

# Bywong/Wamboin Greenways Master Plan

Version 1.1

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# 1. Introduction

## 1.1 Background

Local interest in riding trails in the Geary's Gap<sup>†</sup> area first arose in the early 1980s, and in 1985 the Yarrawlumla Shire Council (YSC) established a working party to develop a Shire-wide approach to the establishment of a network of Greenways. The significance of this project in the context of the council's broader strategy for rural residential development was reflected in the fact that YSC adopted "Access to the Countryside" as its Bicentennial theme.

The resulting proposal centred on the identification of unused Crown road reserves and travelling stock routes (TSRs) that would form an integrated network of recreational riding and walking trails throughout the area.

In 1991, following initial work carried out by the Geary's Gap Community Association (GGCA), the forerunner of the current Bywong Community Association, the YSC established a Steering Committee to formally identify corridors that could form the basis of the new Greenways network. It subsequently became evident that the conservation values of many sections of the proposed network were very high, adding considerable impetus to the establishment of reserves that would also provide wildlife corridors, these being recognised as essential to the welfare of flora and fauna.

In 1994 the Yarrawlumla Shire Council (YSC) implemented the initial Greenways project in the Geary's Gap and Wamboin localities along the lines recommended by the Steering Committee.

The current Greenways network comprises some 30 km of council reserves and road verges. Most of these council reserves were formerly crown road reserves or travelling stock routes that were transferred to council when the Greenways were originally established. The network has become a valuable community asset (perhaps still unique in the State), developed and maintained by community members through a committee of Council. In addition to its recreational use, the generally untouched nature of the land involved presents islands of endemic species, providing a unique opportunity to retain and revitalise areas of native vegetation.

The localities of Bywong and Wamboin were ideally suited for this project from several points of view, not least of which was the fact that the original Crown Plan for the area comprised a large number of relatively small lots. As the Crown was obliged to provide access to every lot in this Plan, land was also allocated in support of an extensive road network. In the event, many of these lots were combined to become parts of larger holdings and it was never necessary to construct many of these roads. The associated reserves thus remained largely unused and in the ownership of the Crown.

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<sup>†</sup> The area currently known as Bywong was originally known as Geary's Gap. Much of the early documentation associated with the development of the Greenways network thus refers to Geary's Gap rather than Bywong, but the two references are to the same locality.

Establishing Greenways networks in other parts of the LGA, such as in the Carwoola area, has proven more challenging. Without the legacy of unused crown roads, there is an extra level of planning required to ensure that the relevant requirements are built into the conditions applied to individual subdivisions, so that appropriate reserves are created and identified as greenways when subdivision plans are prepared.

Nonetheless, the ultimate goal remains one of providing a network of public access ways across the rural residential areas of the LGA.

## 1.2 Principles

The following principles, identified by the original Steering Committee, provide a foundation for the management of the Greenways network:

- a) that environmental protection be observed in relation to the management and administration of the Greenways
- b) that the Greenways (both the land and its other resources) be used and managed in a sustainable manner
- c) that multiple use and enjoyment of the Greenways be encouraged in accordance with the Management Plan.

It is intended that the Greenways will always be in a more or less natural state and some fallen trees, erosion channels and so forth are to be expected.

## 2 Greenways Network Management

### 2.1 Objectives

The primary objective of the present Master Plan is to establish a 10-year strategy for the development and maintenance of the Bywong/Wamboin Greenways network.

This Plan should also provide a framework for the development of Greenways networks in other parts of the Queanbeyan-Palerang region.

The following objectives were identified in the original Greenways Management Plan (1995) and remain core objectives of the current Greenways strategy:

- a) to provide and maintain the amenity of the Greenways for the enjoyment of the community
- b) to raise public awareness of the importance of the Greenways and to encourage community participation in
  - i) any actions recommended in implementing the Greenways development and management strategy
  - ii) use of the Greenways in accordance with their strategic objectives
- c) to minimise the effect of soil erosion that might arise from usage
- d) to encourage and otherwise ensure the conservation of natural flora and fauna

- e) to monitor the introduction and spread of weeds
- f) to protect all waterways, ephemeral or permanent
- g) to protect all identified significant areas or sites, whether environmental or cultural

## 2.2 Conditions of Use

For the good management of the Greenways it is recognised that certain conditions of use should be promoted. The following conditions are derived from general best practice in environmental conservation, with input from the various community groups that currently use the Greenways network:

- a) the Greenways are provided for pedestrian, horse and push bike traffic only. The use of motorised vehicles on dedicated Greenways (as distinct from roadside verges that provide links between dedicated Greenways) is specifically discouraged and, where possible, prohibited
- b) dogs must be leashed
- c) stock should not be grazed on the Greenways
- d) noise is to be kept to a minimum
- e) the carriage of firearms or other weapons and hunting activities are not permitted
- f) user groups are to remove their own rubbish
- g) users must respect private property and adjacent residents' privacy
- h) gates or other exclusion mechanisms should be left as they are found
- i) no camping is to be permitted on the Greenways
- j) no fires are permitted on the Greenways other than as part of a legitimate prescription burning process agreed to by the Management Committee and implemented by the relevant fire authorities. Such burning will be aimed at conserving the ecological integrity of the Greenways
- k) user groups shall remain on defined track(s) within the Greenway
- l) there is to be no collection and/or removal of any natural or archaeological items from the Greenways
- m) all user groups are encouraged to report all problems or concerns to the Management Committee

In order to maintain wildlife corridors, neighbouring landholders are encouraged to take down any top or middle strand-barbed wire and maintain wildlife friendly fencing with safe access top and bottom. Guidelines for wildlife friendly fences can be found in the revised Landcare book, *Look after your Natural Assets*, and the Palerang Development Control Plan 2015 (C.30 Gates and Fencing).

## 2.3 Works Programs

The Greenways network has traditionally been maintained through periodic works programs, managed by a s.355 committee of Council in conjunction with local volunteer labour and Landcare groups.

In general, the one-to-five year works programs revolve around specifically identified segments of the network and focus on:

- a) stemming water erosion, with provision of appropriate drainage or step terracing as required
- b) revegetation plantings
- c) removal of environmental weeds
- d) slashing grass during the summer
- e) additional signage and general public awareness

## 3. Greenways Management Committee

### 3.1 Terms of Reference

The Terms of Reference for the QPRC Greenways Management Committee are provided in a separate document of that name.

These Terms of Reference outline the framework within which the Committee should:

- a) progressively implement any actions required as a result of this Management Plan
- b) educate users of the conditions of use of the Greenways by the installation of adequate signage
- c) provide representation on QPRC advisory bodies as requested
- d) liaise with the local Bushfire Management Committee to ensure that the Greenways are protected from fire hazard and to ensure that any prescription burns are implemented as per the applicable Fuel Management Plan
- e) periodically report to Council on the progress of the Greenways network development, including any recommendations relating to management procedures

### 3.2 Community Liaison

Greenways maintenance has historically been undertaken, largely on a volunteer basis, by local users and interested community members. Community liaison through the Management Committee generally involves the range of stakeholders—Landcare, the Pony Club and Greenways user groups like the Greenways Renewal Working Group (GROW).

In the broader interests of local communities, the Management Committee is to ensure that:

- a) all adjoining residents and user(s) have access to a contact number(s) where complaints can be directed
- b) they act on all complaints, and refer to Council any complaints that they are unable to resolve
- c) any complaints are responded to in writing with any resolution clearly and unambiguously recorded.

The various stakeholder groups also engage in:

- a) raising public awareness of the Greenways (e.g. Greenways walks)
- b) working bees to assist in native revegetation and general maintenance projects
- c) planning for the extension of the Greenways network
- d) stewardship relating to Greenways that are immediately adjacent to their members' own properties.

## 4. The Greenways Network

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.

### 4.1 Greenways Map

An overview map of the current and proposed Greenways network is presented in Figure 4-1 below. While a more detailed map, based on QPRC cadastral data, is held with council's records, Figure 4-1 illustrates the context of the Greenways network within the Wamboin/Bywong area. The network itself is expanded in Figure 4-2 for easier segment identification in the notes that follow. Descriptions of the individual, labelled segments are provided in Table 4-1.

With reference to both Figures 4-1 and 4-2, existing Greenways are marked in solid green lines and proposed Greenways in dashed green lines. (The 'flair' around the proposed new routes is simply to highlight their locations, not to indicate any broader 'zone of influence'.)

Figure 4-1 Wamboin/Bywong Greenways Context

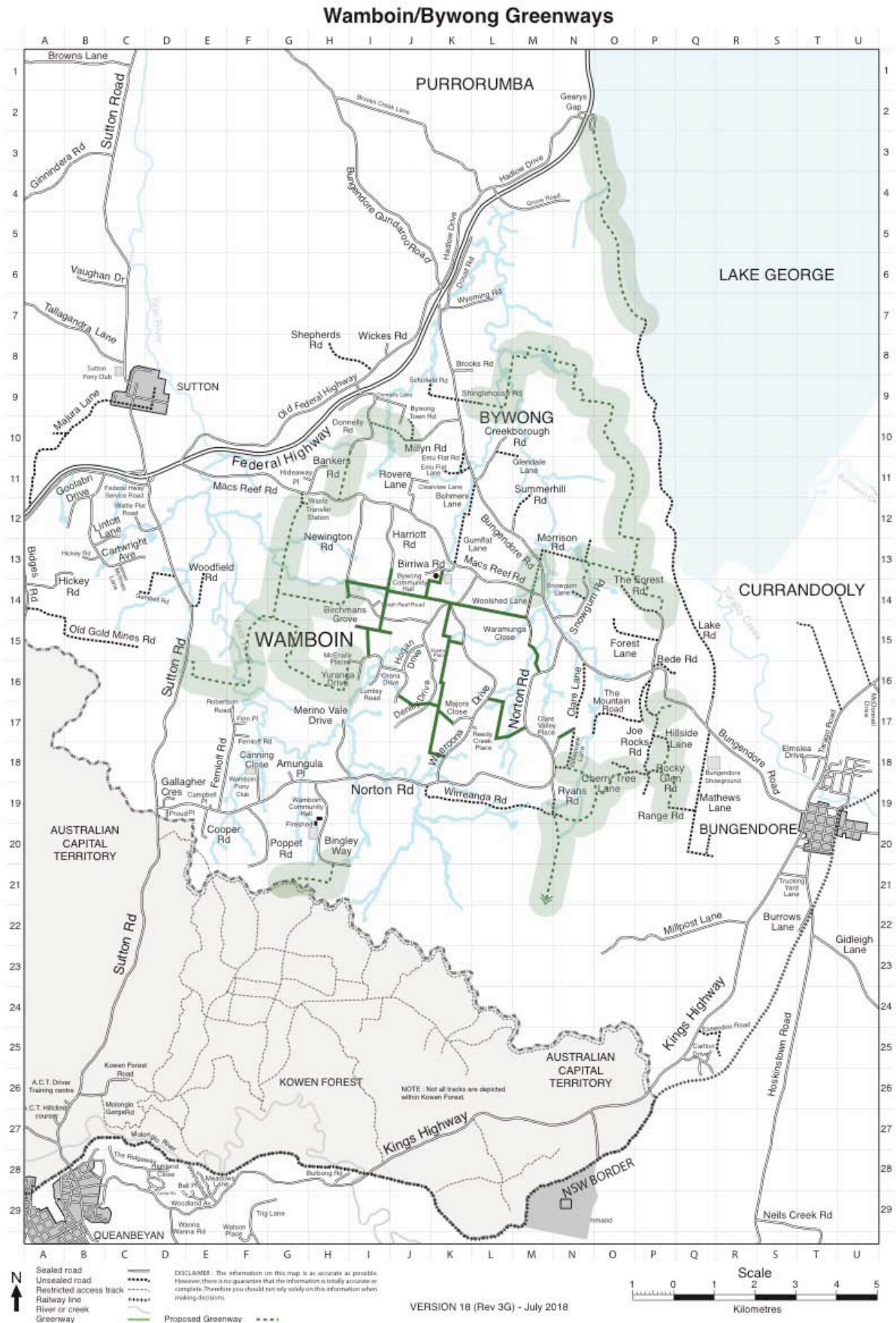




Figure 4-2 Wamboin/Bywong Greenways Network

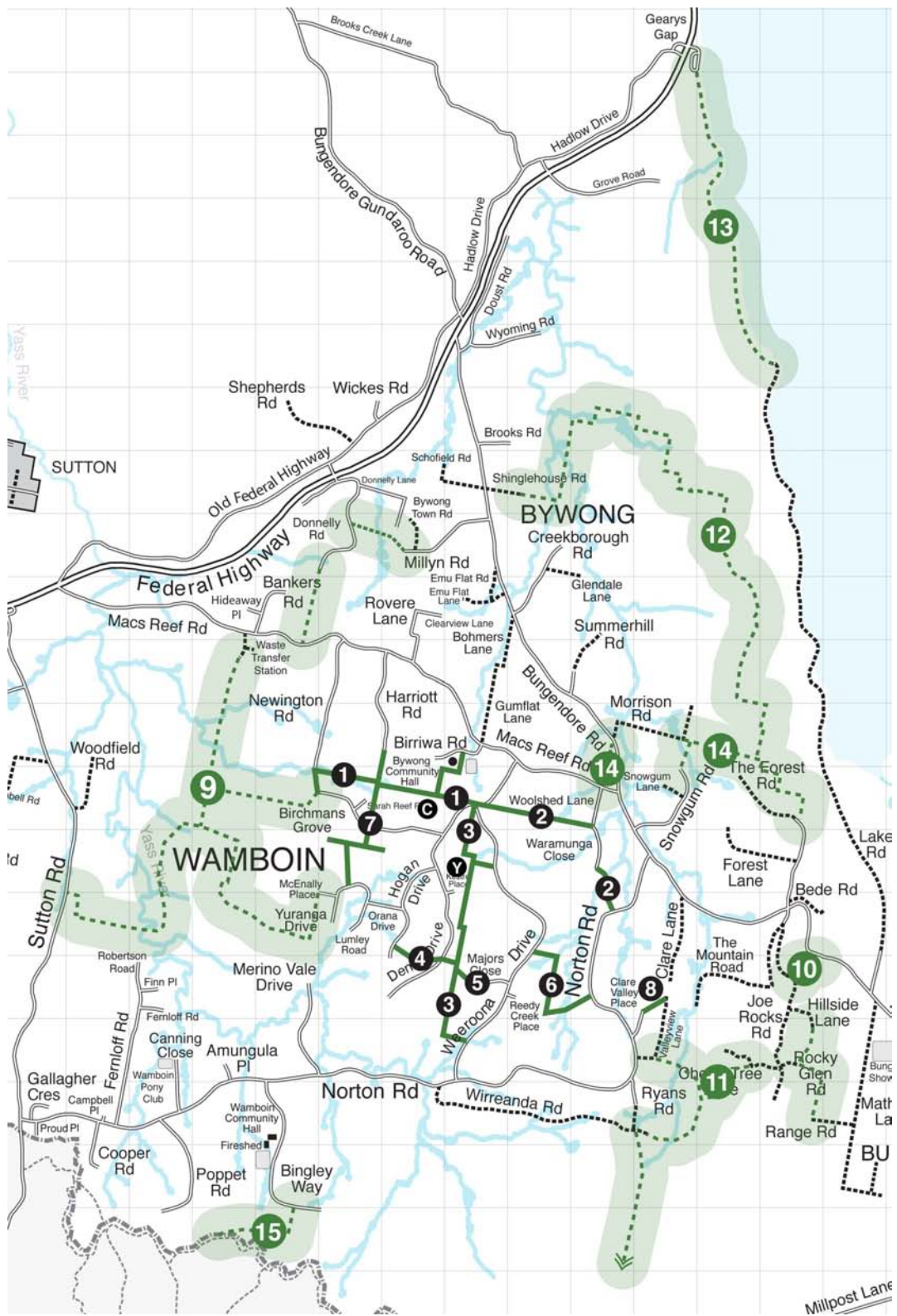


Table 4-1 – Greenways Identification

Section	ID	Status
Newington Road to Harriot Road Extension	1	Greenway (council land)
Harriot Road Extension	1	Road reserve
Harriot Road Extension to Creswell Corner (C)	1	Greenway (council land)
Creswell Corner (C) to Les Reardon Reserve	1	Greenway (council land)
Les Reardon Reserve to Birriwa Road	1	Greenway (council land)
Creswell Corner to Denley Drive	1	Council road (verge track)
Woolshed Lane / Waramunga Close	2	Road reserve
Waramunga Close to Norton Road	2	Greenway (council land)
Denley Drive to Young's Corner (Y)	3	Greenway (council land)
Young's Corner (Y) to Weeroona Drive north	3	Greenway (council land)
Young's Corner (Y) to Weeroona Drive south	3	Greenway (council land)
Greenway to Millpost Hill	4	Greenway (council land)
Millpost Hill	4	Crown reserve
Hogan Drive to Millpost Hill	4	Crown road
Greenway to Majors Close	5	Greenway (council land)
Weeroona Drive to Norton Road	6	Greenway (council land)
Harriot Road to Birchmans Grove	7	Greenway (council land)
Birchmans Grove to Yuranga Drive	7	Greenway (council land)
Clare Valley Place to Valleyview Lane	8	Greenway (council land)

## 4.2 Extending the Greenways Network

The following proposals, arising from discussions with community groups actively using the current Greenways network, identify possible network extensions within the Wamboin/Bywong area. There is no time-frame attached to the development or inclusion of any particular segment. The segments are simply identified here (refer to Figure 4-2) to assist QPRC in planning future development in the area and responding to matters relating to the disposition and management of crown lands.

- a) Future connections towards Sutton from the end of Newington Road (Segment 9)
- b) Possible use of Traveling Stock Route from Joe Rocks Road to the old quarry along Bungendore Road, for connection down the escarpment to the Bungendore Showground (Segment 10)
- c) Possible connection from development off the end of Wirreanda Road to the current Greenways network (Segment 11)
- d) Connection from the end of Brooks Road to the escarpment overlooking Lake George (Segment 12)
- e) Lake George lookout at Geary's Gap towards the escarpment (Segment 13)
- f) Woolshed Lane across Macs Reef Road to Morrison Road and then connection to Snowgum Road (Segment 14)

g) Connection from Bingley Way to Kowen Forest (Segment 15)

4.2.1 Crown Roads

Council should refer any proposed crown road closures to the Greenways Management Committee to ensure that appropriate consideration is given to any impact these may have on Greenways planning or management.

4.2.2 Rural Residential Subdivision

Future subdivision of large lots adjacent to current rural residential areas should similarly involve consultation with the Greenways Management Committee so that any associated Greenway connectivity options can be identified.