

# Management Plan for Pilot Greenways Project Gearys Gap/Wamboin District Yarrowlumla Shire

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### **Greenways Management Plan - Principles**

- ◆ That environmental protection principles be observed in relation to the management and administration of Greenways.
- ◆ That public use and enjoyment of Greenways be encouraged in accordance with the management plan.
- ◆ That, where appropriate and in accordance with the management plan, multiple use of Greenways be encouraged.
- ◆ That, where appropriate, Greenways be used and managed in such a way that both the land and its resources are sustained in perpetuity.

### **Objectives of the Management Plan**

- ◆ Provide for the good management of the pilot.
- ◆ Maintain the amenity of the area for users and adjacent residents.
- ◆ Provide for the definition of the boundaries.
- ◆ Control soil erosion
- ◆ Minimise grazing and trampling impact
- ◆ Control the introduction and spread of noxious plants/feral animals and vermin.
- ◆ Protection of waterways
- ◆ Protection of significant and environmental sensitive areas
- ◆ Protection of Aboriginal and historic sites
- ◆ Minimise conflict with other users
- ◆ Provide methods to help achieve the above while allowing for users to enjoy the Greenways.
- ◆ Provide for conditions of use.
- ◆ Encourage and promote local native vegetation and fauna with the Greenways

### **Code of Rules**

- ◆ Noise shall be kept to a minimum, no amplified music, etc.
- ◆ Hunting or carriage of firearms shall not be permitted.
- ◆ Users shall not leave any litter.
- ◆ Gates shall be left as found.
- ◆ Camping, except with permission and within the designated areas, shall not be permitted.
- ◆ Fires shall not be lit except with permission.
- ◆ The Greenways shall not be marked.
- ◆ Use shall be limited to the defined trail.
- ◆ Firewood/mossy rocks/ flora/ fauna or archaeological items shall not be collected.
- ◆ All problems and concerns shall be reported to the management committee

### **Role of the Management Committee**

- ◆ Manage the local Greenways in accordance with this local management plan and in accordance with standing orders for management committees as issued by the General Manager of Yarrawlunla Shire Council.

### **Functions of the Management Committee**

- ◆ Implement the action plan contained in this management plan.
- ◆ Advise, through signage, the conditions of use.
- ◆ Provide representation on Council advisory bodies as requested.
- ◆ Liaise with the local fire brigade to ensure that greenways are protected from fire hazard.
- ◆ Manage disputes by ensuring that all users and adjacent residents are aware of the management plan and dispute resolution procedures.
- ◆ Report to Council in July 1995 and December 1996 on the conduct of the pilot including long term recommendations for the management of Greenways in the Shire.

### Dispute Resolution

- ◆ Advise an address and contact where issues/complaints can be directed
- ◆ Act on all complaints, advising Council of the complaints received and their resolution or otherwise
- ◆ Respond in writing to all complaints

### Management Committee

The committee shall comprise five persons appointed by Council.

### Description of the Proposed Greenways

For the purposes of the Local Government Act 1993 the Greenways are designated a natural area for community use and the natural area is further designated as bushland.

### Categorisation

A five part classification of Greenways has been determined by the Yarrawlumla Shire Council (24th November 1992) which establishes the following uses:

- CATEGORY 1. Those put in place for the preservation of flora and fauna
- CATEGORY 2. Those which are located in environmentally sensitive areas and as a consequence usage should be limited
- CATEGORY 3. Those catering for a wide variety of uses excluding motorised vehicles
- CATEGORY 4. Those catering for general use including motorised vehicles: and
- CATEGORY 5. Those catering for general use and being verge tracks adjacent to existing roads

The categorisation applying to the Greenways and the connecting road verge tracks is as follows:

Section	Map Ref	Status	Use
Newington Rd to Harriot Rd	A - B	Greenway (Road Reserve Transferred to Council control)	Cat 3 *
Harriot Rd Extension	B - C	Road Reserve	Cat 3 *
Harriot Road to Creswell Corner	B - D	Greenway (Road Reserve Transferred to Council control)	Cat 3 *
Creswell Corner to Les Reardon Reserve	D - E	Greenway (Road Reserve Transferred to Council control)	Cat 3 *
Les Reardon reserve to Made Road	E - F	Greenway (Road Reserve Transferred to Council control)	Cat 3 *
Made Road	F - G	Greenway (Road Reserve Transferred to Council control & incorporating a private road).	Cat 4
Creswell Cnr to Denley Drive	D - H	Greenway (Road Reserve Transferred to Council control)	Cat 3 *
Denley Drive to Weerona Drive	H - I	Council Road - verge track	Cat 5
Denley Drive to Norton Road (no thoroughfare)	H - V	Road Reserve	Cat 4
Weerona Drive (Denley Ent) to Youngs Cnr	I - J	Greenway (Council Owned Land)	Cat 3 *
Youngs Cnr to Weerona Drive	J - K	Greenway (Road Reserve Transferred to Council control)	Cat 4
Youngs Cnr to Majors Close	J - L	Greenway ( Road Reserve Transferred to Council control)	Cat 3 *
Majors Close to Hogan Drive	L - M	Greenway (Council owned)	Cat 3 *
Majors Close to Weerona Drive (Nr Reedy Creek Place)	L - N	Council Road - verge track	Cat 5

Majors Close to Weerona Drive(Nr Norton Drive)	L - O	Greenway (Road Reserve Transferred to Council control)	Cat 3 *
Weerona Drive to entrance Clare Valley (adjacent to Reedy Creek Place)	N - P	Greenway (Road Reserve Transferred to Council control and one portion of Council land)	Cat 3 *
Clare Valley to Norton Road	P - Q	Greenway (Council owned)	Cat 3 *
Norton Road towards Denley Drive (no thoroughfare)	U - V	Greenway (Council owned)	Cat 3 *
Norton Road to Clare Valley Rd	Q - R1 & R2	Council Road - verge track	Cat 5
Clare Valley Road to Clare Lane	R2 - T	Greenway Council owned	Cat 3 *
Norton Road to Clare Lane	R1 - S	Road Reserve	Cat 5
Clare Lane		Public Road Reserve incorporating a private road	n/a

\* Notwithstanding the general categorisation, the management committee should limit or place restrictions on use if degradation occurs or is likely to occur due to overuse, weather conditions or environmental concerns.

## Action Plan

### Section Newington Road to Harriott Road (A-B/C)

The general description of this section (1.3 Kms) is that it follows the foot of the escarpment on its northern side and is bordered by Black Joes Creek on its southern side. The reserve crosses the creek about 300 mtrs from Newington Road. It then crosses the base of the escarpment including some steep slopes before opening out into open country at about 700 mtrs from Newington Road. Along its length, there is run-off from the adjacent escarpment. Except at the creek crossing, the reserve conforms to the adjacent land on the southern side, which is de-forested and denuded through overgrazing. It is now fenced off from stock and evidence of regeneration is apparent. The following works and management controls need to be undertaken for this section:

#### Newington Road Public Access

A gate and a notice specifying conditions of use needs to be erected.

#### Black Joes Creek Crossing

Cement (1m x 5 m) should be used to stabilise the creek floor and adjacent lead-in slopes. Vehicular access is available for the work. Quantity required would be about one metre. The track should be formed on the higher ground to avoid the Carex Appressa swamp area. The reserve traverses a slope and descends into a swampy area.

#### Low Boggy Ground

The Greenway traverses approximately 10 mtrs of swampy ground. A track needs to be formed with sleepers laid across the area, approximately 30 sleepers would be required. Casuarinas should be planted. The Greenway again traverses a slope before descending into a narrow gully. A track to cross the gully needs to be formed to the northern side to avoid the patch of native lily. A pipe (1m x 30 cm) plus half a metre of scalping should be laid. Swales may need to be cut upstream of crossings. Tea tree on private property the gully should be planted around the crossing. The Greenway opens into flat ground for the last several hundred metres but is susceptible to softness in wet conditions.

#### Open Country to O'Leary's Corner

Tracks need to be formed to avoid the wet area and confine horses to a single lane. The area needs tree planting. At the junction with Harriott Road, the reserve crosses a gully that needs bridging to preserve the banks from erosion. A span of 4 metres x 800 cms needs to be constructed from tree trunks, pipes and a cemented surface. (Vehicle access to this point is available). Overall management practice for this section should be to confine horses to the formed track and slow horses in wet areas.

#### O'Leary's Corner to Harriott Road

This section is a long climb up the escapement to meet with Harriott Road. The public entrance needs to have a gate installed and notice of conditions of use erected. The area is fully fenced.

Action	By Whom	By Date	Cost	Performance Measure
Gate and sign Newington Road Access	Comm	Dec 1995	\$100	Completed on time.
Stabilise creek floor and slopes	Comm	Dec 1996	\$130	Completed on time.
Culvert	Comm	Dec 1996	\$50	Completed on time
Create track over low boggy ground and planting.	Comm	Dec 1996	\$150	Completed on time.
Bridge Gully	Comm	Dec 1995	\$150	Completed on time.
Gate and sign Harriot Road Access	Comm	Dec 1995	\$100	Completed on time.

#### Harriott Road to Birriwa Road Reserve and Denley Drive (B-G/H)

The general description of this section is that it is original and well preserved dry sclerophyll forests highly representative of the original bush. A well formed track, extensively used by horses, already exists and for most of its length (2.2 kms) is appropriately placed. This area is fenced on its southern boundary only. At certain places, soil tends to bogginess due to containing larger amounts of humus and should be stiffened with scalpings. Near the junction (Creswell's Corner), the formed track runs onto unfenced private property. A number of saplings should be removed to allow a track to be formed that avoids the gully floor and private property.

Overall management practice for this section should be to direct use to the established track. A rare example of *Daviessia Latifolia* is to be found several hundred metres to the west of Creswell's Corner.

Creswell's Corner to Denley Drive section contains a gully that will require two pipes and scalpings with swales cut up the gully. The entrance to Denley Drive is gated but will require conditions of use notice.

A portion of the Greenway run behind the Les Reardon Reserve and includes the road reserve to Birriwa Road. This entrance off the made road needs to be signed and gated. Existing use of the made road will not change.

Action	By Whom	By Date	Cost	Performance Measure
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Gate and sign Birriwa Road Access	Comm	Dec 1995	\$100	Completed on time.
Delineate Greenway	Comm	Dec 1995	nil	Completed on time.
Culvert	Comm	Dec 1996	\$50	Completed on time.
Stabilise Track	Comm	Dec 1996	\$30	Completed on time.
Sign Denley Drive Access	Comm	Dec 1995	\$10	Completed on time.

### **Denley Drive to Weerona Drive (I - K/L/M/O)**

The general description of the section is that it adjacent to the Merino Vale Station Road and is a splendid example of preserved dry sclerophyll forest. This is in stark contrast to the degraded and de-forested area immediately to the west. Its full length is 6.25 kms of which all but 2.5 kms is fully fenced and the remainder is fenced on one side. The area is heavily tree-ed and follows flat country with few watercourses crossing the reserve. A track needs to be formed by re-arranging (but not removing) existing timber on the ground. A few boughs and saplings/wattles will need to be removed but no major trees are involved. The area is in good condition but suffering incursions for firewood and strainers posts.

#### Denley Drive to Young's Corner

Approximately 600 mtrs south in from Denley Drive there is a patch of erosion probably caused by excessive salt. A track will have to be constructed over the erosion with a pipe and covered with scalplings. Swales on the adjacent property need to be constructed to channel the water through the pipe.

#### Young's Corner to Weerona Drive

This section has had a road constructed upon it by Mr Young. He has also undertaken re-forestation and regeneration of vegetation to a high standard. It is proposed that the management plan permit motorised vehicle access to this section of the Greenway corridor for the purposes of serving Mr Young's residence.

#### Young's Corner to Major's Close

No particular problems appear on this section. Fencing is on one side only for the first several hundred metres of this section. There is evidence of wood collection.

#### Majors Close to Hogan Drive via Millpost Hill

A relatively steep ascent and descent. The trail will have to zigzag up and down the hill, delineated and conserved with revegetation. Telecom ditch work will develop into erosion unless corrected.

#### Majors Close Spur to Weerona Drive

A portion of 300 metres requires fencing on one side only. No other works required.

### Major's Close to Weerona Drive

No particular problems in this section. Some wattles will need to be removed to permit a corridor through this area. The final part of this section to Weerona Drive passes close to the Gillette's residence. To maintain their privacy it is proposed it limit use of the reserve to a narrow corridor away from their house and other privacy augmenting measures. It would be expected that the Gillette's would wish to plant the area extensively with brush.

Action	By Whom	By Date	Cost	Performance Measure
Gate and sign Denley Drive Access	Comm	Dec 1995	\$100	Completed on time.
Stabilise erosion	Comm	Dec 1996	nil	Completed on time.
Fence Youngs Corner to Majors Close (Young)	#		nil	
Sign Weerona Drive Gate	Comm	Dec 1995	\$10	Completed on time.
Gate & sign Hogan Drive Access	Comm	Dec 1995	\$100	Completed on time.
Revegetate Millpost Hill	Comm	Dec 1996	Grant	tba
Gate & sign Majors Close Access	Comm	Dec 1995	\$100	Completed on time.
Culvert	Comm	Dec 1996	\$50	Completed on time.
Delineate Greenway	Comm	Dec 1995	nil	Completed on time.
Gate and sign Weerona Drive Gate Nr Norton)	Comm	Dec 1995	\$100	Completed on time.

# Responsibility of adjacent landowners

### **Weerona Drive to Norton Road (N-T/S)**

The general description of this section is that it comprise three parts. The first is a badly eroded portion, the second is a strip of old sclerophyll forest on Crown road reserve and finally the newly created reserve as part of the Clare development. Where cleared, revegetation is necessary (which can be used to delineate the track including zigzags on ascents/descents) and some earthworks.

#### Eroded Reserve

This a tree-less block badly affected by erosion that extends onto neighbouring properties. Extensive landscaping and tree planting will be necessary. This has been priced at \$2,500. The block will also need fencing.

#### Clare Boundary

This part is the Crown road reserve of about 1 kms. It comprises old forest with little understorey. There are no drainage or erosion problems but the adjacent residents are close to the reserve and privacy considerations must be considered. The portion is fenced on one side only.

### Clare Reserves

This part is fully fenced with no particular problems. As in all parts of the reserve, the track must be delineated and use confined to that section of the reserve. One section will require a pipe and scalplings crossing of some wet land.

Action	By Whom	By Date	Cost	Performance Measure
Gate and sign Weerona Drive Access	Comm	Dec 1995	\$100	Completed on time.
Stabilise erosion gully	Comm	Dec 1996	\$2.5k	Completed on time.
Fence Gully to Clare Estate corridor	#		nil	
Culvert	Comm	Dec 1996	\$50	Completed on time.
Delineate Greenway	Comm	Dec 1996	nil	Completed on time.
Gate and sign Norton Road Accesses (2)	Comm	Dec 1995	\$200	Completed on time
Gate and sign Clare Lane Accesses (2)	Comm	Dec 1995	\$200	Completed on time.

# Responsibility of adjacent landowners