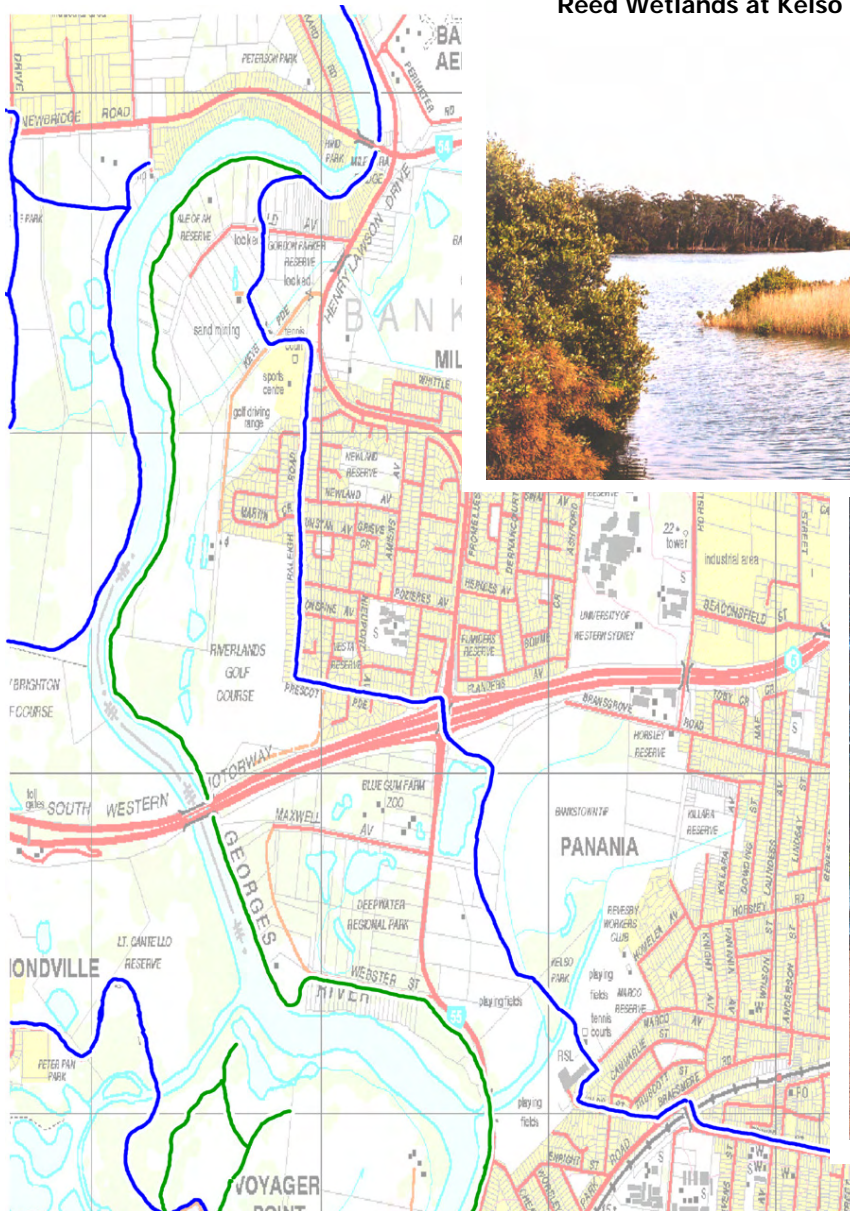


**GEORGES RIVER WAY**  
MIDDLE REACHES

LGA(s) – BANKSTOWN

<b>Sub-section</b>	<b>Picnic Point</b>	<b>GMR 2</b>
<b>Start &amp; finish</b>	Little Salt Pan Creek / East Hills	
<b>Distance</b>	8.5 km walking 5.5 km cycling	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Georges River National Park and Picnic Point Reserve</li> <li>• Fitzpatrick Park and East Hills Park and Yeramba Lagoon</li> <li>• Monash Reserve and Lambeth Reserve</li> <li>• Sylvan Grove Native Garden at Picnic Point</li> </ul>	
<b>Description</b>	<p>Walking track through GRNP – mostly existing, minor section under construction from Cattle Duffers Flat to Yeramba Lagoon (NPWS/ GRFIP project). Track goes through Fitzpatrick Park, Picnic Point Reserve, Lambeth Reserve, along Henry Lawson Drive, Monash Reserve and East Hills Park and footbridge over Georges River to Voyager Point track network.</p> <p>Cycling route follows on-road shoulders along Mars Street, west along Tower Street, across railway at Park Street, south on Childs Street and into Kelso Park. Spur link along Park Rd to East Hills footbridge – to join up with Voyager Point track network, and another along Picnic Point Road to Monash Reserve</p>	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• Opportunity for continuous public foreshore access from Little Salt Pan Creek to Kelso Park (7.5 km) – three minor sections (total of 1.0 km) along Henry Lawson Drive footpaths</li> <li>• Picnic Point Regional Accessway (2.5 km) under construction (BCC/GRFIP) – well designed foreshore link with walking tracks and boardwalk</li> <li>• GRNP section – scenic and environmental values – track improves access to popular fishing spot and vantage points</li> <li>• Yeramba Lagoon – potential walking link to Kennedy Street and on to Boomerang Reserve to create (4.5 km) walking loop around GRNP</li> <li>• Potential walking track link with Revesby Station through Little Salt Pan Creek Reserve/ Virginius Reserve/ Montgomery Reserve</li> <li>• Monash Reserve – potential to upgrade facilities, signs, carparking area, build path and bush regeneration (local RSL might be interested in project as park is named after WW1 Australian general)</li> <li>• East Hills Park – BBS bushcare project in eastern park section (remnant bush) – more sustainable park management required to maintain regenerated bush areas</li> <li>• Potential pedestrian link to railway bridge to eastern park with footpath to shop</li> <li>• East Hills footbridge to Liverpool LGA (reopens late 2003)</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• BCC plan and construct (1.6 km) walking track from Little Salt Pan Creek through Boomerang Reserve to GRNP at Morgans Creek</li> <li>• NPWS restore and upgrade track along eastern side of Yeramba Lagoon to Kennedy Street and on to The River Road</li> <li>• BCC – footpaths through Monash Reserve, bush regeneration and park facilities upgrade, TC approach RSL park signs upgrade</li> <li>• BCC – East Hills eastern park to be natural regenerated bush land with minimal council maintenance, build path alongside railway linking western park and shop – minimise tracks through eastern park</li> <li>• RTA – investigate feasibility of pedestrian link attached to railway bridge over Henry Lawson Drive</li> <li>• BCC – sign trail intersections – Little Salt Pan Creek, the River Road, Yeramba Lagoon and East Hills footbridge</li> <li>• BCC/ LCC / DIPNR / NPWS / Georges River Keeper (WA) – develop strategic plan to sustainably restore foreshore banks avoiding over-engineered options</li> </ul>	
<b>Priority</b>	B	
<b>Est. cost</b>	\$300k	
<b>Key stakeholders</b>	BCC/ DIPNR / LCC / WA/ TC/ BBS/ SW BUG	

## GMR3 – Milperra



Reed Wetlands at Kelso Creek



Shark warning sign  
East Hills Park

### Rationale:

The walking route (developed in consultation with community environment groups) links East Hills and Picnic Point routes with proposed Kentucky Reserve system and avoids ecologically sensitive areas of Deepwater Park. It provides for a great recreational experience for the Milperra area improving access to degraded areas of Deepwater Park (former Motor Boat Club lands, which is a potential river repair project) and enhancing opportunities for the conservation of very significant and rare wetland environments. A spur track / boardwalk to Georges River provides for recreational and educational opportunities.

The Milperra subsection is a floodplain with a significant remnant of high quality wetlands. Building the trail network through these wetlands would improve opportunities to increase community awareness of best practice foreshore environmental management. In total the Georges River Way will have over 20km of foreshore access throughout the Bankstown local government area, avoiding a sensitive 700m of foreshore (part of Deepwater Park) in order to ensure a sustainable outcome.

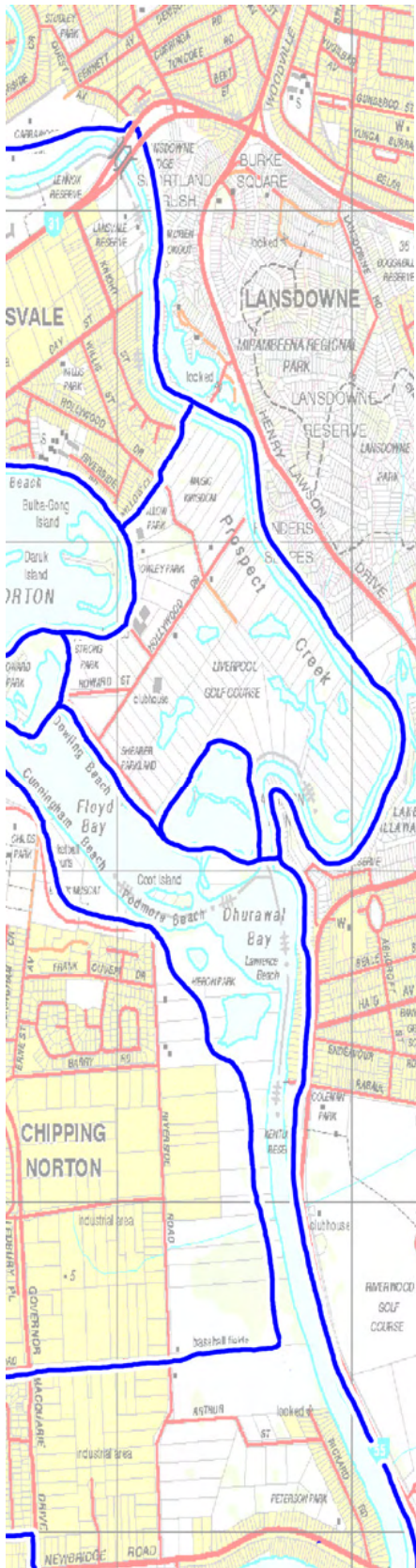
The cycling route (developed in consultation with local bicycling groups) avoids dangerous Henry Lawson Drive using safer local streets.

**GEORGES RIVER WAY**  
MIDDLE REACHES

LGA(s) – BANKSTOWN

<b>Sub-section</b>	<b>Milperra</b>	<b>GMR 3</b>
<b>Start and finish</b>	Kelso Park (Panania)/ Milperra Bridge (Milperra)	
<b>Distance</b>	5.0 km walking 3.5 km cycling	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Deepwater Park</li> <li>• Riverlands Wetlands</li> <li>• Vale of Ah Reserve</li> <li>• Kelso Park</li> </ul>	
<b>Description</b>	<ul style="list-style-type: none"> <li>▪ BCC have proposed a pedestrian route through Deepwater Park - under the South Western Freeway - through the foreshore wetlands adjoining Riverlands Golf Course – through the Vale of Ah Reserve to Milperra Bridge (5.0 km) – connecting with the planned off-road trail through Kentucky Reserve.</li> <li>▪ BBS have proposed an alternative walking route that avoids ecologically sensitive areas in Deepwater Park.</li> <li>▪ BCC have nominated a cycling route – through Kelso Park – crossing SW Freeway and following (on-road) Henry Lawson Drive to Milperra Bridge.</li> <li>▪ SW BUG have nominated an alternative route along Poziers Ave, Raleigh Road and Auld Reserve – avoids heavy traffic of Lawson Drive.</li> </ul>	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• This section links Mirambeena/ Kentucky sections to Picnic Point/Little Salt Pan Creek sections allowing for 19 km of almost continuous GR foreshore access in Bankstown LGA</li> <li>• Tracks and boardwalks through Deepwater/ Riverlands could have important recreational and educational advantages – helping to raise local environmental awareness</li> <li>• Several species of rare and threatened birds and plants could be impacted by trail construction</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• DIPNR, NPWS, GREA, BBS – to assess the project’s sustainability</li> <li>• Only with these organisation’s approval the BBC proposal could proceed</li> <li>• BCC to make publicly available all environmental and planning documentation produced by consultants</li> <li>• BCC – plan and mark cycling route in consultation with SW BUG</li> </ul>	
<b>Priority</b>	B	
<b>Estimated cost</b>	\$250k	
<b>Key stakeholders</b>	BCC/ BBS/ GREA/ DIPNR/ DSNR/ PPWS	

**GMR4 - Mirambeena**



**Ibis colony at Lake Gillawarna  
Mirambeena Regional Park**



**GEORGES RIVER WAY**  
MIDDLE REACHES

LGA(s) – BANKSTOWN

<b>Sub-section</b>	<b>Mirambeena</b>	<b>GMR 4</b>
<b>Start and finish</b>	Milperra Bridge to Lansdowne Bridge	
<b>Distance</b>	5.5 km	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Mirrambeena Regional Park/ Shortland Brush</li> <li>• Garrison Point / Beatty Reserve</li> <li>• Lake Gillawarna / Kentucky Reserve</li> </ul>	
<b>Description</b>	Trail route goes through Kentucky Reserve linking to existing network at Garrison Point and on through Mirrambeena Reserve to Lansdowne Bridge.	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• This section links with FCC trail network to the north of Lansdowne Bridge extending through Holroyd to Prospect Reservoir</li> <li>• Kentucky Reserve is degraded with good bush regeneration opportunities</li> <li>• Potential pedestrian bridge at Garrison Point to Chipping Norton Lakes and Liverpool CBD</li> <li>• BCC Planning shared use bridge over Henry Lawson Drive from Mirrambeena to Amaroo Reserve – avoids impact on CPW and improves access link with the velodrome and regional cycleway</li> <li>• More sustainable management of foreshores park system – avoid woodchip weed infestations</li> <li>• Regional recreational opportunities are expanded – links to school and sports facilities can be planned and constructed</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• BCC – construct trail through Kentucky Reserve using best practice sustainable building materials</li> <li>• Bush care groups – identify bush regeneration projects</li> <li>• RTA/ BCC/ FCC/ TC – investigate feasibility and cost of pedestrian bridge linking Garrison Point and Lansvale</li> <li>• BCC/ BBS/ bush regenerators – educational signage along this regional walk/cycleway</li> </ul>	
<b>Priority</b>	A	
<b>Estimated cost</b>	\$250-300k	
<b>Key stakeholders</b>	BCC / RTA / BBS / TC	

**Rationale:**

The proposed route follows the foreshores of Georges River and Prospect Creek along 5.5 kms of safe off-road trails. There is great potential for bush regeneration and riverbank restoration at Kentucky Reserve. A pedestrian bridge at Garrison Point would link with the existing and planned trail networks of Fairfield and Liverpool and Holroyd local government areas and Chipping Norton Lake (north side), creating an outstanding regional recreational network of shared use walkways and cycleways and would help to reduce anti-social activities in the Lansvale open space areas.

## GMR5 – Lower Prospect



Restoring the Waters Project, Clear Paddock Creek, Fairfield

### Rationale:

The route is part of existing and under-construction trail networks of Fairfield, Bankstown and Holroyd local government areas, linking Mirrambeena Reserve to Prospect Reservoir. The entire 5.5 km shared use section of the trail is off-road running through Carrawood Park, Parkes Reserve, Fairfield Park and Long Street Park.

Existing environmental restoration projects and community stewardship will be strengthened as future projects are planned along this route. Much good work has been done already but there are still significant weed, dumping and pollution problems to resolve.

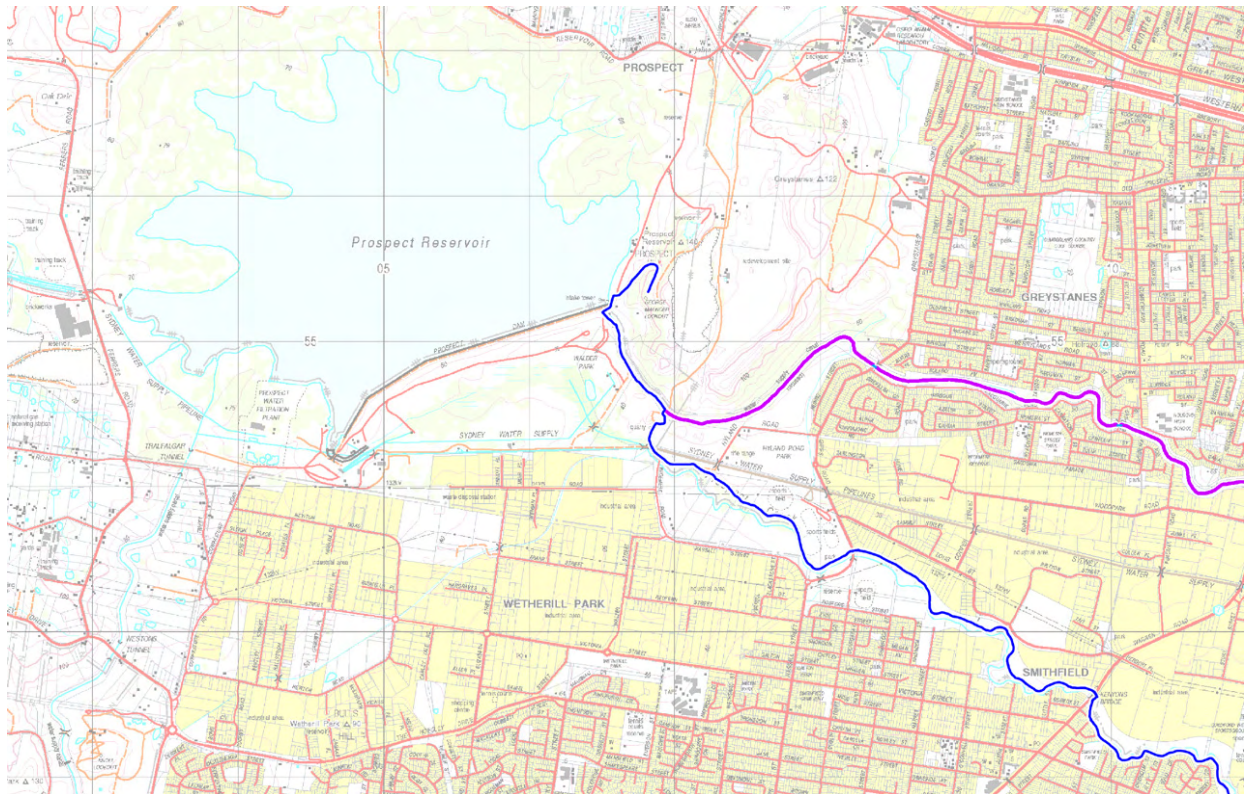
Well planned loops and spurs would increase usage of existing system.

**GEORGES RIVER WAY**  
MIDDLE REACHES

LGA(s) – FAIRFIELD

<b>Sub-section</b>	<b>Lower Prospect</b>	<b>GMR 5</b>
<b>Start &amp; finish</b>	Lansdowne Bridge to Kenyons Bridge (Smithfield)	
<b>Distance</b>	5.5 km	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Prospect Creek</li> <li>• Carrawood Park</li> <li>• Fairfield Park</li> <li>• De Frieras Wetlands</li> </ul>	
<b>Description</b>	<p>FCC's shared use cycleway/walkway exists from Hume Highway at Lansdowne Bridge – north through Carrawood Park –crossing over new Prospect Creek pedestrian bridge to Fairfield under railway through Parkes Reserve – (intersection with existing system along Orphan School Creek to Western Sydney Regional Park) – linking to Carramar Railway Station – through Fairfield Park to Fairfield Railway Station – north along the Rail Trail (Liverpool/Parramatta) – north west along the Prospect Creek through Fairfield High School Ace Reserve and Smithfield Park and across Prospect Creek into Holroyd at Kenyons Bridge (Cumberland Highway).</p>	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• Good connections to RTA's Rail Trail Network and FCC's other networks</li> <li>• Link to Ophan School Creek (Restoring the Waters/de-channelisation) – environmental education opportunity</li> <li>• Potential for Rail Trail along Canley Vale/Villawood rail line to Bankstown, then linking with Salt Pan Creek network</li> <li>• FCC – innovative community art works program along 'Five Creeks' – could be model for whole GR catchment – art works and stories are relevant to the future (sustainability and multiculturalism) rather than just the past</li> <li>• Railway stations and schools need upgraded cycle parking facilities</li> <li>• Opportunity for regional signs that inform and empower the community of this growing sustainable transport network</li> <li>• Several bush regeneration and creek repair project opportunities along Prospect Creek</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• RTA/FCC – do feasibility study on Villawood rail trail to Bankstown CBD</li> <li>• FCC – community education and promotional campaign to increase trail network usage – focusing on sustainable transport as well as recreation (Excellent brochure produced August 2003)</li> <li>• FCC – initiate cycling school program – following on from City of Geelong's (Victoria) successful program – improving safety and responsibility</li> <li>• FCC/ RTA – develop model information trail signs that could be used by whole Georges River catchment</li> <li>• Bicycle NSW – organise 4 major seasonal rides/walks along the existing trail network through Bankstown, Fairfield and Holroyd to Prospect Reservoir – integrated with other community events</li> </ul>	
<b>Priority</b>	A	
<b>Estimated cost</b>	\$95k	
<b>Key stakeholders</b>	FCC/RTA/TC/Bushcare and community groups	

## GMR6 – Upper Prospect



### Rationale:

The proposed route follows existing shared use trails through Fairfield and Holroyd local government areas. It links Gipps Road Sporting Complex and Long Street Park with safe off-road paths/easy grades as well as encouraging further bush regeneration efforts along Prospect Creek.

The Way advances recreational opportunities for western Sydney and can link with the (former) Sydney Water Supply Canal walkway/cycleway and RTA's Rail Trail from Parramatta to Liverpool. Major loops can thus be created.



**Sydney Water Supply Canal walkway/cycleway.  
Long Street Park, Smithfield.**



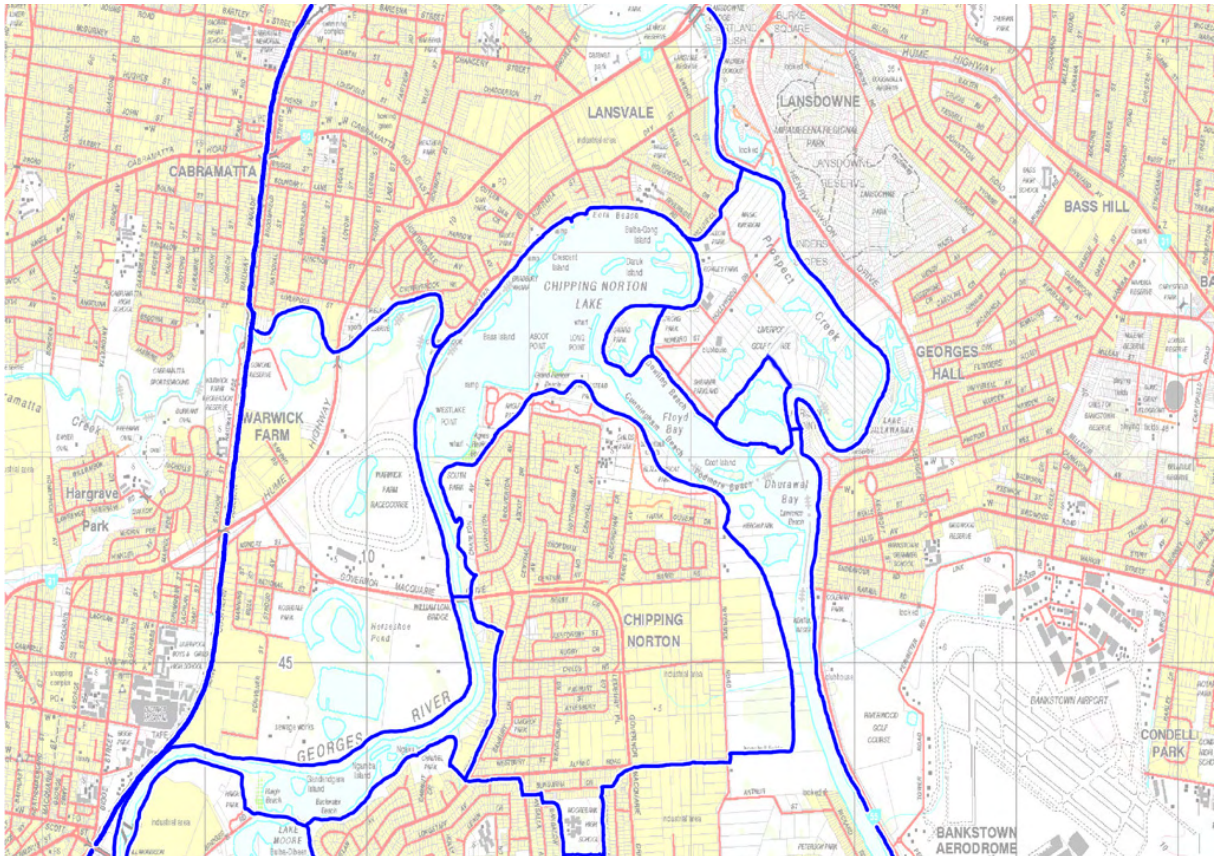
**GEORGES RIVER WAY**  
MIDDLE REACHES

LGA(s) – HOLROYD

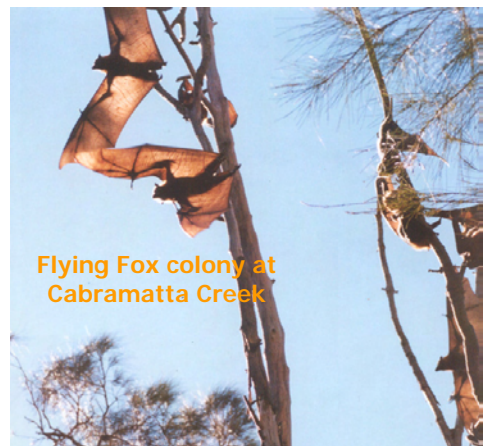
<b>Sub-section</b>	<b>Upper Prospect</b>	<b>GMR 6</b>
<b>Start and finish</b>	Kenyons Bridge to Prospect Reservoir	
<b>Distance</b>	5.0 km	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Prospect Creek</li> <li>• Prospect Reservoir</li> <li>• Long Street Park</li> <li>• Gipps Road Sporting Complex</li> </ul>	
<b>Description</b>	Route follows HCC's existing walkway/ cycleway under Kenyons Bridge through Long Street Park, Gipps Road Sporting Complex, and ending at George Maunder Lookout at Prospect Reservoir (in Blacktown LGA).	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• Opportunity to link with existing excellent cycleway/walkway following former Sydney water supply viaduct/canal system to Guildford West which links to Liverpool/Parramatta Rail Trail – to create a Holroyd Loop</li> <li>• Other opportunities to create sub-regional linkages and loops and more pedestrian bridges over Prospect Creek – to encourage sustainable work commuting</li> <li>• Friends of Prospect Creek (FOPC) – have coordinated effective bush regeneration and clean ups along creek for several years - good start made to improving a degraded area – much more required – currently no corporate support for these community programs - although large firms such as Visy are adjacent to Prospect Creek</li> <li>• Dumped cars and litter and history of recent industrial pollution and dumping</li> <li>• Prospect Creek Aboriginal History Trail (HCC/FCC/GRFIP project) – Prospect Creek and Prospect Hill are areas of great cultural and spiritual significance to Indigenous Australians – this project aims to conserve heritage and environmental values and improve recreational opportunities – Aboriginal markers will tell stories of the country<sup>1</sup></li> <li>• Project could be used as model throughout the Georges River catchment – for achieving these cultural, environmental and recreational aims</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• HCC/TC – develop signage to inform of regional trail linkages and opportunities and events</li> <li>• HCC/Blacktown City Council – improve Reservoir link – Viaduct and Prospect Creek routes</li> <li>• HCC/FCC/FOPC – plan major bush regeneration and clean up of Prospect Creek – involve and gain sponsorship from local firms</li> <li>• ATSICC/HCC/FCC/PNSW – develop simple guidebook for GR catchment councils – using Prospect Creek Aboriginal History Trail as model</li> </ul>	
<b>Priority</b>	A	
<b>Estimated cost</b>	\$85k	
<b>Key stakeholders</b>	HCC/FCC/FOPC/Blacktown CC/TC	

<sup>1</sup> This section is about to be named "Warali Wali Track".

## GMR7 – Racecourse



**Footbridge across Lake Moore at Quota Park, Chipping Norton**



**Flying Fox colony at Cabramatta Creek**

### **Rationale:**

The pedestrian bridge at Garrison Point would allow people using Beatty Point Reserve to access under-used park lands of Lansvale at Chipping Norton Lake. It would integrate the recreational networks of Bankstown, Fairfield, Holroyd and Liverpool local government areas and greatly improve their communities' recreational opportunities.

The entire route is safe and off-road, with easy walking grades. The area has good scenic and environmental values that will be improved with better access and community awareness.

The proposed Cabramatta Creek pedestrian bridge would link Fairfield and Liverpool trails, adding to pressure for further bush regeneration and riverbank restoration projects.

A linking route to Lighthorse Park and Liverpool CBD creates great opportunities for the Georges River Way to become a major/ safe/ sustainable transport and recreation network for thousands of secondary school students within the Liverpool CBD.

**GEORGES RIVER WAY**  
MIDDLE REACHES

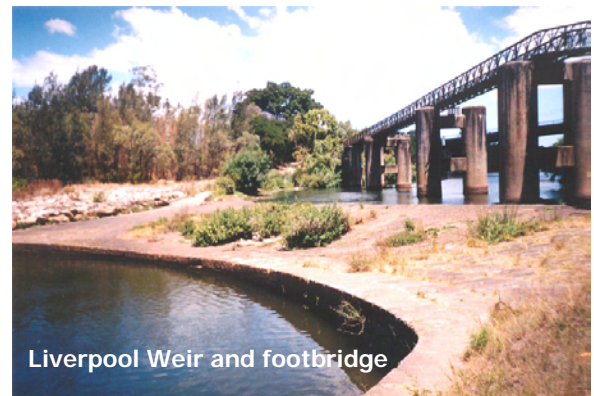
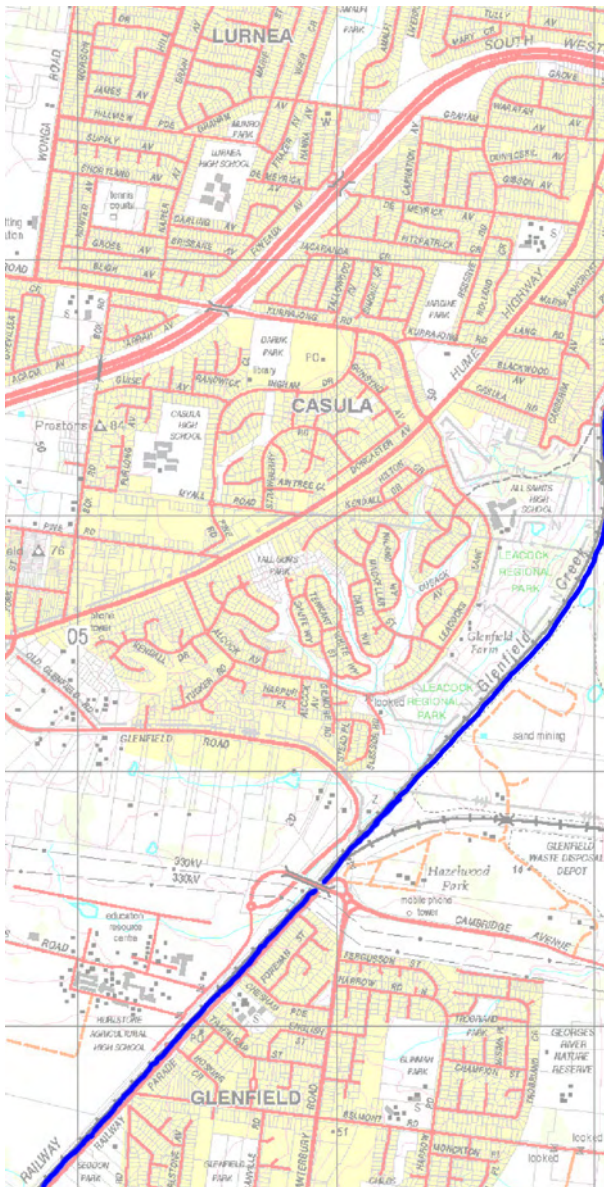
LGA(s) – LIVERPOOL &  
FAIRFIELD

Sub-section	Racecourse	GMR 7
<b>Start and finish</b>	Garrison Point (Georges Hall) to Lighthorse Park	
<b>Distance</b>	7.5 km	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Chipping Norton Lakes</li> <li>• Prospect Creek</li> <li>• Cabramatta Creek</li> <li>• Warwick Farm Racecourse</li> <li>• Lighthorse Park/ Liverpool CBD/ Weir</li> <li>• The perched freshwater wetlands of Howard Park</li> </ul>	
<b>Description</b>	Pedestrian bridge over Prospect Creek – through north side of Chipping Norton Lakes in Lansvale, through Chipping Norton Lake foreshores, pedestrian bridge over Cabramatta Creek, through foreshores of Warwick Farm Racecourse lands, boardwalk under Governor Macquarie Drive, south through Sydney Water land and Liverpool Hospital land into Lighthorse Park.	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• This section links together Lower Prospect/Bankstown with Liverpool/Campbelltown Rail Trail – 85/90 km of almost continuous recreational pathways – a magnificent network serving West and South West Sydney</li> <li>• Usage of existing Rail Trail system could be dramatically increased with linkages to foreshore recreational facilities and parks, schools and job zones – combined with community education and promotional programs</li> <li>• Major regional opportunity to create sustainable transport and recreational network – improving the amenity and environment</li> <li>• Liverpool CBD has 17000 students - great potential to plan for safe cycle/walkway networks linking into regional networks</li> <li>• Chipping Norton Lakes – 6 km existing walkways/ cycleways</li> <li>• Potential for trail along Cabramatta Creek – linking Great Kai'mia Way with Rail Trail – another loop would be created around Canley Vale and Lansvale</li> <li>• AJC have expressed interest in granting community pathway access through their lands</li> <li>• Lighthorse Park – renewed focus of Liverpool CBD – LCC plans to integrate park and city and railway station – landscaping, bush regeneration, upgraded amenities, improved access and possible boardwalk</li> <li>• Weir – important part of Liverpool's heritage, classified by the National Trust</li> <li>• Cabramatta and Brickmakers Creeks – environmental restoration and improved public access projects on-going</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• LCC/ FCC/ BCC/ AJC/ SW/ DIPNR/ TC – set up Task Force to plan and build and promote regional trail network following the Great Kai'mia Way routes and linking with an integrated system for new urban release areas (pre-development)</li> <li>• Task Force identify opportunities associated with the trail – eg. environmental restoration, bush regeneration, Aboriginal and Non-Aboriginal heritage stories and environmental education - system of heritage markers be considered (Prospect Creek Aboriginal History Project could be model)</li> <li>• Major environmental restoration has created regional recreational resource at Chipping Norton Lakes – a former sand mining area</li> </ul>	
<b>Priority</b>	B	
<b>Estimated cost</b>	\$480k + Bridges	
<b>Key stkhldrs</b>	LCC/ FCC/ AJC/ SW/ DIPNR/ BCC/ NSW Health Dept	

**GMR8 – Powerhouse**



Lighthouse Park looking upstream from New Bridge Road



Liverpool Weir and footbridge



**GEORGES RIVER WAY**  
MIDDLE REACHES

LGA(s) – LIVERPOOL

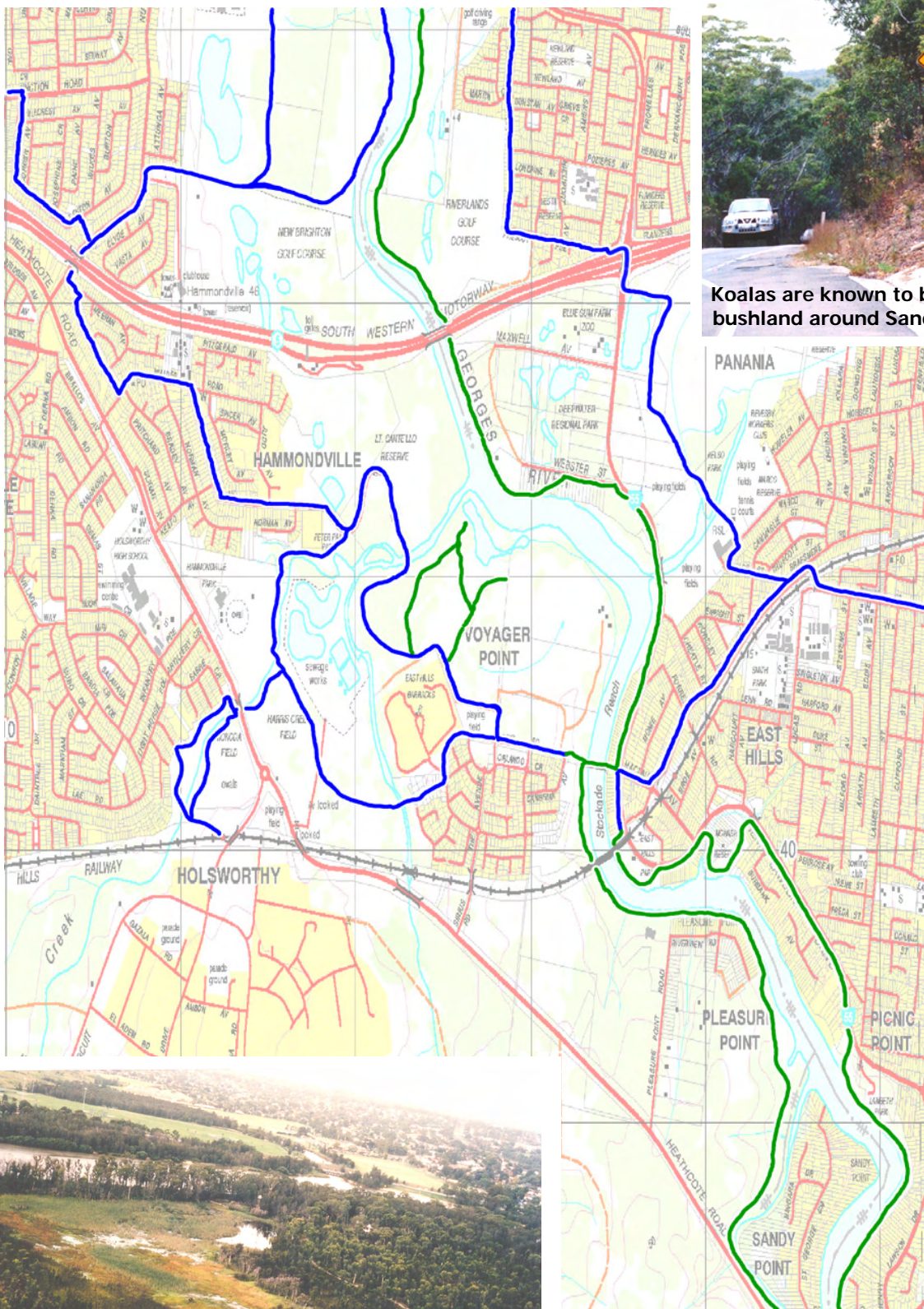
Sub-section	Powerhouse	GMR 8
<b>Start and finish</b>	Lighthorse Park (Liverpool) to Glenfield Station	
<b>Distance</b>	5.0 km	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Casula Powerhouse Arts Centre and Park</li> <li>• Leacock Regional Park</li> </ul>	
<b>Description</b>	South along tracks through foreshore reserves (former golf course) to Casula Powerhouse, along section of existing Powerhouse walkway/cycleway, along Liverpool/Campbelltown Rail Trail to Glenfield Station	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• Section links Georges River Way into planned Liverpool/Campbelltown Rail Trail (2008)</li> <li>• Provides improved recreational opportunities in high demand area</li> <li>• Improves community linkages with Powerhouse Arts Centre with its bush regeneration and Aboriginal Weaving Garden projects</li> <li>• Provides foreshore access to long degraded/ neglected areas – bush regeneration opportunities</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• LCC/ CCC / RTA/ TC – plan and build trail from Lighthorse Park to Glenfield Station</li> <li>• CVA and local Aboriginal community – could be involved in associated environmental restoration and heritage projects</li> <li>• EPA – commission study of leachate impacts from Glenfield Waste Disposals into Georges River</li> </ul>	
<b>Priority</b>	B	
<b>Estimated cost</b>	\$490k	
<b>Key stakeholders</b>	LCC/ LALC/ RTA/ TC	

**Rationale:**

The proposed route would be safe and off-road, with easy grades. It links Lighthorse Park to the Casula Powerhouse Arts Centre (3 km along GR foreshore) and the RTA's proposed Rail Trail to Glenfield Station. It also brings people back to neglected areas and provides an excellent recreational network close to growing population centres of Liverpool, Casula and Glenfield.

There is a potential for building a pedestrian bridge over Georges River from Casula Powerhouse to Chatham Village – with a trail link north to Newbridge Road Bridge and Lighthorse Park which should be considered in the future as redevelopment opportunities emerge.

**GMR9 – Voyager Point**



**Koalas are known to be in the bushland around Sandy Point**



**The Voyager Point Wetlands from the air**

**GEORGES RIVER WAY**  
MIDDLE REACHES

LGA(s) – LIVERPOOL

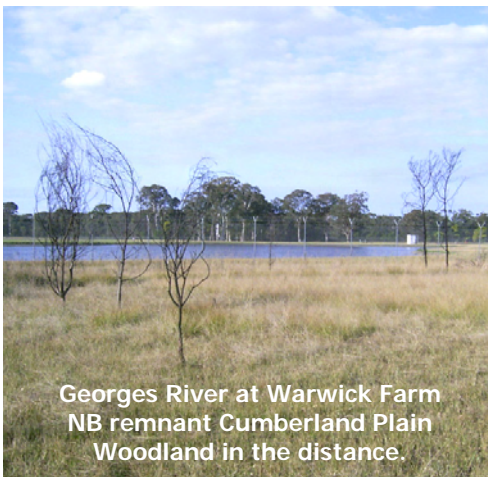
Sub-section	Voyager Point	GMR 9
<b>Start and finish</b>	Deadmans Creek (Pleasure Point) to Lieutenant Cantello Reserve (Hammondville)	
<b>Distance</b>	5.0 km	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Lt Cantello Reserve (former golf course)</li> <li>• Voyager Point wetlands</li> <li>• Pleasure Point Reserve</li> </ul>	
<b>Description</b>	Section would start in Department of Defence lands (if military use ceases in the future) – through Pleasure Point – under rail bridge – along existing River Walk to East Hills Footbridge (links with Bankstown network) – along Sirius Road into existing walking track network at Voyager Point – across proposed small bridge over Williams Creek into Lt. Cantello Reserve	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• Section would link to Sutherland through Mill Creek/ Wallaby walking track and over East Hills Footbridge to Bankstown</li> <li>• Pleasure Park – Voyager Point Master Plan provides other opportunities</li> <li>• GR foreshore is transition sandstone/ clay – bank stabilisation required at Voyager Point</li> <li>• Opportunity to improve access to sports facilities and parks in Hammondville</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• Investigate route options outside Dpt. of Defence land</li> <li>• LCC adopt this route into LEP or Strategic Recreation Plans</li> <li>• LCC – ensure Delfin Corporation deal to transfer River Walking Track network to council's ownership and management</li> </ul>	
<b>Priority</b>	A + B (Defence land possibly long term)	
<b>Estimated cost</b>	Note estimated	
<b>Key stakeholders</b>	LCC / DIPNR / DOD	

**Rationale:**

The route is almost all off-road, safe and on easy grades. Walking only from East Hills footbridge south to Deadman's Creek. It is shared use north of the bridge to Cantello Reserve and uses existing Voyager Point tracks and improves access to Hammondville sporting fields. The route gives good foreshore access to Georges River at Pleasure Point as well as giving clear a plan of action when opportunities emerge due to subdivision of private land at Pleasure Point and, possibly, withdrawal of Defence Department from Camp Sapper (Pleasure Point).

This subsection would link Sandy Point and Mill Creek with Voyager Point and Moorebank.

## GMR10 - Moorebank



### Rationale:

The route links existing trails around Chipping Norton Lake (south side) and Lake Moore with planned trails through several large foreshore redevelopment sites that are currently being master planned by Liverpool City Council. The route maximises the recreational and environmental opportunities flowing from these redevelopments.

It also creates subregional trail network servicing Moorebank and Chipping Norton – mostly off-road, safe, easy grades, which respect environmentally sensitive areas. It provides several kilometres of foreshore access, could become a major sustainable transport network, and gives a clear focus for directing future bush regeneration and environmental restoration projects.

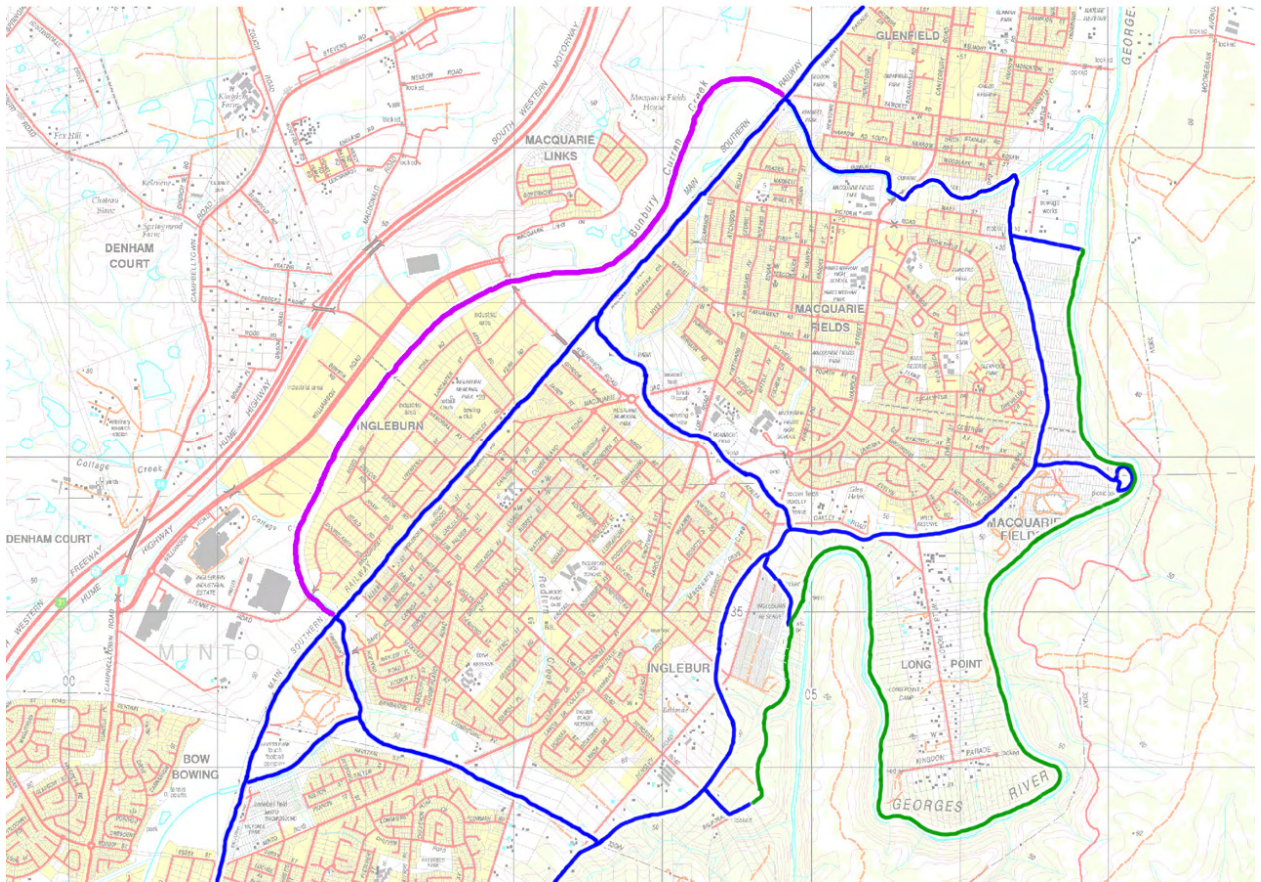


**GEORGES RIVER WAY**  
MIDDLE REACHES

LGA(s) – LIVERPOOL

Sub-section	Moorebank	GMR 10
<b>Start and finish</b>	Lt Cantello Reserve (Hammondville) to Lighthorse Park (Liverpool)	
<b>Distance</b>	14.2 km	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Chipping Norton Lake</li> <li>• Lake Moore</li> <li>• Boral / Collex land</li> <li>• Riverland Park</li> </ul>	
<b>Description</b>	West along Walder Road – under SW Freeway north along Nuwarra Road – through (planned) cycleway/walkway through Boral land – north to Newbridge Road – along Riverside Road – through Riverside Park – onto existing pathways around Chipping Norton Lake –South Park – Moore Lake pathways – potential to follow foreshore to Newbridge Road and Lighthorse Park.	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• Boral Master Plan – supports off-road cycleway/walkway through the site</li> <li>• Boral land contains large area of remnant bushland – sensitive trail design required to conserve environmental values</li> <li>• Riverland Park – sporting facilities and bushland areas</li> <li>• Chipping Norton Lake – recreational, scenic and heritage values</li> <li>• Moorebank industrial area opportunity to provide recreational pathway during redevelopment stage</li> <li>• Moorebank/Chipping Norton area gets greatly improved access to foreshore and recreational facilities, potential for grand loop (20 km) with link through Kelso Park/ Ernie Smith Recreation Area –along Renton Av – to Boral development</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• LCC – commission detailed planning of trail route</li> <li>• LCC / TC – seek government corporate and sporting funds to build trail</li> <li>• LCC – incorporate trail network into LEP and Budget Planning and S94 Plans</li> </ul>	
<b>Priority</b>	B	
<b>Estimated cost</b>	\$600k	
<b>Key stakeholders</b>	LCC/ Boral /sporting and football clubs/ Sport and Rec/ TC	

## GUR1 – Long Point



### Rationale:

The proposed route follows well used Long Point Walking Track (5 km), avoids sewage treatment works, makes use of former Georges River Parkway – for sustainable transport and is mostly off-road, safe with easy grades.

It links main recreational areas – Simmos Beach Recreation Reserve, Ingleburn Reserve and Bunbury Curran Park and the Rail Trail. It gives clear focus for bush regeneration and earth repair projects.



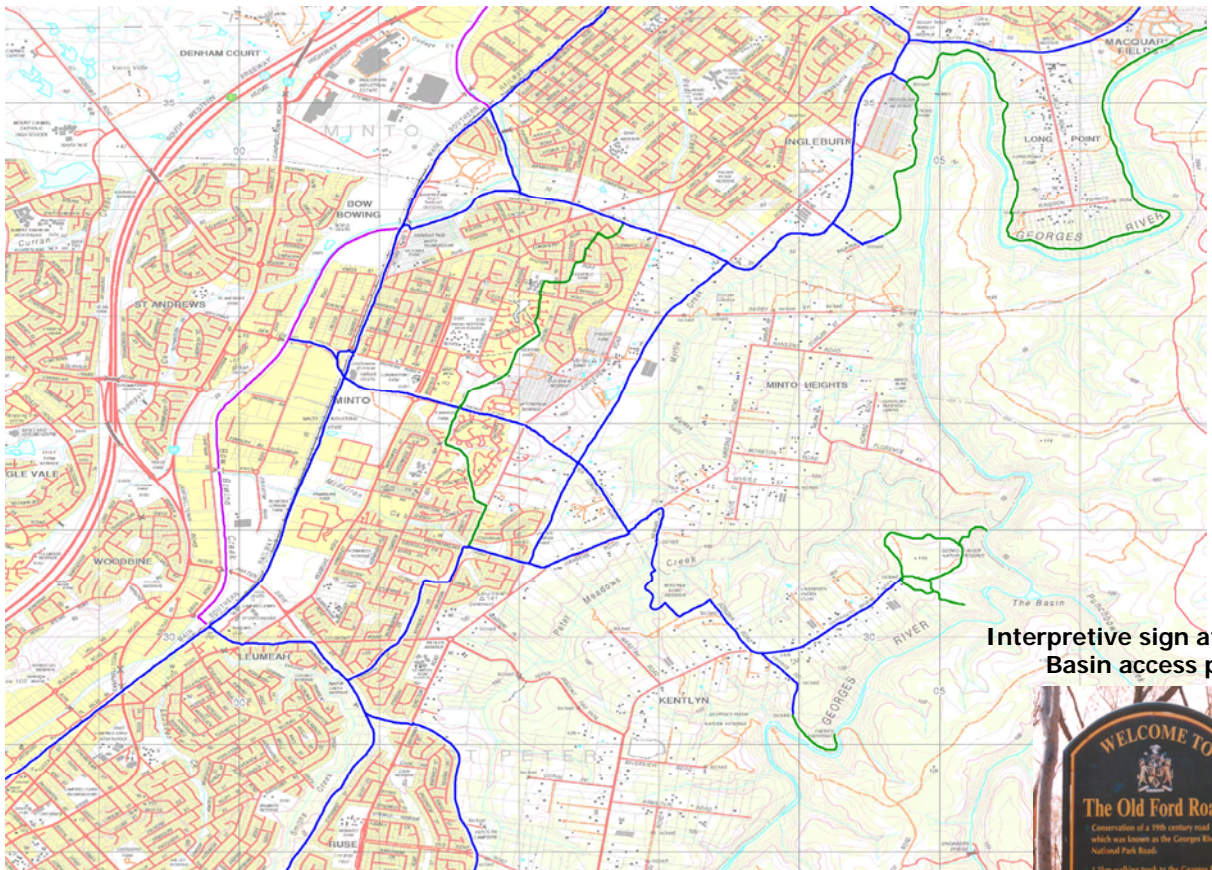
Georges River near Ingleburn Reserve

**GEORGES RIVER WAY**  
UPPER REACHES

LGA(s) – CAMPBELLTOWN

Sub-section	Long Point	GUR 1
<b>Start and finish</b>	Glenfield Station to Ingleburn Reserve	
<b>Distance</b>	walking 11.5 km cycling 8.5 km	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Simmos Beach Recreation Reserve</li> <li>• Long Point</li> <li>• Ingleburn Reserve</li> </ul>	
<b>Description</b>	From Glenfield Station south along Railway Parade – through Bunbury Curran Park to Georges River Parkway (GRP) south to Simmos Beach Recreation Reserve – foreshore walking track around Long Point to Ingleburn Reserve, cycling trail along GRP corridor route.	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• Georges River Way route maximises the utility of the proposed (2008) Liverpool/ Campbelltown Rail Trail and the former GRP corridor – to provide a twin regional walkway/cycleway spine – with rail to GRP cross links and spurs to scenic foreshore areas</li> <li>• This section improves recreational opportunities for northern part of the LGA with loop created by link adjacent to Hazlett Oval and Milton Park to Macquarie Fields Station</li> <li>• Trail can become focus for environmental works and community events</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• CCC / DIPNR / RTA – plan and construct GPR recreational pathway network though LGA linking with RTA's Rail Trail and scenic foreshore attractions</li> <li>• CCC /TC – facilitate community ownership of trails – encouraging local links to schools and parks and environmental projects</li> <li>• NPA and community be involved in planning Simmos Beach to Ingleburn Reserve Walking Track</li> </ul>	
<b>Priority</b>	B + C	
<b>Estimated cost</b>	\$1.2m	
<b>Key stakeholders</b>	CCC / DIPNR / RTA / NPA / TC	

## GUR2 – The Basin



Interpretive sign at the Basin access point



### Rationale:

This route was shaped in consultation with the local community and environment groups to avoid impacting on the very steep Georges River foreshores above The Basin. These reaches of the river have great biodiversity values, which have been detailed in DIPNR's Biodiversity Study on the Georges River catchment.

The route provides good access to The Basin and to Freres Crossing Reserve, links with Rail Trail and residential shared use networks.

It uses existing fire trails, local roads, walking tracks and the former Georges River Parkway corridor. Additional spurs down to the Georges River could be planned in consultation with the community.

There are significant issues of bushland vandalism and the community is concerned that an action plan be worked out to deal with these problems before Kai'mia Way routes are formalised and promoted.



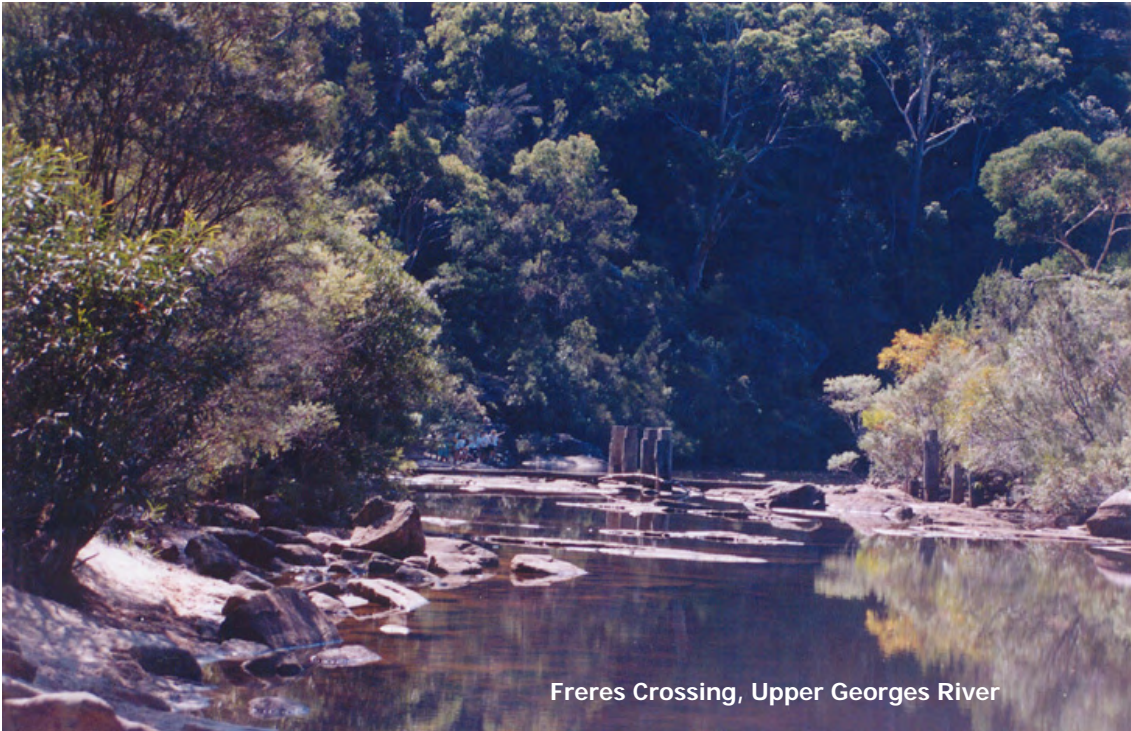
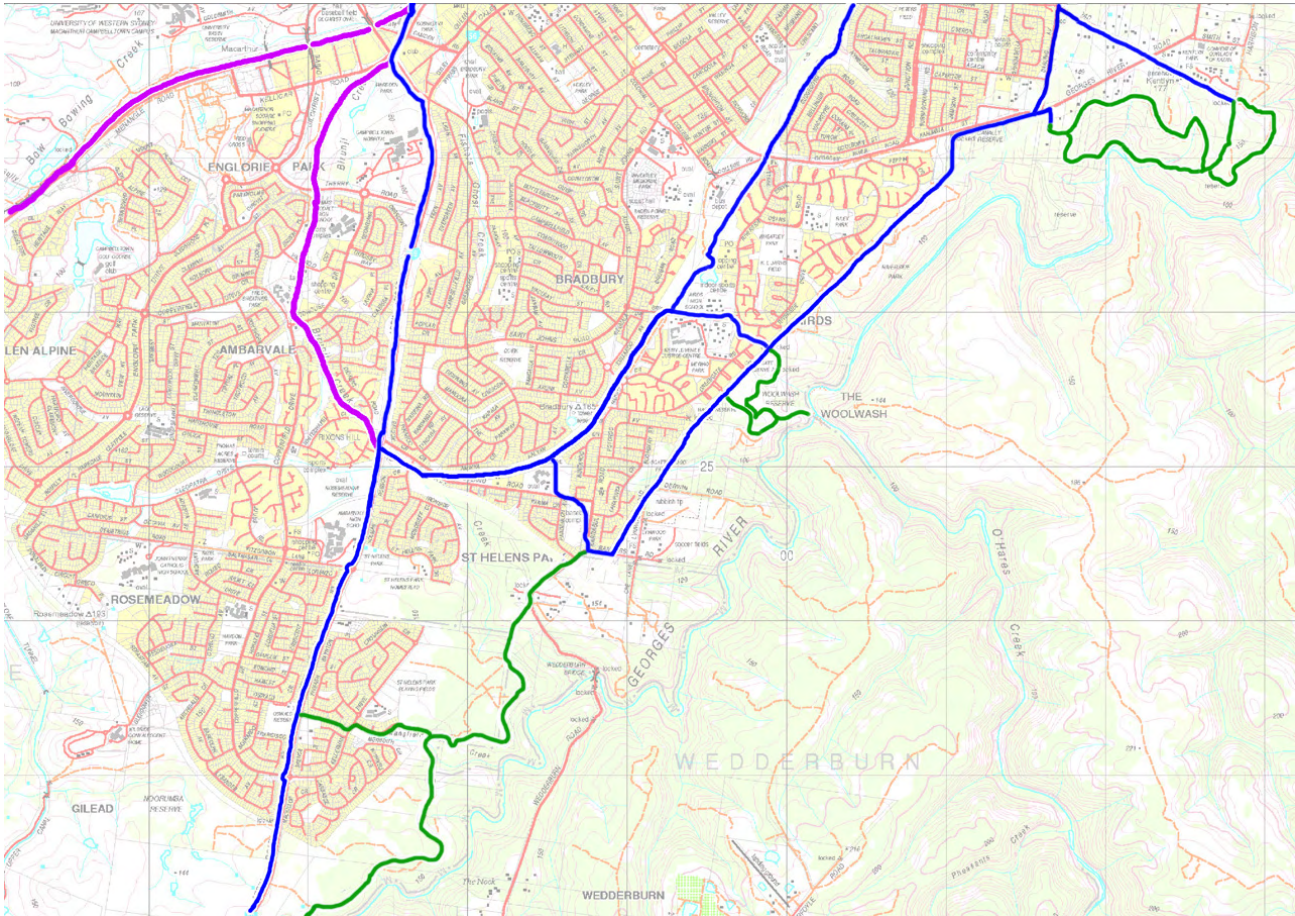
Swimmers enjoying the Basin at the confluence of Punchbowl Creek and the Georges River

**GEORGES RIVER WAY**  
UPPER REACHES

LGA(s) – CAMPBELLTOWN

Sub-section	The Basin	GUR 2
<b>Start and finish</b>	Ingleburn Reserve (Ingleburn) to Freres Crossing Reserve (Kentlyn)	
<b>Distance</b>	11.0 km	
<b>Grade</b>	3-4	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• The Basin</li> <li>• Freres Crossing Reserve</li> <li>• Peter Meadows Creek</li> </ul>	
<b>Description</b>	From Ingleburn Reserve along fire trail to Balmoral Road – north into Mercedes Road, south along Parkway corridor, to Derby Street, Groves Road, Hansens Road, Myrtle Street – bush tracks into GR Nature Reserve to The Basin, south on Georges River Road, east into Freres Road down to bridge.	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• South of Ingleburn Reserve – foreshores are steep with recognised high environmental values</li> <li>• Conserving environmental values requires that trail routes should be set back from foreshores with access only to special recreational and scenic places</li> <li>• The Basin – popular swimming and scenic attraction – access tracks badly eroded – loss of vegetation and safety and no interpretive signs or stories of what is important place for Aborigines and Non-Aborigines</li> <li>• Freres Crossing Reserve – tracks often badly eroded – dumped rubbish attracting additional loads – degraded signs and gates</li> <li>• Illegal 4WD and trail bike access is causing great environmental damage to the catchment – trails must be designed to restrict and discourage them</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• CCC / DIPNR – plan and construct trail network linking on-road cycleways/walkways with Rail Trail and Parkway corridor</li> <li>• CCC/ community and green groups – develop priority of environmental projects associated with trail and work with groups such as CVA</li> <li>• CCC/ TC – facilitate community ownership/stewardship of trail – based around specific projects and needs</li> <li>• NPA/community groups – work with NSW Police for better enforcement of laws and regulations controlling illegal 4WD and trail bike activities on public land</li> </ul>	
<b>Priority</b>	B + C	
<b>Estimated cost</b>	\$1.4m	
<b>Key stakeholders</b>	CCC / DIPNR / NSW Police/ NPA / GREA	

**GUR3 – The Woolwash**



Feres Crossing, Upper Georges River

**GEORGES RIVER WAY**  
UPPER REACHES

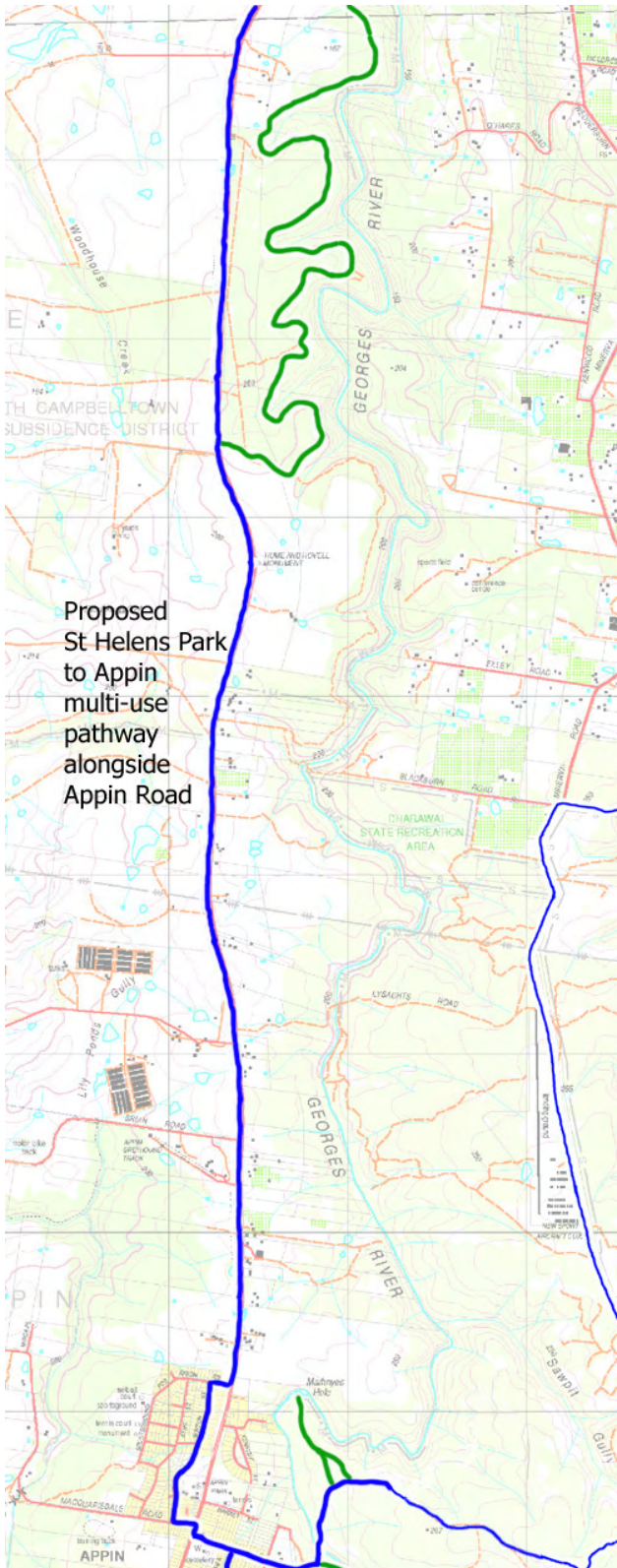
LGA(s) – CAMPBELLTOWN

Sub-section	The Woolwash	GUR 3
<b>Start and finish</b>	Freres Crossing to St Helens Park	
<b>Distance</b>	11.3 km	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• The Woolwash – The confluence of O'Hares Creek and Georges River</li> <li>• Kentlyn Reserve</li> <li>• Causeway Reserve</li> </ul>	
<b>Description</b>	From Freres Crossing – east along Riverview Road, south on Georges River Road, east into Smith Street, south along Harrison Road, into Kentlyn Reserve, along Parkway corridor to track into The Woolwash, Parkway corridor to St Helen Park.	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• Potential for environmental restoration/ bush regeneration projects – Kentlyn Reserve, Woolwash Reserve</li> <li>• Trail in this section improves recreational opportunities of southern part of LGA</li> <li>• Area of social problems – safety considerations</li> <li>• Project has potential for effective community building</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• CCC – plan and construct trail network linking – links to schools and sports facilities</li> <li>• TC and NPA – set up community process to generate solutions – promote earth stewardship options – plan appropriate earth repair/creek repair projects</li> </ul>	
<b>Priority</b>	C	
<b>Estimated cost</b>	\$1.5m	
<b>Key stakeholders</b>	CCC / NPA / community groups / TC	

**Rationale:**

The proposed route follows local roads, walking tracks and the Georges River Parkway corridor. It avoids impacting on steep foreshores of the upper Georges River. It provides access to the Georges River at Kentlyn Reserve and the Woolwash. Links with other trails are: Peter Meadows Creek and Smith's Creek. Future spurs to the Georges River could be planned in consultation with the community.

**GUR4 – Appin**





**GEORGES RIVER WAY**  
*UPPER REACHES*

*LGA(s) – WOLLONDILLY & CAMPBELLTOWN*

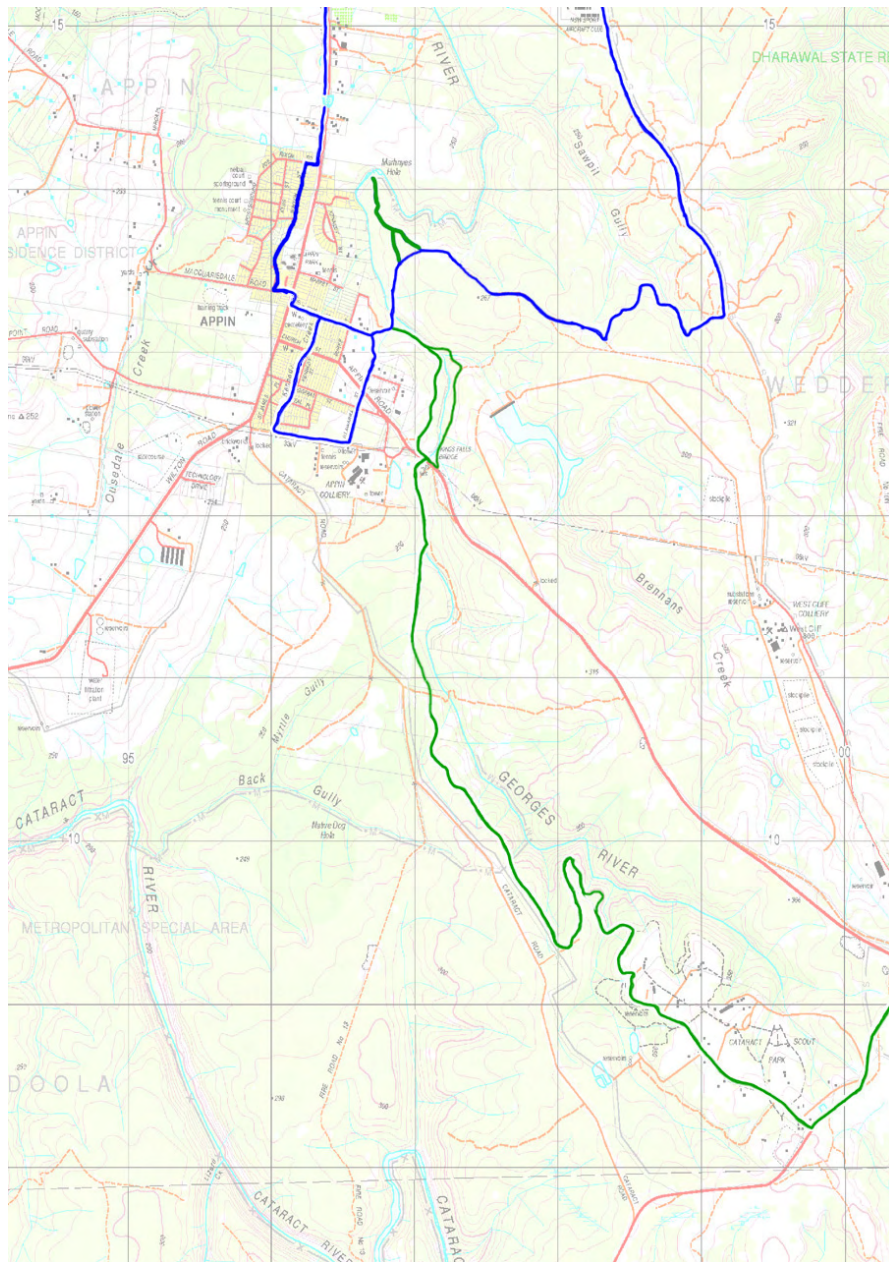
Sub-section	Appin	GUR 4
<b>Start and finish</b>	St Helens Park to Appin	
<b>Distance</b>	12.0 km	
<b>Grade</b>	2-3	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Rural and bushland area</li> <li>• Hume and Hovell Monument</li> </ul>	
<b>Description</b>	Off-road recreational pathway required linking southern Campbelltown with Appin.	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• This section would affect one of the last green corridors which should not be compromised – threatened species Shale Sandstone Transition Forest is known Koala habitat</li> <li>• Section links Campbelltown LGA to Appin and provides safe cycling/walking pathway to regional destinations – Appin, Dharawal SRA and the Illawarra</li> <li>• State government has made commitments to 'upgrade' this walkway/cycleway – but recent road work have failed to deliver safe off-road system</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• Future urban development will reduce options for building tracks and trails, but generate additional demand for such a recreational facility</li> <li>• Proposal is in accord with findings of Wollondilly Shire Council's Visions Project</li> <li>• CCC / WSC / RTA – plan and build walkway/cycleway linking Campbelltown and Appin – along Appin Road and existing fire trails between Appin Road and Georges River</li> </ul>	
<b>Priority</b>	B	
<b>Estimated cost</b>	\$800k	
<b>Key stakeholders</b>	CCC / WSC / RTA / DIPNR / BUG and community groups	

**Rationale:**

This shared use route follows along the west side of Appin Road, linking Campbelltown and Appin. As future urban development extends from Campbelltown southwards to Appin, the Way could be developed as an alternative transport and recreation route servicing newly developed residential areas. It could be funded from Section 94 Developer Contributions and would increase recreational opportunities for the growing regional population. There are, however, significant environmental issues as a section of the route would affect one of the last green corridors connecting the Georges River and Hawkesbury-Napean Rivers catchments. Much work needs to be done to ensure that ecological issues are appropriately considered and stakeholders consulted before this route is progressed. Recommendation 1 is especially pertinent to this section of the Way.

Existing fire trails along the Georges River could also be a part of this network – providing an interesting bushland loop route – when activities which currently vandalise bushland, are resolved.

## GUR5 - Jamboree



### Rationale:

The route follows existing fire and utility trails and scout hiking tracks from Appin to Cataract Scout Camp. It keeps away from Sydney Catchment Authority lands (\$11,500 trespass fines). Starting near Appin township, the trail picks up on existing Appin River Walk and follows the upper section of Georges River with views down steep gorges to rocky pools. The entire subsection is safe and off-road with varied terrain and medium to hard grades.

**The Infant Georges River downstream of Cataract Scout Camp →**

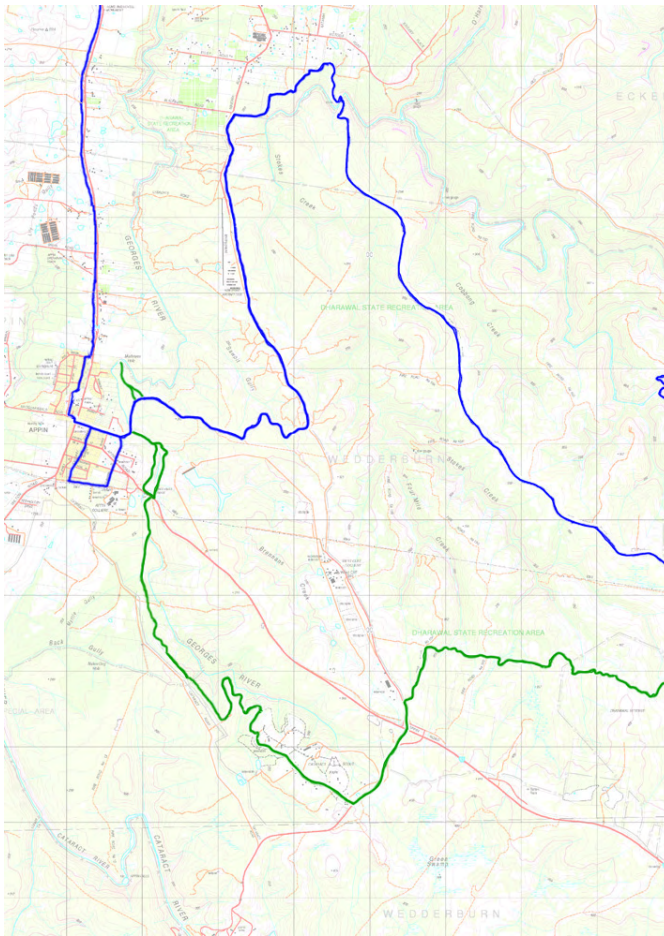


**GEORGES RIVER WAY**  
*UPPER REACHES*

*LGA(s) – WOLLONDILLY*

Sub-section	Jamboree	GUR 5
<b>Start and finish</b>	Appin / Cataract Scout Camp	
<b>Distance</b>	7.5 km	
<b>Grade</b>	3-4	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Georges River - upper reaches to source</li> <li>• Kings Falls</li> <li>• Scout walking tracks</li> </ul>	
<b>Description</b>	<p>From Kennedy Creek at William Woods Reserve – east towards Kings Falls – past Appin Colliery – cross Georges River (shallow) – fire trails Appin 970107 and 971105 and 972101 and south along 979091 (runs parallel to Cataract Road) to Sandy Plateau, east along Appin 980097 and 982094 and south into Scout Camp. Route avoids SCA lands.</p>	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>▪ BHP Billiton's long wall coal mining severely damaging upper GR bed – Water loss through cracks in rocks – damage to aquatic riparian zones – currently the subject of a community study led by TEC</li> <li>• Georges River Upper reaches polluted by discharges from Appin residential areas</li> <li>• Opportunity for Appin community and Scouting Australia and Dharawal LALC to work together upgrading existing trails along this route – rationalising trail networks – bush regeneration and rubbish clean ups</li> <li>• Camping permitted (outside of major scouting events) - one of the very few camping areas along the whole Georges River</li> <li>• 2008 World Scouting Jamboree – tracks were cleared for the 2001 Jamboree – now opportunity to ensure more sustainable track outcomes</li> <li>• Cataract Scout Park is source of Georges River – potential for camp to adopt renewable energy/ enviro-sewerage treatment/ conserve and recycle water/ have zero stormwater off-site discharge/ regenerate bushland and restore eroded areas</li> <li>• 2008 Jamboree could adopt the theme of sustainability and total catchment management – major opportunity for environmental educational signage and promoting Great Kai'mia Way</li> <li>• CVA have expressed interest in project work in this area</li> <li>• Weed infestations – great opportunity to address this critical issue at catchment headwater location</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• WSC/SA/ Appin Progress Association/ BHP Billiton – plan and restore trail route from Appin to Scout Camp</li> <li>• WSC/TC coordinate Landcare/ CVA/ SA /APA – trail repair and bush regeneration</li> <li>• WSC/SA/ TC – develop and implement sustainability action plan for a Green 2008 Jamboree – seek corporate sponsorship. TEC study to provide direction for care of Longwall mining sites.</li> </ul>	
<b>Priority</b>	B	
<b>Estimated cost</b>	\$45k	
<b>Key stakeholders</b>	WSC/SA/ CVA/ BHP Billiton/ APA / TEC	

## GUR6 – Dharawal Walk



### Rationale:

This route is nominated by NPWS and is part of their existing fire trail network and walking tracks

(Seven Creeks Way) – allows for a long day walk across varied and interesting sandstone plateau country. It crosses headwaters of several small streams, near to upland swamps of exceptionally high biodiversity. The route would have great educational opportunities in terms of natural and heritage values. Selecting these trails as part of the Great Kai'mia Way – could attract additional funding for NPWS towards ongoing maintenance and interpretative signage and more effective policing of illegal 4WD and trail bike access.



**GEORGES RIVER WAY**  
UPPER REACHES

LGA(s) – WOLLONGONG  
WOLLONDILLY

Sub-section	Dharawal Walk	GUR 6
<b>Start and finish</b>	Cataract Scout Camp / Flat Rock Junction (Darkes Forest)	
<b>Distance</b>	16.5 km (if 10R route could be used – land tenure needs investigation)	
<b>Grade</b>	3-4	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Dharawal SRA</li> <li>• Seven Creeks Walk</li> <li>• Upland swamps</li> <li>• O'Hares Creek</li> </ul>	
<b>Description</b>	From Cataract Scout Camp north along Cataract Dam Road –cross Bulli-Appin Road – north along Wedderburn Road – east into Seven Creek Walk – to 10B Fire Trail and 10R – cross at O'Hares Creek Crossing up to Darkes Forest Road and east to Flat Rock Junction.	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• Dharawal SRA – outstanding environmental and Aboriginal heritage values – upland swamps, pristine O'Hares Creek</li> <li>• Existing fire trail system can be used for walking trails</li> <li>• Some trail erosion repair work required – O'Hares Creek</li> <li>• Signs required</li> <li>• Enforcement of regulations on horses, 4WD and trail-bikes near Darkes Forest (Dharawal Nature Reserve and SRA)</li> <li>• Maddens Falls – recently completed NPWS/GRFIP project providing upland swamp walking track and falls viewing platform and upgraded carparking, gates and signage – used for educational visits for school groups. Maddens Falls loop should feature as important part of GRW – need for bicycle parking facilities and improved micro management of the area – horses/trail bikes.</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• NPWS/ NPA / RFS / TC – plan and sign walking track route through Dharawal SRA from Cataract Scout Camp to Darkes Forest</li> <li>• NPWS – identify opportunities for track repair and bush regeneration along route</li> <li>• NPWS / TC – Darkes Forest community consultation - access along 10R fire trail</li> </ul>	
<b>Priority</b>	B	
<b>Estimated cost</b>	\$35k	
<b>Key stakeholders</b>	NPWS / NPA / RFS / Dharawal Elders & LALC / Darkes Forest residents	

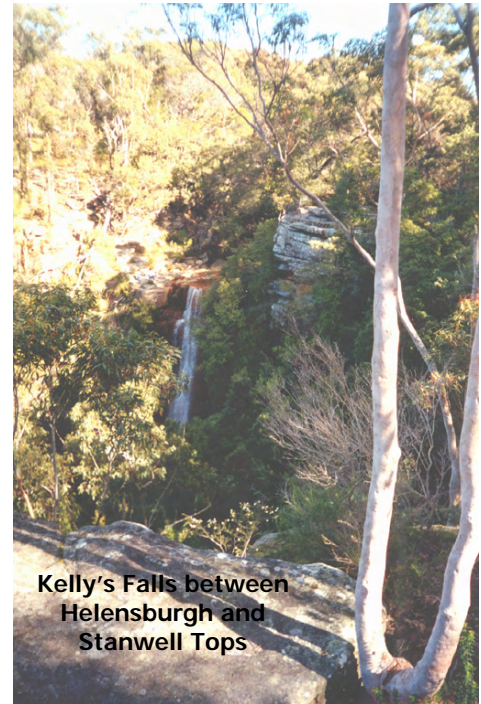
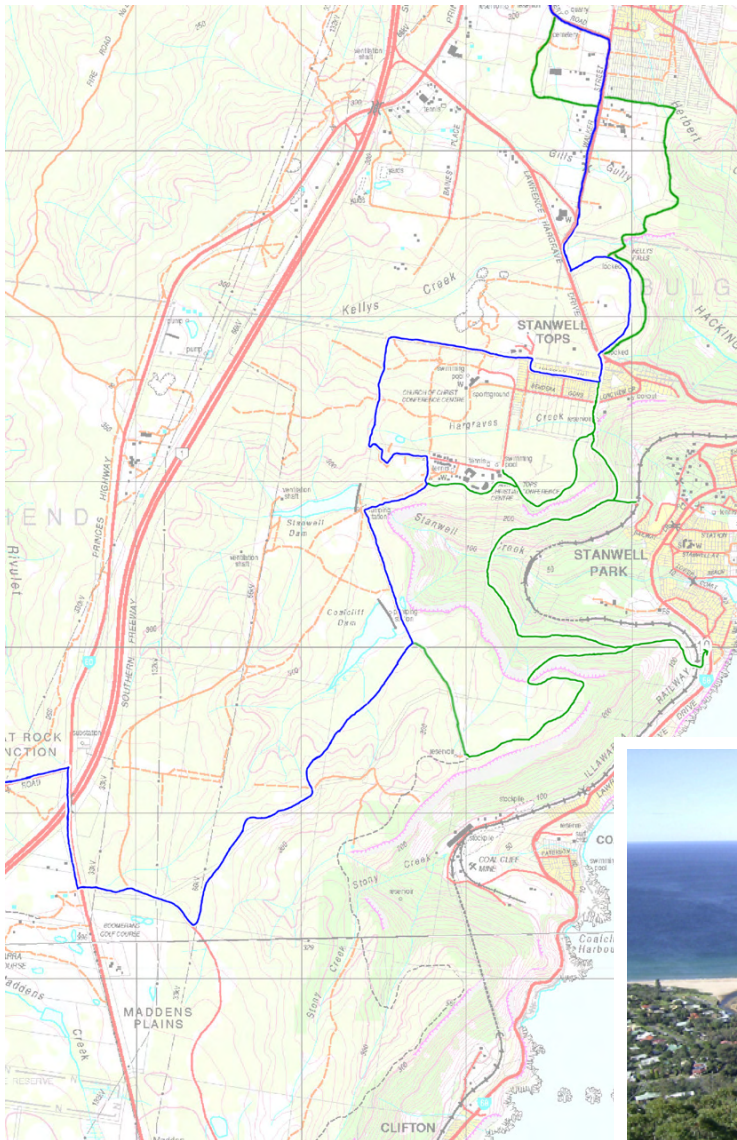


**GEORGES RIVER WAY**  
UPPER REACHES

LGA(s) – WOLLONGONG  
WOLLONDILLY

Sub-section	Dharawal Ride	GUR 7
<b>Start and finish</b>	Appin to Flat Rock Junction (Princess Highway) at Darkes Forest	
<b>Distance</b>	26 km cycling	
<b>Grade</b>	4-5	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Dharawal State Recreation Area</li> <li>• Stokes Creek</li> <li>• O'Hares Creek</li> <li>• Maddens Falls</li> </ul>	
<b>Description</b>	East from Appin – along fire trails to Lysaghts Road – turning north at fire trails heading into Dharawal SRA - along Fire trail 10B and north into 10C through (former) North Cliff Colliery – cross O'Hares Creek and east along 10H to gate and intersection with Darkes Forest Road – east on-road shoulder (narrow to non-existent) to Flat Rock Junction with Princess Highway.	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• Dharawal SRA – outstanding environmental and Aboriginal heritage values – upland swamps, pristine Stokes and O'Hares Creeks</li> <li>• Existing fire trail system can be used for cycling and walking trails</li> <li>• Some trail erosion repair work required – Stokes Creek and O'Hares Creek</li> <li>• Signs required</li> <li>• Enforcement of regulations on horses, 4WD and trail-bikes near Darkes Forest (Dharawal Nature Reserve and SRA) – erosion in upland swamp areas</li> <li>• Maddens Falls – recently completed NPWS/GRFIP project providing upland swamp walking track and falls viewing platform and upgraded carparking, gates and signage – used for educational visits for school groups. Maddens Falls loop should feature as important part of GRW – need for bicycle parking facilities and improved micro management of the area – horses/trail bikes.</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• NPWS/ NPA / RFS / BHP Billiton / Dharawal LALC / local residents Wedderburn area/ TC – plan and sign (26 km) trail route from Appin Road to Princess highway</li> <li>• NPWS – nominate priority road works along the route and identify earth repair and bush regeneration opportunities – TC to coordinate CVA and Work For The Dole (DEET) involvement</li> <li>• NPWS / Dharawal LALC residents – develop more effective 4WD, trail bike and horse management strategies</li> </ul>	
<b>Priority</b>	B	
<b>Estimated cost</b>	\$60k	
<b>Key stakeholders</b>	NPWS / NPA / Dharawal Elders & LALC / CCC / WCC / Bicycle NSW / RFS / CVA / TC	

## **GUR8 – Illawarra Escarpment**



**Kelly's Falls between  
Helensburgh and  
Stanwell Tops**

TASMA



**View of Stanwell Park from  
Wodi Wodi Track**

### **Rationale:**

Locating the route in this subsection is just outside the Georges River Catchment and avoids the Way having to follow the Princes Highway north to Waterfall. This route follows the existing network of walking tracks (Wodi-wodi Track and Bullock Track), fire trails and coal mining roads. No new track construction is required.

The route follows the Illawarra Escarpment, with its outstanding scenic and environmental values. Coal mining company has previously granted permission to create the existing walking tracks on their land.

The route would help to conserve this environmentally priceless area when post-mining future development potential is assessed. It may also strengthen the community push for a potential Illawarra Escarpment National Park.

The routes link Stanwell Tops and Kelly's Falls, continuing through to Helensburgh and connecting with the Woronora River Way. It has outstanding views and environmental values in this section as well.



**GEORGES RIVER WAY***UPPER REACHES*

LGA(s) – WOLLONGONG

<b>Sub-section</b>	<b>Illawarra Escarpment</b>	<b>GUR 8</b>
<b>Start and finish</b>	Flat Rock Junction (Darkes Forest Road/ Princess Highway) to Kellys Falls (Stanwell Tops)	
<b>Distance</b>	8.0 km	
<b>Grade</b>	3-4	
<b>Main features</b>	<ul style="list-style-type: none"> <li>• Illawarra Escarpment and Kellys Falls and Princess Walk</li> <li>• Stanwell Creek/Hargraves Creek/Wodi-wodi Track and Forest Walk Track</li> <li>• Hindu Temple (Stanwell Tops)</li> </ul>	
<b>Description</b>	From the Darkes Forest Road intersection – south along the shoulder of the Princess highway over the Southern Freeway – 80 m turn left into Illawarra Coke Company unsealed road – 80 m - turn north 800m to Coalcliff Dam and intersection with track leading south for 1.0km to intersection with Forest Walk Track (walking only from here 2. km to intersection with Wodi-wodi Track which drops off Escarpment into Stanwell Park). From Coalcliff Dam – 1km north to (now empty) Stanwell Dam – great Stanwell Creek waterfall views over South Coast. 3.0km north along tracks and Annesley Ave to Kellys Falls.	
<b>Opportunities and constraints</b>	<ul style="list-style-type: none"> <li>• Route from Flat Rock Junction to Stanwell Tops is a more interesting and safer walking/cycling route than along Princess Highway to Waterfall</li> <li>• Creating a walking/cycling track network through this area would strengthen community support for proposed Illawarra Escarpment National Park – the most effective way of ensuring a sustainable future for this region</li> <li>• The Illawarra Escarpment is one of world's three most mega-biodiverse areas with exceptional environmental and scenic values</li> <li>• Potential for walking and cycling track through land owned by Illawarra Coke Company – heathland/hanging swamps/forest – future of coking plant in Coalcliff? – possible corporate sponsorship? Mining heritage landscape – dams/ servicing roads/ mostly good quality bushland</li> <li>• Link through coal company land – would allow for making the Wodi-wodi Track into loop system - providing outstanding walking experience, Stanwell Loop (9-10 km) and Maddens Plains Loop (18 km)</li> <li>• Possible cycling link from Helensburgh to Otford (along Rail Trails) could go through the (abandoned) Otford/Stanwell Park Rail Tunnel (the Mushroom Tunnel) – avoiding dangerous Hargrave Drive via Bald Hill</li> <li>• Cycle Trail could become world's most outstanding – linking Sydney and Wollongong and Kiama (already existing from Wombarra to Kiama) – with green jobs potential</li> <li>• Wollongong council has shown scarce interest in Great Kai'mia Way project to date</li> </ul>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• WCC/TC – negotiate with Illawarra Coke Company to plan and construct trail linking Flat Rock Junction to Kellys Falls (8.0 km) and seek corporate sponsorship and initiate earth repair projects</li> <li>• SSC/WCC/RTA/TC – plan and construct shared-use trail from Waterfall to Wombarra and investigate feasibility of using abandoned Otford Tunnel</li> <li>• WCC/ NPWS/ TC – facilitate formation of community trail care group ('Friends of Stanwell Tracks') – maintain and bush regenerate trail country</li> <li>• NSW Government – establish Illawarra Escarpment National Park</li> <li>• NSW Government – investigate purchase of section of the Tops Conference Centre land which adjoins escarpment and would allow for a continuous escarpment walkway through to ICC lands and on to Forest Walk/ Wodi-wodi Track</li> <li>• WCC/ Illawarra Tourism / TC – upgrade signs and resting/vantage points on whole Stanwell trail network – Wodi-wodi, Forest Walk and Great Kai'mia Way</li> </ul>	
<b>Priority</b>	B	
<b>Esti. cost</b>	\$75k + Waterfall/ Wombarra Trail	
<b>Key stkhldrs</b>	WCC/ ICC/ NPWS/ Illawarra Tourism/ local community	





Middle reach of  
Woronora River  
viewed from the  
edge of the  
Barden Ridge  
escarpment

### The Woronora River

The Woronora River flows into the Georges River at Como and is, technically, within the catchment of the Georges River and its major lower reaches tributary. However, it is an extensive river system in its own right. The Woronora section of the Great Kai'mia Way, called the Woronora Way, is a continuous recreational trail primarily for access on foot but with shared use sections and alternatives for cyclists as well as a canoe trail.

The Woronora Valley is an area of great natural beauty and regional significance. Close to sprawling suburbs and accompanying urbanisation pressures, it needs environmental protection. The valley contains examples of endangered ecological communities, threatened species and a diverse range of vegetation types including wetlands, saltmarsh, woodlands, forests and heath.

The Way follows the Woronora River from its confluence with the Georges at Como to Heathcote National Park and Waterfall, high above the Woronora Dam catchment lands. Its length is approximately 24 km for walkers and 31 km by bicycle (because of detours necessary to avoid sensitive natural areas). The route takes in expansive views. Intimate glimpses of the river enhance the experience. It also provides access to the river itself for primary contact recreation such as swimming. The proposed canoe route is a sensitive way to explore the steep sided middle reaches of the river between Woronora village and the Needles without increasing environmental impact in this vulnerable riparian zone.

The majority of tracks and links of the proposed Woronora Way already exist. This study identifies them their existence, their condition and sustainability, where the missing links are, which areas should be closed to access and how access to other areas might be improved. The shared use – cyclists and pedestrians – section of the Way follows an existing Sydney Water Board Pipeline

Easement which also serves as a fire trail to implement bushfire management. The track has a low level of weed infestation around the smaller gullies fed by storm water run off. The proposal incorporates the treatment of these areas by trained bush regenerators and community groups to ensure that positive environmental outcomes result.

Grading system for Great Kai'mia Way	
1.	<b>Wheelchair accessible</b> – suitable for all ages and fitness levels.
2.	<b>Easy</b> - suitable for all ages, but take care with children
3.	<b>Medium</b> – some stairs and steps –for people who walk occasionally
4.	<b>Hard</b> – steep stairs and steps – for people who walk regularly. Visitors with heart or breathing difficulties should not attempt these walks.
5.	<b>Experienced walkers only</b> – high level of fitness required, minimum 3 in a group. Advise friends or police of route and destination times.

Promoting the Woronora Way through appropriate signage, brochures and trail marking will create a welcome facility for the local and regional community. Interpretive material will encourage people to explore an area with an element of safety, rather than being confused where tracks go and what they link to.

All parts of the Woronora Way are in the Sutherland Shire Local Government Area (except for subsection A13 Helensburgh Link which is in Wollongong LGA) and includes the Woronora Catchment, the eastern side of Mill Creek (a sub-catchment of the Georges River, and Garrawarra State Conservation Area between Waterfall and Helensburgh. Table 4.1 lists the sections comprising the Way in this area.

The Way has been divided into six sections (W1-6). In turn, these sections have been further divided:

**A1-A12** comprising the main pedestrian route and named the Main Spine Route - "Woronora Way" - Como to Waterfall

**A13** Helensburgh Link connects Woronora Way to Georges River Way *GUR8*

**B1-B4** alternative routes for Woronora Way

**C1-C5** cycling routes along the Woronora Way

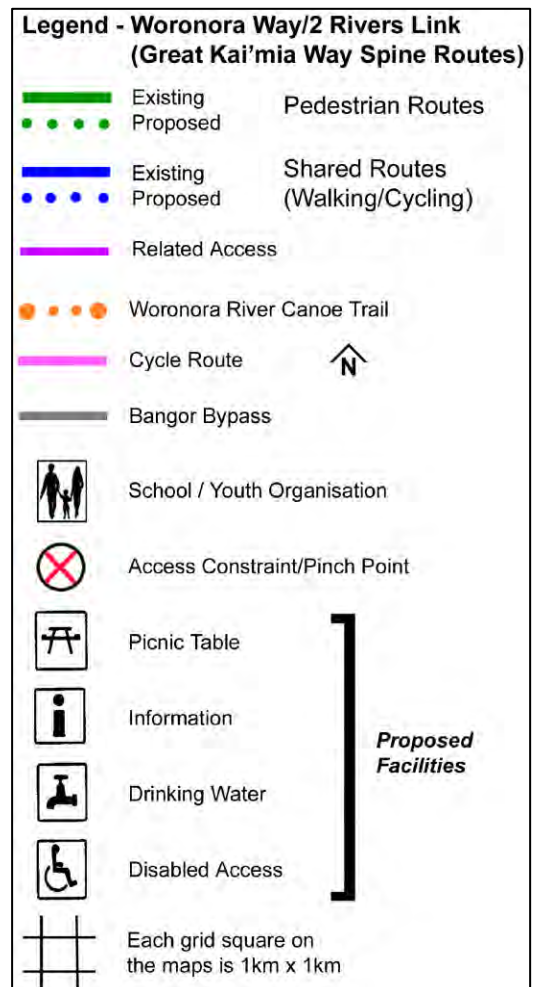
**D1-D6** "The 2 Rivers Link" Woronora River to Georges River (incorporating Burnum Burnum Track)

**E, F, G** Potential routes for Shackels Estate

**H to W** are loop tracks for each community linking the spine trails to local facilities, public transport and integrating spur tracks to access the river and features of interest.

**X, Y, Z** make up Woronora River Canoe Trail

Because of the narrower scope of the project in the Woronora River section of the Great Kai'mia Way, it was possible to carry out a more in-depth study of challenges and opportunities for development of the Way than was possible for the Georges River section (Chapter 3). As a consequence, the tables in this chapter are usually accompanied by a more in-depth discussion of the sub-sections characteristics and issues that is available for the tables in Chapter 3.



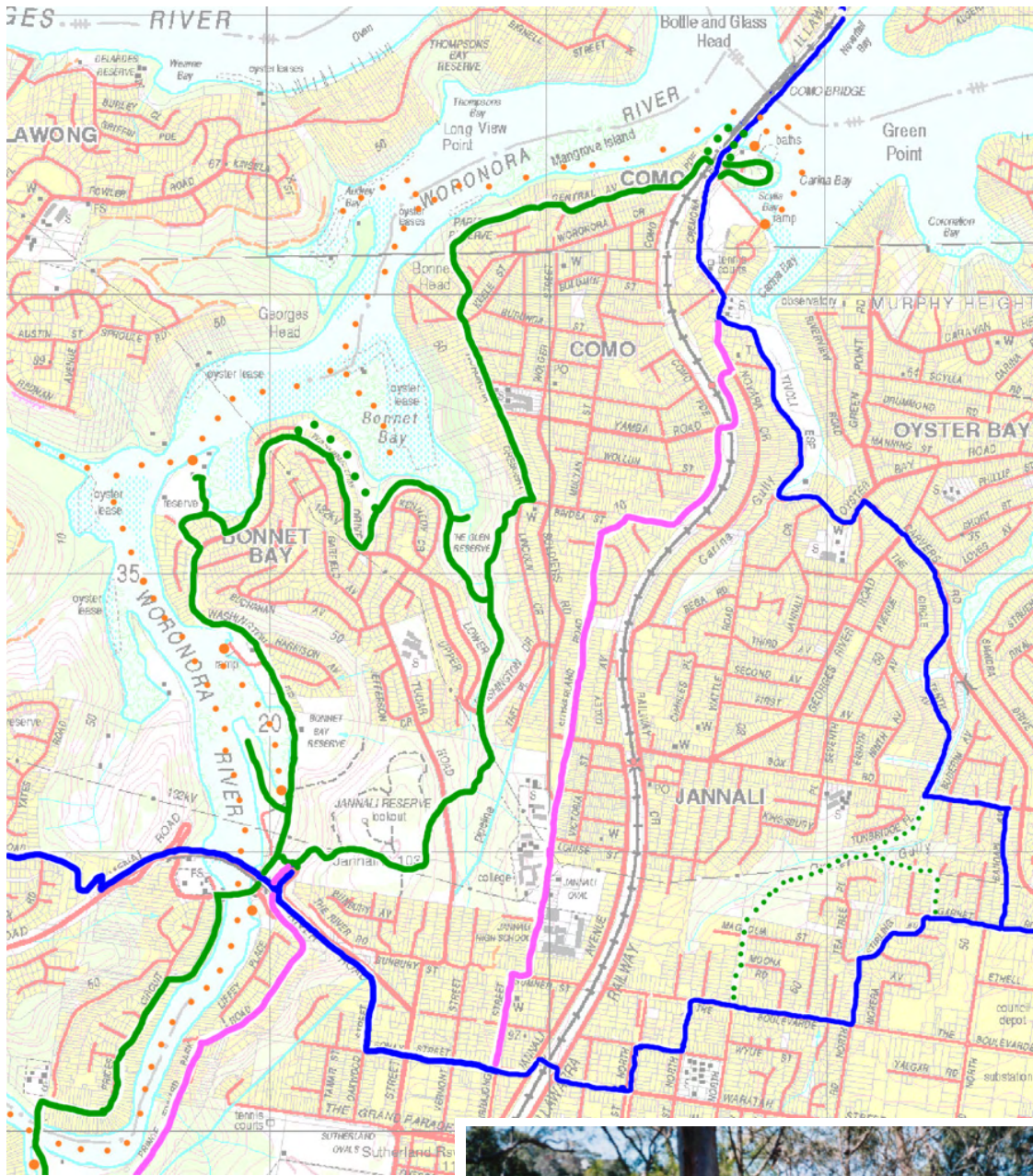
Woronora Map



Table 4.1 - Great Kai'mia Way Woronora River sub-sections

Section	Name	Suburbs	Sub-section
<b>W1</b>	The Glen	Bonnet Bay Como Jannali Oyster Bay	<b>A1</b> - Paruna <b>A2</b> - The Glen Reserve <b>A3</b> - Skinners Creek <b>A4</b> - Burnum Burnum Sanctuary <b>H</b> - Como Loop <b>J</b> - Jannali and Bonnet Bay Loops
<b>W2</b>	Wooloonara	Loftus Sutherland Woronora Woronora Heights	<b>A5</b> - Woronora Village <b>A6</b> - Forbes Creek <b>E1</b> - Connector <b>F3</b> - Connector <b>K</b> - Sutherland and Woronora <b>L</b> Loops <b>M</b> - Loftus Loops - Woronora Heights Loops
<b>W3</b>	Sabugal	Engadine North Engadine, Yarrowarra	<b>A7</b> - Sabugal <b>A8</b> - Scouters View <b>E2-4</b> - Connector <b>N</b> - Yarrowarra Loops <b>P</b> - Engadine Loops
<b>W4</b>	Freshwater	Heathcote Heathcote National Park, Waterfall, Garrawarra State Conservation Area Helensburgh	<b>A9</b> - Tamaroo <b>A10</b> - Lake Eckersley <b>A11</b> - Bullawaring Track North <b>A12</b> - Bullawaring Track South <b>A13</b> - Helensburgh Link <b>B2</b> - Mirang Road <b>B3</b> - Yarrowarra Ridge <b>C3</b> - Girronba <b>C4</b> - Woronora Dam Road <b>C5</b> - Princes <b>Q</b> - Heathcote Loops
<b>W5</b>	Shackels	Bangor (south) Barden Ridge Lucas Heights Menai (south)	<b>D1</b> - Sabugal Pass <b>D2</b> - Barden Ridge <b>D3</b> - Burnum Burnum Track (South) <b>R</b> - Barden Ridge Loops <b>G</b> - Shackels Estate
<b>W6</b>	Still Creek	Bangor (north) Menai (north) Illawong Alfords Point	<b>D4</b> - Burnum Burnum Track (Central) <b>D5</b> - Burnum Burnum Track (North) <b>D6</b> - Georges River NP Link <b>F1-2</b> - Connector <b>S</b> - West Menai Native Trail Loops <b>T</b> - Bangor Loops <b>U</b> - Menai Loops <b>V</b> - Illawong <b>W</b> - Alfords Point

## W1 -The Glen



A green corridor of bushland reserves stretches from the “Bonnet” in Como West, south to the recently renamed Burnum Burnum Sanctuary (formerly Jannali Reserve).





The notional beginning of the Woronora Way is the Como Peninsula, which marks a meeting place between:

- The Georges and the Woronora;
- Was reputedly a meeting place, a Corroboree site for Aboriginal peoples; and is
- The intersection of changing topography at the edge of the Sydney basin.

From the Peninsula there are links to the north across the old Como Railway Bridge to Oatley Village (2km) and the rest of Southern Sydney via a shared pedestrian and cycle route<sup>37</sup>.

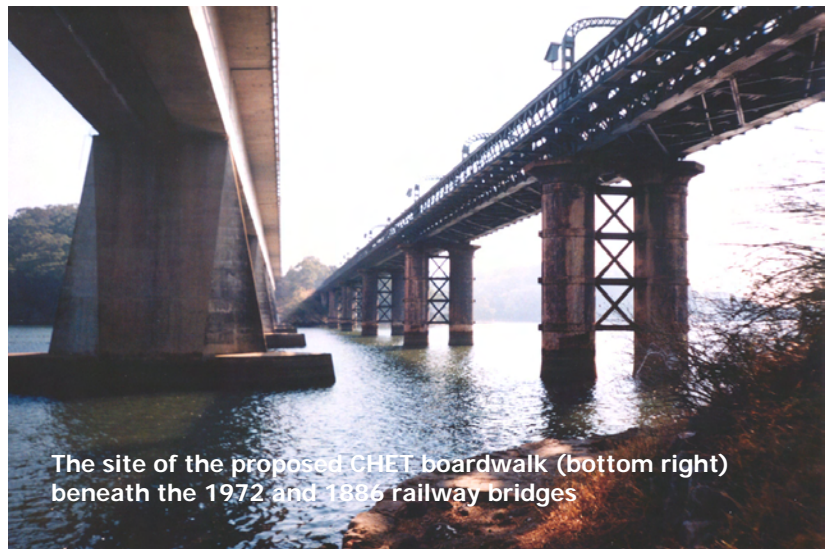


The main feature of the peninsula is historic Como Pleasure Grounds, situated on a rocky promontory jutting out into the Georges River to the East of the confluence. The Grounds are a remnant of late 19<sup>th</sup> century public leisure patterns, constructed when the first rail connection to the south of Sydney was created in the 1880's. They were an ideal picnic, boating and leisure destination for the residents of early Sydney, with terraced gardens, foreshore walk, grand sandstone steps, a lookout point and summer house on top of the knoll.

The popularity of the site as a regional destination was enhanced by the construction of an adjacent boathouse, dance hall and the Como Hotel. Although some areas of the Pleasure Grounds have been degraded, what remains today is still very significant and highly valued by the community. The area is heavily used by locals and visitors for a range of passive and active recreational pursuits and as an informal gathering point for clubs, schools and other organisations.



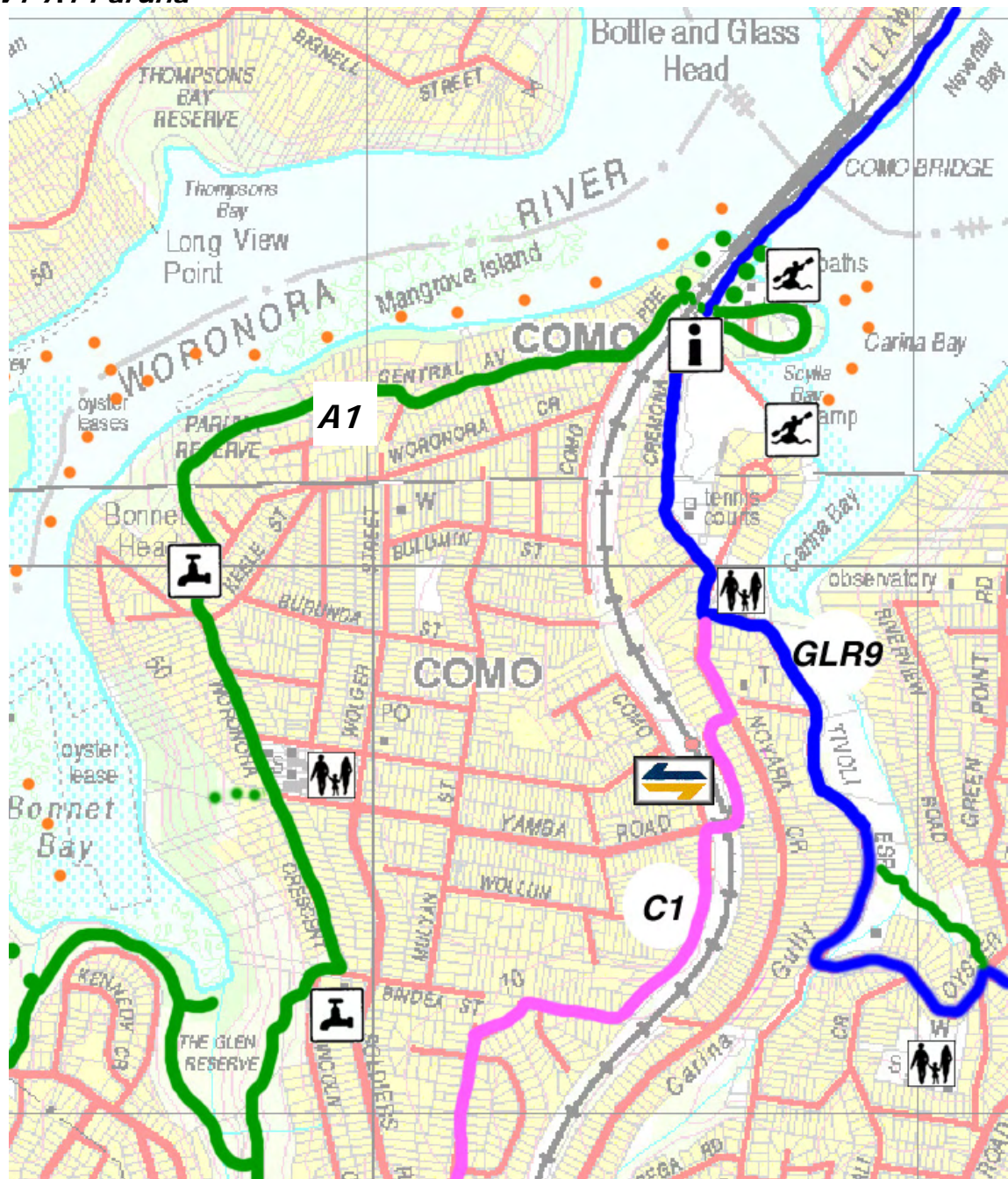
The 1886 lattice-work bridge is an important pedestrian/cycle connection between Oatley & Como across the Georges River



The site of the proposed CHET boardwalk (bottom right) beneath the 1972 and 1886 railway bridges

<sup>37</sup> Access on the northern side of the Georges River is discussed in Chapter 3.

## W1-A1 Paruna



### Rationale:

The factors identifying this as a suitable route for the Woronora Way are:

- Funding for this section has already been acquired by SSC. It follows part of the Council's Como Heritage and Environment Trail (CHET) as identified in the Masterplan<sup>38</sup>. This is a GRFIP funded project, likely to begin implementation in 2004 - 2005 budget year.

<sup>38</sup> Sutherland Shire Council & PlanningNSW. (2002). Como Pleasure Grounds and Heritage and Environment Trail: Masterplan and Conservation Management Plan: Vol. 1 - Masterplan & Background Reports, Vol. 2 - Conservation Management Plan.

**WORONORA WAY**  
THE GLEN

*PEDESTRIAN ROUTE*

<b>Sub section</b>	<b>Paruna</b>	<b>W1 - A1</b>	
<b>Start and finish</b>	Como Pleasure Grounds to Lincoln Crescent Seat, Bonnet Bay		
<b>Distance</b>	2 km		
<b>Grade</b>	2-3	<b>Time</b>	1 hr
<b>Main Features</b>	<ul style="list-style-type: none"> <li>● Confluence of Rivers</li> <li>● Historic Railway Bridge</li> <li>● Como Pleasure Grounds</li> <li>● Mangrove Island</li> <li>● Paruna Bushland Reserve</li> </ul>		
<b>Description</b>	90% along quiet streets, 10% on bush tracks along plateau with intermittent views of Woronora and Georges Rivers, Mangroves and River Flat Forest. Paruna Reserve - evidence of Aboriginal occupation and linked to Henry Lawson. 50% on streets with grass verge and no pavement.		
<b>Facilities</b>	Pleasure Grounds, Cafes, 2 x Playgrounds, Paruna Reserve, Como Hotel, toilets.		
<b>Opportunities and Constraints</b>	<ul style="list-style-type: none"> <li>● Part of SSC CHET which is a GRFIP project</li> <li>● SSC Master Plan for CPG and CHET completed</li> <li>● Community fully consulted and favourable</li> <li>● 2 long flights of steps to negotiate</li> <li>● Track drainage works required to track in Paruna Reserve</li> <li>● Interpret Aboriginal/Henry Lawson connections</li> <li>● Potential community arts project to improve railway pedestrian tunnel and approaches</li> </ul>		
<b>Actions required</b>	<ul style="list-style-type: none"> <li>● Adoption of CPG and CHET Masterplan - SSC</li> <li>● Plan of management - SSC</li> <li>● Phased Construction - SSC</li> <li>● Include GKW Shelter/Route Signage in CPG Plans</li> <li>● Add GKW logo to CHET waymarkers – SSC/SSEC-GREA</li> </ul>		
<b>Priority level</b>	A		
<b>Estimated cost</b>	\$372K - whole CHET		
<b>Stakeholders Community</b>	Paruna Reserve Bushcare Group, Como Amateur Swimming Club, Como West School, Birralelee Kindergarten, Birralelee Church, Como Marina, Kurunulla Aboriginal Corporation.		
<b>Agency/Land Manager</b>	SSC, Public Transport Commission NSW, SRA, Sydney Water Corporation, Gandangara LALC		

- Although mostly confined to streets because of limited public foreshore access, it does offer elevated views of the Woronora Estuary and glimpses of Bonnet Bay and Still Creek.
- It includes 430m of river frontage in Paruna Reserve. The 3.6ha reserve has Aboriginal sites of cultural significance and associations with famous poet Henry Lawson who lived close by until his death in 1922.

There is potential for long term stewardship of the route and development of community "ownership" through involvement with the Great Kai'mia Way project, by Paruna Reserve Bushcare Group and Como West Public School in particular.

## ***W1 - A1 long-term alternatives***

A long term vision for the A1 route is for the maximum provision of public foreshore access possible through natural areas without damaging natural and cultural features and compromising the sustainability of the river.

There are currently 4 alternative sections identified:

1. CHET boardwalk extension (alternative to Central Avenue)
2. Mangrove Island Reserve to Paruna Reserve link (alternative to Central Avenue)
3. Doveleys Road to Yamba Road (alternative to Woronora Crescent)
4. Yamba Road to Lincoln Crescent (alternative to Woronora Crescent)

In the discussion below, the estimated costs refer to physical works only and does not take account of the cost of surveys to assess Aboriginal cultural significance, threatened species impact and other environmental impacts of constructing new tracks required by law.

### ***1. CHET Boardwalk Extension***

One of ten key recommendations in the CPG and CHET Masterplan is: "improving access for pedestrians and **disabled persons** to the foreshore".

There is a scarcity of wheelchair accessible track facilities within the Woronora catchment, in part due to the undulating nature of the terrain. The proposed boardwalk linking the two rivers ends abruptly at the base of a steep incline below Como Parade, precluding access for the less mobile.

An extension of the boardwalk west along the mean high water mark of the foreshore to the small reserve at the corner of Wolger Street and Central Avenue (Mangrove Island Reserve), would add a significant 600m of wheelchair access, and enable close encounters with Mangrove Island.

A turning point in the reserve and passing places at regular intervals along the structure would facilitate two-way access along the boardwalk to and from Como Pleasure Grounds where improvements to disabled facilities are proposed in the Master Plan.

Altogether this represents approximately 1.2km of continuous wheelchair access to the foreshore (potentially 3.2km total access with appropriate upgrading of links across the bridge to Oatley). It is one of the few areas along the Woronora Way that falls within Class 1 of the Australian standard classification system for walking tracks, described as an... "opportunity for large numbers of visitors, including those with reduced mobility, to undertake walks which are provided with a high level of interpretation and facilities."<sup>39</sup>

The major constraints to this scheme are:

- the presence of 4 private jetties out into the river, despite there being a 20 metres foreshore building line setback
- 25 private properties along this section of foreshore
- damage to the foreshore during construction
- human disturbance of native shore birds

The estimated cost of a boardwalk 600m x 1.5m at \$370m<sup>2</sup> is \$333,000<sup>40</sup>.



<sup>39</sup> Standards Australia 2001 - refer to appendix 6.

<sup>40</sup> Based on an Sutherland Shire Council quote dated 13-1-03 for part of the Woollooware Bay Cycleway

## **2. Mangrove Island Reserve to Paruna Reserve Link**

Between these two reserves there is a 30 metres foreshore building line setback and the houses are further back from the river. There is evidence of informal tracks on dry land above the mean high water mark through dense stands of Casuarina and Coastal River Flat Forest.

An opportunity exists to formalise one track and revegetate the others and help protect a 200 meters section of foreshore from further development. There is significant evidence of property owners destroying native vegetation within the setback zone.

The major issue to be resolved is the ownership of the land by seven private landholders.

Estimated cost of 200 meters stone surfaced track - \$25,000.

## **3. Doveleys Road to Yamba Road**

The reason for suggesting this route are the spectacular views of the river and surrounding hills from a fairly high (60 meters above sea level) vantage point. As well as the aesthetic beauty of the area, the geography, landforms and succession of vegetation communities from Grey Mangroves to Ridgetop Open Forests can be appreciated. It offers potential for environmental education close to Como West Public School.

From Doveley Road the route descends via an existing timber and steel staircase construction down to Bonnet Avenue. At the southern end of the Avenue is a faint track that quickly peters out. A new track would need to be constructed for 350 metres through to Yamba Road Reserve opposite Como West Public school.

The issues here are:

- The steep gradient of the slope down to the river - any new track would need associated revetment works to maintain even surface and impact severely on bushland and river hydrology during construction and after, as material is washed down in storms.
- Fragmentation of sensitive plant communities and wildlife habitats characterised by magnificent *Angophora costata* - Smooth Bark Apple, *Eucalyptus piperita* - the Sydney Peppermint, and *Eucalyptus gummifera* - the Red Bloodwood, prominent.
- Although the setback is a generous 70 meters, 60 percent of the land is in private ownership requiring negotiations for use.

The estimated cost of 350 meters of track is \$45,000 (excluding land acquisition costs).

## **4. Yamba Road to Lincoln Crescent**

Following on from Doverley and Yamba Roads section described above, this potential route is accessed via the Yamba Road reserve opposite Como West Public School and continues south through the northern tip of the Glen Bushland Reserve to Lincoln Crescent for 650 metres. The views of the river and surrounds are again excellent.

The advantages of this route are that:

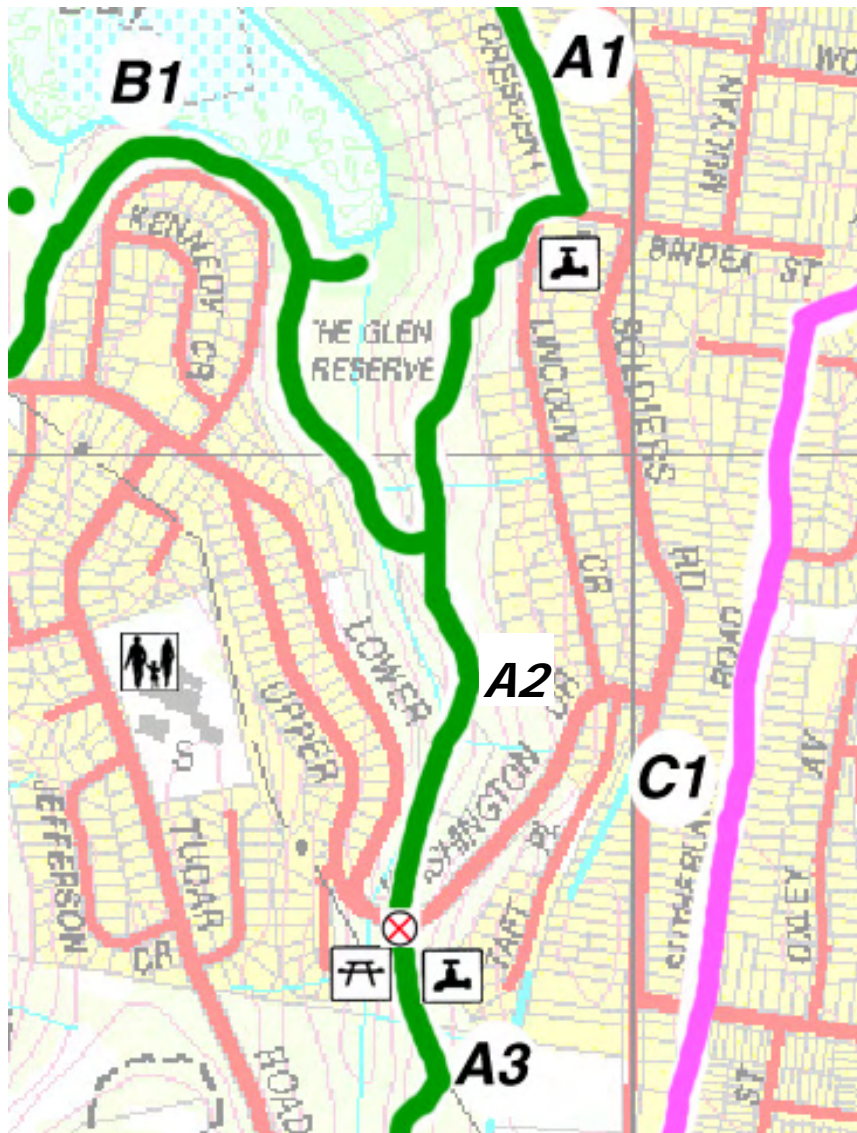
- The gradient of the river bank is significantly less steep than the Doverley and Yamba Roads section
- Sutherland Shire Council has zoned the land for public recreation and future public recreation
- Sutherland Shire Council owns 60 percent of the land and has an active program to acquire the remainder
- It links to an existing management trail without the need to negotiate a steep section of path (graded 4/5) down from Lincoln Crescent - refer to W1 - A2

The issues are:

- fragmentation of the bushland as above
- The area is identified as a threatened species and riparian buffer zone by Sutherland Shire Council in its Draft LEP 2003

Estimated cost of 650 metres of track is \$80,000 (excluding land acquisition costs).

**W1-A2 The Glen Reserve**



**Rationale:**

Factors identifying this as a suitable route for the Woronora Way are:

1. It utilises an existing old Sydney Water Corporation management trail requiring minimal maintenance for pedestrian use. The track is part of a formal loop trail around the reserve with route guides on signboards at Washington Drive and Van Buren Circuit Access Control Points.
2. The attractiveness of the narrow creek valley itself with wonderful views of Bonnet Bay, and the diversity of plant communities present, provide opportunities for community education.
3. The Glen Reserve and adjoining Koolangarra Reserve (total 20 hectares) have 770m of creek and 326 metres of river frontage. Both are owned and managed by SSC and zoned Environmental Protection (Bushland).



View of Bonnet Bay mangroves from Lincoln Crescent. Bonnet Bay

**WORONORA WAY**  
*THE GLEN*

*PEDESTRIAN ROUTE*

Sub section	The Glen Reserve	W1 - A2	
<b>Start and Finish</b>	Lincoln Crescent Seat/Washington Drive, Bonnet Bay		
<b>Distance</b>	0.7 km		
<b>Grade</b>	4	<b>Time</b>	0.5hr
<b>Main Features</b>	<ul style="list-style-type: none"> <li>• Sydney Sandstone Gully Forest</li> <li>• Views of the "Bonnet"</li> <li>• The Glen Bushland Reserve</li> </ul>		
<b>Description</b>	Steep bush track for 100m then undulating, well maintained fire trail.		
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Bench seat at Lincoln Cres</li> <li>• SSC Map Board at Washington Drive ACP</li> </ul>		
<b>Opportunities and Constraints</b>	<ul style="list-style-type: none"> <li>• Identified as key link south from CHET</li> <li>• Signposted part of the way by SSC Bushcare Team</li> <li>• Opportunities for Biodiversity and Cultural Education</li> <li>• Bushfire Interface - high risk area</li> <li>• Weed removal from creeklines which cross Fire Trail</li> </ul>		
<b>Current Status/Zoning</b>	Major Bush Regeneration Project 2003. The Glen is zoned 7(b) Environmental Protection Bushland in LEP 2000		
<b>Actions Required</b>	<ul style="list-style-type: none"> <li>• Step construction to improve steep section</li> <li>• Waymarker and Info sign for Lincoln Crescent ACP</li> <li>• Waymarker for junction with FT.</li> <li>• 30m of fencing to deter short cut at Wash. Drive ACP</li> </ul>		
<b>Priority Level</b>	A		
<b>Estimated Cost</b>	10K		
<b>Stakeholders Community</b>	The Glen Reserve Bushcare Group, Bonnet Bay Public School, Como West Public School, Birralelee Church and Kindergarten		
<b>Agency/Managers</b>	Sutherland Shire Council, Sydney Water		

4. The reserve is part of SSC's "Greenweb" - conserving endangered ecological communities. One of the stated objectives of SSC's Natural Environment Policy is to facilitate appropriate pedestrian movement through the Shire via a network of green corridors leading to better understanding of the natural environment and biodiversity to reinforce the Greenweb strategy.
5. Since 1992, The Glen Reserve has been managed with the help of an active voluntary bushcare group helping to restore native plant communities and remove noxious weeds. There is opportunity for the group to take on the role of stewards or custodians of this section of the Way.

## W1-A3 Skinners Creek



### Rationale:

Factors identifying this as a suitable route for the Woronora Way are:

1. The area in question, between Washington Drive and Tudar Road is a key link between the Glen and Burnum Burnum Sanctuary (previously known as Jannali Reserve), both of which have marked bush tracks and management trail networks.
2. A faint de facto track already exists, providing the basis for a direct cost-effective route, just 0.6km long. The terrain is relatively easy - there are no sections over grade 3.
3. The route meanders through attractive native vegetation of tree ferns, black sheoaks, *Angophora costata* and banksia, leading to a beautiful waterfall just 100 metres from Tudar Road. Upgrading of the track requires sensitive treatment as it follows close to the creek and crosses it above the waterfall.



Approaching Washington Drive from Skinners Creek - clearing presents opportunity for picnic/rest area



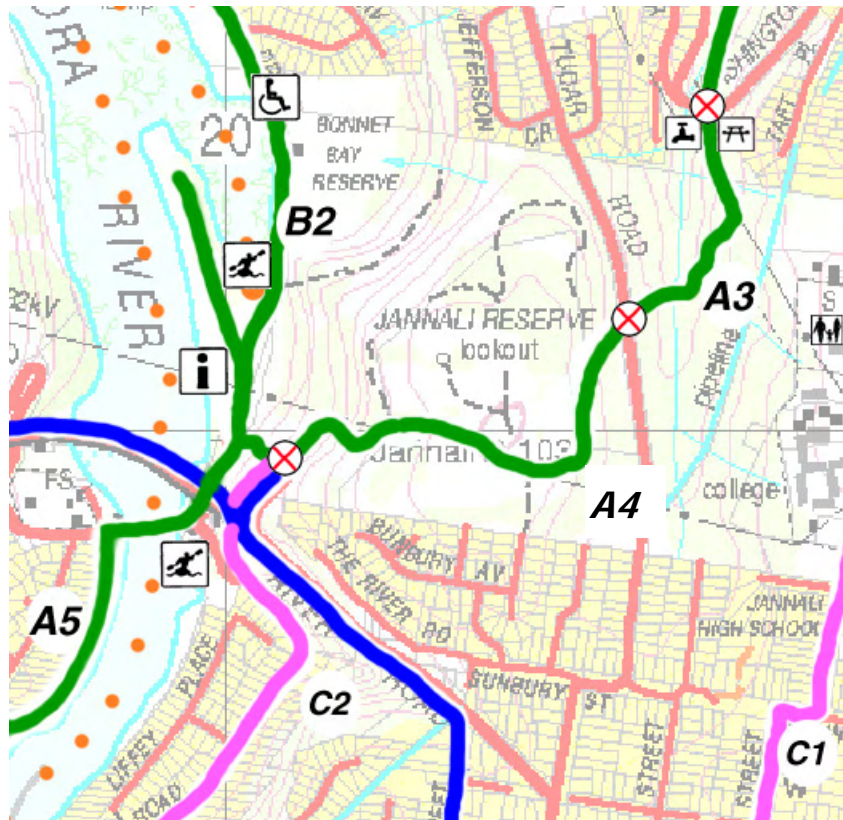
**WORONORA WAY**  
*THE GLEN*

*PEDESTRIAN ROUTE*

<b>Sub section</b>	<b>Skinner Creek</b>	<b>W1 – A3</b>	
<b>Start and Finish</b>	Washington Drive to Tudar Road		
<b>Distance</b>	0.6 km		
<b>Grade</b>	3	<b>Time</b>	0.5 hr
<b>Main Features</b>	<ul style="list-style-type: none"> <li>● Hidden waterfall</li> <li>● Rockshelf</li> <li>● Tudor Rd Constructed Wetland</li> </ul>		
<b>Description</b>	Begins in flat grassy clearing, crosses small creek, ascends via goat track to rockshelf, descends via poorly drained eroded track to waterfall then steady incline to Tudor Rd.		
<b>Facilities</b>	None		
<b>Opportunities and Constraints</b>	<ul style="list-style-type: none"> <li>● Key "missing link" between the Glen Reserve and Burnum Burnum Sanctuary</li> <li>● Access for Bush Regeneration work on creek weeds</li> <li>● Waterfall - feature for educational walk - Between 3 schools</li> <li>● Opportunity to trial sustainable building materials</li> <li>● Flat area near Washington Drive suitable for picnic/rest area</li> <li>● Route crosses creek</li> <li>● Washington Drive is a known microbat habitat</li> <li>● 1 main road crossing</li> </ul>		
<b>Current Status/ Zoning</b>	Zoned as 7(b) Environmental Protection (Bushland). SSC owned and maintained		
<b>Actions Required</b>	<ul style="list-style-type: none"> <li>● Access Control Improvements at both ends</li> <li>● Type 2 sign at Washington Drive, Type 3 sign at Tudor Rd</li> <li>● 3 sets of steps, 2 small footbridges</li> <li>● 4 x type 4 way marker signs</li> <li>● Picnic table and water bubbler at Washington Drive ACP</li> </ul>		
<b>Priority Level</b>	A		
<b>Estimated Cost</b>	25K		
<b>Stakeholders Community</b>	Bonnet Bay PS, Jannali HS and PS, 1 <sup>st</sup> Jannali Scouts, Guides, St George and Sutherland Community College, Kurunulla Aboriginal Corporation. The Glen Res. and Jannali Res. Bushcare groups.		
<b>Agency/Managers</b>	SSC, Sydney Water, SSCMB, DIPNR		

4. The route provides access for bush regeneration - restoration of native habitat and removal of noxious and other weeds infesting the creek. The creek is named after a popular local politician.
5. The Glen Reserve Bushcare Group is interested in adding the valley to their list of projects, and in the long term care for the track.
6. The route is in close proximity to 3 schools - Bonnet Bay PS which lies on Tudar Road, Jannali Public School and Jannali High on Sutherland Road, also St George and Sutherland Community College, as well as Jannali Guides and Scouts Groups on Soldiers Road. It offers opportunities for environmental education in a range of topics including ecology, botany, fauna, soils, geology, catchment health, etc. and potential for community "ownership".

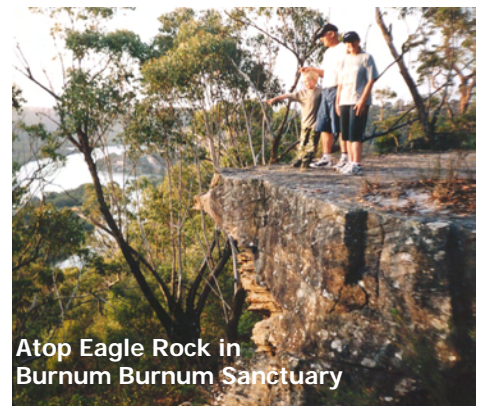
## W1-A4 Burnum Burnum Sanctuary



### Rationale:

Factors identifying this as a suitable route for the Woronora Way:

1. Burnum Burnum Sanctuary has a confusing network of tracks and management trails. Developing the Woronora Way represents an opportunity to rationalise the network by closing off heavily eroded sections of track for revegetation and providing way markers to aid navigation along the main route.
2. The approach from Tudar Road creates a sense of anticipation as the route nears the top of the ridge, before the descent to the west opens up extensive views of the river, Bonnet Bay Reserve, Woronora settlement and both the new and old Woronora Bridges.
3. Opportunity exists to upgrade a 100m section of steep steps, constructed by a CDEP scheme in the early 1980s, to meet Australian Standards for track construction. Many steps are in disrepair, uneven and slippery in wet conditions and pose a safety risk. A coordinated long-term project including Jannali Reserve Bushcare group with help from CVA or 1st offenders.
4. The Sanctuary contains one of the few environmentally sensitive plateaux still undeveloped. There are a variety of soil conditions supporting a rich diversity of native plant communities from the Sydney Ridgetop Woodland down through Sandstone Gully Forest on the west facing slope to the riverflats and mangroves. Together with interesting rock platforms and caves, the Sanctuary is a valuable educational resource for schools, and local youth groups.
5. The route links with more than 1500m of river frontage along Bonnet Bay and Jannali Foreshore Reserves. Recreation facilities include two playgrounds, picnic ground, baseball field and boat ramp, all serviced by a car park and toilets.



**WORONORA WAY**  
*THE GLEN*

*PEDESTRIAN ROUTE*

<b>Sub section</b>	<b>Burnum Burnum Sanctuary</b>	<b>W1 – A4</b>
<b>Start and Finish</b>	Tudor Road, Bonnet Bay to Jannali Reserve Boat Ramp	
<b>Distance</b>	0.7 km	
<b>Grade</b>	4	<b>Time</b> 1 hr
<b>Main Features</b>	Burnum Burnum Native Flora and Flora Sanctuary New bridge Jannali Foreshore park Constructed wetland	
<b>Description</b>	80 % on well defined bush tracks, 15% FT and 5% on road. Cross Tudar Rd to Sanctuary ascending short rocky slope then level tracks eroded in places to summit of Sanctuary. Descend to Foreshore via steep gully. High level views of river and new bridge.	
<b>Facilities</b>	<ul style="list-style-type: none"> <li>▪ SSC signage</li> <li>▪ Jannali foreshore – carpark, toilets, play area, bbq, picnic, oval, boat ramp, canoe launch.</li> </ul>	
<b>Opportunities and Constraints</b>	<ul style="list-style-type: none"> <li>● 1970s scheme CDEP - 100m of steps/slope - needs reconstructing to meet Australian Standards</li> <li>● Revegetate eroded tracks in Jannali Reserve</li> <li>● Waymarking to improve navigation</li> <li>● Signage to interpret constructed wetland beside foreshore</li> <li>● 1 Main road to cross - suggest crossing point</li> <li>● Eroded steep access into Sanctuary from Tudar Rd</li> </ul>	
<b>Current Status</b>	Crown Land managed by SSC, zoned 7(b) and 6(a)	
<b>Actions Required</b>	<ul style="list-style-type: none"> <li>● Rebuild CDEP scheme</li> <li>● 1 x sign 1</li> <li>● 1 x sign 3</li> <li>● 1 x sign 4</li> <li>● 6 x Waymarkers</li> <li>● Educational Leaflets</li> <li>● Provide traffic calmed crossing point on Tudar Rd (SSC)</li> <li>● 6 x steps into Sanctuary from Tudar Rd</li> </ul>	
<b>Priority Level</b>	A	
<b>Estimated Cost</b>	30K	
<b>Stakeholders Community</b>	Kurrunulla Aboriginal Corporation, Jannali High School, Bonnet Bay Bombers, Billies Bushies, Woronora Bushfire Brigade, Sutherland Shire Canoe Club, Bushcare groups	
<b>Agency/Managers</b>	SSC, DIPNR, SSCMB, Gandangara LALC	

6. The local community includes: three bushcare groups - Jannali Reserve, Jannali Reserve (Tyler Place) and Jannali Reserve Boat Ramp; Sutherland Shire Canoe Club; Bonnet Bay Baseball Club; and also Kurrunulla Aboriginal Corporation (KAC), a group developing closer ties between Aboriginal and non-Aboriginal groups in the Jannali area. KAC has expressed an interest in being involved with developing this section of the trail to interpret the lives of the original inhabitants of Burnum Burnum Sanctuary.
7. The route connects to the RTA shared use path across New Bridge via a 100m goat track and River Rd. To improve safety and make the link viable, a marked pedestrian crossing is the most desirable solution. Signs warning of pedestrians would also help.