanya guide camp, which directly abuts Majura Pines.

To help to emolliate this it is suggested that a range of landscape treatments such as planting using native species along some fence lines (within the neighbouring property) is undertaken. Planting will need to be within the neighbouring property to maintain the fire road. In addition, it is suggested that a new fence between the pines and Innabaanya camp is constructed. Access to the pines from Innabaanya should be maintained through a series of gates.

In addition to these treatments the routing of high usage trails around the Innabaanya facilities (the buildings) should be a minimum of 10m into the pines to provide additional visual barrier. It is anticipated that the equestrian route, which is adjacent to neighbouring properties, will be relatively low use and should not present an issue to neighbouring properties.

Additional plantings between other neighbours and Pines may also be appropriate and should be instigated at the request of those neighbours.

Majura Winery has identified the potential benefits that tourism could bring to their business and have installed a gate and trail between the Pines and their shop front. Signage and the use of the Monterey Road as a link between Hackett and the Winery should be encouraged.

6.9 Management and Maintenance

Ongoing management of the facility is an important consideration. The view of the community, which is supported by Government, is for a collaborative approach to the design, management and ongoing maintenance of facilities. This includes working with community representatives in the design of the facility, and establishing management and maintenance structures and systems that provide facility users with an opportunity to contribute.

However, there are two main issues regarding maintenance that need to be addressed;

- Post forestry operations; and
- A model for ongoing community management of the site.

6.9.1 Maintenance post forest operations

The trees within Majura pines were planted around 30 years ago and many are ready for harvest, therefore, given that the forest will remain as a working forest, one major issue for the ongoing success of Majura Pines as community recreation facility is how to maintain recreation post forestry operations.

The government has indicated that forestry operations are likely to occur over three distinct phases over the coming 12 years, with approximately 4 years between each operation. However this timetable does depend on the economics of forestry and the demand for forest products.

Rather than seen as a loss to the community it should be seen as an opportunity to continually reinvent, build on and improve the facility. The government must communicate and work with the community to ensure the refurbishment, improvement and reinvention of the facility post forestry operations. This ongoing engagement should be supported with the development of a Operational Plan. Such a plan should be agreed to by Parks and Conservation Service and the

community and aim to maintain the community's access to the site while allowing for the government to maintain an income from its (forestry) asset.

6.9.2 Potential Community Based Management Approach

The current regulation of recreational activities, particularly mountain biking, within Kowen Forest and on Bruce Ridge is quite successful. This approach it relies almost entirely on an active and engaged group of volunteers and developing a model that is a fusion of Friends of Bruce Ridge (FoBR), the Kowalski Trail Crew and ACT Parks and Conservation Service Park Care may be appropriate.

The formation of the Majura Pines Trail Alliance (MTPA) would primarily be responsible for the management of all non-management tracks within the forest. In practical terms this includes the construction of any new trails and the closure of existing trails under a work plan agreed to by the land manager (PCS).

PCS should work with MTPA to develop a appropriate trail works that are consistent with the Master Plan or the further development of a Operational Plan (OP). The OP will need to be updated to incorporate new trails.

PCS will need to support the MPTA through:

- The provision of tools and materials,
- The development and implementation of informative signage;
- Ongoing training and management support, including the involvement of PCS staff at MPTA working bees where appropriate;
- Use staff and /or contractors to undertake more difficult or complicated trail construction;
- Appropriate procedures for addressing non-compliance;
- A schedule for PCS staff to check compliance at the site; and
- Appropriate levels of reporting of activities.

7 Conclusion – The next steps

There is clearly a significant level of community support for Majura Pines to become (return to) a recreational venue. There is a demand for the redevelopment of mountain bike trails as well as for walking, running and equestrian use within the Pines. This demand, coupled with an easily accessible disturbed environment (pine plantation) with appropriate hilly terrain, is of particular interest to active recreational users.

The next steps are the:

- Agreement by government and the community to the recommendations of the Master Plan
- The engagement of the community to take the Master-Plan forward and implement its recommendations

- Development of an implementation schedule
- The funding and construction of appropriate facilities (that are unable to be done by the community) such as car parking, water points etc.
- Get out there and enjoy the park.

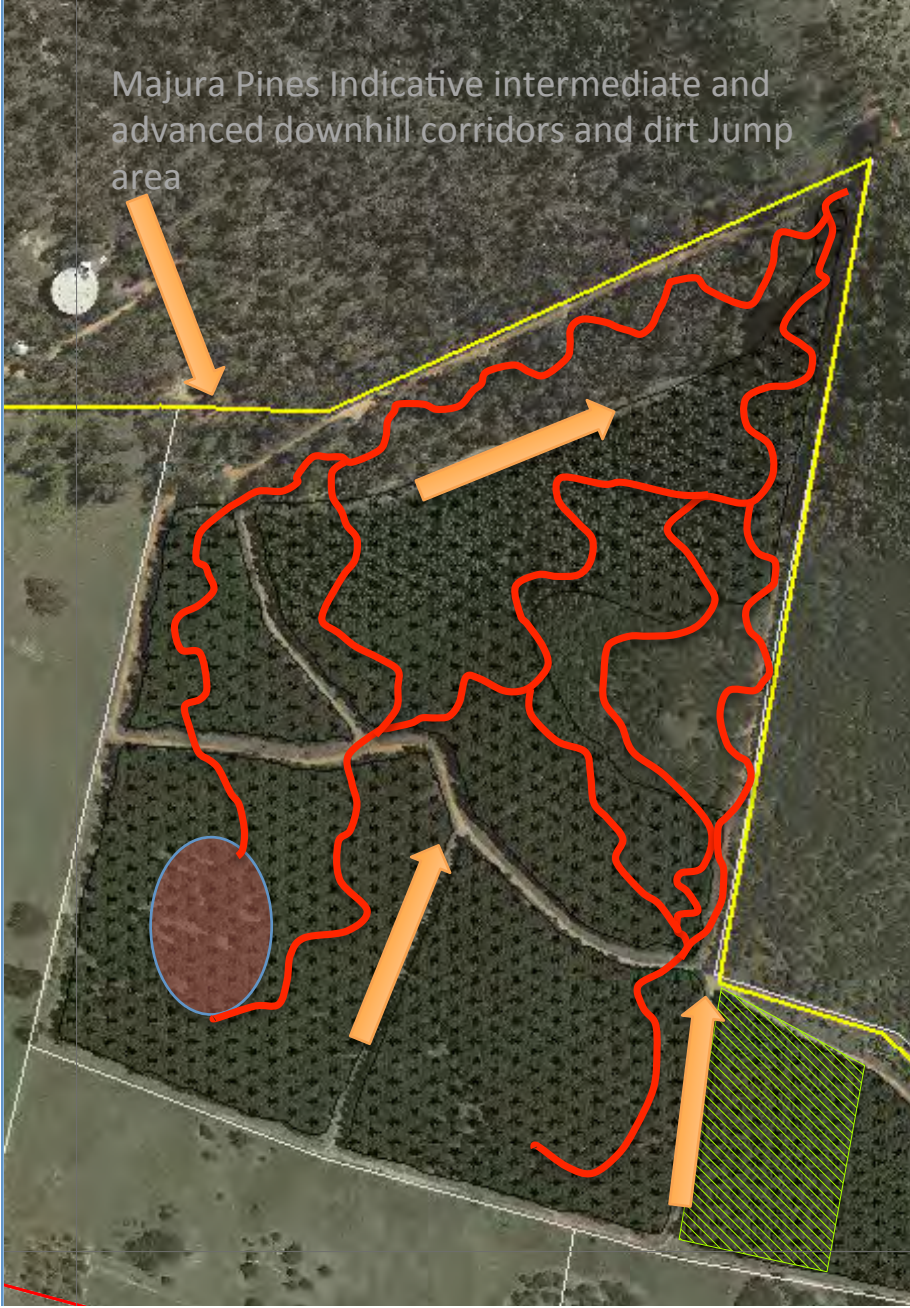
The support of the ACT Government and the community for the construction and ongoing maintenance of Majura Pines as a recreational resource will provide the community with a recreational asset that will improve the health and well being of the community and help to reduce inappropriate use of other nearby nature reserves.

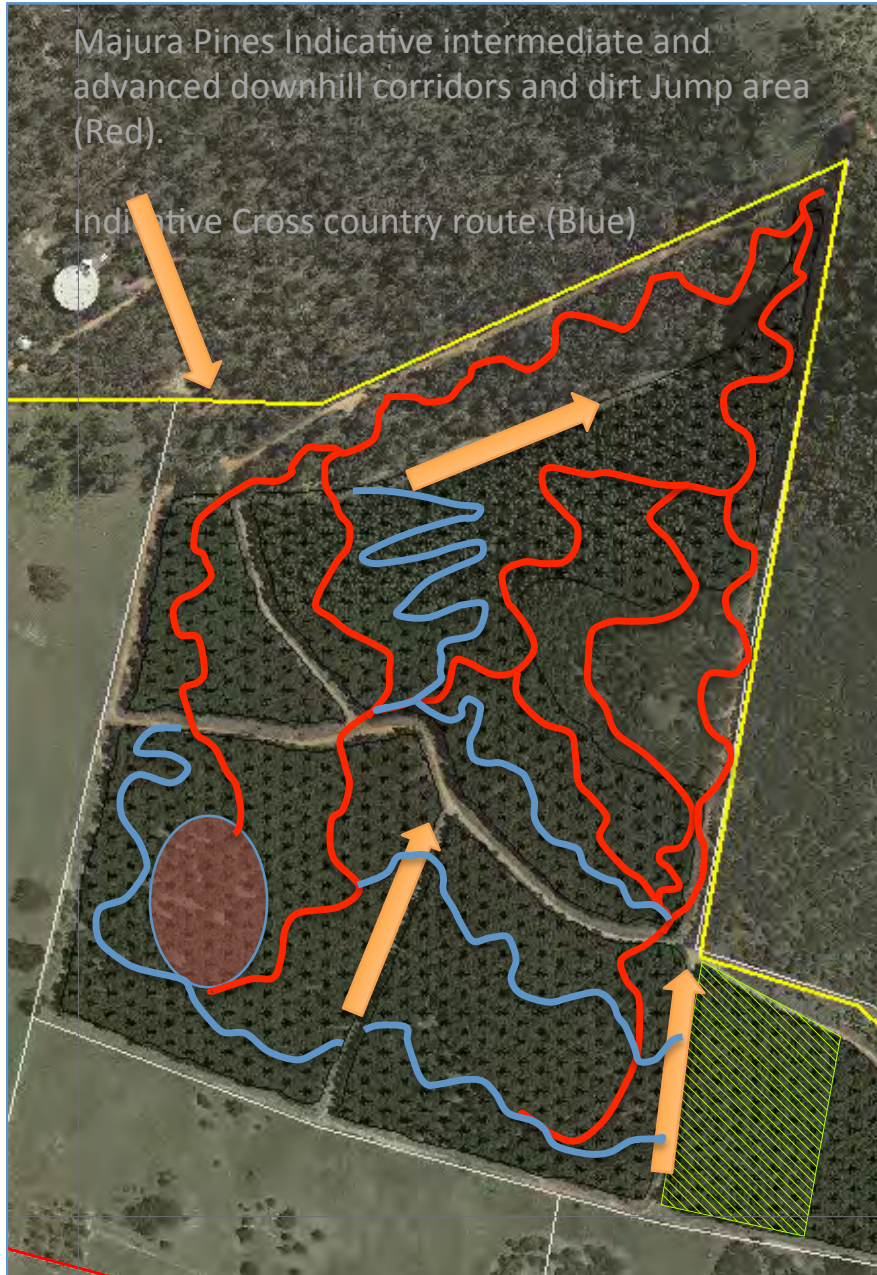
8 Appendix

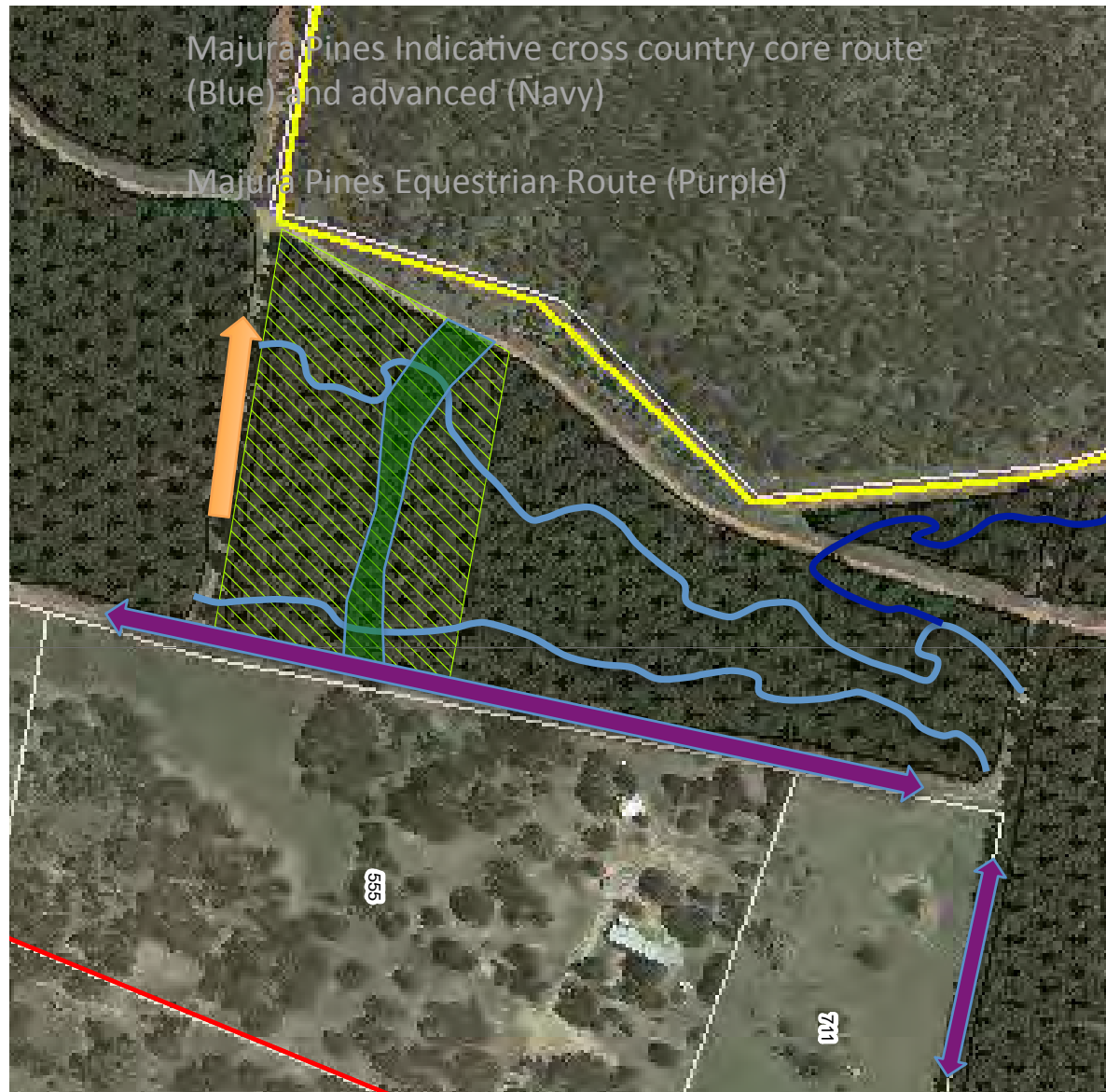
8.1 Map: Majura Pines

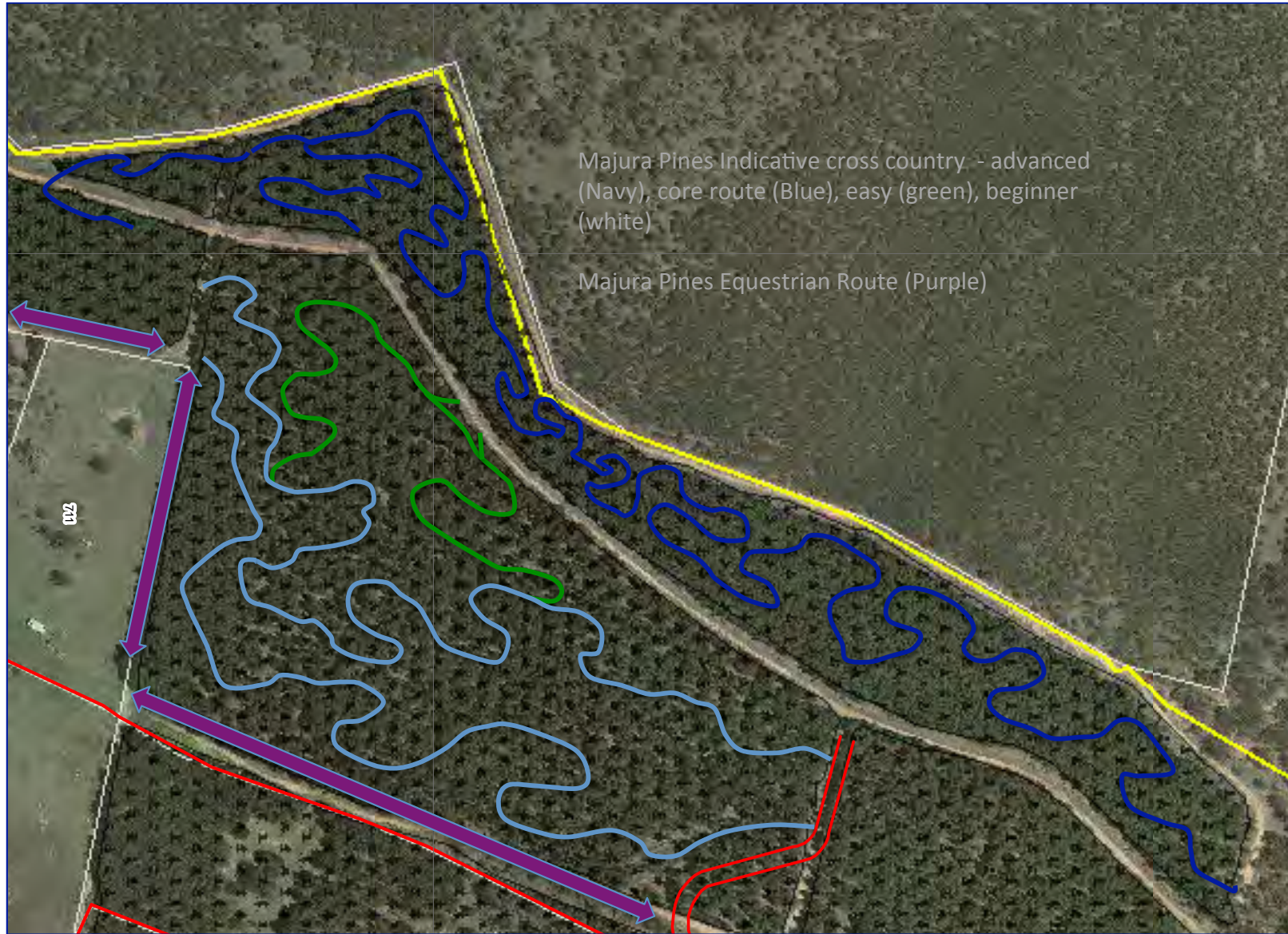


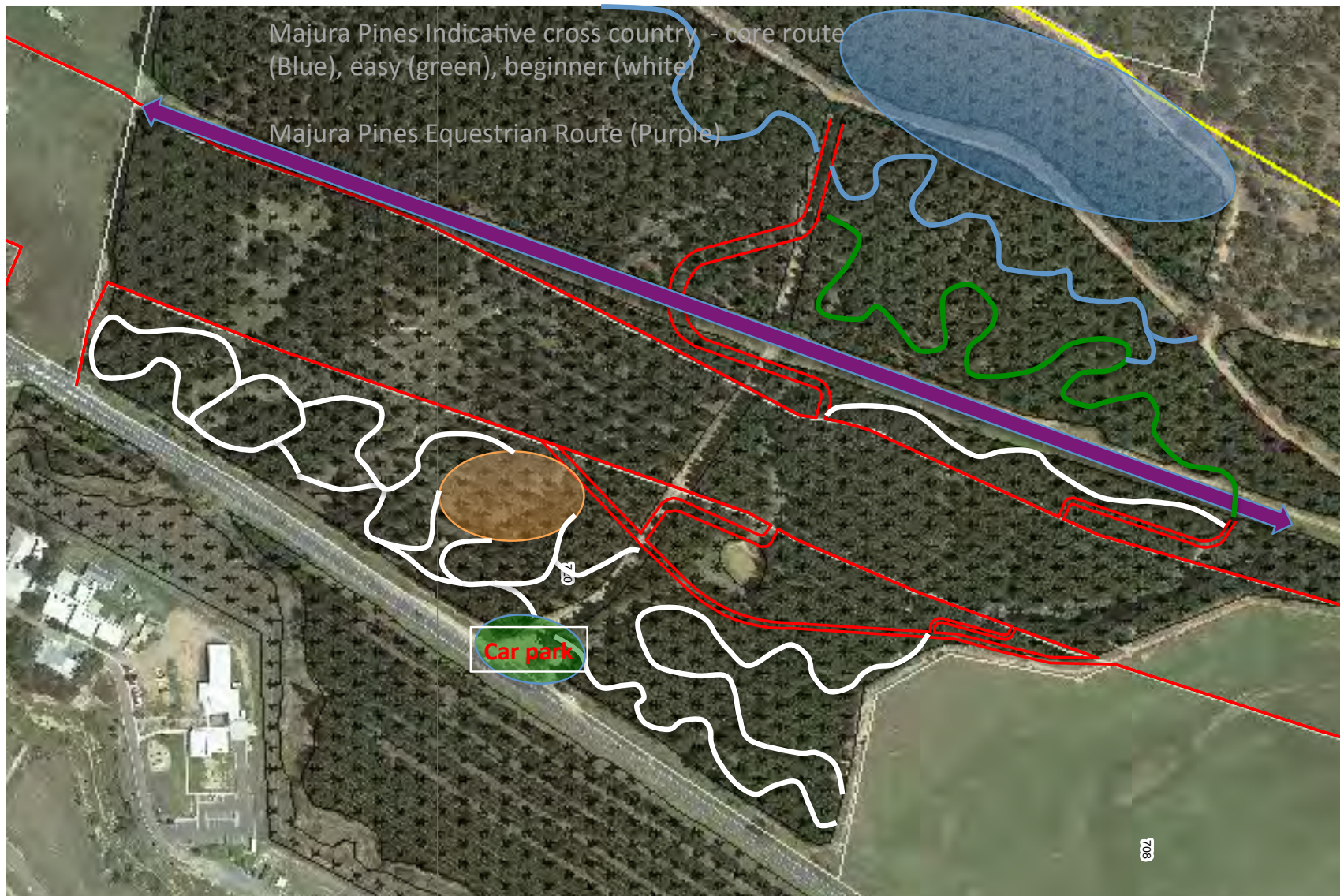
8.2 Proposed trail areas maps











Majura Pines Indicative cross country - core route
(Blue), easy (green), beginner (white)

Majura Pines Equestrian Route (Purple)

Car park

700

708



8.3 Dirt jump specifications

Beginner dirt jumps should:

- Incorporate tabletop jumps about 150cm long and be about 60cm high (or less).

Intermediate jumps should incorporate a range of different types of jumps.

- Tabletops approximately 180cm long and between 75cm and 90cm in height
- Intermediate step-ups with similar specifications to the tabletops identified above.

Intermediate Advanced jumps. These jumps would allow for riders to continually progress with their riding skills. Intermediate Advanced jumps should include:

- Table doubles with a length between 2 and 4 metres and a height of 130-140cm (or less).
- Allow for transitions between a number of different jumping lines

8.4 Management of the ACT Pine Plantation Estate

8.4.1 Background

ACT Forests was established in 1915 to manage a multiple use forests within the ACT. They had multiple aims including:

- Build and support a local timber industry;
- Provide recreational opportunities for the residents of the ACT and surrounds; and
- provide water protection in the Lower Cotter Catchment.

The majority of the forest area planted was on degraded pasture which was cleared for agriculture prior to the formation of the ACT.

Prior to 2003, ACT Forests managed 26,000 ha of land, including about 16,000 ha of pine plantation. The remaining 10,000 ha consisted of areas of native vegetation including nature reserves, special purpose reserves, other conservation areas, watercourses, road reserves, travelling stock reserves and general utility areas.

In December 2001 fires damaged parts of the ACT Forests estate. In January 2003 approximately 10,500 ha of the pine plantation estate was destroyed during the Canberra bushfires, leaving only the Majura, Isaacs, Tuggeranong and Kowen Plantation in the east of the Territory undamaged.

8.4.2 Current management of forest plantations in the ACT

The management of pine plantations aims to generate sufficient income from timber sales to offset land management costs while ensuring the maintenance of long-term social and environmental benefits. A full time contract crew currently based in Kowen Forest carries out timber harvesting and products cut from the forest include sawlogs and pulpwood with all timber going to regional sawmills and processing plants.

Parks and Conservation Service foresters within Territory and Municipal Services now carry out management of ACT pine plantations.

Within the ACT a range of recreational users including walkers, joggers, equestrians cyclists, rallies and many others regularly use the managed uses pine forests. The ACT Government now estimates that visitor usage in the plantation estate is equal to the number of visitors to the ACT National Parks reserve system. This they believe is due to:

- Their close proximity to Canberra;
- The substantial high quality road and trail infrastructure; and
- The investment made in forest management.[1]

8.4.3 Current forest plantations in the ACT

Pine Plantation	Size
Kowen	4,658 Ha
Uriarra	1,175 Ha
Pierces Creek	1,552 Ha
Stromlo	115 Ha
Majura	87 Ha
Fairbairn	54 Ha
Miowera	80 Ha
Isaacs Ridge	23 Ha
Tuggeranong Pines	28 Ha

Table 3