
Round the Bay Walks

Jervis Bay



Feasibility Study

January 2004

Shoalhaven
CITY COUNCIL



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Glossary of Acronyms and Abbreviations

EA	Environment Australia
JBMP	Jervis Bay Marine Park
JBNP	Jervis Bay National Park
NPWS	National Parks and Wildlife Service
REF	Review of Environmental Factors
REP	Regional Environmental Plan
SCC	Shoalhaven City Council
SEPP	State Environmental Planning Policy
UXO	Unexploded Ordinance

Executive Summary

This study was undertaken to determine the feasibility of developing a lighthouse to lighthouse walking route around Jervis Bay. The study, undertaken over a 9 month period, consulted major stakeholders, assessed the existing track network and identified suitable route options for a Round the Bay Walk.

A Round the Bay Walking Trail route was identified. For various reasons, the route does not extend in a linear manner from 'lighthouse to lighthouse' as originally envisaged - (Point Perpendicular Lighthouse to/from the Cape St George Lighthouse). The two headlands are discontinuously linked, using a network of trails, mostly following the foreshore and passing through a wide range of natural and built environments.

1 Introduction

Jervis Bay is located in the City of Shoalhaven on the south coast of New South Wales, approximately 180km south of Sydney. Jervis Bay is a natural treasure, rich in ecological and cultural values of local, national and international significance. The clear clean waters, the stunning white beaches, rocky platforms and sand dunes, the rugged cliffs, forests, woodlands, heaths, swamps and marshes, perched lakes and marine habitats present a great diversity of natural environments. Aboriginal and European heritage is rich across the region. These characteristics and associated recreational values draw many thousands of people to Jervis Bay as visitors and as residents. It is a challenge for present and future generations and the governing bodies and agencies that represent their interests to ensure that the ecological and cultural values of the area are shared with visitors in a sustainable way and are managed to ensure the area's preservation.

1.1 *Origins of the Round the Bay Walk*

The concept behind a 'round the bay walk' is to provide for an 'Icon' walk of about 50km, or three days duration, with beginning and end points on the northern and southern headlands of Jervis Bay. The walk would have many access points and traverse a range of different landscapes and land tenures. It would pass through village and commercial centres providing links with existing commercial tourism opportunities.

On occasion, around the bay walking has occurred. For example, in the early 1990s a Duke of Edinburgh school group walked around the bay with help from the Dept of Defence for creek crossings. Consequently, various bodies such as tourism committees, the National Parks and Wildlife Service and Shoalhaven City Council have contemplated the idea of a linked walk around the bay, from the lighthouse at Point Perpendicular on the northern Beecroft Peninsula, to the Cape St George lighthouse ruins on the southern Bherwerre Peninsula. A university study completed for the National Parks and Wildlife Service, *Jervis Bay Coastal Walk Feasibility Study* (1999) supported the idea of an extended foreshore walking route. However the study did not determine whether a lighthouse to lighthouse or round the bay walk was feasible.

A 'round the bay walk' has the potential to be a national Icon ecotourism walk, built and managed on the principles of ecological sustainability and integrated management. The high quality walking track network would be marketed to both international and local visitors and be used by the local

community. There is also potential to develop a wide range of associated activities and services in conjunction with the Walk such as guided walks and package tours.

The development and management of a Round the Bay Walk (RTBW) would require cooperation and support from land management agencies across the three levels of government (commonwealth, state & local), businesses and the local community.

1.2 The Feasibility Study

Because the concept had informal support from local business and various land managers, it was deemed worthwhile to proceed to the next step. In 2002 the National Parks and Wildlife Service and Shoalhaven City Council jointly funded a Project Officer position for nine months to conduct a feasibility study for a walking track around the foreshores of Jervis Bay from lighthouse to lighthouse. The brief for the feasibility study encompassed compilation and evaluation of information relating to the constraints and opportunities of a walking track, stakeholder consultation, identification of route options and alternatives, and the production of a feasibility study report.

1.3 Acknowledgements

The principle research was completed by project officer Ms Natalie Ostrowsky who also produced a draft document. Sue Feary and Valda Corrigan of the NSW National Parks and Wildlife Service and Declan McDonald of Shoalhaven City Council provided further editorial amendments.

2 Background

2.1 Cultural, historical and social context of Jervis Bay

The cultural, historic and social context of Jervis Bay has developed as a rich tapestry over many years since the early occupation of the area by Aboriginal people. It is these historical events that explain the current complex pattern of land use and management.

Aboriginal occupation of the NSW south coast region extends beyond 20,000 years, while Jervis Bay has been a focus of human activity for at least 5,000 years and has a rich and diverse Aboriginal cultural heritage. The most common archaeological sites around the bay are coastal middens and scatters of stone artefacts. Other sites to be found are rock shelters containing art and cultural deposits, burials, and axe grinding grooves. Of the known sites the majority are located on Beecroft and Bherwerre Peninsulas. Mythological and ceremonial places, and scarred trees have also been recorded. Jervis Bay remains a place of great spiritual significance to the Jerrinja Aboriginal community who reside at Orient Point and to the Wreck Bay community. In the past, Aboriginal people have stood side by side with conservation groups to voice their opposition to such development proposals as a Naval Fleet base and Armaments Depot which would have destroyed some of their sacred places.

Currently the Aboriginal people of the area are vitally interested in how the area, their heritage and their culture are managed. Spiritual ties to the land are being maintained through the passing on of traditional storylines through successive generations. Aboriginal communities have participated in management of land at Jervis Bay for many years. Booderee National Park was handed back to the Wreck Bay Community Council in 1995 and is leased to the Commonwealth who manages it jointly with the community through a management board. Declaration of Jervis Bay Marine Park in 1998 triggered a consultation process with a large number of local and non-local Aboriginal people with

fishing and traditional interests. In addition, Jervis Bay National Park is on a schedule of national parks to be handed back to Aboriginal owners under recent changes to the National Parks and Wildlife Act.

The European cultural heritage of Jervis Bay dates back to 1770 when Captain James Cook, sailing along the east coast of Australia, sighted a bay and named the southern headland Cape St George and the northern inner headland Long Nose Point. 232 years of people and events, exploration and settlement and industries such as boat building has formed an interesting European heritage in the area.

Between 1770 and 1830 the area was explored and surveyed. Between 1830-1840 the first land grants were taken up as The Wool Rd between Braidwood and South Huskisson was constructed for the transporting and shipping of wool. The settlements grew with the establishment of whaling and fishing industries, followed by grazing and ship building so that timber from nearby forests could be transported to Sydney.

In 1909 the site for Australia's capital, Canberra, was chosen and it was declared that the nation's capital must have access to the sea and Jervis Bay was chosen as a coastal adjunct to the capital. In 1912 the Jervis Bay Naval College was built and began to train recruits. In 1930 the Naval College was moved to Victoria and the buildings at the college became tourist guest-houses. The Navy returned to the college during World War II after which the buildings were used as a convalescent hospital and rehabilitation centre.

In 1951 the Annex of Canberra Botanic Gardens at Lake McKenzie was approved and established. In 1957 the Royal Australian Naval College now HMAS CRESWELL reopened and constructed other training facilities. The Department of the Interior took control of the Wreck Bay Aboriginal settlement in 1965 and in the same year the Navy built a radar station for a missile firing programme. In 1969 the Commonwealth Government began site construction for a Nuclear Power Station. This plan was later shelved and the excavated site is now the Murrays Beach and ramp car park. There were also plans to build a steel works on Currumbene Creek and a port nearby at Callala Beach. These plans never eventuated.

Since the 1960s there has been increasing community pressure for the protection of the natural and cultural values of the Jervis Bay area, including several proposals by community organisations and by the National Trust for permanent protection of these values. Some of these values have long been protected since the declaration of the Jervis Bay Nature Reserve on the former Commonwealth land on Bherwerre Peninsula in the 1970s. In 1992 this area was declared a National Park. In 1986 the Wreck Bay Community received the freehold title to their land in the Aboriginal settlement. The plans to build Navy armaments depot and wharf, and plans to relocate the Fleet Base to Jervis Bay were set aside in 1994. In 1995 the Wreck Bay Community was granted freehold title to Jervis Bay National Park and in 1998 the name was changed to Booderee National Park.

In 1992 the NSW Government and Shoalhaven City Council released a discussion paper on Jervis Bay titled "Our Heritage, Our Future". The release of this paper followed a long period of public consultation and deliberations of a committee constituted under section 22 of the *NSW Environmental Planning and Assessment Act 1979*. This committee was constituted following a recognition that there was a strong public demand for a strategy to achieve a balance between development and the protection of the significant natural and cultural heritage values of the NSW section of the bay and its catchment. The discussion paper highlighted the importance of protecting the catchment of the bay to ensure that the quality of its waters was maintained, and delineated a land area of intrinsic value which formed the basis for a future Jervis Bay National Park in NSW (NPWS, 2002).

A draft Regional Environmental Plan for Jervis Bay was prepared which identified the boundaries of a new national park and in March 1995, the NSW Government gazetted stage 1 of the national park (1,155 hectares) over the unencumbered vacant crown lands and incorporating Gurumbi Nature Reserve. Gurumbi is arguably the first reserved land in Jervis Bay, being declared by the NSW Fauna Panel in January 1963.

Jervis Bay Marine Park, the first marine park in NSW was declared in 1998 and the zoning plan was put in place in late 2002. The marine park stretches from Kinhorne Point in the north to Sussex Inlet in the south and eastwards for 1.5 kms from the two headlands. The second stage of NSW Jervis Bay National Park occurred in 1998 when the NSW Government gazetted 2,600 hectares of private land as additions to the park.

In January 2001 a further 463 hectares of crown land were added to the park while 452 hectares of crown land were gazetted as Woollamia Nature Reserve as part of the Government's Regional Forest Agreement. The final stage of the national park comprises eight parcels of crown land subject to land claim under the *NSW Aboriginal Land Rights Act 1983*. The claims are awaiting determination; if granted to the Aboriginal Land Council, the lands must still be managed in accordance with national park objectives, thus limiting the use to which the lands might be put.

Over the years the settlements around the bay have grown and are continuing to grow as people move into the area for lifestyle reasons, employment opportunities and to take advantage of the area's natural beauty and resources. The area is now a popular tourist destination with visitor numbers continuing to grow.

2.2 Natural Values

The natural values of Jervis Bay are of local, national and international significance. They are highly valued by both visitors and the local community. The clear clean waters, the relatively natural, undeveloped coastline with stunning white beaches, rocky platforms and sand dunes, tall rugged cliffs, forests, woodlands, heaths, swamps and marshes, perched lakes and the various marine habitats present a rich diversity of life. There is wide recognition by the scientific community and by the wider population that Jervis Bay is outstanding for its scientific, aesthetic, social and educational value. These values are well documented in many publications (see Bibliography) and Jervis Bay is one of the most well studied environments in south-eastern Australia. Jervis Bay and surrounds are listed on the Register of the National Estate in recognition of their significant marine ecosystems and geological features.

The diverse range of terrestrial and marine habitats within the Jervis Bay area are especially significant because they have remained relatively undisturbed in close proximity to urban centres. Many of these areas are now protected within Jervis Bay National Park, Booderee National Park, Woollamia Nature Reserve and the Jervis Bay Marine Park and on the Commonwealth land on Becroft Peninsula.

The geology of the area is of an undulating sandstone mass overlain by varying depths of windblown and deposited sand. The broad sand-spit known as the Bherwerre Barrier, which encloses the St Georges Basin marks the westernmost boundary to the bay. Jervis Bay is old river system which was drowned during the last sea-level rise around 6,000 years ago. The waters of the bay are so clear because today no large streams bring in large quantities of suspended sediment. The catchment area is also well vegetated contributes to the lower levels of sediment moving into the bay. The beaches are

formed from sand that has been reworked by waves over many thousands of years. Unstable and soft minerals have broken down leaving pure clear and white silicon. This accounts for the famous whiteness of the beach sands.

Estuarine wetlands are a prominent feature near the mouths of all the small streams entering Jervis Bay while Lake Wollumboola to the north is the largest shallow saline lagoon on the New South Wales coast.

A major feature of the landscape is the diversity of native plant communities. Thirty distinct vegetation types have been identified for the Jervis Bay region (NPWS, 2002), ranging from a small area of rainforest to coastal heath land. The wetland communities include freshwater, brackish and saline wetland communities. Rare or threatened plant species have been recorded in the area, some of which are listed on the schedules of the NSW Threatened Species Conservation Act 1995.

Over 200 species of birds, 42 native mammal species, 17 species of frog, 15 species of lizard, 13 species of snake and 1 tortoise species have been recorded in the Jervis Bay region (NPWS, 2002).

The estuaries of Currambene Creek, Moona Moona Creek and Carama Inlet and particularly the shores of Lake Wollumboola are important roosting and feeding areas for wading birds, approximately 20 species of which are migratory and listed on the Migratory Bird Agreements between the governments of Australia, China and Japan.

2.3 Population growth and visitation.

2.3.1 Population growth

The population characteristics of any community have a significant impact on sport and recreation opportunities. According to the Australian Bureau of Statistics (ABS) the population of the Shoalhaven has continued to grow steadily at an average rate of 1.34% over the years of 1996 to 2001 and a steady growth is predicted to continue as shown in the Table below. Demands for sport and recreation opportunities are expected to grow accordingly.

TABLE I Shoalhaven City Council's Growth Projection (Low)

Year	2001	2006	2011	2016
Population	87,003	94,426	101,143	107,875

Source: <http://shoalhaven.nsw.gov.au/council/>

Table II shows the Bay and Basin area has experienced the highest population growth between 1986 to 1996 in the Shoalhaven Local Government Area. Continuing subdivisions in the Bay and Basin area attract many young families and retired people setting the average growth rate significantly above that of the Shoalhaven which itself experienced the largest population increase in regional NSW.

TABLE II Distribution of Population Growth

Year	Nowra/Bomaderry		Bay and Basin *		Milton/Ulladulla	
	No	Growth Rate	No	Growth Rate	No	Growth Rate
1986	19,553	1.8	7038	7.1	8305	4.2
1991	21,932	2.3	9311	5.8	9987	3.8
1996	23,823	1.7	11,560	4.4	10,698	1.38

* Includes Huskisson, Vincentia, Basin View, Erowal Bay, Old Erowal Bay, St Georges Basin and Sanctuary Point.

Source: <http://shoalhaven.nsw.gov.au/council/>

2.3.2 Visitation

The South Coast region is bounded by the East Coast of Australia which extends from the Illawarra just north of Nowra to the NSW southern border. Recently the South Coast region has been attracting around 5 million domestic visitors annually. The Shoalhaven attracts approximately 50% of all visitors to the South Coast (Phillips, 2002). Domestic overnight visitor numbers increased in the year ending June 2001. In comparison the number of day visitors decreased in the year ending June 2001 (Table III).

TABLE III Visitors to the South Coast region.

South Coast region visitors	2000	2001
Domestic overnight	2,342,000	2,520,000
Domestic day visitors	2,723,000	2,266,000

Source: Tourism NSW (2001).

Jervis Bay is located close to the major population centres of Sydney, Wollongong and Canberra. The area receives over 1 million visitors annually (NPWS, 2002) and tourism is the largest employer in the region. Booderee National Park visitor numbers for 2000 and 2001 averaged 540,000 visitors/year (Source: Environment Australia). Visitor numbers from Canberra will increase with the completion of Main Road 92, which will link the Nation's capital to the Shoalhaven.

2.3.3 Seasonal Characteristics

Visitation to the South Coast region is seasonal with people mostly visiting in the warmer months to utilise the region's beaches. This trend is very prominent in the Jervis Bay area (Figure 1).

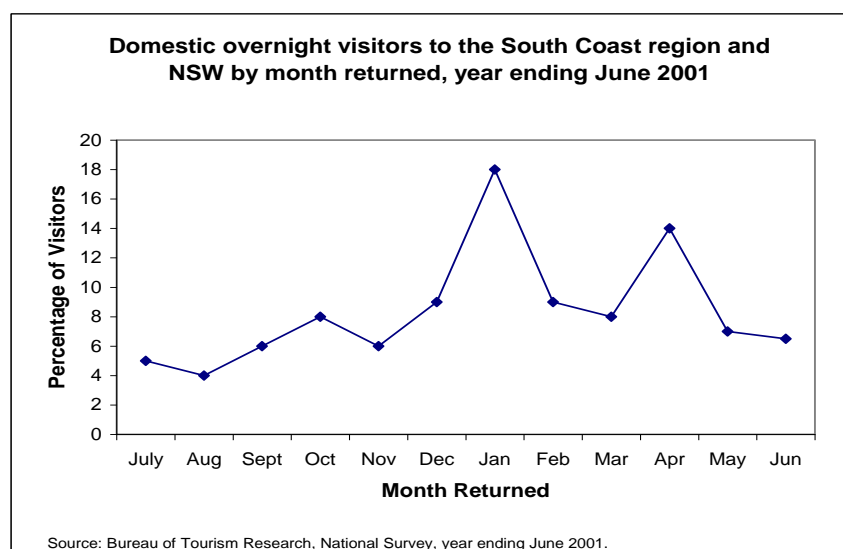


FIGURE 1

Source: Tourism New South Wales, 2002.

2.3.4 Visitor Demographics

The following statistics are sourced from the Bureau of Tourism Research, 2001.

The majority of visitors to the South Coast are from NSW. In 2001 46% of domestic overnight visitors were from Sydney and 23% from regional NSW. This was followed by 14% from the ACT and 13% from Victoria.

In 2001, 68% of domestic overnight visitors visited for holiday or leisure.

The age of domestic overnight visitors in 2001 averaged between 25-64 years. 54% were male, 46% female.

Typical lifecycle groups visiting the South Coast region are:

- young single living at home;
- young/midlife couples with no children;
- families with children aged 0-14; and
- older working and non-working married people.

2.4 The Benefits of Walking

The outstanding aesthetic and natural appeal of the environments of Jervis Bay are of international significance and attract increasing numbers of domestic and inbound tourists who partake in a range of recreational activities. The recreational opportunities of Jervis Bay include walking, cycling, picnicking, nature study, photography, painting, drawing, sight-seeing, fishing, canoeing, boating, snorkelling and scuba-diving, surfing, whale and dolphin watching.

The well-researched natural and Aboriginal heritage of Jervis Bay allows for accessible educational activities that explore the natural values of Jervis Bay such as NPWS Discovery Tours and Aboriginal bush tucker excursions.

Demand for tourist services is growing in conjunction with tourist numbers. For example, there are several commercial dolphin and whale watch tours operating and sea-kayaking and jet-ski companies have been recently established.

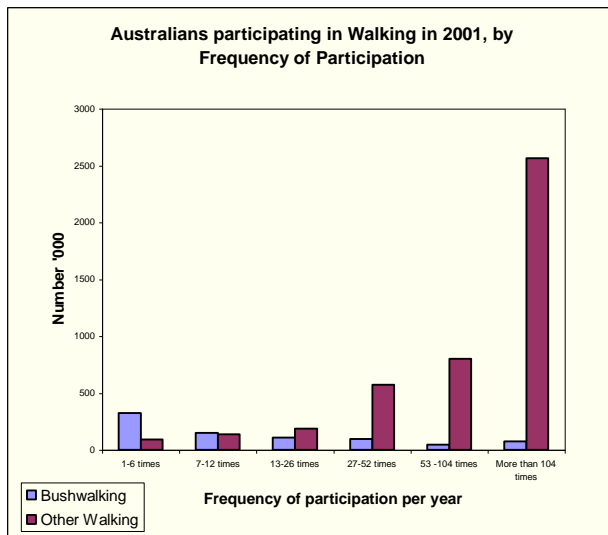
Walking as a recreational activity allows people to interact with a wide range of environments and it can increase people's understanding and awareness of a region's natural and cultural values. Walking offers social, health, recreational and educational benefits for all sectors of the community and can provide employment and economic benefits to a region.

Walking is an inexpensive activity that can be enjoyed at any time. Australians that walk do so on a regular basis. Figure 2 shows that participation in bushwalking gradually decreases with increasing frequency although the graph still indicates that a significant number of Australians went bushwalking

more than 104 times in 2001. In contrast, the graph shows a very large number of Australians participated in general walking more than 104 times in the year 2001.

FIGURE 2

Source: Australian Sports Commission, 2001. Participation in Exercise, Recreation and Sport - 2001. ACT.



Outdoor recreation encourages individuals to become active and fit, and it has been proven repeatedly that fit and active people reduce the economic strain on the community for health services. Individuals who are fit and healthy are more likely to be productive through reduced absenteeism from work resulting from illness, and increased output due to attitudinal and motivational changes as their quality of life is improved.

Outdoor recreation can provide inexpensive and accessible leisure activities reducing the incidence of crime related to boredom, by providing direction and entertainment.

2.5 Walking Demands in the Jervis Bay Region

Users of walking trails are motivated by the need to experience nature, to exercise or be physically challenged, or to be with family and friends. Research by Parks Victoria has shown that walking is the preferred physical activity for visitors in public open space and protected area parks. People look for different experiences when they go walking. Some people like short, easy walks where they can stop at lookouts or learn about the surrounds. Others seek challenging, overnight hikes in remote areas. Short walks or sections of longer trails where transport and accommodation are nearby are most popular (Victorian Trails Coordinating Committee, 2001).

The *1999 Shoalhaven City Council Recreation Strategy* indicates that walking/cycle trails are very important to the local community. Of 340 respondents in a random community survey 53% said they used walking/cycle trails in the past 6 months, 69% said they are important, and 62% said they needed upgrading/or new facilities. The document titled *Social, Environmental and Behavioural Factors Influencing Physical Activity in Mothers in the Bay and Basin Area of the Shoalhaven* (2002) asks for "...opportunities for safe, continuous and interesting physical activity experiences in the local area."

The following graphs (Figures 3, 3a & 4) from the 1994/95 and 1999 RAN Weapons Range Beecroft surveys (McIntyre and Plowman, 1995 & Kupfer, 1999) indicate a demand for suitable walking trails. The 1999 results shows a significant gap between the importance and performance of walking trails on the Range which indicates visitors' increasing demands for a variety of well maintained tracks.

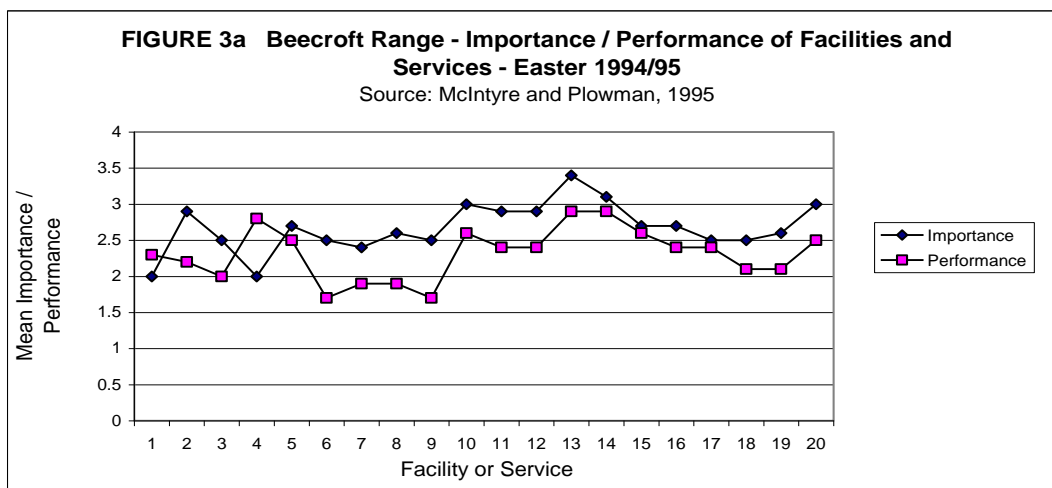
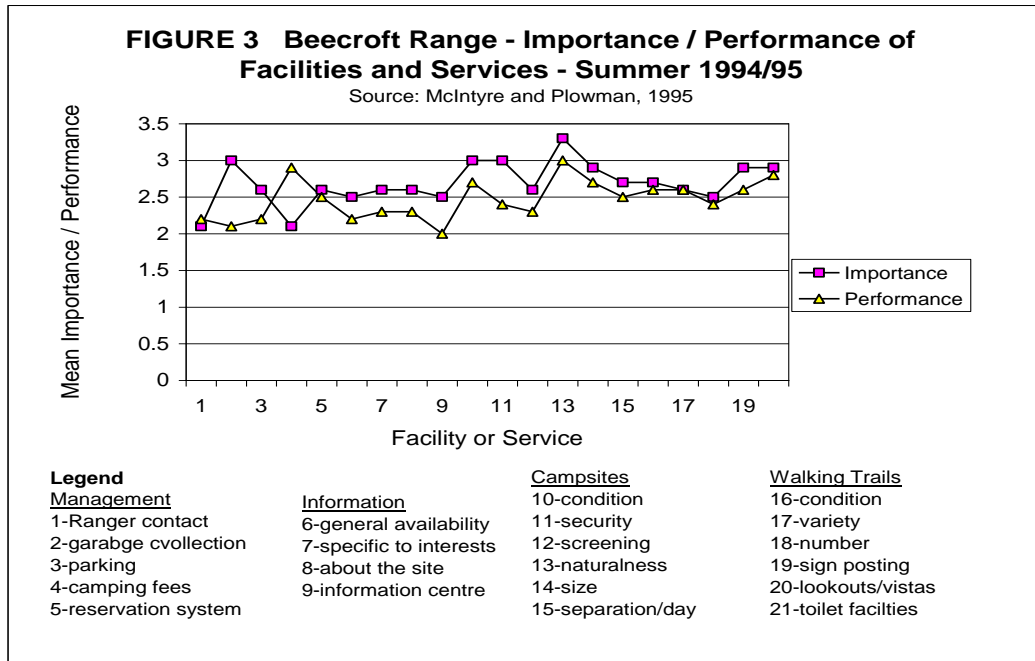
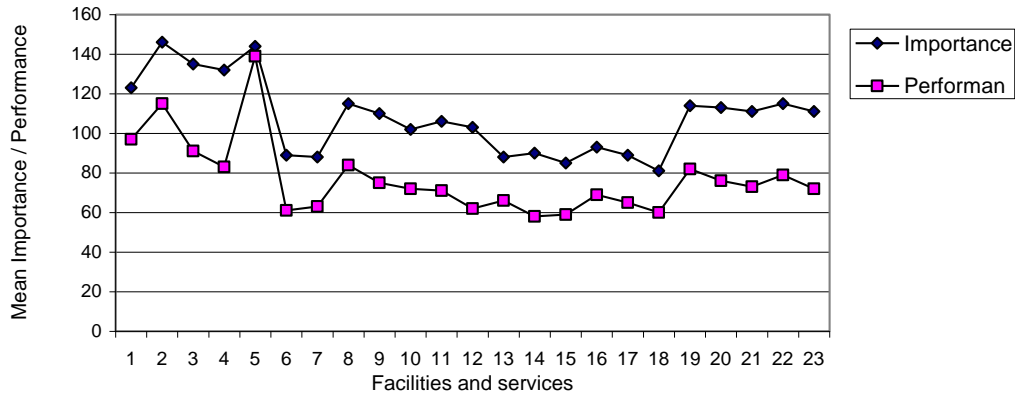


FIGURE 4 Beecroft Range - Importance / Performance of Facilities and Services - 1999

Source: Kupfer, 1999.



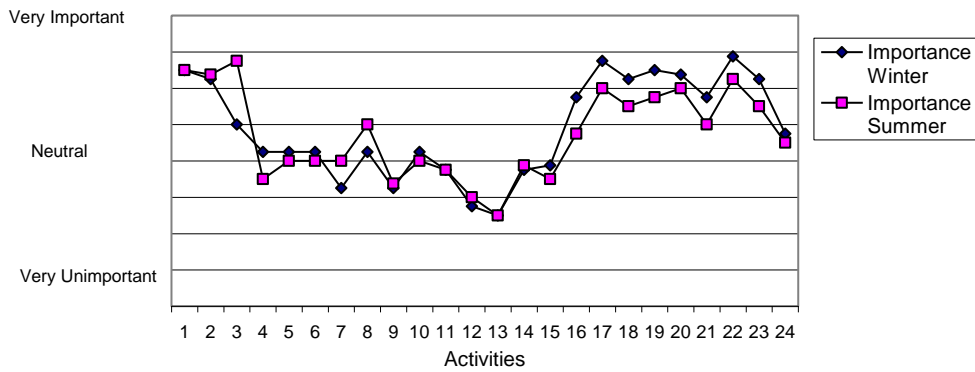
LEGEND

- | | | | |
|---------------------------|------------------------------|-----------------------------------|-------------------------------|
| <u>Management</u> | <u>Information</u> | <u>Campsites</u> | <u>Walking Trails</u> |
| 1-ranger contact | 8-general availability | 13-condition | 19-condition |
| 2-toilet facilities | 9-specific to your interests | 14-security | 20-variety |
| 3-garbage collection | 10-about Honeymoon Bay | 15-screening from other campers | 21-number of trails |
| 4-recycling | 11-about Beecroft Peninsula | 16-naturalness | 22-signposting |
| 5-parking | 12-information centre | 17-size (suitable for your needs) | 23-lookouts and scenic vistas |
| 6-site reservation system | | 18-separation from the day areas | |
| 7-camping fees | | | |

The following graphs (Figures 5 & 5a) from the Booderee National Park (formerly Jarvis Bay National Park) visitor survey of 1994 indicates that bushwalking is an important activity. Its importance increases in winter. Figure 5a rates walking trail attributes showing that overall, all walking track attributes are important and perform well for park users and that there is a general satisfaction with the variety and condition of the walking tracks in Booderee National Park.

FIGURE 5 Mean importance of peak and off-peak activities at Booderee National Park

Source: Centre for Leisure Research, Griffith University. (1994)

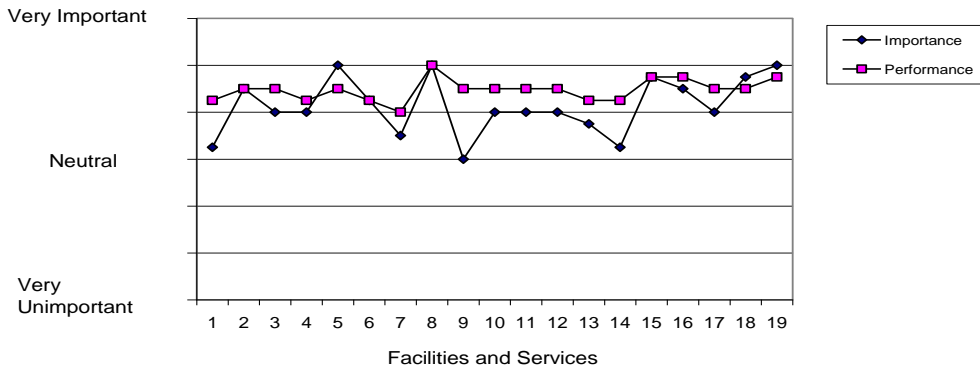


LEGEND

- | | | |
|---------------------------|----------------------------|------------------------|
| 1 - Beach activities | 9 - Underwater photography | 18 - Bushwalking |
| 2 - Observing marine life | 10 - Boating | 19 - Bushwalks (short) |
| 3 - Swimming | 11 - Sailing | 20 - Picnic |
| 4 - Rock fishing | 12 - Water skiing | 21 - Barbeque |
| 5 - Bay / ocean fishing | 13 - Jet skiing | 22 - Viewing animals |
| 6 - Beach fishing | 14 - Surfing | 23 - Feeding animals |
| 7 - SCUBA | 15 - Cycling | 24 - Ranger walks |
| 8 - Snorkelling | 16 - Diving for pleasure | |
| | 17 - Sightseeing | |

FIGURE 5a Importance / Performance Rating for Facilities and Services - Off-Peak Visitors 1994

Source: Centre for Leisure Research, Griffith University. (1994)



LEGEND

- | | | |
|--------------------|---------------------------|---------------------------------|
| <u>Management</u> | <u>Information</u> | <u>Walking Tracks</u> |
| 1 - Ranger contact | 10 - General availability | 15 - Condition |
| 2 - Toilet | 11 - Specific | 16 - Variety |
| 3 - BBQ | 12 - About the site | 17 - Number |
| 4 - Picnic tables | 13 - Information centre | 18 - Sign posting |
| 5 - Rubbish bins | 14 - Information shelter | 19 - Lookouts and scenic vistas |
| 6 - Water taps | | |
| 7 - Showers | | |
| 8 - Parking | | |
| 9 - Boat ramps | | |

The 1994 survey found that the second most popular activity for South Coast domestic day visitors was going to the beach which remained at 19% over 1999/2000 to 2000/2001. Interest in visiting

national parks, bushwalking, and rainforest walks significantly increased from 2% to 4% over the same period.

Participation in outdoor ecotourism for domestic overnight visitors increased from 55% in 1999/2000 to 60% in 2000/2001. This includes going to the beach and visiting national parks, bushwalking, rainforest walks.

Table IV listing outdoor recreation activities in NSW national parks, indicates that visitor recreational preferences are for natural areas. A large percentage of visitors enjoy walking. Short walks (<2 hours) are equally popular in both winter and summer with 32% and 36% of visitors partaking in that activity respectively. Day walks (>2 hours) are more important in summer (26%) than winter (15%). Overnight walks are equally important in winter and summer with 2% participation during both seasons.

TABLE IV

The reasons why people visit national parks – Outdoor recreation activities in NSW National Parks 1994-95 as a % of total visits (ABS Cat 4601.0, NSW NPWS 1995). Walking preferences are in *Italics*.

Outdoor Recreation Activity in NSW National Parks	Winter	Summer
	%	%
Look at scenery	79	79
Get away from it all	48	49
Outdoor Recreation Activity in NSW National Parks	Winter	Summer
Picnic / BBQ	38	38
<i>Short walk – less than 2 hours</i>	32	36
Scenic drive	26	28
Bird watching / Nature study	25	27
Water activities	9	35
<i>Day walk – more than 2 hours</i>	15	26
Adventure	13	14
Skiing & snow activities	12	1
Jogging / Exercise	9	11
Cycling	3	4
4 Wheel Driving	4	3
Rock climbing / Canyoning	5	3
<i>Over night walk</i>	2	2
Horse riding	1	1

Source: Queensland Outdoor Recreation Federation, 2002.

Overall it is noted that there is an increasing demand for walking trails in Jervis Bay. Walkers also demand a variety of well maintained walking tracks.

2.6 Walker Demographics

Figure 6 shows that amongst Australians, walking is by far the most popular sports activity. Participation in general walking is exceptionally high and bushwalking is very popular.

Participations: Selected sports and activities (Number '000)

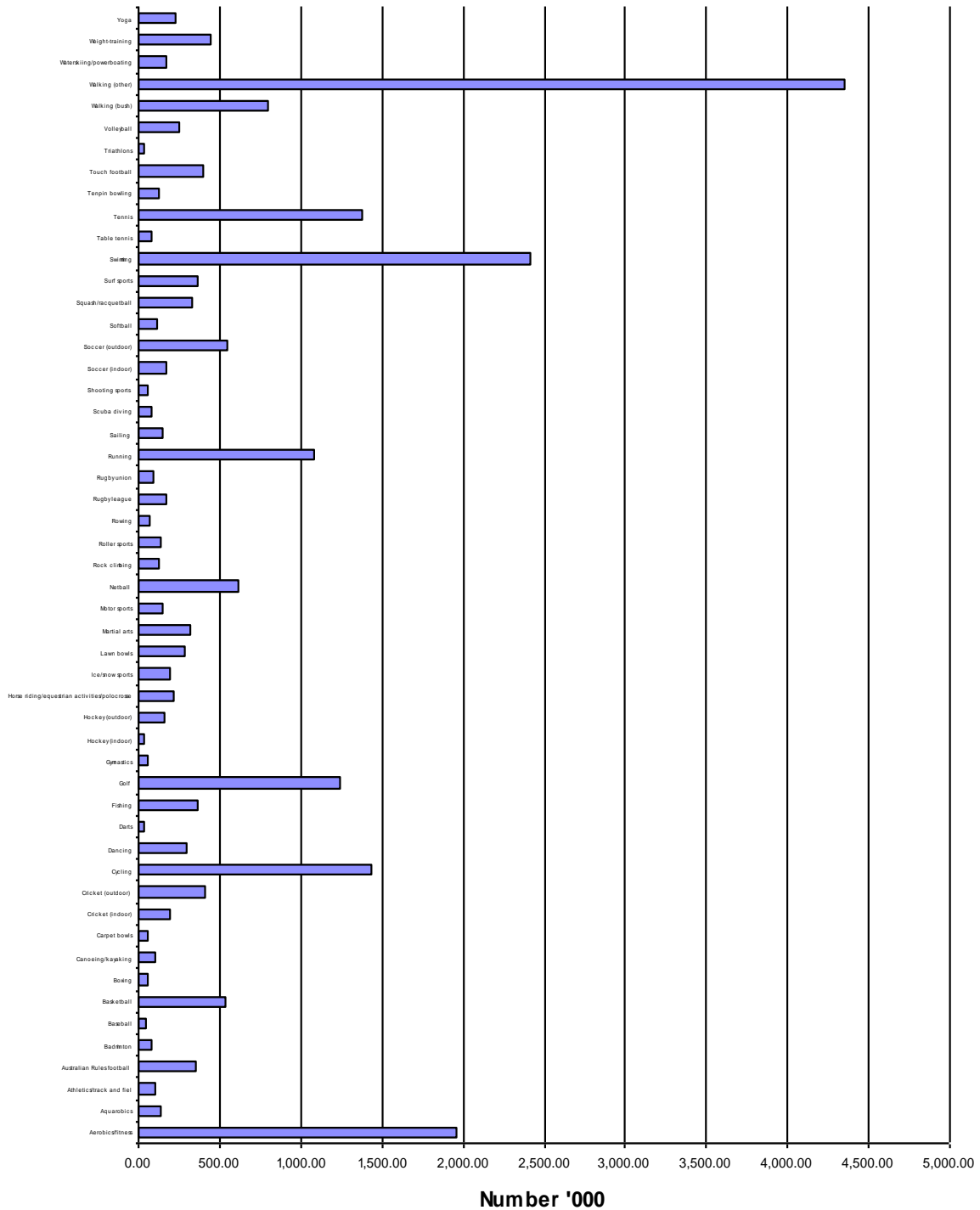


FIGURE 6 Australian participation in selected sports and activities in 2001.

More females than males tend to walk, although both females and males equally favour bushwalking. See Figure 7.

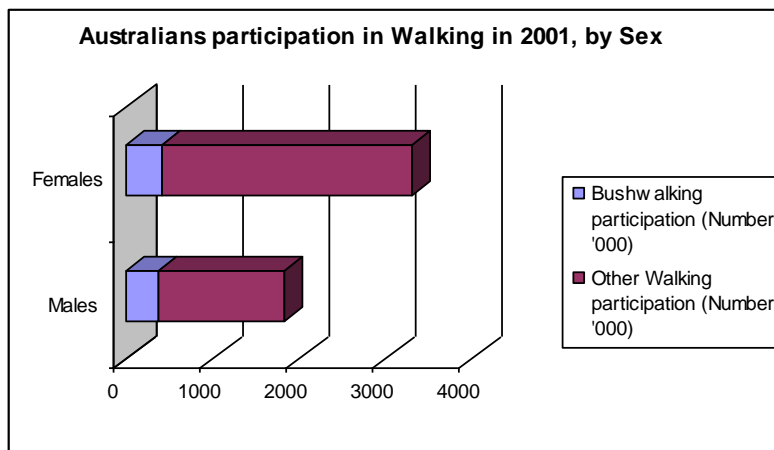


FIGURE 7 Australians participating in walking in 2001, by sex.

Source: Australian Sports Commission, 2001. Participation in Exercise, Recreation and Sport - 2001. ACT.

Unlike the majority of other organised sports and physical activities, participation rates do not decline as age increases (Active Facts, 2002). Figure 8 shows general walking and bushwalking are popular activities in all age brackets. Participation rates for bushwalking are especially high between the ages of 25 and 54 years. Participation in general walking is also popular in the same age brackets but also continues into the older age brackets.

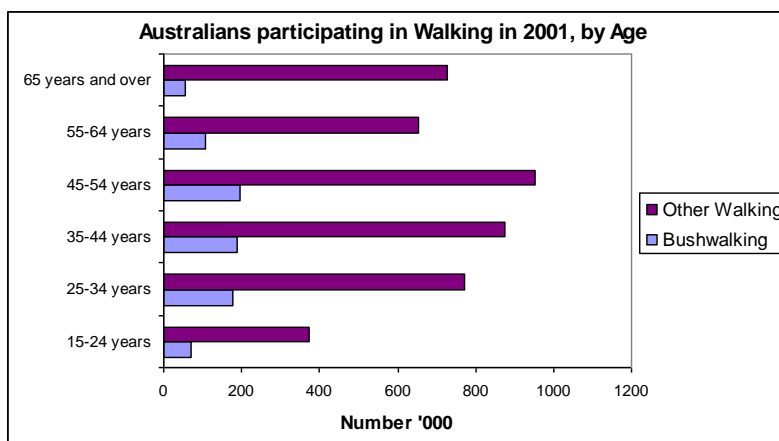


FIGURE 8 Australians participating in walking in 2001, by age.

Source: Australian Sports Commission, 2001. Participation in Exercise, Recreation and Sport - 2001. ACT.

2.7 Walking Opportunities in the Jervis Bay Region

Natural resources are a major attraction to tourists. Jervis Bay offers a diverse range of outdoor recreation activities including walking in a very hospitable climate and supports on the desire of tourists to participate in a range of active outdoor activities. Outdoor recreation tourism contributes to the local community through participant investment in services, commodities, food, accommodation and equipment.

Trails that offer landscape variety, a range of physical challenges and facilities, and services that are appropriate to the trail experience are essential to meeting visitor expectations. Walking is an increasingly popular activity in the Jervis Bay region where diverse and scenic landscapes and relatively flat terrain provide a diversity of walks to suit the various needs and abilities of walkers. Several villages along the coastline of the bay provide suitable access nodes to walking tracks and provide services and facilities such as parking, toilets, shops and accommodation.

Walkers require comprehensive information about types of walks, how to find them and what preparations they need to walk safely. Comprehensive information about walking and safety should be available through tourist centres, brochures, guidebooks and the Internet. Clear signage shall make the walks easy to find and to follow and shall note their length and difficulty.

2.8 Formalised Walking Trails in the Jervis Bay area

Currently several walks within the Jervis Bay region are suitably maintained, signposted and marketed (Map 1). They link with residential areas and shops, and have facilities such as seating and toilets. They include:

- Wreck Walk and Coomies Walk which are loop tracks within Abraham's Bosom Reserve. They have some interpretive signage.
- The Boardwalk and Wireecoo Track are short interpretive walks in Huskisson.
- A pedestrian/cycle-way follows the foreshore from a caravan park in Huskisson down to northern Vincentia and links with the pedestrian/cycle-way that continues to Sanctuary Point.
- The interpretive White Sands Walk and Scribbly Gum Track lie within Jervis Bay National Park and crown reserve. They extend from Vincentia to Hyams Beach village.
- Booderee National Park has a number of sign-posted walking trails.

These tracks cover a small proportion of the region and are not linked. Therefore visitors find that, outside of Booderee National Park which has a few longer walking trails, the only trail of significant length is the paved pedestrian/cycle-way at Huskisson/Vincentia. The other trails are short and disjointed. There are no overnight walking opportunities.

2.9 Unmanaged Trails in the Jervis Bay area

There is an extensive network of unmanaged tracks across the remaining area of the region. These are a combination of foot tracks, unsealed vehicle tracks and fire trails. They are not sign-posted and are not regularly maintained and often do not appear on maps. They are used by Land management agencies, the local community and fishermen.

2.10 Tenure, legislation framework and management responsibilities.

2.10.1 Tenure

The number of management agencies in the Jervis Bay region reflects the complexity of the land tenure arrangements in the area with local government, state agencies and the Commonwealth government all playing major roles as both statutory authorities and owners of extensive tracts of land. This reflects the wide diversity of environments and unlike other areas of coastal NSW, the Commonwealth Government has a major presence as both a land manager and a landowner. Feary and McConkey (2000) have effectively explained this intricacy in the following passage:

“First, there is the Commonwealth Territory of Jervis Bay, comprising the terrestrial and marine components of the Aboriginal owned Booderee National Park and Botanical Gardens as well as the adjacent Wreck Bay Aboriginal lands. Secondly, the Department of Defence operates the Naval Training College, HMAS Creswell and utilises parts of Beecroft Peninsula and most of the bay for military training on a regular basis. Beecroft Peninsula is managed by Parks Australia under contract to the Department of Defence in a difficult juggling act between environmental protection and periodic bombing activities.

Furthermore, Jervis Bay Marine Park, gazetted in 1998 is the responsibility of the Marine Parks Authority. The latter does not have its own staff, instead there is a joint management arrangement between NSW Fisheries and NPWS from whom the Jervis Bay Marine Park staff are formally seconded.

As if that is not confusing enough, NPWS also manages a small and fragmented but highly significant national park, which surrounds most of the coastal villages nestled around the bay. Much of the remaining public land is managed by the Department of Land and Water Conservation or Shoalhaven City Council and eight parcels of land are subject to land claims made under the NSW Aboriginal Land Rights Act 1983.”

2.10.2 Legislation framework and management responsibilities

Legislation (Acts of Parliament and Policies) establish the management framework for government agencies. Government agencies have responsibilities to administer relevant pieces of legislation. The complex land use of Jervis Bay leads to complexity in the legislative management frameworks. This complexity is demonstrated in Figure 9.

2.10.3 Key regulations and controls that may affect the RTBW route

Environmental Planning and Assessment Act (1979)

This Act provides a comprehensive framework for the assessment of the environmental impact of development proposals from both private and public sector. It establishes a process for undertaking an environmental impact assessment. In the case of RTBW, because development consent may not be required, the determining authority will need to decide what level of environmental impact assessment is warranted.

State Environmental Planning Policies (SEPP)

State Environmental Planning Policies have been issued by the State Government to control particular issues across the whole of the State. Two particular SEPPs influence the RTBW:

- SEPP 14 Coastal Wetlands – require any development in specified wetlands to maintain the natural values of the wetland.

- SEPP 26 Littoral Rainforest - require any development in specified littoral rainforests to maintain the natural values of the littoral rainforests.

Jervis Bay Regional Environmental Plan (REP) (1996)

The Jervis Bay REP outlines the requirements for development proposals within the area covered by the plan. Proposals must demonstrate how the proponent aims to meet objectives for catchment protection, landscape quality, cultural heritage and habitat corridors. The plan was developed by the Department of Urban Affairs and Planning and is administered through Shoalhaven City Council.

Shoalhaven Local Environmental Plan (LEP) (1985)

The LEP forms the legal basis for decision making by Council regarding land use over the whole of the Shoalhaven, including track developments.

Local Government Act(1993)

The Local Government Act gives Councils general responsibility for the environment and for the provision of local services, as well as particular responsibilities for the management of public land under its control. Recent changes to the Act require Councils to incorporate the principles of ecologically sustainable development into all aspects of their operations and strengthen the role of State of the Environment reports in monitoring their implementation.

National Parks and Wildlife Act (1974)

This Act covers the management of all national parks, historic sites, and other reserves in NSW. It also includes the protection of native plants and animals, and Aboriginal places and objects.

Threatened Species Conservation Act (1995)

Sets out how threatened species, communities and critical habitat are listed and the duties of the NPWS in protecting them.

Environment Protection and Biodiversity Conservation Act 1999

This Act provides for the protection of areas of national environmental significance, promotes ecologically sustainable development through the conservation and ecologically sustainable use of natural resources, and promotes the conservation of biodiversity. It is administered by the Commonwealth Department of the Environment and Heritage.

Relationship with State law

This Act is not intended to exclude or limit the concurrent operation of any law of a State or Territory, except so far as the contrary intention appears.

Aboriginal Land Rights Act (1983)

The Act recognises the special attachment the Aboriginal people have with land and puts in place opportunities for Aboriginal people to receive some compensation for past loss of land. The Act provides for the establishment of Regional and Local Aboriginal Land Councils and enables Land Councils to claim vacant crown land in NSW that is not required for an essential public purpose. There are a number of unresolved land claims in the Jervis Bay region and some may be affected by the round the bay walk proposal.

See Appendix # for the list of key legislation and management frameworks that may affect the RTBW.

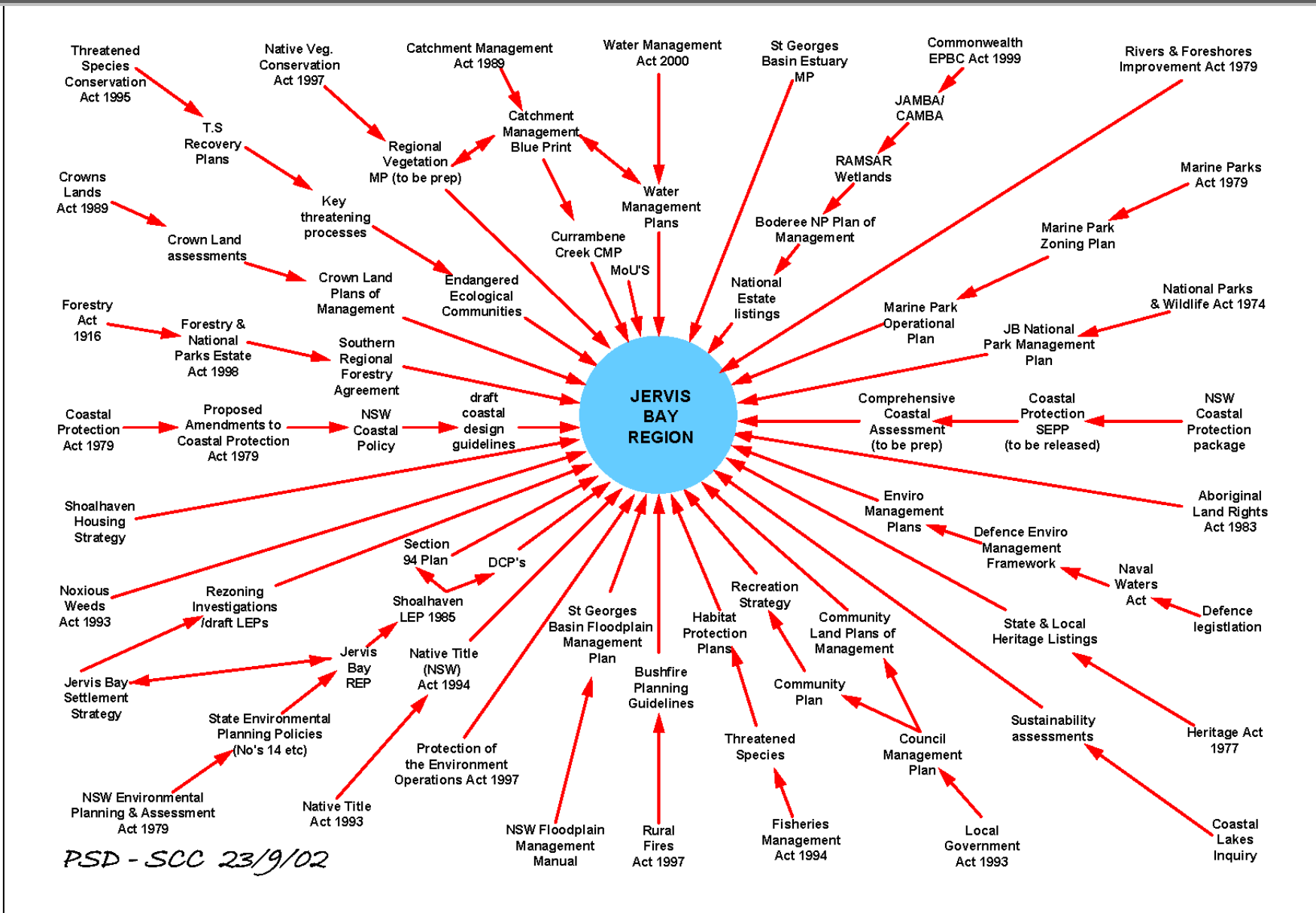


FIGURE 9 LEGISLATION AND MANAGEMENT FRAMEWORKS WITHIN THE JERVIS BAY REGION .
 Source: Shoalhaven City Council, 2002

3 Feasibility Study

3.1 Objective

The Feasibility Study aim is to investigate the viability of a walking track around Jervis Bay. It endeavors to pinpoint the issues, investigate the problems, their possible solutions and whether these solutions could work.

3.2 Integrated Management

‘Conservation through Cooperation’, is a project commenced in early 1999 by NPWS, and funded partially by Environment Australia (EA) through the Coasts and Clean Seas Initiative and Shoalhaven City Council. The project aimed to develop a strategy for a more cooperative and integrated approach to managing the Jervis Bay region in order to provide better long term protection to the region’s natural and cultural values. It sought to coordinate stakeholder activities towards achieving common goals such as promoting ecologically sustainable recreation opportunities. Further information about this project and the Jervis Bay integrated management programme can be found in McConkey (2001).

The RTBW feasibility study is an attempt at an integrated approach by NPWS and SCC. A cooperative approach to walking track development and management is required because the Jervis Bay walking track network crosses many boundaries into many land tenures. This approach will better inform decision making when resources are being sought for maintaining or upgrading the walking track system.

3.3 The Study Area

For the purposes of the investigation, the study area has been divided into three sections, Beecroft, Currambene and Bherwerre. Their boundaries were set to enclose the entire northern and southern peninsulas and the areas containing Jervis Bay National Park. They are shown in Map 2. Their comparative areas are shown below.

Table V RTBW Feasibility Study Areas

BEECROFT AREA	10,662
CURRAMBENE AREA	17250
BHERWERRE AREA	17,005
TOTAL STUDY AREA	44917 HECTARES

3.4 Methodology

3.4.1 Information gathering and mapping

Land tenure and land managers within the study area were identified.

Existing tracks were located, their usage identified and their condition was generally assessed. Typically many tracks within the Currambene study area were unmapped or

poorly mapped and required plotting using a Global Positioning System followed by downloading into a spatial format using a Geographic Information System program.

The following attributes were considered to help identify the opportunities and constraints of certain tracks in the study area. These will be collated in a tabular format for ease of information presentation.

Track description	A description of the physical attributes of the existing tracks & access to the track. Existing tracks may be constructed or unconstructed foot tracks, fire trails (locked gates), 4WD tracks, sealed and unsealed public roads.
Track Grade	<p>This classifies the potential track grade after upgrade or construction. It is categorised according to the following classifications which are based on the Australian Standard for the classification and signage of walking tracks (Standards Australia, 2001) and <i>NPWS Walking Track Construction Guidelines (?)</i>.</p> <p><u>Walk</u>: A well-constructed path with easy grades for high use by persons of all ages and physical abilities. May include bridges and boardwalks.</p> <p><u>Track</u>: Well defined and suitable for people of average fitness. Easy to moderate grades.</p> <p><u>Route</u>: Lightly marked route for equipped and experienced walkers. Easy to difficult grades.</p>
Track length	Is approximate and measured in kilometres. Includes track type and whether it is one-way, return or loop.
Tenure	Which individual or agency owns the land parcel.
Land manager	Which individual or agency manages the land parcel.
Environmental constraints – physical, flora, fauna	<p><u>Physical</u>: Natural features of the landscape that may restrict the track eg. Cliffs, waterways, tides, vegetation, soils.</p> <p><u>Flora</u>: Threatened flora and significant vegetation communities. State Environmental Planning Policies (SEPP)e.g.SFPP 14: Coastal Wetlands, SEPP 26: Littoral Rainforest</p> <p><u>Fauna</u>: Threatened fauna.</p>
Cultural and heritage constraints	Archaeologically significant sites. Aboriginal places of significance. Aboriginal and European heritage sites.
Services and facilities	Services and facilities available at track heads or along the track such as parking, toilets, picnic tables, BBQ, drinking water, shops and accommodation.
Management issues	Any management issues that need to be considered. For example, public safety from unexploded ordinance from

Defence activities or public safety on routes shared with vehicles.

Cost estimate	Whether there is a minimal, moderate or high cost involved in upgrading degraded tracks or for the construction of tracks. <u>Minimal</u> : Track exists. Track markers and/or track head signs may be required. <u>Moderate</u> : Some track construction work needed. <u>High</u> : Extensive track construction. May include vegetation clearance, surfacing, boardwalk or bridge construction, step construction.
Potential for economic and tourism development	Potential opportunities for services and facilities that could be linked or associated with the walk.
Interpretation opportunity	Suitable locations and topics for interpretation. These suggestions are for signage and walk brochures.

3.4.2 Consultation

Key stakeholders were identified and consulted to establish the constraints and opportunities they foresee with the RTBW proposal. Refer to Section 4 (1) (Beecroft Section) for further details on the consultation process..

3.4.3 Identification of constraints and opportunities and the development of route options

After all information was collected, collated and assessed for the various track routes the most suitable RTBW route options were identified.

4 Round the Bay Walk Route Investigations

4.1 Consultation

The key stakeholders associated with the RTBW concept are the land management agencies, commercial interests, Aboriginal communities and users of the Jervis Bay area. Stakeholders were formally notified by letter and telephone calls of the project's commencement and were invited to contribute to its development. Inter-agency meetings, public meetings and face-to-face meetings were held to raise awareness of the study and to provide an opportunity for feedback and comment.

4.1.1 Preliminary Stakeholder Consultation

The following main landowners and managers were consulted during this study:

- Board of Management of Booderee National Park

- Department of Defence
- Department of Land and Water Conservation
- Jervis Bay Marine Park
- Jervis Bay Territory Administration
- National Parks and Wildlife Service
- Shoalhaven City Council
- Tourism industry
- Aboriginal communities

4.1.2 Summary Of Main Issues By Stakeholder Groups

Booderee National Park

- Environmental impacts.
- Impacts on Aboriginal cultural and heritage sites.
- Loss of Park income if visitors walk into the Park (walkers currently do not pay).
- Walker safety along roads.
- Expansion of off-peak and shoulder season visitor numbers.
- Expansion of the Park's tourism possibilities.
- Opportunity for a combined walking track brochure and marketing strategy with other landowners and managers.
- Further discussions are required to identify a RTBW route link through the area adjoining Booderee, Defence and Jervis Bay Territory within the Bherwerre study area.

The RTBW proposal has been included in the Booderee National Park Management Plan and will consequently be given consideration by the Board of Management.

Department of Defence

Defence is currently conducting a User Survey for the RAN Weapons Range. This will include investigations into public safety, range clearance and security.

- Public safety on the Weapons Range.
- People management on the RAN Weapons Range for range clearance.
- Security concerns.
- Environmental impacts.
- Possibilities of developing a walker registration or visitor permit system for the Weapons Range.
- Opportunities for interpretation of Defence heritage and commitment to environmental management.
- Development of off-shoot walks from the main RTBW on the Weapons Range.
- Opportunity to develop guided tours.
- Further discussions are required to identify a RTBW route link through the area adjoining Booderee, Defence and Jervis Bay Territory within the Bherwerre study area.

Department of Land and Water Conservation

- Some Crown land is covered by Aboriginal land claims. The assessment of these claims may influence future actions over those land parcels.

- Where walking tracks already exist on Crown land and further track construction is not required there are potentially no restrictions to the RTBW route following these tracks.

Jervis Bay Marine Park

- Opportunities for interpretation.
- Satisfied that a low impact small boat ferrying system across Currambene Creek is appropriate.

Jervis Bay Territory Administration

- Walker safety along roads within Jervis Bay Village.
- Further discussions are required to identify a RTBW route link through the area adjoining Booderee, Defence and Jervis Bay Territory within the Bherwerre study area.

National Parks and Wildlife Service

- Environmental impacts.
- Opportunity for a combined walking track brochure and marketing strategy with other landowners and managers.
- A chance to identify and rationalise existing track networks within the National Parks and Nature Reserves.
- Opportunities for interpretation.
- A more even spread of visitors across the year.
- Opportunity to broaden the Park's tourism possibilities.

Shoalhaven City Council

- Environmental impacts.
- Opportunity for a combined walking track brochure and marketing strategy with other landowners and managers.
- A chance to identify and rationalise existing track networks within Council managed land.
- Opportunities for interpretation.
- Council research has shown that walking is one of the most popular recreational activities in the Shoalhaven and there is a high level of demand for a variety of well designed and located walking routes. As a result the Shoalhaven Walking Tracks Committee was formed and a Walking Tracks Strategy (2000) developed.

Tourism Industry

The Shoalhaven City Council Tourism Development Committee demonstrated its support for the RTBW through part funding of this study.

- Opportunity to link existing and develop new visitor services and facilities associated with the RTBW.
- Increase off-peak and shoulder season visitor numbers.
- Expansion of the region's tourism possibilities.

Aboriginal Community

The Aboriginal community are significant stakeholders in this project for several reasons - ownership of Booderee National Park by the Wreck Bay community;

proposed ownership of Jervis Bay National Park by the Jerrinja community; ongoing cultural association with the land and water and; the existence of unresolved land claims over eight parcels of crown land within the study area. The latter were made by the Jerrinja LALC and NSW ALC under the Aboriginal Land Rights Act between 1988 and 1994.

The Jerrinja and Wreck Bay Aboriginal communities are generally considered to be the traditional owners of Jervis Bay. There are, however, many Aboriginal individuals and families who do not reside at Jervis Bay but who can claim traditional ties to the area. For this reason, consultation with Aboriginal people has been as inclusive as possible.

Aboriginal Groups Consulted

Jerrinja Local Aboriginal Land Council
Wreck Bay Aboriginal Community Council
Nowra Local Aboriginal Land Council
New South Wales Aboriginal Land Council
Shoalhaven Elders Aboriginal Corporation
Arwon Elders Aboriginal Corporation
Shoalhaven Aboriginal Advisory Council

Summary of Main Issues

- The significance of Currumbene Creek area to local Aboriginal people.
- The re-emergence of the Currumbene Creek bridge crossing issue.
- A low impact small boat ferrying system across Currumbene Creek is appropriate.
- Environmental impacts.
- RTBW passing through land claims.
- Impacts on Aboriginal sites.
- Late notifications about potential impacts on Aboriginal sites.
- The commercialisation of Aboriginal culture. Interpretation about their local culture and heritage must come from within the local Aboriginal community.
- Opportunities for the interpretation of local Aboriginal culture and heritage.
- Opportunities for Aboriginal people. Eg. guided tours.

NB: The communities listed above were all contacted by letter and follow up telephone calls. Response were received from the Shoalhaven Elders Aboriginal Corporation.

Local Community

At this stage the Shoalhaven community has been informed about the proposed RTBW and its progress through a series of articles in the local newspaper.

4.2 Development of route options

The description of route options has been presented separately for the three sections, Beecroft, Currumbene and Bherwerre. Each section contains a general overview, a table listing route segments down one axis and the track attributes, opportunities and constraints across the other axis. A series of maps show the route options over both cadastral and tenure maps, and text describes the route segments.

The preferred route utilises existing tracks. Where tracks do not exist there is a need for track construction. There were few areas with this requirement as an extensive informal track network already exists. This track network includes constructed and unconstructed foot tracks, management tracks, 4WD tracks, sealed and unsealed public roads. Other construction work that may be needed is in the form of upgrades to existing tracks and facilities and the downgrade or closure of unnecessary tracks.

In various areas there is more than one option. These were assessed to identify the most suitable route and this route was recommended.

5 Beecroft Section

5.1 General Overview of Beecroft Section

The Beecroft Section covers the entire northern headland of Jervis Bay, Beecroft Peninsula, which is some 50km² in area (Map2). The Commonwealth section of the peninsula comprises both Commonwealth territory and Commonwealth owned lands. The area is used by the Defence Services for naval gunnery and aerial bombardment practice. A south-east section on the peninsula is closed to the public and access to the entire Defence Weapons Range is closed during Defence activities to avoid exposing the public to risk. It is the only Weapons Range in Australia where public access is permitted to adjacent beaches and walking tracks. The remaining area of the peninsula is in NSW and comprises the small village of Currarong and Abraham's Bosom crown reserve which is managed by the Department of Lands for public recreation. The area is popular for its bushwalks, beaches, interpretive Aboriginal rock shelter, the S.S. Merimbula shipwreck, lookouts, and fishing sites.

Major access is by way of sealed roads from Nowra or by turning off the Princes Hwy 2.5km south of Nowra onto the unsealed Forest Rd. Currarong village and Abraham's Bosom are on the northern headland of Beecroft Peninsula at the end of the sealed Currarong Rd making the area accessible all year round.

The unsealed Lighthouse Rd is the major road on the Defence Weapons Range and provides access to the Lighthouse. A side road to the east provides access to the Defence Range Headquarters and a number of other tracks lead to Defence range markers and targets, fishing sites, beaches and the Honeymoon Bay camping area. Accessibility to certain areas by standard car may be limited after periods of heavy rain. Camping is restricted to Honeymoon Bay which has 62 camping sites. Camping is allowed only on Friday and Saturday nights outside school holidays and on NSW public holidays. A ballot system operates over the Christmas school holidays. The only facilities provided are portable toilets. There is no water available on the Range. The camping area is also subject to closure when the Range is closed for Defence activities.

The general public uses the Range for recreational activities including camping, walking, fishing, whale watching, sight-seeing and visiting Point Perpendicular Lighthouse. The various sites are reached by vehicle, walking along fire-trails or fishermen's foot tracks, or from the water by boat or kayak. The sea cliffs on the inside of the peninsula are said to offer some of the best shore-based big-game fishing locations in the world. Fishers frequently take dangerous steep tracks down to the rock platforms to go fishing.

5.1.1 Natural environment

The sandstone plateau of the peninsula dominates the topography. Spectacular vertical sandstone cliffs pass well below sea level with little break in profile. They stand up to 91m above sea level. At its northwestern corner the plateau is joined to the mainland by a low-lying isthmus. The northern and southern ends of the peninsula are dissected by gullies draining streams into the bay and sea.

The good condition and diversity of the vegetation gives the peninsula great interest and value for nature conservation. Within a relatively small area the vegetation ranges from mangroves through to freshwater swamps, heathland and dry sclerophyll forest on the plateau, to dense woodland and warm temperate rainforest in the more protected areas.

The Dept of Defence contracts Environment Australia Park Rangers to assist in conservation of the natural environment and to assist visitors on the Range.

Abraham's Bosom Reserve is an area of Crown land managed under Trust by Shoalhaven City Council. It is an area of high conservation and recreation value and has historically been a flora and fauna nature reserve.

5.1.2 Aboriginal and European Culture and Heritage

Beecroft Peninsula lies within the traditional lands of the Jerrinja people. Archaeological studies conducted on the Peninsula have identified numerous Aboriginal sites of low to high archaeological significance. While archaeological sites are rare on the central part of the peninsula, over a dozen rock shelters have been located in the gullies at the northern and southern ends. Younger archaeological sites, such as midden deposits along the shorelines are evidence of the use of local resources in more recent times.

There are three important ancestral figures associated with the Beecroft Section and the eastern end of the Currambene Section. Yaroma, a large hairy gorilla-like beast is associated with Hammer Head Point, Bundoola lived in Devil's Hole and was associated with the well-being of the fish and shellfish resources. Spandula, a dream-time sea serpent responsible for the weather, is the strongest and most powerful of the ancestral beings. This figure was believed to live at Duck Hole, the Drum & Drumsticks, Hare Bay and Green Point (Egloff, p.12 in Cho *et al.* 1995).

Just before the turn of the century the NSW government established Aboriginal reserves along the coast. A reserve of 700 acres was gazetted at Long Beach adjacent to Green Point. In the same area Aboriginal people had established a fishing lookout and on the northern portion of Long Beach they are said to have camped (Egloff, p.12 in Cho *et al.* 1995).

The first recorded use of Jervis Bay as a whaling station was in the early 1800's when Captain William Kinghorn operated a factory ship adjacent to Alexander Kinghorn's grant of Mt Jervis on the North Eastern side of the Bay. In 1841 there were 14 men living in a timber house at nearby Cabbage Tree Pt.

Whaling continued in the bay with passing whaling ships regularly calling into the bay for wood, water and to clean their ships. In 1913 the Norwegians received permission to set up a factory ship on the north side in the same spot as William Kinghorn. The whaling industry never really established itself in the bay and finally finished when the Federal Government began its navy operations at HMAS CRESWELL. With the usual summer north easterly winds blowing the smell of rotting and cooked whale carcasses in HMAS CRESWELL's direction, the new fledgling industry lost government approval.

Point Perpendicular Lighthouse was established in 1899 to replace the inaccurately placed Cape St George Lighthouse. It was the first lighthouse in NSW to be built with pre-cast concrete blocks. A lighthouse keeper's cottage was also built. Most of the stores and materials for the lighthouse were landed at Bindijine Wharf, constructed in 1898. A solar powered tower finally replaced the light in 1993. The lighthouse and associated buildings are listed on the Australian Register of the National Trust.

A number of ship wrecks lie around the Peninsula including the S.S. Merimbula which has been partially washed up onto the rock platform at Whale Point on Abraham's Bosom and is easily accessed via a relatively short walking track.

During the war years four torpedo tubes were set up on the northern headland in conjunction with the gun emplacement on Bowen Island to guard the entrance of the bay. These rusty remains are still visible on the rocks presently used as fishing spots.

Historically, Jervis Bay was originally intended as the main fleet base and extensive areas of land have long been reserved for defence purposes. In the 1980s the Navy prepared proposals to move its armament depot from Newington in Sydney to the Jervis Bay area. Green Point was a possible site for the armament wharf and the southern end of Long Beach had been an option for the fleet base. However, in final considerations Jervis Bay was deemed not suitable and alternative locations were chosen for the armament wharf and fleet base.

5.1.3 Existing tracks

As previously discussed in relation to site access, there are several unsealed roads on the Range. Other tracks on the Range include fire management trails and foot tracks to beaches and fishing sites. Only four unsealed roads are open to public access (Lighthouse Rd, Green Point Rd, Long Beach South Rd, and Honeymoon Bay Rd). Other vehicle tracks are locked and used only by EA and Defence.

Abraham's Bosom Reserve has an existing network of pedestrian tracks. These tracks are currently undergoing a rationalisation process to reduce the number of degrading tracks. Suitable tracks will be upgraded with the remaining to be closed for revegetation. The walking track to the S.S. Merimbula wreck has recently been upgraded.

5.1.4 Management Issues for the Defence Weapons Range

The Dept of Defence is currently conducting a *User Survey* of the Range for its internal use to determine how to better manage the Range in view of Defence activities, public access and environmental conservation. It will include an assessment of public liability and what needs to be provided for duty of care. This will include an assessment of walkers on and off tracks.

The Range is gazetted for public access and Defence is trying to improve this by upgrading roads, however, they do not want to increase visitor numbers because of various management issues including the following:

Defence Management Issues

- Public safety and liability eg. risks from unidentified unexploded ordinance (UXO) and personal safety along cliff lines.
- Range clearance for Defence activities. Defence may give many weeks' notice or as little as 24 hours notice before it needs the Range cleared for Defence activities. Consequently people management on the Range is very important. People on the Range are currently identified by their cars in parking areas and by a helicopter that passes over known fishing sites. They are warned that the Range will soon be closed.
- National security.
- Camping in undefined camping areas.
- Limited access to certain areas in case of emergencies.
- Public accessing the Range during closures and accessing restricted areas from the Abraham's Bosom area by foot or by motorbike.

Environmental Integrity

- The Range is closed for 4 weeks each year for fox baiting. The NW Tip track is fox baited throughout the year. If walking was to be allowed through baited areas warning signage would be required.
- Impact on the weed eradication program.
- Camping in unauthorised areas.

Aboriginal issues

- The Jerrinja Aboriginal community, in agreement with Defence, has exclusive use of the Bindijine area and its facilities directly north of the Honeymoon Bay camping area.
- An agreement with Jerrinja restricts Defence access to the Cat Creek drainage catchment directly north of Point Perpendicular.

5.1.5 Opportunities for the Defence Weapons Range

- Guided tours
Interpretation opportunities: Aboriginal and European culture and heritage, natural environment, whale watching or fishing tours.
Advantages: People management, security (knowing who is on the Range), safety, and provision of accommodation off the Range.
Disadvantages: Subject to cancellation at late notice with Range closures. Alternative tours could be provided at Abraham's Bosom, Kinghorne Point, Red Point and Hare Bay.
- Visitor Permits issued on entry.
Advantage: Defence will know who is on the Range. Alternatively a sign-in / sign-out system could be used.
- The Range is open most weekends so tracks could be promoted as Weekend Walks.
- Walks on the Range could be off-shoot walks from a main RTBW that starts at Abraham's Bosom.
- Lookout/whale watching platform at Point Perpendicular Lighthouse or in areas accessed from Currarong or Abraham's Bosom.
Advantage: Safety and people management.

5.1.6 Management Issues for Currarong and Abraham's Bosom

- Abraham's Bosom Reserve, an area of important natural environmental features, attracts many visitors. Degradation needs to be managed.
- The area is important to the Jerrinja Aboriginal community. The Reserve is covered by an Aboriginal Land Claim.

5.1.7 Opportunities for Currarong and Abraham's Bosom

- Abraham's Bosom has an existing foot track network and parking, picnic areas and toilet.
- Currarong village provides parking, toilets, a shop and accommodation.
- Opportunities for guided tours:
Interpretive tours about Aboriginal and European culture and heritage, the natural environment, whale watching tours, fishing adventures, marine ecology, snorkelling or beach/rock platform walks.
- Recent partial upgrades. Further track construction is not required.
- Brochures and information already exist for the Abraham's Bosom walking tracks.

5.2 Route Options for the Beecroft Section

ROUTE SECTION 1.1 – 1.2

Lighthouse Rd

Map 4.1.1

Table 1

Lighthouse Rd is an unsealed road for two-way traffic. When the Range is open there are significant amounts of traffic on weekends and public holidays. This amount increases over the warmer months and in school holidays. The surrounding vegetation reaches to the edge of the road. This leaves no room for pedestrian access when there is a two-way flow of traffic.

Access to this road is from Currarong Rd.

This route option is NOT RECOMMENDED for the following reasons:

- Dangers to walkers from traffic.

ROUTE SECTION 1.2-1.3

Lighthouse to Target Beach

Map 4.1.1

Table 1

There is a foot track from the Lighthouse carpark to a fishing site locally called The Tubes. From The Tubes to the western side of Cat Creek inlet there is no existing track. There is a 4WD track from the western side of Cat Creek inlet to the Bream Creek inlet. The section approximately 300m in length west from the Bream Creek inlet contains no tracks. This is followed by a 4WD track that runs north-east for

approximately 500m. From this point to Target Beach, a distance of several hundred metres, there are no tracks.

The physical environment of this section is mostly composed of cliff lines broken up with creek gullies. There is a small sandy beach where Bream Creek and the Aborigines' Gully Creek enter the bay. The vegetation is mostly thick coastal heath. The area is exposed to the weather.

If a track were to be constructed through this area it would have to be built along the cliff edge which could present a great risk to the walker and liability to the management authority. The alternative is to build a track through the thick heath, which would incur significant costs. Relatively steep sections running from the cliff tops down the gullies are also an issue. These may require the construction of steps to avoid erosion and provide safety for walkers.

Other issues that need to be considered include:

- The lack of access in cases of emergency.
- Difficulties in the clearance of walkers for Defence activities.
- Defence has an agreement with the Jerrinja community to keep out of the Cat Creek catchment area due to its cultural importance.

Access to the track is from the Lighthouse carpark or by walking from Honeymoon Bay carpark to Target Beach.

This route option is **NOT RECOMMENDED** for the following reasons:

- Dangers from cliffs and high seas.
- Dangers from UXOs.
- People management for Range clearance.
- Track construction costs.
- Aboriginal cultural constraints.

ROUTE SECTION 1.3-1.4
Target Beach to Honeymoon Bay
Map 4.1.1
Table 1

A fire-trail runs from Target Beach and neighbouring Silica Cove to Honeymoon Bay. There is a locked gate to this trail at the parking area just south of Honeymoon Bay. The camping area has portable toilets and an interpretive display about the natural environment of Beecroft Peninsula.

Access is from the carpark near Honeymoon Bay.

This route option is **RECOMMENDED** for the following reasons:

- Existing track.
- Suitable access and parking.
- Camping area.
- Existing interpretive display.

ROUTE SECTION 1.4-1.5
Honeymoon Bay to Long Beach South
Map 4.1.1
Table 1

There is no existing track along this section, however a route could be identified along the foreshore, rock platforms and beach. The only physical constraint is Fig Tree Inlet, which is impassable at very high tides and high southerly seas.

The Bindijine area could be a constraint. The Jerrinja community has an agreement with Defence regarding the use of this area. They have a shelter and campfires are permitted (not permitted elsewhere on the Range). There is a concern that walkers may be tempted to use these facilities which could cause conflict and pose a bush fire risk if fires are not properly extinguished. These problems could be avoided by directing walkers along the foreshore with track markers and appropriate signage.

Access to the track is from Honeymoon Bay or Long Beach South.

This route option is RECOMMENDED for the following reasons:

- The route could easily follow the coastline.
- Suitable access.
- Ability to identify walkers on the open coastline for Range clearance.

However, further consultation may be required with Defence and the Jerrinja ALC to clarify the issues of a walking track past the Bindijine area.

ROUTE SECTION 1.5-1.9
Long Beach South to Long Beach North
Maps 4.1.1, 4.1.2 and Table 1
Table 1

There is no existing track along this section. However a route could be marked along the foreshore, beach and the rock platforms. The only physical constraints are the cliffs near Montague Point that are impassable at very high tide or in high southerly seas.

If the route runs along the sandy beach the SEPP 26 Littoral Rainforest behind the beach will not be affected.

Access is from the unsealed roads to Long Beach South, Montague Point or from the locked gate at the Cabbage Tree Beach turn off along the Green Point Rd.

This route option is RECOMMENDED for the following reasons:

- The route can easily follow the coastline.
- Suitable access.
- Ability to identify walkers on the open coastline for Range clearance.

ROUTE SECTION 1.9-1.10

Chinaman's Beach

Map 4.1.2

Table 1

Chinaman's Beach extends from Green Point to Carama Inlet. There is no existing track along this section. There are several environmental constraints for a walking track through this Section. SEPP 26 Littoral Rainforest covers the area behind Green Point up to the edge of Chinaman's Beach. High tides extend to the top of the beach. If walkers were to traverse along the edge of this foreshore the present erosion may be greatly accelerated. The eroding foreshore would encroach into the SEPP 26 area reducing the area of the littoral rainforest. The construction of a track behind Chinaman's Beach through the SEPP 26 area would not be acceptable.

Chinaman's Beach is composed of wetlands containing saltmarsh and mangroves. If walkers were to try to walk along this beach they would sink into the mud not only impeding their progress but also causing significant damage to this sensitive wetland area.

The area of Carama Inlet and its surrounding swampy mangroves and saltmarsh areas is classified as a SEPP 14 Coastal Wetland area. Before reaching the edge of this area walkers could swim or wade across the Inlet depending on the tides. Areas up to the mean high tide mark are part of the Jervis Bay Marine Park. Chinaman's Beach and Carama Inlet are within a Marine Park Sanctuary Zone that provides the highest level of habitat protection within the marine park.

Another issue regarding wading across the Inlet may be the need to warn walkers about risks such as venomous stingrays, which lie at the bottom of the inlet as well as hidden channels or strong currents following heavy rain.

The Beecroft Range border falls within this area. The potential for increased access for feral animals and weeds along new tracks has been identified. Presently, most visitors enter the Range via one access point and tend to visit areas that are accessible by vehicles. Due to this factor and others such as unsuitable habitat and baiting programs, the spread of feral animals and weeds has so far been relatively limited.

Access to the track would be by walking along the unsealed road from the locked gate at the Cabbage Tree Beach turn off on the Green Point Rd.

This route option is **NOT RECOMMENDED** for the following reasons:

- Environmentally sensitive area.
- No existing track and no easily traversable area.
- Carama Inlet is a marine sanctuary zone in the JBMP.

ROUTE SECTION 1.9-1.7

Green Point to NW Tip Rd

Map 4.1.2

Table 1

This route follows the Green Point management track. Two thirds of it is closed to vehicles. Walkers would be sharing the last third of the track with vehicles. Traffic speed is low due to track condition although the track is generally only wide enough for one vehicle. Walkers would need to step into the bush to allow a vehicle to pass.

The route is accessed from either the locked gate on Green Point track or the locked gate at the NW Tip track entrance off Green Point track. Otherwise walkers would continue along this track from the Long Beach South to Green Point segment of the route.

This route is RECOMMENDED UP TO THE LOCKED GATE for the following reasons:

- Existing track
- Currently used by walkers.

Beyond the locked gate to the NW Tip track entrance there is a safety issue with a shared vehicle/walker track.

ROUTE SECTION 1.8-1.7

Cabbage Tree Beach to NW Tip Rd

Map 4.1.2

Table 1

This route follows a management track that accesses Cabbage Tree Beach. Public vehicle access is not permitted between the beach and the gate at Green Point track. From the gate to the NW Tip track the route would be shared with vehicles. These issues are discussed in the previous section.

The route is accessed from either the locked gate on Green Point track or the locked gate at the NW Tip track entrance off Green Point track. Otherwise walkers would continue along this track from the Long Beach South to Green Point segment of the route.

This route is RECOMMENDED UP TO THE LOCKED GATE for the following reasons:

- Existing track
- Currently used by walkers.

Beyond the locked gate to the NW Tip track entrance there is a safety issue with a shared vehicle/walker track.

ROUTE SECTION 1.6-1.7

Long Beach North to NW Tip Rd

Map 4.1.2

Table 1

This route follows a vehicle track that accesses Long Beach North. The route would be shared with vehicles. Traffic speed is low due to track condition.

The route is accessed from either the locked gate at the NW Tip track entrance off Green Point track or from the parking area at Long Beach North. Otherwise walkers would continue along this track from the route segment along Long Beach.

This route is NOT RECOMMENDED for the following reasons:

- Safety issue with a shared vehicle/walker track.

ROUTE SECTION 1.7-1.11

NW Tip Road

Map 4.1.2

Table 1

The NW Tip Rd is an unsealed Road running from Currarong Rd south to Green Point Rd. There are locked gates at both ends. A fox-baiting program is run along this track because it is the first point of entry for foxes to the Range from Currarong Rd. Poisoned 1080 baits are buried in the ground in marked sites. Occasionally these baits are dug up by foxes but not eaten. Baits are not placed off the track because foxes do not travel through these areas. They follow the easiest route, which is the cleared NW Tip rd.

If the walking route was to follow the NW Tip Road, warning signage about the 1080 baits would be necessary during the baiting season..

An old bombing target on the northern side of the road presents risks from unidentified UXOs that could potentially lie within and around the old target site.

Another issue concerns detours of walkers from the track to Carama Inlet. If the walker's intention is to cross the inlet it is most likely they will look for the easiest access to the inlet. An old vehicle track running from NW Tip Rd to the inlet would be an obvious short-cut. The existing significant damage to the saltmarsh and mangroves in this area would be exacerbated with further disturbance from walkers. This type of vegetation community quickly degrades and is slow to repair. Alternatives to avoid further degradation could be to construct a track along this section. However because the area is very wet a raised walkway may be required which would increase construction costs.

Access is from the Green Point Rd or Currarong Rd entrance.

This route option is RECOMMENDED if 1080 poison warning signs are used when required. It is recommended for the following reasons:

- Existing track.
- Locked gates at both ends.
- Currently used by walkers.
- Suitable access.

Risks associated with UXOs on and around the old bombing target may need to be assessed.

ROUTE SECTION 1.11-1.10

Fenceline Maintenance Track to Carama Inlet

Map 4.1.2

Table 1

The boundary fence between Beecroft Range and Jervis Bay National Park runs from the NW Tip Rd / Currarong Rd entrance. It is approximately 900m long heading SW down to Carama Inlet. If a route were needed to gain access to Carama Inlet this would be a suitable option. A 250m track would need to be constructed between the end of the fence line and the inlet. This area contains saltmarsh and mangrove mudflats requiring the construction of a raised walkway.

Access is from Currarong Rd.

This route option is NOT RECOMMENDED for the following reasons:

- To avoid encouraging walkers to enter the sensitive environment of Carama Inlet which is a SEPP 14 coastal wetland and is a JBMP sanctuary zone.
- Swimming across the Inlet would present too much risk to walkers.
- Construction required. Costs may be significant if a raised walkway is required.

ROUTE SECTION 1.11-2.1

NW Tip Rd entrance to Hammer Head Point

Map 4.1.2

Table 1

The route would run along the relatively wide cleared grassy edge alongside Currarong Rd for approximately 250m to the unsealed track out to Hammer Head Point picnic area. This track is approximately 250m long.

Currarong Rd is a two-lane sealed road. The traffic is occasional in this section but increases during the holiday season. However, the roadside verge is wide enough for pedestrians to walk beside the road. It is suggested they cross Currarong Rd close to the Hammer Head Point track entrance. Installing warning signs for traffic and pedestrians can reduce risks.

The unsealed track to Hammer Head Point is single-lane with no verges. It is mostly used over the warmer months. Pedestrians and drivers alike can see along its length and vehicles drive slowly due to the road conditions. As a result the risks to walkers is reduced.

The most suitable access is from the car parking area of Hammer Head Point which also has toilets and picnic tables.

This route option is **RECOMMENDED** with the employment of suitable warning signage at the crossing point on Currarong Road for the following reasons:

- Existing track.
- Suitable access and facilities.

ROUTE SECTION 1.7-1.12

Bee Keepers Track to Currarong Beach

Map 4.1.2

Table 1

Bee Keepers Rd is an unsealed road that runs from Currarong Rd, between the NW Tip Rd and Lighthouse Rd entrances, SW to Green Point Rd. There are locked gates at both ends. This road is an alternative route to both Chinaman's Beach and NW Tip Rd options. It is a less attractive option because it requires an additional 1km walk from Cabbage Tree Beach or 1.5km walk from Long Beach North along roads that carry significant amounts of traffic during the warmer months.

BeeKeepers track passes through sensitive SEPP 14 coastal wetland and may be impassable after rain. Beehive sites along the track can be problematic during autumn and winter with bees swarming across the track and an old bombing target on the northern side of the road presents risks from unidentified UXOs that could potentially lie within and around the target site.

Opposite the BeeKeeper Rd entrance on Currarong Rd is a short vehicle track that leads to Currarong Beach. Walkers would need to cross Currarong Rd. Installing warning signs for traffic and pedestrians can reduce risks.

Access is from Currarong Rd or Green Point Rd.

This route option is **NOT RECOMMENDED** for the following reasons:

- Safety (shared roads).
- Safety risks (UXO).
- Safety risks (bees).
- SEPP 14 coastal wetland.
- May occasionally be impassable.
- Currarong Rd crossing.

ROUTE SECTION loop from 1.13

Wreck Walk

Map 4.1.2

Table 1

The Wreck Walk is an existing foot track through Abraham's Bosom Reserve. It has been recently upgraded. It starts at Abraham's Bosom Beach carpark and leads out to the wreck of the S.S. Merimbula which was washed up onto the rock platform of Whale Point in the early 1900s. The track then loops around Abraham's Head and

back to the carpark. The track surface is compacted and the track is at least 2 metres wide.

The track is accessed from Abraham's Bosom carpark. Toilets are available at another car park on the road into Abraham's Bosom reserve.

This route option is RECOMMENDED for the following reasons:

- Existing track
- Recently upgraded
- Scenic qualities
- Ship wreck and associated interpretive display
- Suitable access

ROUTE SECTION loop from 1.13

Coomies Walk

Map 4.1.2

Table 1

Coomies Walk is an existing foot track through Abraham's Bosom Reserve. It starts at Abraham's Bosom Beach carpark and heads out to do a large loop around the northern headland. The track has extensive views and includes an elevated interpretive walkway over an Aboriginal rock shelter.

The track is accessed from Abraham's Bosom carpark.

This route option is RECOMMENDED for the following reasons:

- Existing track
- Scenic qualities
- Aboriginal rock shelter and associated interpretive display
- Suitable access

A brochure showing all the walks in Abraham's Bosom Reserve can be viewed at the Currarong General Store.

ROUTE SECTION 1.13 to 2.2

To Bulls Waterhole via Currarong Beach

Map 4.1.2

Table 1

This route segment begins at Abraham's Bosom Beach carpark and follows the ocean coastline to Bulls Waterhole. It traverses mostly sandy beaches and some rock platforms that occur around Currarong village.

At this stage no obvious route exists and there is the issue of crossing Currarong Creek.

The route is accessed from either Abraham's Bosom carpark or Bulls Waterhole parking area.

This route option is RECOMMENDED for the following reasons:

- Suitable access
- Scenic qualities of an ocean coastline
- Easy to follow route

NB: this section of the route has had only a cursory investigation and further work is required.

Table 1

Section	Route Option	Description (existing tracks)	Track Length (approx.)	Track Grade	Tenure	Management	Environmental constraints			Cultural & Heritage Constraints	Services and Facilities	Management Issues	Cost Estimates	Potential for economic & tourism devel.	Interpretation Opportunity	Concluding Statement
							Physical	Flora	Fauna							
1.1 to 1.2	Lighthouse Rd	Unsealed road	9km one-way	walk	Crown	Council operated road (Roads & Traffic Authority)	X	X	✓	None	X	Shared track (cars).	Construction & Upgrade = Minimal	Guided tours.	Lighthouse. Existing at Rangers office.	With significant car speeds and thick heath to the edge of the edge of the road, it is too dangerous for walkers to share the road. NOT RECOMMENDED
1.2 to 1.3	Lighthouse to Target Beach	No track	4km one-way	route	Defence	Defence	Exposed cliffs. Steep climbs. Dangerous southerly seas.	Thick coastal heath	X	Cat Creek Catchment is an important aboriginal cultural area, into Defence has restricted access.	Parking at Lighthouse.	Bombing clearance. Safety (UXO, env. constraints).	Construction = high	Guided tours.	Lighthouse, Target Beach.	NOT RECOMMENDED
1.3 to 1.4	Target Beach to Honeymoon Bay	Fire-trail	3km one-way	track	Defence	Defence	None	X	✓	None	Portable toilets, parking.	Safety (UXO). Bombing clearance. Restricted camping.	Upgrade = Minimal	Guided tours.	Existing at Honeymoon Bay. Target Beach	RECOMMENDED
1.4 to 1.5	Honeymoon Bay to Long Beach (south)	Beach + rocky foreshore.	2.5km one-way	track-route	Defence	Defence	Figtree Inlet may be impassable at very high tides.	X	X	Bindijine - presently Jerrinja camping area. Archaeological sites. Bindijine - cultural site. Bindijine Jetty - heritage site. Figtree Inlet - heritage site.	Portable toilets, parking.	Safety (UXO off track). Bombing clearance. Restricted camping. Bindijine.	Upgrade = Minimal	Guided tours.	Existing at Honeymoon Bay. Long Beach.	RECOMMENDED
1.5 to 1.6	Long Beach south to Long beach north	Beach + rocky foreshore.	4km one-way	track-route	Defence	Defence	Montague Point may be impassable at high tides.	Yes and also SEPP 26 Littoral Rainforest behind beach.	X	Behind Long Beach - heritage & cultural site. Green Point - cultural site. Archaeological sites.	X	Safety (UXO). Bombing clearance.	Upgrade = Minimal	Guided tours.	Long Beach, Green Point.	RECOMMENDED
1.9 to 1.10	Chinamans Beach	No track	2km one-way	route	Defence	Defence	Erodable banks. Mudflats. Marine Park sanctuary zone.	SEPP 14 Coastal Wetland & SEPP 26 Littoral Rainforest	X	Archaeological sites.	X	Potential increased access of feral Animals and weeds. Sensitive environment. Safety (UXO).	Construction & Upgrade = moderate-high	Guided tours.	Green Point.	NOT RECOMMENDED
1.9 to 1.7	Green Point to NW Tip Rd	fire-trail + unsealed rd	1.25km one-way	walk-track	Defence	Defence	X	Edge of SEPP 26 Littoral Rainforest	✓		Parking at Green Point.	Safety (UXO). Shared track (cars) for 250m.	Upgrade = Minimal	Guided tours.	Green Point. NW Tip rd entrance with 1080 warning signs.	RECOMMENDED

Section	Route Option	Description (existing tracks)	Track Length (approx.)	Track Grade	Tenure	Management	Environmental constraints			Cultural & Heritage Constraints	Services and Facilities	Management Issues	Cost Estimates	Potential for economic & tourism devel.	Interpretation Opportunity	Concluding Statement
							Physical	Flora	Fauna							
1.8 to 1.7	Cabbage Tree Beach to NW Tip Rd	Unsealed rd	0.75km	walk-track	Defence	Defence	X	✓	X		Parking at Cabbage Tree Beach.	Safety (UXO). Shared track (cars).	Upgrade = Minimal	Guided tours.	Cabbage Tree Beach. NW Tip rd entrance with 1080 warning signs.	RECOMMENDED
1.6 to 1.7	Long Beach (North) to NW Tip Rd	Unsealed rd	0.75km	walk-track	Defence	Defence	X	X	X		Parking at Long Beach North.	Safety (UXO). Shared track (cars).	Upgrade = Minimal	Guided tours.	Long Beach North. NW Tip rd entrance with 1080 warning signs.	RECOMMENDED
1.7 to 1.11	NW Tip Track	Fire-trail	3km one-way (4.5km one-way from Green Point)	walk-track	Defence	Defence	X	X	X	None	X	Fox baiting March to August. Would require signage. Safety. Old bombing target (UXO).	Moderate-high	Guided tours.	Currarong Rd and Green Point Rd entrances, possibly with 1080 warning signage. Currarong Rd entrance - feral animal and weed education.	NOT RECOMMENDED
1.11 to 2.1	NW Tip Track entrance to Hammer Head Point	Verge of sealed road + unsealed road.	0.5km one-way	walk-track	Crown, NP	Council operated road (RTA), NPWS	X	✓	X		Parking at Hammer Head Point.	Safety (UXO). Safety (road crossing).	Upgrade = Minimal	Guided tours.	Feral animals and weeds with 1080 warning signs. NW Tip track entrance off Currarong Rd.	Signage may be required for traffic and pedestrians at crossing point of Currarong Rd. RECOMMENDED
1.11 to 1.10	Fenceline maintenance track to Carama Inlet	Unsealed maintenance track + no track.	1.25km one-way	walk-track	Defence, possibly NP	Defence, possibly NPWS	Mudflats	Edge of SEPP 14 Coastal Wetland			X	Sensitive environment. Potential increased access of feral animals and weeds. Safety (UXO).	Construction = moderate.	Guided tours.	NW Tip track entrance off Currarong Rd.	NOT RECOMMENDED
1.7 to 1.12	Bee Keepers Track to Currarong Beach	Unsealed road	3km one-way	walk-track	Defence	Defence	X	SEPP 14 Coastal Wetlands	Yes and also potentially swarms from beehives in autumn & winter.	None	X	Safety (UXO) in old target area.	Upgrade = Minimal	Guided tours.	Currarong Rd entrance.	NOT RECOMMENDED
loop from 1.13	Wreck Walk (Abrahams Bosom)	foot track	2.5km return	track	Crown with ALC	Council	X	✓	✓		Parking, picnic tables, BBQ, toilets.	Council are presently upgrading the track.	Minimal (Council presently upgrading)	Currarong shops, accommodation, guided tours.	Aboriginal culture, wreck, natural values.	RECOMMENDED
loop from 1.13	Coomies Walk (Abrahams Bosom)	foot track	9km loop	track	Crown with ALC	Council	X		✓		Parking, picnic tables, BBQ, toilets.	Council are presently upgrading the track.	Minimal (Council presently upgrading)	Currarong shops, accom., guided tours.	Aboriginal culture, wreck, natural values.	RECOMMENDED
1.13 to 2.2	Abrahams Bosom Bch to Bull Waterhole	Beach + rocky foreshore.	5km one-way	track	Crown with ALC, NP	Council, NPWS	X		X		Parking, picnic tables, BBQ, toilets.		Minimal	Currarong shops, accommodation.	Natural values, wreck, aboriginal culture.	RECOMMENDED

6 Currambene Section

6.1 General Overview of Currambene Section

The Currambene Section extends from Carama Inlet and Warrain Beach in the north-eastern sector to the Booderee National Park boundary to the south-west. This is an area of complex tenure and management issues. Map 2 illustrates the complex tenure pattern which includes National Park, Crown Reserve, Nature Reserve, Public Reserve, private property, Jervis Bay Marine Park, Aboriginal land claims and the built up areas of Callala Bay, Callala Beach, Myola, Huskisson, Vincentia and Hyams Beach villages.

Access to the northern side of the bay is via a sealed road from Nowra or by turning off the Princess Hwy at Falls Creek onto the unsealed Forest Rd. Access to the western side of the bay is via Jervis Bay Rd, which turns off the Princess Hwy at Falls Creek, or via The Wool Rd passing St Georges Basin after turning off the Princess Hwy at Basin View.

6.1.1 The Natural Environment

Warrain Beach in the north-eastern area of the Currambene Section is a high energy ocean beach backed by vegetated sand dunes. Currarong Rd (sealed) runs behind this dune complex continuing to the village of Currarong on the northern headland of the peninsula. On the other side of this road lies a coastal lowland system, consisting of low lying, flat to gently undulating and mildly dissected topography. This relatively flat topography continues through to the south of Vincentia where a change in geological units gives rise to a higher, more strongly dissected topography. A high ridge reaching 100m in elevation is flanked by heavily vegetated gullies such as Greenfield Gully and Duck Gully. This topography continues to the southern boundary of the Section which is also the Booderee National Park boundary. The area contains several creeks and associated wetlands. The coastline is comprised of mostly sandy beaches separated by wave-cut rock platforms.

There is a diversity of native plant communities including open forest and tall forest, low to open woodland, heathlands, mangroves, saltmarsh, sedgeland and herbland. Estuarine wetlands are a prominent feature near the mouths of all the small streams entering Jervis Bay while Lake Wollumboola in the north of the park is the largest shallow saline lagoon on the New South Wales coast (NPWS, 2002). Wetlands in the area fall under SEPP 14 (Coastal Wetland).

Over 200 species of birds, 42 native mammal species, 17 species of frog, 15 species of lizard, 13 species of snake and 1 tortoise species have been recorded in the Jervis Bay region, and the Currambene area contains habitats suitable for most of these species (NPWS, 2002). The estuaries of Moona Moona Creek and Carama Inlet and particularly the shores of Lake Wollumboola are important roosting and feeding areas for wading birds including migratory birds listed on the Migratory Bird Agreements between the governments of Australia, China and Japan.

The area harbours a number of threatened animal species listed on the Threatened Species Conservation Act 1995: - 4 bird species and 8 mammal species (six of which are bats). Nine threatened species of wading birds have been recorded on Lake Wollumboola and estuaries around the bay (NPWS, 2002).

6.1.2 Culture & heritage

Of the known sites, the majority occur outside the Currumbene Section, on the Beecroft and Bherwerre Peninsulas. Midden sites, artefact scatters and axe grinding grooves occur within the Currumbene Section. The whole bay and immediate hinterland, particularly around Hare Bay, Lake Wollumboola and Currumbene Creek have high Aboriginal social value because of historic occupation in traditional use. Hare Bay is mythologically important being associated with Spandula, a strong and powerful dream-time sea serpent and Currumbene Creek is believed to be the birthplace of the thirteen tribes of the south-east coast.

In the years between 1950 and 1960 a group Aboriginal families camped at Hare Point, at Carama Inlet, in tin huts. A substantial Aboriginal camp was situated along Currumbene Creek in particular at Bilong where there has been a long history of occupation and possibly European whaling activity (Navin, 1990).

In 1841 with the completion of The Wool Rd, South Huskisson became a port for shipping wool and other rural produce to Sydney. Small grazing properties were established in the surrounding areas. When the port activity of South Huskisson stopped in 1848 the present town of Huskisson developed as a government town and a ship building centre to transport timber felled from surrounding forests to Sydney.

After much rallying against plans for steel works and the Defence armament depot and fleet base relocation the importance of the natural, cultural and heritage values of the area were realised and are now protected in some areas in Jervis Bay National Park.

6.1.3 Existing tracks

There is an extensive track network within this area that is used by walkers, cyclists and vehicles. Some areas have a labyrinthine network that has led to significant degradation of certain areas. Tracks range from the popular marketed walking tracks - White Sands Walk, Scribbly Gum Track and the Huskisson-Vincentia foreshore pedestrian/cycleway - to other foot tracks, management tracks, fire-trails and unsealed roads.

6.1.4 Management Issues

- Tracks crossing tenure boundaries require integrated management.
- Identification of different land tenures by track users.
- Degraded labyrinthine track networks.
- High usage tracks have high upgrade and maintenance costs.
- User conflicts on multi-use tracks.
- Camping in undefined camping areas.

Opportunities

- Economic benefits for villages.

- Guided tours – e.g. Aboriginal, natural environment, whale/dolphin watching, fishing, heritage, marine ecology snorkeling and beach/rock platform walks, kayaking, and boat tours.
- Visitor education.
- Integrated development, management and marketing of RTBW network.

6.2 Route Options for the Currumbene Section

ROUTE SECTION 2.2-2.4

Bulls Waterhole via Kinghorne Point to Carama Wetland East track

Map 4.2.1

Table 2

The route follows the sandy ocean coastline of Warrain Beach for approximately 1.5km north from Bull Waterhole to Kinghorne Point. Where the route reaches the rock platform at Kinghorne Point it climbs a short incline up to a large grassy area. The unsealed vehicle track is followed for approximately 1km south to Currarong Rd. This track is open to vehicles but the traffic volume is low and the speed is slow.

The route continues for approximately 0.5km west on the northern road reserve of Currarong Rd where there is ample room for walkers to be safe from road traffic. At this point Currarong Rd is crossed where there is a clear line of sight in both directions. Traffic does increase over summer and warning signage for both traffic and pedestrians could be employed for further safety. On the southern side of the road there is a track locked to vehicles. This is the Carama Wetland West track.

The route passes through a public recreation reserve and road easement managed by SCC, and through Jervis Bay National Park.

The route can be accessed from Bulls Waterhole, Kinghorne Point or the track entrance of Carama Wetland West track.

This route option is NOT RECOMMENDED for the following reasons:

- Potential impacts on threatened species.
- Safety issues along Currarong Rd.
- The scenery is not as scenic and diverse as the Bull Waterhole to Carama Wetland East Track and Carama Wetland East track to Carama Wetland West track.

ROUTE SECTION 2.2-2.3

Bulls Waterhole to Carama Wetland East track

Map 4.2.1

Table 2

A short unsealed vehicle track runs from Warrain Beach to Currarong Rd close to Bull Waterhole. Directly across the road is a track with a locked gate that leads down through Casuarina forest to the edge of Carama wetland within Jervis Bay National Park.

There is some risk associated with pedestrians crossing Currarong Rd. Traffic does increase over summer, however from a small rise in the road just south of the track entrance there is a clear line of sight in both directions along the road. Walkers would need to be directed to cross from this point. Warning signage for both traffic and pedestrians could be employed for further safety.

Access is from the small parking area at Bull Waterhole and near the locked gate of the wetland track.

This route option is RECOMMENDED, with the employment of appropriate safety measures at the Currarong Rd crossing, for the following reasons:

- Existing tracks.
- Suitable access.
- Scenic qualities.
- Avoids walking alongside Currarong Rd.

ROUTE SECTION 2.3-2.4

Carama Wetland East track to Carama Wetland West track

Map 4.2.1

Table 2

There is no existing track along this section. A possible route would follow the edge of the wetland to a point where you can cut across in a northerly direction for <100m to join with the Carama Wetland West track. The section of the track running along the edge of the wetland may only require track markers for walkers to follow and the adjoining section to Carama Wetland West track may be easily slashed due to a relatively thin understorey in the open forest. If a track along the wetland is considered not suitable because it may become too wet or because it is SEPP 14 coastal wetland, then the alternative may be to put a track through the open forest around the edge of the wetland.

This area is in Jervis Bay National Park.

This section can only be accessed from the Carama Wetland East and Carama Wetland West tracks.

This route option is RECOMMENDED for the following reasons:

- Scenic qualities.
- Easily identifiable route around edge of wetland.
- Low track construction costs.
- Constructed track would potentially require low maintenance.
- Most suitable link to surrounding existing tracks.

ROUTE SECTION 2.4-2.5

Carama Wetland West track to Red Point Picnic Area

Map 4.2.1

Table 2

The Carama Wetland West track is a NPWS management track within JBPN with a locked gate at Currarong Rd. It extends from Currarong Rd in a southerly direction to the edge of Carama wetland. At the northern end an old vehicular track branches off to the west to join Red Point Rd. This track has been ripped and may not be suitable for walking. An alternative route presents itself approximately halfway down Carama Wetland West track. A vehicle track which follows an old survey line, partially extends across from Red Point Rd and then turns 90 degrees and continues south to Carama wetland. A link track extending from the 90 degree bend to the Carama Wetland West track could easily be constructed through the surrounding open forest.

Red Point road can be followed from the track junction down the Red Point picnic area. Although this is a single lane unsealed road the understorey of the surrounding vegetation is thin enough to allow walkers to pass if they need to move off the road when traffic passes. This road provides access to the picnic area, the beach and the crown reserve at Red Point and therefore has relatively low traffic numbers.

The area surrounding Red Point Rd does contain threatened fauna. However because a well-constructed road already exists it is unlikely that walkers along the road would impact upon these species.

Most of the track and the picnic area are within National Park managed by NPWS. A smaller area including the track junction to the beach and picnic area is within Crown Reserve covered by an Aboriginal land claim.

Access to this track is from the locked gate on Currarong Rd where cars can park along the side of the road, or from Red Point picnic area.

This route option is RECOMMENDED for the following reasons:

- Existing tracks in most sections.
- Low cost and ease of link track construction.
- Access facilities at Red Point picnic area.

ROUTE SECTION 2.5

Hare Point loop track

Map 4.2.1

Table 2

An old vehicular track, now blocked to public vehicles by a locked gate, heads east from Red Point picnic area to Hare Point (Itchy Point) adjacent to Carama Inlet. The track runs for 2.5km parallel to Hare Bay beach. The route then follows the beach back to the picnic area.

The track and picnic area is within National Park managed by NPWS.

Access to this track is from the Red Point picnic area.

This route option is RECOMMENDED for the following reasons:

- Existing tracks.

- Currently used by walkers.
- Access and facilities of Red Point picnic area.
- Scenic qualities.

AREA 1

Wowly Gully loop track

Map 4.2.2

Table 2

A foot track running from the northern end of Callala Bay village forms a 1.5km circuit on the western side of the SEPP 14 (Coastal Wetland) Wowly Gully wetland.

The track lies within National Park managed by NPWS.

Access is from the north-eastern end of Callala Bay village.

This route option is RECOMMENDED for the following reasons:

- Existing track.
- Currently used by walkers.
- Scenic qualities.
- Ease of access.

ROUTE SECTION 2.5-2.6

Red Point to Callala Point

Map 4.2.2

Table 2

This section of the route passes over the Red Point rock platform then across a sandy beach to the Callala Point rock platform. The entrance of Wowly Gully must be crossed. During very high tides it may require wading. Many people already do this. The route does pass by areas containing threatened species however this should not be an issue because they are away from the route that runs along the beach.

The route passes over multiple tenures: National Park, Crown land managed by SCC, through areas covered by Aboriginal land claim, and Marine Park in waters below the mean high tide mark (Wowly Gully). The land below the mean high tide mark is Crown land.

The route can be accessed from Red Point or from several points in Callala Bay village. It passes the Regional Boat Ramp, which has toilets and picnic facilities with disabled access.

This route option is RECOMMENDED for the following reasons:

- Scenic qualities.
- Ease of following the route.
- Access and facilities available en route.
- This route is currently walked.

ROUTE SECTION 2.6-2.7

Callala Point to Spit

Map 4.2.3

Table 2

The route continues over the Callala Point rock platform to the footbridge crossing over Callala Creek and eventually makes its way onto Callala Beach. The beach is followed to the narrow neck of the sand spit on Currambene Creek across from Huskisson village. The sand spit is an important shorebird roost area therefore walkers should not be encouraged to enter this area. It may be a suitable area to install an interpretive information board about shore bird roosting areas.

The route passes over Crown foreshore reserve for which SCC is Trust manager, in parts covered by Aboriginal land claim.

There are several access points from the Callala Bay and Callala Beach villages with shop and toilets en route. Access to the sand spit is from Myola.

This route option is RECOMMENDED for the following reasons:

- Scenic qualities.
- Ease of following the route.
- Access and facilities available en route.
- This route is currently walked.

AREA 2

Myola loop track

Map 4.2.3

Table 2

There is potential to locate an offshoot loop track from the main RTBW in the area directly north of Myola where an extensive network of tracks exists. This network begins at the boat ramp located at..... Approximately 100m north of the ramp a historic Aboriginal grave with gravestone and interpretive signage is located just off the track. Shoalhaven City Council is currently rationalising the track network to assess which tracks to keep open and upgrade and which to close and revegetate.

The track network is located within Crown land with Aboriginal land claim. SCC is Trust Manager.

The loop track would be accessed from the Myola boat ramp where parking and toilets are available.

This route option is RECOMMENDED for the following reasons:

- Existing tracks that are currently used for walking.
- Ease of following the route.
- Current rationalisation of tracks.
- Access and facilities.
- Scenic qualities.

ROUTE SECTION 2.7-2.8

Spit to Currumbene Creek crossing point

Map 4.2.3

Table 2

The route is along existing foot tracks and sealed and unsealed roads. The narrow neck of the sand spit is crossed to Currumbene Creek. The walker can either be picked up for a 'ferry' crossing from a point just north of the break wall or approximately 1.7km upstream past the small village of Myola at a small boat ramp where there is parking and toilets. Myola has very little traffic and wide nature strips so traffic should not be a hazard to walkers.

The route passes over Crown land in parts covered by Aboriginal land claims and is managed by SCC.

The route can be accessed from Myola.

This route option is RECOMMENDED for the following reasons:

- Choice of creek access.

ROUTE SECTION 2.7/2.8-2.12

Currumbene Creek crossing point to Huskisson Wharf

Map 4.2.4

Table 2

At this stage the most suitable method to cross the creek is via a ferrying system using small boat craft such as a dinghy. This system would have very little or no impact on the surrounding environment. The route would cross Crown land, in part covered by Aboriginal land claims, at the launching and landing points and the creek crossing is through JBMP. A suitable landing point is Huskisson Wharf where there is a suitable structure to set down passengers off the boat.

This ferrying system and route option is RECOMMENDED for the following reasons:

- Low impact.
- Ease of access.
- Suitable locations to pick up and set down passengers.

ROUTE SECTION 2.7/2.8-2.9

Currumbene Creek crossing point to Woollamia Regional Boat Ramp

Map 4.2.4
Table 2

At this stage the most suitable method to cross the creek is via a ferrying system using small boat craft such as a dinghy. This system would have very little or no impact on the surrounding environment. The route would cross Crown land, in part covered by Aboriginal land claims, at the launching and landing points. The creek crossing is through JBMP. The Wollamia Regional Boat Ramp is an alternative landing point to Huskisson Wharf.

This ferrying system and route option is RECOMMENDED for the following reasons:

- Low impact.
- Ease of access.
- Suitable locations to pick up and set down passengers.

ROUTE SECTION 2.9-2.10

Woollamia Regional Boat Ramp to Wireecoo Track

Map 4.2.4

Table 2

An unadvertised foot track beginning at the boat ramp follows the creek bank downstream and then diverts inland to meet up with the Wireecoo track (see next section). It passes through forested crown reserve and is covered by an Aboriginal land claim.

The route is accessed from the council boat ramp car park where there is parking, toilets, picnic tables and a children's playground.

This route option is RECOMMENDED for the following reasons:

- Ease of access.
- Facilities available at boat ramp.
- Existing track.
- Scenic qualities.

ROUTE SECTION 2.11

Wireecoo track and Boardwalk

Map 4.2.4

Table 2

This section features an elevated wooden boardwalk 0.5km long beginning at the Lady Denman Museum, passing over mudflats and through mangroves to the waters of Currumbene Creek. It is within Crown land covered by Aboriginal land claim and is managed by the Lady Denman Heritage Trust. The Boardwalk is within the Jervis Bay Marine Park sanctuary zone. It joins up with the Wireecoo Walk, a 1.7km-loop through the forested area next to the Museum Complex.

Both these tracks are suitable for people with restricted mobility. Access is from the Lady Denman Museum carpark.

This route option is RECOMMENDED for the following reasons:

- Existing advertised interpretive walks with high usage rates before sustaining bushfire damage.
- Easily accessible for all user groups.
- Services and facilities available at the museum complex.
- Scenic qualities.

ROUTE SECTION 2.11-2.12

Lady Denman Museum Complex to Huskisson Wharf

Map 4.2.4

Table 2

The route firstly follows the wide nature strip along Dent St which is a No Through Rd with low traffic volumes and low traffic speed. Dent St meets Tomerong St and the route follows easterly along a footpath. Two small No Through Rds with very low traffic volume can safely be crossed and the route meets up with Owen St where the footpath is followed to the car parking area opposite Huskisson Wharf. From this point the left side of the short street down to the wharf has no foot path and is very steep so the route crosses the road to the opposite side where the footpath leads down to the wharf.

This route option is RECOMMENDED for the following reasons:

- Easily accessible
- Services and facilities available at the museum complex and in Huskisson village.

ROUTE SECTION 2.12-2.14

Huskisson Wharf to Collingwood Beach south

Map 4.2.5

Table 2

From Huskisson wharf the route passes firstly through Voyager Park then White Sands Park and then proceeds along the beach until it meets the pedestrian /cycleway. The pedestrian/cycleway continues to the southern end of Collingwood beach where it ends. Alternatively a section can be walked along the beach and rock platforms bypassing White Sands Park. The walker can also choose to walk along the beach bypassing most of the pedestrian/cycleway. The pedestrian/cycle way is suitable for people with restricted mobility.

The route is within Crown reserve managed under Trust by SCC.

The route is accessible along its entire length. The main nodes with substantial parking areas and other facilities are in Huskisson at the wharf and parks, and in Vincentia at the shopping centre where there is parking, shops and toilets.

This route option is RECOMMENDED

- Existing track
- Scenic qualities.
- Ease of access.
- Availability of services and facilities.

AREA 3

Huskisson loop track (1)

Map 4.2.5

Table 2

The area directly west of Huskisson village contains an existing track network. There is potential for an offshoot loop track from the main RTBW. The tracks in this area are closed to vehicles and are currently extensively used by walkers and cyclists. Assessment and identification of tracks suitable for upgrade to walking tracks has been done as part of the Review of Environmental factors for the area (NPWS, 1997).

The track is within National Park and is accessed from an area behind the Huskisson Bowling Club and sports field or alternatively from a parking area near the Moona Moona Creek bridge. Parking is available at the Bowling Club and sports field and toilets are also available at the sports field.

This route option is RECOMMENDED for the following reasons:

- Existing track network currently used by walkers and cyclists.
- Ease of access.
- Scenic qualities.
- Recently assessed (NPWS, 1997a).

AREA 4

Huskisson loop track (2)

Map 4.2.5

Table 2

A foot track beginning near the southern end of Moona Moona Creek bridge follows the creek foreshore up to a point where the track turns south to follow a tributary until it ends at Berry St which leads to the treatment works.

The track lies within Crown reserve and National Park and can be accessed from Elizabeth Drive near the bridge or from the end of Banksia St, Albion St and halfway along Berry St.

This route option is NOT RECOMMENDED for the following reasons:

- Potential for erosion.
- Sensitive wetland environment.

AREA 5
School track
Map 4.2.5
Table 2

As an offshoot of the RTBW this loop track would be reached by following the pedestrian/cycleway that follows Vincentia Rd from the Vincentia shops. When the path reaches Vincentia Primary School the route turns left and continues to the end of the road where a track leads into the bush. Within this scenic bush area there is a network of tracks including a water pipeline easement and foot tracks. There is potential to develop a loop track within this area. Further track assessment would be required because this area contains important habitat for a number of threatened species.

The track is accessed from the end of road next to Vincentia Primary School which can also be reached via the pedestrian/cycleway along Vincentia Rd.

This route option is RECOMMENDED for the following reasons:

- Existing track network currently used by walkers.
- Ease of access.
- Services and facilities available at Vincentia shops.
- Scenic qualities.

ROUTE SECTION 2.14-2.15
Collingwood Beach south to Plantation Point
Map 4.2.6
Table 2

This section of the route begins where the pedestrian/cycleway ends. From this point it follows Orion Beach along the rocky and sandy foreshore. An alternative route along the foreshore council managed Crown reserve above the beach can be followed. It runs along the back of private property. The foreshore reserve and the rocky/sandy beach are followed all the way to Plantation Point picnic area.

Access is from the main nodes at Vincentia shopping area or Plantation Point picnic area. Access is also available to the foreshore reserve from the streets that run down to the foreshore and the beach is accessed from various stairs leading down from the foreshore reserve.

This route option is RECOMMENDED for the following reasons:

- Ease of access.
- The route is currently used by walkers.
- Scenic qualities.

ROUTE SECTION 2.15-2.16
White Sands Walk
Map 4.2.6

Table 2

This is a well constructed, maintained and sign-posted walking track across National Park and council managed Crown reserve. It starts at Plantation Point and ends at the northern end of Hyams Beach village. It presents interpretive displays along its length and significant sections are suitable for people with restricted mobility.

The track can be accessed from Plantation Point, Blenheim Beach, Greenfield Beach and the northern end of Hyams Beach village.

Greenfield Beach has disabled access to toilets, picnic facilities and the beach.

This route option is RECOMMENDED for the following reasons:

- Existing, advertised and popular walking track.
- Maintained.
- Ease of access.
- Suitable for users of restricted mobility.
- Availability of facilities.
- Interpretive signage.
- Scenic qualities.

Scribbly Gum track

(Loop offshoot of the White Sands Walk)

Map 4.2.6

Table 2

This is a constructed, maintained and sign-posted walking track in a National Park. It is steeper in sections relative to the White Sands Walk. It is a loop track starting at Greenfield Beach with interpretive displays along its length. Access is from Greenfield Beach.

This route option is RECOMMENDED for the following reasons:

- Existing, advertised and popular walking track.
- Maintained.
- Interpretive signage.
- Scenic qualities.

AREA 6

Quarry Track and pipeline easement

Map 4.2.6, 4.2.7

Table 2

There is an extensive track network in the area west of Vincentia. There are various vehicle tracks all locked except St Georges Ave. Many of the tracks lead to the water reservoir at the top of the hill from where there are extensive views of the bay and surrounding countryside. Other tracks lead to a disused quarry that is currently being rehabilitated. There are also extensive views of the bay from this location.

A wide and obvious track follows the pipeline easement from the water reservoir in a straight line in a SSE direction through the disused quarry across to Booderee Ave.

This area contains a number of threatened species and may require further assessment.

This track network lies across National Park and Crown reserve and is accessed from numerous areas including St Georges Ave, the Scribbly Gum Track and Booderee Ave.

This route option is RECOMMENDED for the following reasons:

- Ease of access.
- The route is currently used by walkers and cyclists.
- Scenic qualities.

AREA 7

Sally's track

Map 4.2.7

Table 2

Sally's track is a short loop track that is steep in sections with steps. It links with the pipeline easement at the top of the ridge. The track starts at the western end of Hyam Rd in the Hyams Beach village and climbs the hill where a seat sits alongside the steepest section. The track eventually reaches a junction. From this point both tracks lead to the pipeline easement. This is the loop. You return back to Hyam Rd along the previously used track. Alternatively once the pipeline easement has been reached it can be followed up to the Quarry track.

The track is within National Park and is accessed from Hyam Rd.

This route option is RECOMMENDED for the following reasons:

- Ease of access.
- The route is currently used by walkers.
- Recently upgraded.
- Scenic qualities.

ROUTE SECTION 2.16-2.19

Chinaman's Beach to Navigation Mark (foreshore)

ROUTE SECTION 2.17,2.18,2.19

Chinaman's Beach to Navigation Mark (village)

Map 4.2.7

Table 2

The White Sands Walk diverges halfway along Chinaman's Beach. From this point there are two parallel alternative routes. One takes the walker along Chinaman's Beach then across the rocky and sandy foreshore of Hyams Point to Hyams Beach and then follows Sailors Beach to the navigation mark. The alternative route runs through Hyams Beach village along Cyrus St to the Sailors Beach carpark. Walkers can avoid

the road by walking through parkland and then along the footpath. Although the footpath ends at the Hyams Beach store, people are able to walk along the grassy nature strip. There is low traffic volume along this section. From this carpark the walker can choose to walk on either the beach to the navigation mark or through the bush behind the dunes to link up with the route to the Booderee visitor centre. The bush track begins at the end of Lister Crescent.

These routes lie within National Park and council managed land.

The route can be accessed along any point from Hyams Beach village. Hyams Beach and Sailors Beach are suitable access nodes with parking and toilets. The end of the White Sands Walk at the northern end of the village has an interpretive information board.

This route option is RECOMMENDED for the following reasons:

- Ease of access.
- Easy to follow the route.
- Facilities.
- Scenic qualities.

ROUTE SECTION 2.19

Sailors Beach loop track

Map 4.2.7

Table 2

The northern end of Sailors Beach is accessed from the Sailors Beach carpark. A loop walk can be done from the northern end of the beach to the southern end to a point where the boundary of HMAS CRESWELL is reached and further public access is not permitted. Toilets are available in the carpark.

This route option is RECOMMENDED for the following reasons:

- Ease of access.
- Ease of following the route.
- Facilities.
- Scenic qualities.

ROUTE SECTION 2.19-3.1

Navigation Mark to Booderee National Park Visitors Centre

Map 4.2.7

Table 2

A Navigation Marker sits at top of the sand dune several hundred metres south along Captains Beach. At this location the route follows a foot track that leads into the bush. The track extends firstly west then south to the Booderee National Park boundary. At this point there is a track junction. The route follows a westerly track just within Booderee National Park along an old fence-line that ends at the Booderee National Park visitor centre.

The route lies within National Park, Crown reserve covered by an Aboriginal land claim and Booderee National Park.

Access to the track is from the visitor centre where parking is available or off the track to Hyams Beach village or Captains Beach.

This route option is RECOMMENDED

- Existing tracks currently used by walkers.
- Ease of access.
- Availability of facilities.
- Scenic qualities.

Table 2

Section	Route Option	Description (existing track)	Track length approx	Track Grade	Tenure	Management	Environmental constraints			Cultural & Heritage Constraints	Services and Facilities	Management Issues	Cost estimates	Potential for economic & tourism devel.	Interpretation Opportunity	Other Issues	Concluding Statement
							Physical	Flora	Fauna								
2.2 to 2.4	Bull Waterhole via Kinghorne Pt to Carama Wetland east track.	Sandy beach, rock platform, unsealed road.	3km one-way	walk-track	NP, Crown Res., Public Reserve, road easement.	NPWS, Council have Care, Control & Mgt.	X	✓	X		Parking		Minimal	Camping at Kinghorne Point, guided tours.	Coastal environment at Kinghorne Point.		RECOMMEND
2.2 to 2.3	Bull Waterhole to Carama Wetland East track	Existing tracks	1km one-way	track	NP	NPWS	X	X	X		X	Currarong Rd crossing.	Minimal	Guided tours	Track heading to the wetland.		RECOMMEND with traffic signage at road crossing.
2.3 to 2.4	Carama Wetland East track to Carama Wetland West track	No existing track	1.8km one-way	track	NP	NPWS	X	Edge of SEPP 14 Coastal Wetland			X	Track markers required along the edge of the wetland.	Minimal	Guided tours	Wetland.		RECOMMEND
2.4 to 2.5	Carama Wetland West track to Red Pt	Existing tracks	2.5km one-way	track	NP	NPWS	X	X	Yes. Behind beach		X		Minimal	Guided tours	Wetland.		RECOMMEND
2.5	Itchy (Hare) Point loop track	Existing tracks	2.5km one-way	track	NP	NPWS	X				Parking, toilets, picnic tables at Red Point.		Minimal	Guided tours	Wetland, beach, vegetation.		RECOMMEND
2.5 to 2.6	Red Point to Callala Point	Beach + rocky foreshore.	3.5km one-way	track	Crown with ALC, crown, NP	J NPWS, JBMP*	Wowly Gully - at high tide.	X	✓	Archaeological site.	Parking, picnic tables, toilets		Minimal	Camping area at Red Point, guided tours	Red Point, boat ramp (geology, aboriginal site).		RECOMMEND
Area 1	Wowly Gully	Foot track	1.5 km loop track	track	National Park	NPWS	X	X	X	X	X		Minimal	Guided tours.	Wetland.		RECOMMEND
2.6 to 2.7	Callala Point to Spit	Beach, rocks, Callala Ck bridge	6km one-way	track	Crown	Council have Care, Control & Mgt, JBMP*	X	X	Shorebird roost area.		Parking, picnic tables, toilets		Minimal	Accommodation, Callala & Myola shops, guided tours	Picnic areas, spit (bird roosting, geomorphology, mangroves).		RECOMMEND
Area 2	Myola Loop track	existing vehicle track	0.5 km loop	track	Crown with ALC	Council; Dept. Lands	X	X	X	Aboriginal heritage site	boat ramp, toilets, parking	track needs repairs	Minimal	Accom. Callala, Myola, shops, Aboriginal tours	Existing		RECOMMEND
2.7 to 2.8	Spit to Currumbene Creek crossing	Sealed and unsealed road	0 to 1.7km one-way	walk-track	Crown with ALC	Council have Care, Control & Mgt	X	X	Shorebird roost area.	Cultural and heritage sites	X		Minimal	Accommodation, boat/canoe hire, guided tours	Spit (bird roosting, mangroves, geomorphology		RECOMMEND
2.7/2.8 to 2.12	Currumbene Creek crossing point to Huskisson Wharf	No existing crossing service.	0.25 to 3km one-way	N/A	Crown section with ALC, JBMP	Council have Care, Control & Mgt, JBMP*	Creek crossing.	X	X	Cultural and heritage sites	Regional boat ramp=toilets, picnic table, parking, water,		moderate-high	Accom., Huskisson shops, water vessel hire, guided tours including creek and bay tours.	boat ramp, wharf (creek, riparian vegetation, marine ecology). Aboriginal mythology of the area.	Discussed with Huskisson Wharf Management Committee.	Ferrying system RECOMMEND
2.7/2.8 to 2.9	Currumbene Ck crossing point to Woollamia Regional Boat Ramp	No existing crossing service.	0.75 to 1.5km	N/A	JBMP, Crown (public recreation	Council have Care, Control & Mgt, JBMP*	Creek crossing.	X	X		Ramp + wharf - parking, toilets, playgym, picnic tables, fish cleaning table.		Minimal	Guided tours including creek and bay tours, water vessel hire.	Creek crossing points (creek, riparian veg, marine ecology, aboriginal mythology of the area).		Ferrying system RECOMMEND
2.9 to 2.10	Woollamia Regional Boat Ramp to Wireecoo track	Existing foot track	0.7km	track	Crown (including public reserve)	Council have Care, Control & Mgt.	X	SEPP 14 Coastal Wetlands			Ramp + wharf - parking, toilets, picnic tables, fish cleaning table.		Minimal	Guided tours including creek and bay tours, water vessel hire.	Ramp (creek, riparian veg, marine ecology, aboriginal mythology of the area).		RECOMMEND

Section	Route Option	Description (existing track)	Track length approx	Track Grade	Tenure	Management	Environmental constraints			Cultural & Heritage Constraints	Services and Facilities	Management Issues	Cost estimates	Potential for economic & tourism devel.	Interpretation Opportunity	Other Issues	Concluding Statement
							Physical	Flora	Fauna								
2.11	Wireecoo track and Boardwalk loop walks	Foot track and boardwalk	Wireecoo=1.7km Boardwalk=0.5km	walk	Crown, Public recreation reserve with ALC.	Council have Care, Control & Mgt, JBMP*	None	SEPP 14 Coastal Wetlands		X	Lady Denman Museum complex (toilets, parking, picnic tables, water)	Boardwalk is to be repaired.	Minimal	Museum, guided tours.	Existing.		RECOMMEND
Area 3	Huskisson Loop Track (1)																RECOMMEND
Area 4	Huskisson Loop track (2)																NOT RECOMMEND
2.11 to 2.12	Lady Denman Museum Complex to Huskisson Wharf	Footpath and nature-strips.	1km one-way	walk	Crown	Council	X	X	X	X	Parking, toilets, picnic tables, water	Crossing of streets. Dent St, no through rd with a wide nature strip.	Minimal	Museum, shops, guided tours.	Huskisson wharf (creek, riparian vegetation, marine ecology). Existing at the museum complex.		RECOMMEND
2.12 to 2.14	Huskisson Wharf to Collingwood Beach south	Pedestrian & cycle path (restricted mobility)	4km one-way	walk-track	Crown	Council	X	X	Yes on beach	X	Parking, toilets, picnic tables, BBQ, water		Minimal	Accommodation, Huskisson shops, boat/canoe hire, guided tours	Along pathway, wharf, parks.		RECOMMEND
Area 5	School track	Existing foot tracks	loop	track-route	NP, crown, easements	NPWS, council	X	✓	✓	Archaeological site on creek.	X		Minimal	Accommodation, Vincentia shops, guided tours	Aboriginal site.		RECOMMEND
Area 6	Quarry track	Existing foot tracks, unsealed rd.	loop	track-route	NP, crown, easements	NPWS, council	X		✓		X				Panorama of Bay and surrounds (geology).	The old quarry requires risk assessment.	RECOMMEND
2.14 to 2.15	Collingwood Beach south to Plantation Point	Beach + rocky foreshore, foot tracks	2km one-way	track	Crown	Council have Care, Control & Mgt.	Rock surfaces or stairs to bush track	X	✓	X	Parking, toilets, picnic tables, BBQ		Minimal	Accommodation, Vincentia shops, guided tours	Picnic area.		RECOMMEND
2.15 to 2.16	White Sands Walk	Foot track (suitable for restricted mobility)	1km one-way	walk-track	Crown, NP	Council, NPWS	X	X	X	X	Parking, toilets, picnic shelter & tables, BBQ, water, interpretation		Minimal	Accommodation, guided tours	Existing.		RECOMMEND
	Scribbly Gum track	Foot track	1km loop	track-route	NP	NPWS	X	X	✓	X	Seats, interpretation		Minimal	Guided tours	Existing.		RECOMMEND
Area 7	Sally's track	Foot track	1km loop	track-route	NP	NPWS	X	X	✓		Seat		Minimal	Accommodation, guided tours	About vegetation.		RECOMMEND
2.16 to 2.19	Chinamans Beach to Navigation Marker	Beach + rocky foreshore.	2km one-way	walk-track	Crown, NP	Council have Care, Control & Mgt, NPWS.	Rock surface or along sealed road.	X	✓	Hyams Point archaeological site.	Parking, toilets, water, shop		Minimal	Hyams beach shop, guided tours	Boat ramp, beach entrances.	Alternative route through the village through parkland, along nature strips.	RECOMMEND
2.19 to 3.1	Navigation Marker to Booderee Visitors Centre	Foot track	3km one-way	track	Crown with ALC, NP	Council have Care, Control & Mgt, JBMP*	X	X	✓	X	Toilets, water, parking (Visitors Centre)		Minimal	Visitor centre, proposed cultural centre, guided tours	Existing at visitors centre. Proposed cultural centre.	Multiple tracks near the visitor centre are confusing.	RECOMMEND

7 Bherwerre Section

7.1 General Overview of Bherwerre

The Bherwerre study area encompasses the entire Bherwerre Peninsula. This area was established as a separate territory in 1915 to provide a seaport and naval base for the Australian Capital Territory. Today it is an area of diverse land use. It contains Booderee National Park (including Bowen Island), Jervis Bay village, Wreck Bay Aboriginal Community, and the Defence establishments of the Jervis Bay Range Facility and HMAS CRESWELL (Map 2). The waters south of a line extending from the boundary and Captains Point to the northern tip of Bowen Island are also part of Booderee National Park. Bowen Island has no public access.

Access into Booderee National Park is via Jervis Bay Rd, which passes south between St Georges Basin and Jervis Bay. Jervis Bay Rd terminates in Booderee National Park at Murrays Beach carpark. There are several sealed and unsealed roads branching off Jervis Bay Rd that leads to various locations across the peninsula.

7.1.1 The Natural Environment

Unique landscape and topographical features characterise the Bherwerre study area. The eastern half of the Peninsula consists of undulating sandstone overlain by varying depths of deposited sand. The western half consists of sand dunes which have formed a broad tree-covered barrier that extends to Sussex Inlet. The sand dunes have blocked the drainage of small streams flowing south-west and this has resulted in the formation of Lake Windermere, Lake McKenzie and Blacks Waterhole (Cho, 1995). The eastern and south-eastern coastlines of the Bherwerre Peninsula consist of spectacular sandstone cliffs over 100m in height.

Bowen Island is composed of sandstone capped with sand. The sandstone dips down to the west forming cliffs up to 30m high along the eastern coastline, and gently sloping rock platforms and beaches along the western shoreline.

7.1.2 Flora and Fauna

The Bherwerre Peninsula has a rich diversity of vegetation types, including forest, woodland, heathland, shrublands, sedgeland, saltmarshes and mangroves, and littoral rainforest.

Of the 43 species of native mammals recorded on the peninsula, 10 are considered vulnerable and rare. Among the 37 recorded reptile species, the broad headed snake is classified as a threatened species. 10 of the rainforest fauna species are at the southern extremity of their range (DoP SCC, 1992).

7.1.3 Culture & Heritage

Jervis Bay Territory is rich in Aboriginal sites. Heritage items found at the recorded Aboriginal sites on Bherwerre Peninsula and Bowen Island include shell middens, axe grinding grooves, occupational and ceremonial sites. The Wreck Bay area was historically an Aboriginal reserve that the Wreck Bay Aboriginal community gained

ownership of in 1986. In 1995 the Wreck Bay Aboriginal Community Council was granted freehold title to Jervis Bay National Park (now named Booderee National Park).

Heritage items and places relating to early European settlement at Jervis Bay include:

- The settlement at Christians Minde near Sussex Inlet;
- HMAS CRESWELL;
- The ruins of Cape St George Lighthouse;
- Harriet Parker's grave at Bristol Point (daughter of a lighthouse keepers assistant)
- The gun emplacement and associated infrastructure on Bowen Island;
- The Bherwerre dairy farm in the area that is now Jervis Bay Botanical Gardens.

In the 1860's whaling re-started in the bay, this time on the southern side in the area of Bristol Rocks and Green Patch. Some of the whaling families lived in a private settlement in the New Bristol area (Bristol Point).

In 1942 a gun emplacement and 8 cottages were built on Bowen Island. After the war fishermen used these cottages until the late 1980s when all leases expired. Access to the island is now restricted in order to protect a colony of penguins.

Sections of the Jervis Bay Territory had been previously used for pine plantations. These areas are now within the national park and are revegetating with native species.

Today Booderee National Park is owned by the Wreck Bay Aboriginal Community Council and jointly managed by the Community Council and Environment Australia. The major land use within the National Park is conservation. The Booderee National Park Management Plan (2002) states that as part of the negotiations between the Commonwealth and the Wreck Bay Aboriginal Community Council prior to the hand-back of the area of the Park, a commitment was given to construct a Cultural Centre. The community believes that Booderee is well placed to become a show-case for cultural interpretation. There is the potential to link a RTBW with the cultural centre.

7.1.4 Existing tracks

- Walking is a popular recreational activity within Booderee National Park. There are approximately 30km of walking tracks within the Park. Maintained tracks starting at carparks and camping areas lead to developed sites or scenic and recreational areas. Other track types are unofficial, non-maintained tracks from carparks to remote sites and are used for fishing or recreational activity.
- In relation to the RTBW route Booderee National Park Management Plan (2002) states:

“As part of a regional integrated management project, a ‘round the Bay’ walking track has been proposed. The walking track as proposed could include a route or routes through Booderee.”

(Section 7.3 p.83)

“Booderee’s incorporation in the proposed integrated regional ‘round the Bay’ walking track will be considered by the Park Board. If the Board

agrees that the ‘round the Bay’ walking track will extend through the Park, some new linking walking tracks may be needed.”

(Section 7.3.7, p.84)

7.1.5 Management Issues

- Loss of park income: Walkers and cyclists presently do not pay to enter the park. If park use fees applied to walkers it would be hard to police these walkers entering the park.
- Potential impacts on cultural sites.
- Construction of link tracks.
- Public safety and liability issues regarding crossing and walking along roads.
- Camping in undefined camping areas.

7.1.6 Opportunities

- To extend the RTBW route from the White Sands Walk to the Booderee National Park visitor centre, potentially increasing visitation, public education and opportunities for Aboriginal interpretation.
- To extend the RTBW route to the proposed Booderee National Park Cultural Centre.
- To extend the pedestrian/cycleway from Vincentia to Booderee National Park and including it as a RTBW route option. If this path were extended to the Illuka fire trail then this would overcome constraints that presently inhibit the RTBW route continuing through Booderee National Park. The Booderee National Park Management Plan (p.32, 2002) states that cycle paths may be considered along existing road reserves in the Park special purpose zones-4B.
- Guided tours: aboriginal, natural environment, whale watching, fishing, heritage, marine ecology, snorkeling or beach/rock platform walks.
- Opportunity for a combined RTBW walking track brochure and marketing strategy reducing costs and walking track and land tenure confusion.

7.2 Route Options for the Bherwerre Section

ROUTE SECTION 3.1-3.2

Visitor Centre to Flat Rock Creek

Map 4.3.1

Table 3

The first half of the route back tracks 800m along the fire trail that follows the Booderee National Park boundary fence until it reaches a track junction. A fire trail leads off to the right first running south for 800m where it meets the Flat Rock Creek swamp (SEPP No. 14 Coastal Wetland) cutting along the edge of it. At this point the track turns right and runs for another 500m to Jervis Bay road.

This route section lies within Booderee National Park and is accessed from the Booderee National Park visitor centre carpark. There is no parking and no footpaths at the Flat Rock fire trail entrance.

This route option is RECOMMENDED for the following reasons:

- Suitable access.
- Scenic qualities.
- Visitor centre facilities.
- Managed fire trails which are open to walkers.

ROUTE SECTION 3.2-3.3 (Area requiring Further Assessment)

Flat Rock Creek to Illuka picnic area

Map 4.3.1

Table 3

Where the Flat Rock fire trail meets Jervis Bay Rd to the Illuka picnic area there are various constraints facing pedestrian access. Map 3. # shows this area as a hatched box. Maps 3.1.1 to 3.1.6 show six route options for this section. These options have been discussed with Booderee National Park, HMAS CRESWELL and Jervis Bay Territory whose lands adjoin in this area. All six options present constraints. Of concern is public safety and liability where there are no footpaths or fences protecting walkers from traffic on the roads. It is currently unsafe for the public to walk along the road, especially along Jervis Bay Rd where although there is a 60km speed limit in force traffic often travels faster. There is also a higher volume of traffic over the peak summer season. This is the main factor constraining the walking track through this area. Other concerns include impacts on the natural environmental, on cultural and heritage sites along with the issue of security on the HMAS CRESWELL naval base. There are threatened species in the area and route options 4, 5 and 6 require the clearance of vegetation for track construction. These constraints are listed in the table below.

Table 3

Section	Route Option	Description (existing tracks)	Track length (approx.)	Track Grade	Tenure	Management	Environmental constraints			Cultural & Heritage Constraints	Services and Facilities	Management Issues	Cost estimates	Potential for economic & tourism devel.	Interpretation Opportunity	Concluding Statement
							Physical	Flora	Fauna							
3.1-to 3.2	Visitor Centre to Flat Rock Creek	Firetrails & sealed road, Access at visitor centre.	2.5km one-way	track	Booderee National Park	Booderee National Park	Creek crossing.	Small section along edge of SEPP 14 Coastal Wetland.			Toilets, water, visitor centre, parking.	Defence security.	Minimal	Visitor centre, proposed cultural centre. Guided tours.	Visitor centre, proposed cultural centre.	RECOMMENDED
3.2- 3.3 (part)	Flat Rock Creek to Jervis Bay Village	Powerline easement, firetrails, sealed road, Access at JB Village	1km one-way	track	Defence, Jervis Bay Territory	Defence, Jervis Bay Territory Administration	X	X	✓		Shop, water, parking.	Defence security	Minimal	Jervis Bay Village shop. Guided tours.	HMAS Creswell, Jervis Bay Village.	REQUIRES FURTHER ASSESSMENT.
3.2-3.3 (part)	Jervis Bay Village to Illuka Picnic Area	Firetrail, walking track, Access at JB Village, Illuka Picnic Area	1km one-way	track	Booderee National Park, Jervis Bay Territory	Booderee National Park, Jervis Bay Territory Administration	Lagoon. ~500m section with no track.	✓	✓	Cultural and heritage sites.	Shop, parking, water, picnic tables, BBQ, toilets.	Defence security.	High	Jervis Bay Village shop. Guided tours.	Picnic area.	REQUIRES FURTHER ASSESSMENT.
3.3 to 3.4	Illuka Picnic Area to Murrays Ramp / Beach	Beach + rocky foreshore, Access at Illuka, Bristol Point, Scottish Rocks, Hole in the Wall, Murrays Ramp	5km one-way	track	Booderee National Park	Booderee National Park	X	✓	✓	Archaeological and cultural sites.	Parking, water, picnic tables & BBQ.		Minimal	Proposed cultural centre, guided tours.	Picnic areas, boat ramp, proposed cultural centre.	RECOMMENDED
3.4 to 3.6	Murrays Ramp / Beach to Cape St. George Lighthouse (ruin) (via Stoney Ck. Rd)	Beach + rocky foreshore, firetrails. Access at Murrays Ramp/Beach	7km one-way	track	Booderee National Park	Booderee National Park	X	X	✓	Archaeological sites.	Parking, water, toilets.		Minimal	Guided tours.	Boat ramp.	RECOMMENDED
3.5-to 3.6	Snapper Point to Ruined Lighthouse 9 (alternative)	Firetrail. Access at Ruined Lighthouse.	1.5km one-way	track	Booderee National Park	Booderee National Park	Cliffs near track	X	✓	Heritage site (ruined lighthouse complex).	Parking.		Minimal-moderate	Guided tours.	Existing at Ruined Lighthouse.	RECOMMENDED

Route Option Constraints between the Flat Rock fire trail and Illuka picnic area.

ROUTE OPTION	CONSTRAINTS				
		Walker safety & liability	Environment	Culture & heritage	National security (Applies to HMAS CR.)
1	Booderee	Yes	Yes (thr.spp.)	No	
	HMAS CRESWELL	Yes	No	No	Yes
	Jervis Bay Territory	Yes	Yes (thr.spp.)	No	
2	Booderee	Yes	Yes (thr.spp.)	No	
	HMAS CRESWELL	Yes	Yes	No	No
	Jervis Bay Territory	Yes	Yes (thr.spp.)	No	
3	Booderee	Yes	Yes (thr.spp.)	No	
	HMAS CRESWELL	Yes	Yes	No	No
	Jervis Bay Territory	Yes	Yes (thr.spp.)	No	
4	Booderee	Yes	Yes (thr.spp.+ track construction)	Yes	
	HMAS CRESWELL	Yes	Yes (thr.spp.)	Yes	Yes
	Jervis Bay Territory	Yes	No	No	
5	Booderee	Yes	Yes (thr.spp.+ track construction)	Yes	
	HMAS CRESWELL	Yes	No	Yes	Yes
	Jervis Bay Territory	Yes	Yes (thr.spp.)	No	
6	Booderee	Yes	Yes (thr.spp.)	Yes	
	HMAS CRESWELL	Yes	No	Yes	No

	Jervis Bay Territory	Yes	Yes (thr.spp.+ track construction)	No	
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thr.spp. = threatened species

Other issues of concern to stakeholders

A pedestrian / cycle way through Booderee National Park is not an implausible proposal. The Booderee Plan of Management allows for the consideration of cycle paths along existing road reserves within Special Purpose Zones 4B (p. 32 & 35. Booderee National Park Board of Management & Director of National Parks, 2002).

REQUIRES FURTHER CONSULTATION.

If suitable pedestrian access were developed through this area then the route would be recommended because:

- Suitable access from the visitor centre.
- Scenic qualities.
- Opportunities for education through interpretive signage about the different tenures and management. Eg. If the route passes the HMAS CRESWELL gangway (main entrance) a sign could explain the functions and history of the Base and if security is an issue a warning could also be posted. In the current Defence climate when access onto Defence sites is restricted it may be appropriate to have interpretative signage off-site.
- Reduced traffic if the public chooses to leave their vehicle and walk from the visitor centre.

ROUTE SECTION 3.3-3.4

Illuka picnic area to Murrays Ramp

Map 4.3.2

Table 3

This route follows the sandy and rocky foreshore passing through the areas of Bristol Point, Scottish Rocks and Hole in the Wall. Many park visitors currently walk all or part of this route as a loop from Illuka, Greenpatch, Bristol Rocks, Scottish Rocks or Hole in the Wall. These sections are mostly composed of sandy beaches. Between Hole in the Wall and Murrays Ramp the route follows a rocky foreshore. A small section is impassable except at extreme low tides. This section would require the construction of a short by-pass track that may need steps.

This section of the route can be accessed from the parking areas of Illuka and Greenpatch picnic and camping areas. These areas are accessed from Jervis Bay Road. Both have toilets and water and Greenpatch also has camping, BBQs, picnic tables and interpretive displays. Greenpatch has disabled access to all facilities and the beach. The middle sections of this route can be accessed via a short walk from Bristol Point, Scottish Rocks, and Hole in the Wall from their parking areas on Jervis Bay

Rd. The route segment ends at Murrays Ramp which is located at the end of Jervis Bay Rd. Murrays Ramp/Beach has a large parking area and toilets.

This route option is RECOMMENDED for the following reasons:

- Scenic qualities.
- Ease of access.
- Facilities.

Telegraph Creek Walking Trail

Map 4.3.2

Table 3

The loop track begins at the northern end of Greenpatch carpark or where it is signposted along Jervis Bay Road near the Greenpatch turn-off. Interpretive signage describes interesting aspects of the vegetation. Seats are provided along the way. The Jervis Bay Road crossing is a potential hazard although a clear line of sight along the road reduces the risk.

This route option is RECOMMENDED for the following reasons:

- Existing well-used walking trail.
- Scenic qualities.
- Ease of access.
- Facilities.

ROUTE SECTION 3.4-3.6

Murrays Ramp to Cape St. George Lighthouse via Stony Creek Road

Map 4.3.2

Table 3

This route segment passes from Murrays Ramp through the carpark to the Murrays Walking Trail, an established track that leads to Murrays Beach and onto Murrays Headland. The route bypasses the beach and continues to the eastern side of the headland. A track offshoots to the left a short distance to Governor Head where there are magnificent views out over the bay, Bowen Island and the Tasman Sea. The main track follows the cliff-line at a safe distance to Snapper Point. The existing track now begins to lead away from the cliff-line and continues to a junction with the Murrays Rd fire-trail which it leads north back to Murrays Beach and south down to Stony Creek Rd. The route option follows the track south where it meets Stony Creek Rd at a locked gate. Stony Creek Rd is a single lane unsealed road open to vehicles. The sides of this road have recently been slashed for fire management. This has created a significant amount of space for walkers to follow to avoid traffic. Traffic speed is relatively low. From the locked gate at Murrays Rd the route follows Stony Creek Rd in an easterly direction to the Moes Rock/Stony Creek and Cape St. George Lighthouse junction. At this point the route follows the Cape St George Lighthouse Rd until it reaches the Cape St George Lighthouse carpark. The route then follows a footpath to the Cape St George Lighthouse.

The route is accessible from either the Murrays Beach carpark or the Cape St George Lighthouse carpark. The Cape St George Lighthouse carpark is reached via Stony Creek Rd which runs east from Wreck Bay Rd. The Wreck Bay Rd turn is off Jervis Bay Rd opposite Village Rd. Murrays Ramp/Beach has toilets. The Cape St George Lighthouse complex has interpretive signage about the historic lighthouse and about whales at the lookouts. There is some parking space available at the Murrays Rd fire trail locked gate on Stony Creek Rd.

This route option is RECOMMENDED for the following reasons:

- Scenic qualities.
- Access to Murrays Beach and Governor Head lookout.
- Historic site.
- Interpretive display.
- No track construction required.

ROUTE SECTION 3.5-3.6

Alternative route: Snapper Point to Cape St. George Lighthouse

Map 4.3.2

Table 3

If walker safety on Stony Creek Rd, which is used by vehicles, is a significant constraint then an alternative route could be assessed.

An option would be to construct a track that would link from a certain point along the fire trail leading from Snapper Point to Stony Creek Rd to the fire trail head located at the navigation marker approximately 600m north of the Cape St George lighthouse. This fire trail runs south to the lighthouse ruins. Fishermen frequently use this trail to access rock platforms below the cliffs.

This route option would require further assessment to identify the most suitable alignment. The track route would require the clearance of relatively thick heathland and possibly the construction of a raised walkway over boggy drainage line.

See previous route option for details on available access and facilities.

This route option is NOT RECOMMENDED for the following reasons:

- Track construction required.
- Construction could be costly.

Additional Note:

There are two historic navigation markers on the fire trail that heads in a northerly direction from Cape St George Lighthouse. One is located in the vegetation just off the track and the other is located at the end of the track close to the edge of the cliffs. They both have great interpretive value. Signage could be placed near them to explain what they were once used for and why they are historically important. However if visitation is to be encouraged to the northern most navigation marker the issue of public safety near cliffs would need to be assessed.

ROUTE SECTION 3.7-3.4

Alternative return route to Murrays carpark

Map 4.3.2

Table 3

An alternative to retracing the Snapper Point to Murray's Ramp route is to continue along the remaining section of the Murray's Walking Trail that traverses the headland. This section crosses the centre of the headland inland ending at Murray's carpark.

This route option is RECOMMENDED for the following reasons:

- Existing well-used walking trail.
- Scenic qualities.
- Ease of access.
- Facilities.

8 Recommended Routes

The recommended RTBW route is illustrated in Map 4. It outlines a main walking route and additional off-shoot tracks. Areas in which other off-shoot tracks could be developed are also included. These areas require further assessment to choose the most suitable route within them.

Another area requiring further assessment is located in the Bherwerre Section. At this stage this linking section of the RTBW route has not been chosen.

The various sections of the RTBW route and off-shooting tracks pass through a wide range of natural and built environments with scenic views. Track grade difficulties range from easy (walk) to difficult (route) and with access to trackheads also variable the different sections of route provide opportunities for all user groups.

Linked tracks around the bay allow for either short (<1 day), medium (1 day) or long (overnight) walks. The relatively even distribution of villages around the bay provides opportunities for accommodation and the utilisation of various services and facilities.

Walks can be further enhanced, along with public education, through the installation of interpretive signage or the provision of interpretive materials or guides. Facilities such as seating, lookouts, restricted mobility access, picnic areas where appropriate, and possibly a formalised camping area at Red Point, would also enhance the experience.

The RTBW can be further broken down to linked themed walks such as The Beach Walk along the beaches of Callala Bay and Callala Beach.

8.1 Round The Bay Walks - Full Day Options

WALK 1 = 3 DAYS

WALK 2 = 4 DAYS

WALK 3 = 5 DAYS

WALK 4 = 5 DAYS

WALK 5 = 6 DAYS

WALK 1			
DAY	LOCATION	DISTANCE (approx. km)	TIME (Walking rate of 30 min/km)
1	Currarong to Myola/Huskisson	9.5 / 9.5-12.1	4.75 / 4.75-6.05
2	Myola/Huskisson to Greenpatch	19 (+2.6 from Woollamia Regional Boat Ramp)	8.8 (+1.3 from Woollamia Regional Boat Ramp)
3	Greenpatch to Greenpatch via Cape St George Lighthouse	14.7	7.35

8.1.1.1.1 WALK 2			
DAY	LOCATION	DISTANCE (approx. km)	TIME (Walking rate of 30 min/km)
1	Currarong to Myola/Huskisson	9.5 / 9.5-12.1	4.75 / 4.75-6.05
2	Myola/Huskisson to Vincentia/Hyams Beach	4 / 9.2 (+2.6 from Woollamia Regional Boat Ramp)	1.3 (20min/km) / 3.9 (+1.3 from Woollamia Regional Boat Ramp)
3	Vincentia/Hyams Beach to Greenpatch	15 / 9.8	7.5 / 4.9
4	Greenpatch to Greenpatch via Cape St George Lighthouse	14.7	7.35

8.1.1.1.2 WALK 3			
DAY	LOCATION	DISTANCE (approx. km)	TIME (Walking rate of 30 min/km)
1	Currarong to Red Point Reserve	11.3	5.65
2	Red Point to Myola/Huskisson	9.5 / 9.5-12.1	4.75 / 4.75-6.05
3	Myola/Huskisson to Vincentia/Hyams Beach	4 / 9.2 (+2.6 from Woollamia Regional Boat Ramp)	1.3 (20min/km) / 3.9 (+1.3 from Woollamia Regional Boat Ramp)
4	Vincentia/Hyams Beach to Greenpatch	15 / 9.8	7.5 / 4.9

5	Greenpatch to Greenpatch via Cape St George Lighthouse	14.7	7.35
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WALK 4

DAY	LOCATION	DISTANCE (approx. km)	TIME (Walking rate of 30 min/km)
1	Currarong to Currarong - Wreck Walk - Coomies Walk	2.5 9.0	1.25 4.5
2	Currarong to Myola/Huskisson	20.8 / 20.8-23.4	10.15 / 10.15-11.7
3	Myola/Huskisson to Vincentia/Hyams Beach	4 / 9.2 (+2.6 from Woollamia Regional Boat Ramp)	1.3 (20min/km) / 3.9 (+1.3 from Woollamia Regional Boat Ramp)
4	Vincentia/Hyams Beach to Greenpatch	15 / 9.8	7.5 / 4.9
5	Greenpatch to Greenpatch via Cape St George Lighthouse	14.7	7.35

8.1.1.1.2 WALK 5

DAY	LOCATION	DISTANCE (approx. km)	TIME (Walking rate of 30 min/km)
1	Currarong to Currarong - Wreck Walk - Coomies Walk	2.5 9.0	1.25 4.5
2	Currarong to Red Point Reserve	11.3	5.65
3	Red Point to Myola/Huskisson	9.5 / 9.5-12.1	4.75 / 4.75-6.05
4	Myola/Huskisson to Vincentia/Hyams Beach	4 / 9.2 (+2.6 from Woollamia Regional Boat Ramp)	1.3 (20min/km) / 3.9 (+1.3 from Woollamia Regional Boat Ramp)
5	Vincentia/Hyams Beach to Greenpatch	15 / 9.8	7.5 / 4.9
6	Greenpatch to Greenpatch via Cape St George Lighthouse	14.7	7.35

9 MANAGEMENT STRATEGIES AND ACTION PLAN

1. COOPERATIVE MANAGEMENT AND PLANNING

ACTIONS	TIMETABLE	LEAD AGENCIES
Coordinate effective communication and actions for walking tracks between landowners and managers through the Integrated Management Strategy.	Ongoing	
Continue stakeholder consultation where required.	Ongoing	

2. A DIVERSITY OF WALKING EXPERIENCES

ACTIONS	TIMETABLE	LEAD AGENCIES
Enhance the diversity of walks available.	Short term	
Develop a network of linked walks.	Short term	
Develop walks which cater for a diverse range of abilities and characteristics.	Short term	
Identify specific tracks for shared walker and cyclist use	Short term	
Identify further walking track opportunities extending from the Round the Bay Walk.	Long term	
Develop and manage walks according to the desired walk experience.	Ongoing	
Ensure the design and alignment of walking tracks reflects the desired experience and shows off appropriate features and themes.	Short term	

3. INFORMATION, EDUCATION AND PROMOTION

ACTIONS	TIMETABLE	LEAD AGENCIES
Develop a stakeholder integrated Round the Bay Walk brochure	Medium term	
Develop a stakeholder integrated Round the Bay Walk marketing strategy	Medium term	
Identify walks suitable for the development of educational material about local history, culture and natural values.	Medium term	
Develop interpretive signage, brochures and guided tours	Long term	
Develop walk information describing road access, available transport and how to obtain current information.	Medium term	
Ensure that relevant and up to date walk information is provided to tourist visitor centres.	Medium term	
Provide visitors with safety and minimal impact walking information where necessary.	Medium term	

4. ASSET MANAGEMENT

Managing Resources

ACTIONS	TIMETABLE	LEAD AGENCIES
Identify track network upgrade and construction costs	Short term	
Seek funding for the development and maintenance of the Round the Bay Walk network. Including funding contributions from landowners, land managers and commercial operators.	Short term	
Examine the feasibility of allowing commercially based services to utilise the Round the Bay Walk with revenue being redirected into track maintenance and upgrade.	Long term	

Construction and Maintenance of Tracks and Other Infrastructure

ACTIONS	TIMETABLE	LEAD AGENCIES
Prioritise track work	Short term	
Combine the development of new tracks with the upgrade and maintenance of existing tracks.	Medium term	
Close and rehabilitate unnecessary tracks and convert old roads to narrower tracks	Long term	
Investigate the option of developing a camping area at Red Point Reserve.	Long term	
Design campsites and provide facilities where necessary to minimise maintenance and adverse impacts. Including investigation of Red Point as a formalised camping area.	Long term	
Use local, state and commonwealth government and volunteers, employment programs and walkers to assist in track development and maintenance.	Ongoing	
Ensure the natural environment and cultural landscapes are protected.	Ongoing	

Classifying Track Types, Service Standards and Safety

ACTIONS	TIMETABLE	LEAD AGENCIES
Develop and adopt a track classification system for all land managers to be applied in building, maintaining and risk assessing the walking tracks.	Short term	
Classify and assess tracks addressing safety issues.	Short term	
Develop and adopt common track directional and safety signs across land tenures and install as needed.	Medium term	

5. MONITORING AND RESEARCH

ACTIONS	TIMETABLE	LEAD AGENCIES
Develop and adopt a track monitoring process for the assessment of physical attributes, visitor numbers and behaviour on tracks and user satisfaction.	Medium term	
Collate a stakeholder database of walking information relevant to visitor requirements and management strategies.	Ongoing	
Land managers to utilise the collected information in walking track management.	Ongoing	

6. COMMERCIAL OPPORTUNITIES

ACTIONS	TIMETABLE	LEAD AGENCIES
Enhance regional economic opportunities through the development of tourism facilities, packages and services associated with the Round the Bay Walk. Long term		
If commercial or visitor permits are required, establish consistency and coordinated management in permit allocation across land management tenures.	Long term	

10 References

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Appendix A

Legislation and Management Frameworks

New South Wales

National Parks and Wildlife Act 1974 (NSW)
Threatened Species Act
Native Title (New South Wales) Act
Aboriginal Land Rights Act 1983
Coastal Protection Act 1979
Crown Lands Act 1989
Environmental Planning and Assessment Act 1979
Local Government Act 1993
Marine Parks Act 1997

Commonwealth

Environment Protection and Biodiversity Conservation Act 1999
Environment Protection and Biodiversity Conservation Regulations 2000
National Parks and Wildlife Conservation Act 1975 (Cth)
Naval Waters Act 1918

Planning Instruments

Local Government

Local Environmental Plan

State Government

Regional Environmental Plan
State Environmental Planning Policy No.14 Coastal Wetland
State Environmental Planning Policy No. 26 Littoral Rainforest

Jervis Bay National Park Plan of Management
Booderee National Park Plan of Management
Jervis Bay Marine Park zoning plan

National Parks and Wildlife Service

Jervis Bay National Park Plan of Management
Review of Environmental Factors (REF)
– any upgrade or construction of tracks and facilities within National Park requires an environmental assessment.

Booderee National Park

Booderee National Park Management Plan 2002

Appendix B

Route Table Definitions

Route Option:

The most feasible route chosen after assessing constraints and opportunities.

Description (existing tracks & access):

The physical attributes of the track. Existing tracks may be of any form, including constructed and unconstructed foot tracks, fire trails (locked gates), 4WD tracks, sealed and unsealed public roads. Access refers to the ability to get to the track, whether by road, foot, or boat.

Track Length:

Is approximate and measured in kilometres. Includes track type: one-way, return or loop.

Track Grade:

This classifies the potential track grade after upgrade or construction. It is categorised according to the following classifications which are based on the Australian Standard for the classification and signage of walking tracks (Standards Australia, 2001) and NPWS *Walking Track Construction Guidelines* (??).

Walk = A well constructed path for high use by persons of all ages and physical condition. Easy grades suitable for users with restricted mobility. May include bridges and boardwalks. *Track* = Well defined and suitable for people of average fitness. Easy to moderate grades. *Route* = Lightly marked route for equipped and experienced walkers. Easy to difficult grades.

Tenure:

Which individual or agency owns the land parcel.

Management:

Which individual or agency manages the land parcel.

Environmental Constraints:

Physical: Natural features of the landscape that may restrict the track eg. Cliffs, waterways, tides, vegetation, soils. 'impassable at high tide' may still mean this section can be waded through at high tide depending on conditions.

Flora: Threatened flora and significant vegetation communities. State Environmental Planning Policies (SEPP) 14: Coastal Wetlands, SEPP 26: Littoral Rainforest are relevant to coastal development.

Fauna: Threatened fauna.

Cultural & Heritage Constraints:

- Archaeologically significant sites.
- Aboriginal places of significance.
- Aboriginal and European heritage sites.

Services & Facilities:

At track heads or along the track. Including parking, toilets, picnic tables, BBQ, drinking water or shops.

Management Issues:

Are there any management issues that need to be considered?

UXO = unexploded ordinance from historic Defence activities.

Cost Estimates:

Will there be a minimal, moderate or high cost involved in upgrading degraded tracks or for the construction of tracks. *Minimal* = Track exists. Track markers and/or track head signs may be required.

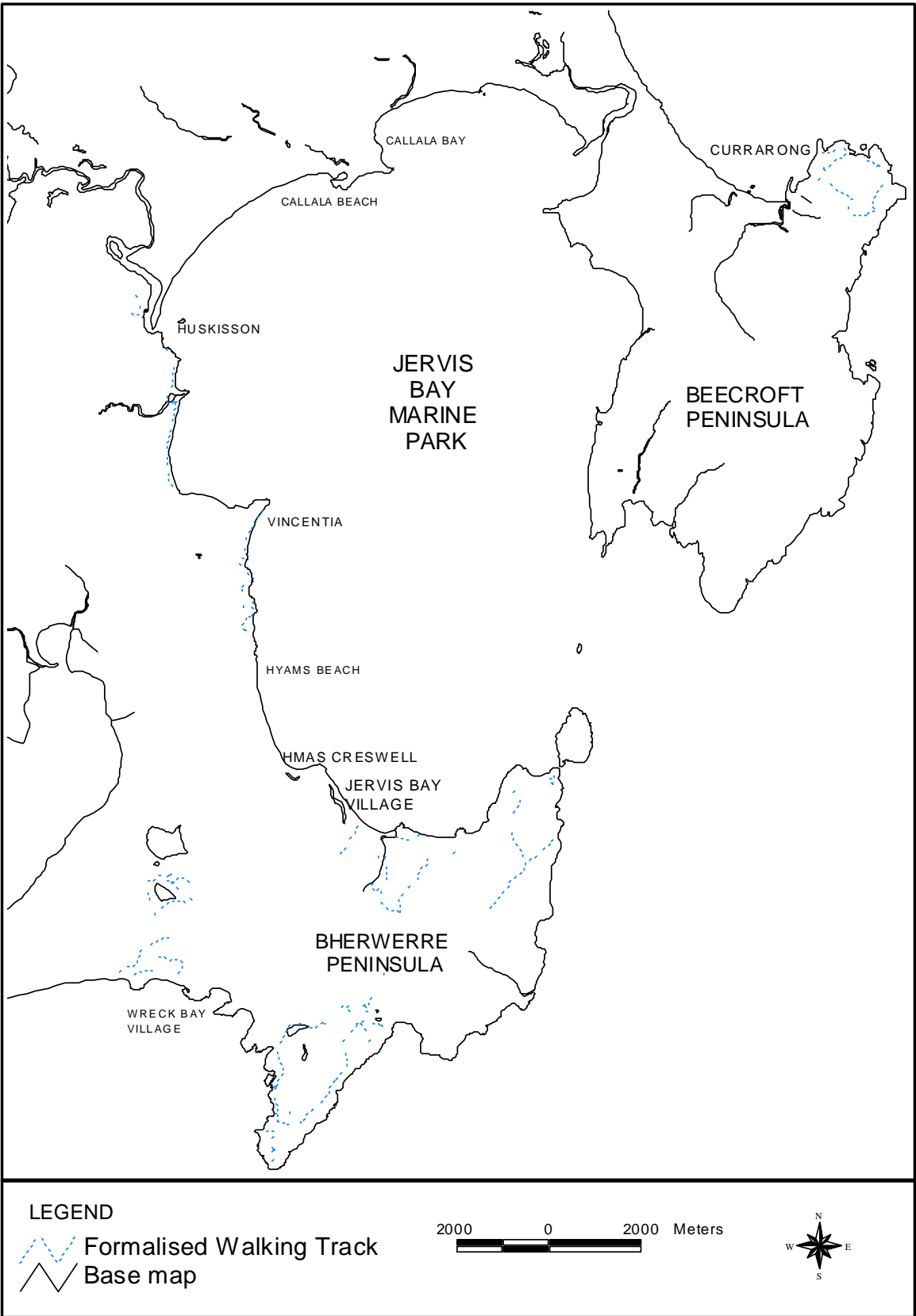
Moderate = Some track construction work needed. *High* = Extensive track construction. May include the following – vegetation clearance, surfacing, boardwalk or bridge construction, step construction.

Potential for Economic & Tourism Development:

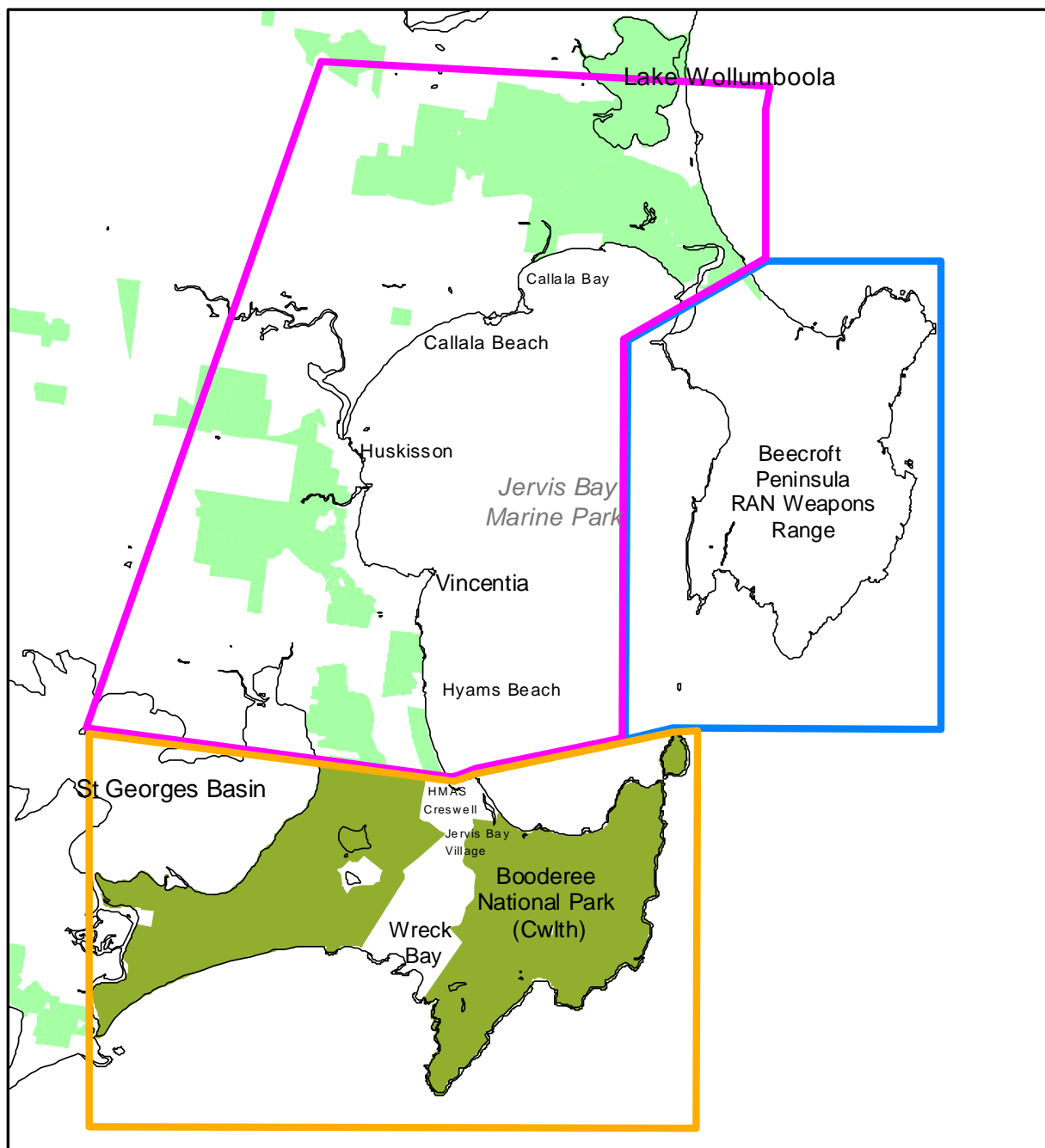
Potential opportunities for services and facilities that could be linked with the walk.

Interpretation Opportunity:

This has been mainly suggested for track heads, access points and areas with multi-users. Interpretation topics also included. These are suggestions for signage or walk brochures.



MAP 1 FORMALISED WALKING TRACKS AROUND JERVIS BAY



LEGEND

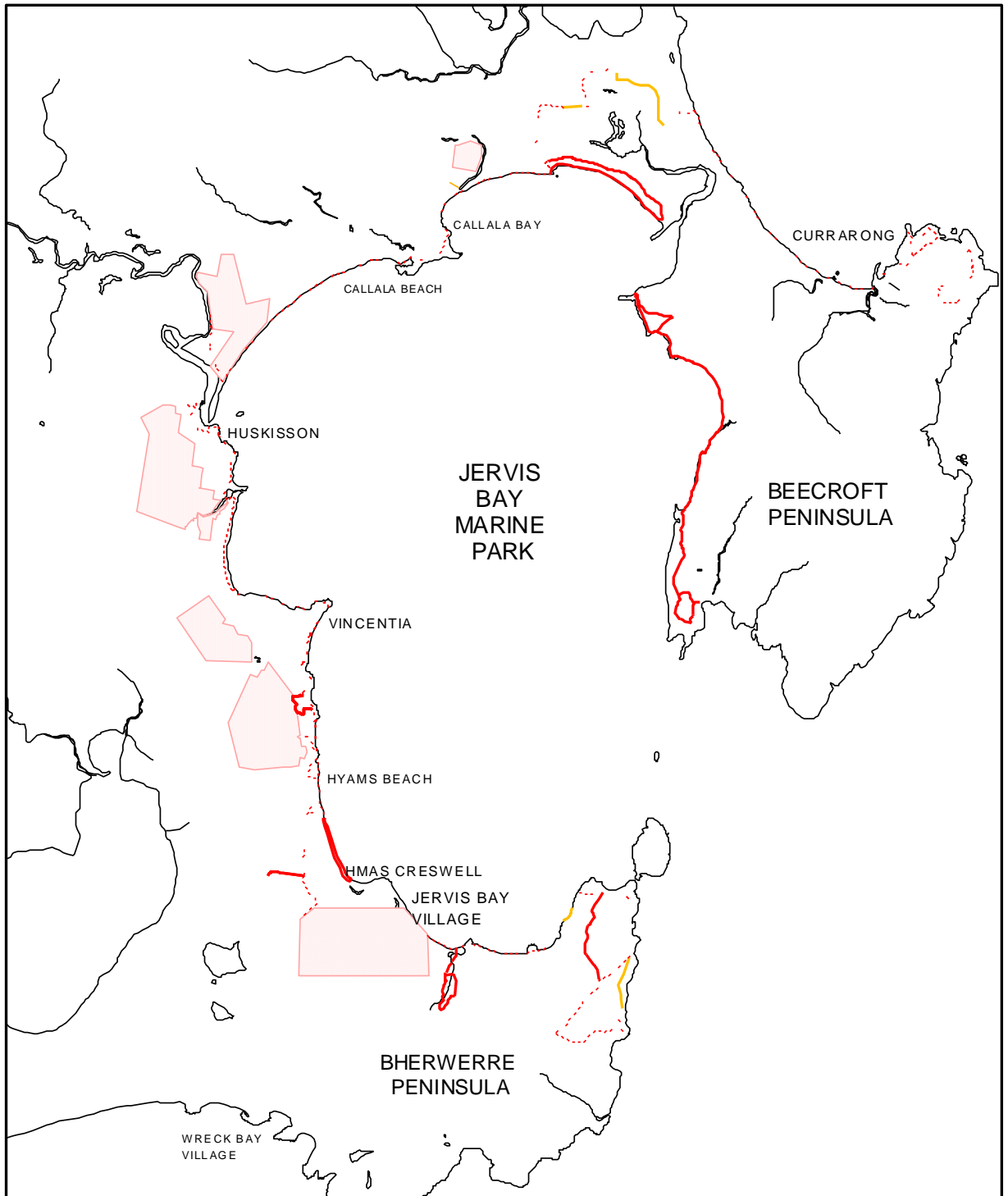
- RTBW Study Sections
- ▭ Beecroft
 - ▭ Bherwerre
 - ▭ Middle
 - Coastline
 - ▭ Booderee National Park
 - ▭ NSW national park/nature reserve

3000 0 3000 Meters



MAP 2 ROUND THE BAY WALK FEASIBILITY STUDY AREA

Produced by Natalie Ostrowsky



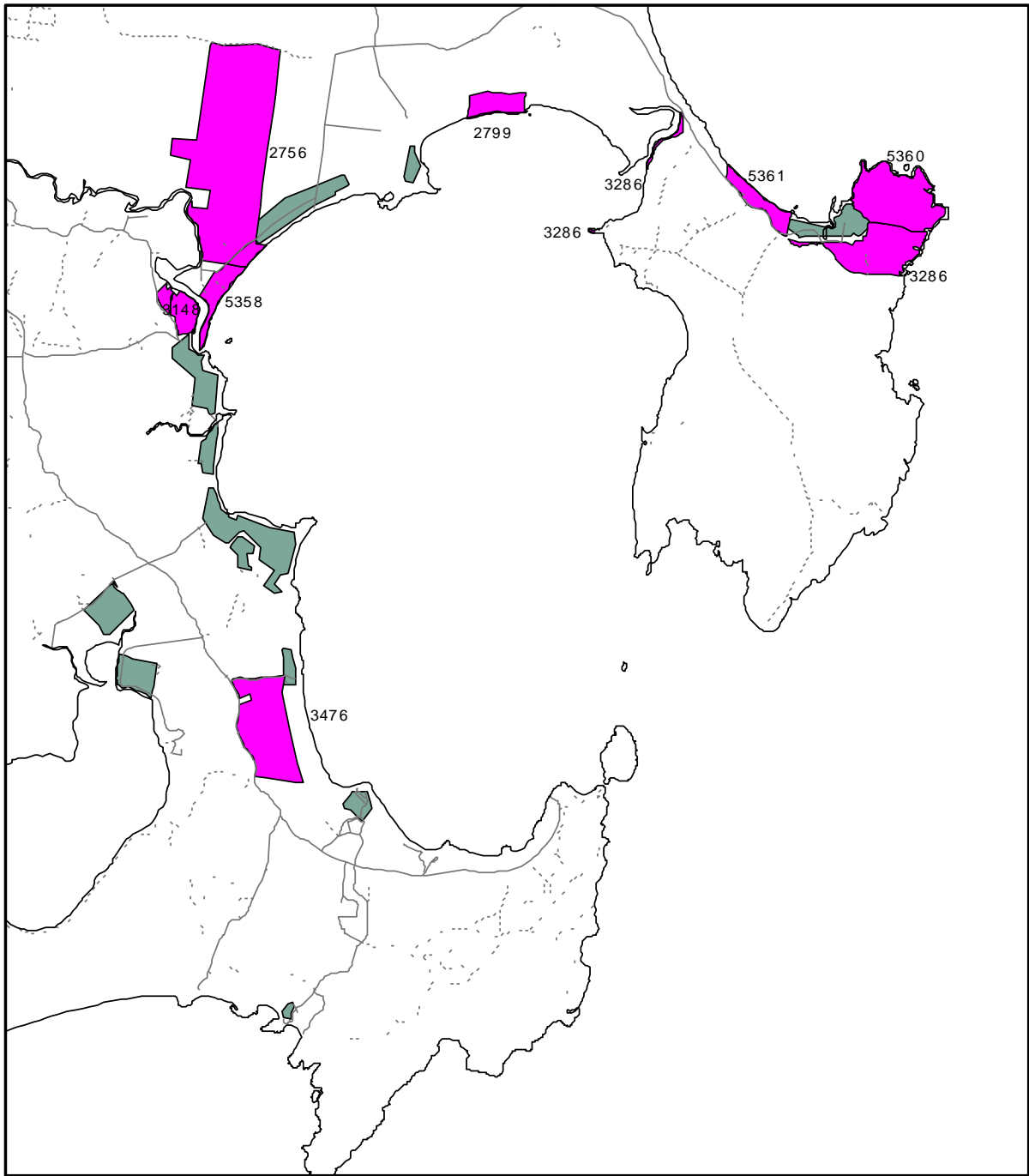
LEGEND

- - - RTBW OFFSHOOT TRACK OPTIONS
- RTBW ROUTE OPTION
- Route construction
- Potential for loop track
- Further assessment
- Basemap







1 0 1 2 Kilometers



MAP 3 ROUND THE BAY WALK ROUTE OPTION



LEGEND

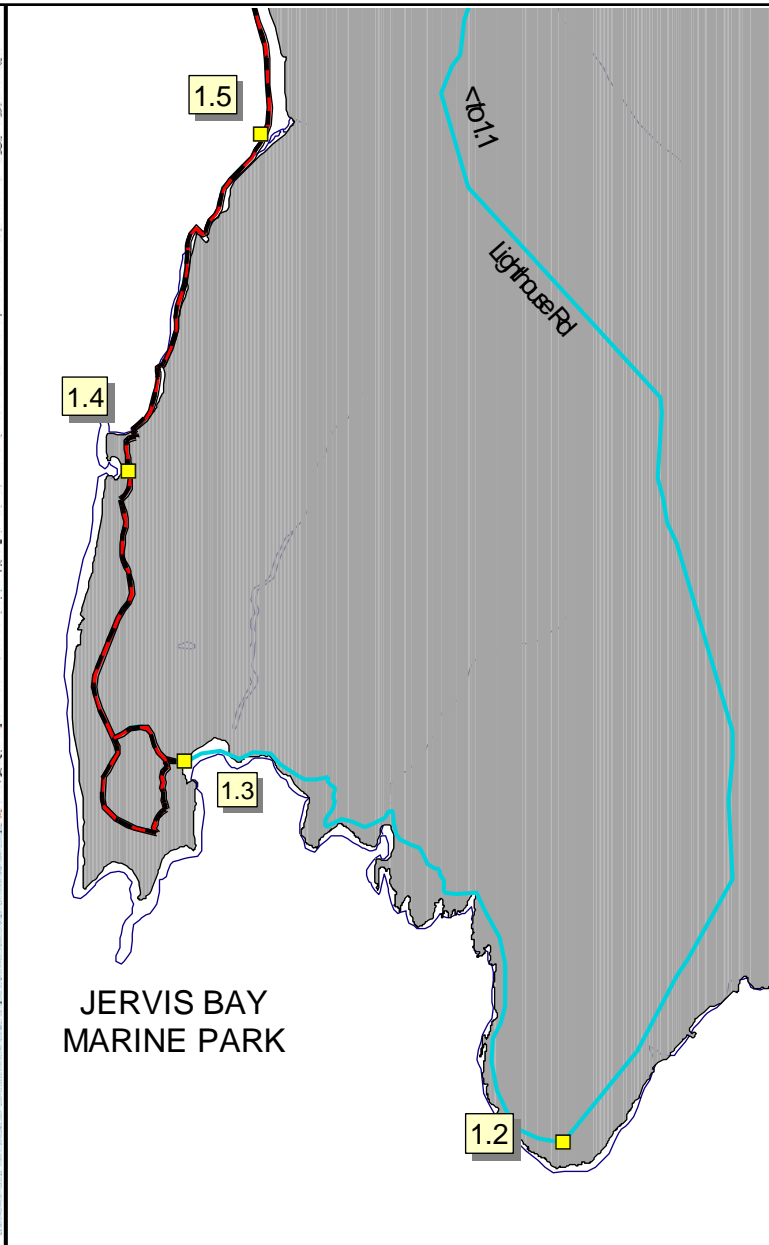
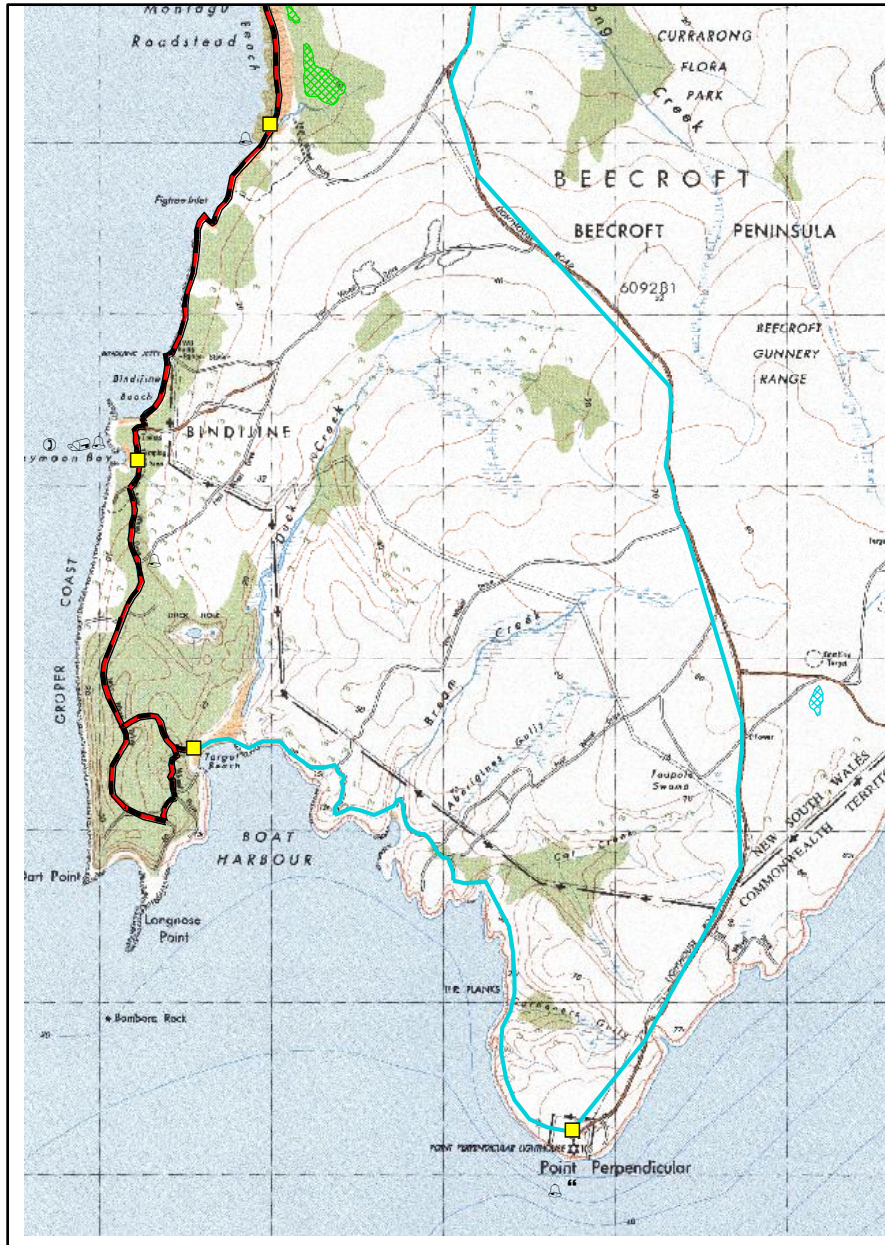
-  Coastline
- Roads
 -  4WD tracks
 -  sealed roads
 -  unsealed roads
-  Aboriginal land claims
-  Urban areas (adjacent/nearby)

1000 0 1000 Meters



MAP 4 ABORIGINAL LAND CLAIMS - JERVIS BAY

Produced by Natalie Ostrowsky



LEGEND

- Track segment nodes
- RTBW Route Option
- RTBW Offshoot Track Option
- Route Construction
- Route Option - Not Recommended
- Potential for loop track
- Further assessment

Tenure

- JB Territory
- Department of Defence
- National Park
- Nature Reserve
- State Forest
- Crown Land
- Crown Land (SCC managed)
- SCC Community Land
- SCC Operational Land
- Road Reserve (SCC)

Facilities

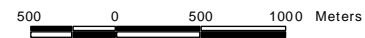
- barbecue
- disabled access
- food shop
- lookout
- parking
- picnic table
- public phone
- toilet
- visitor centre

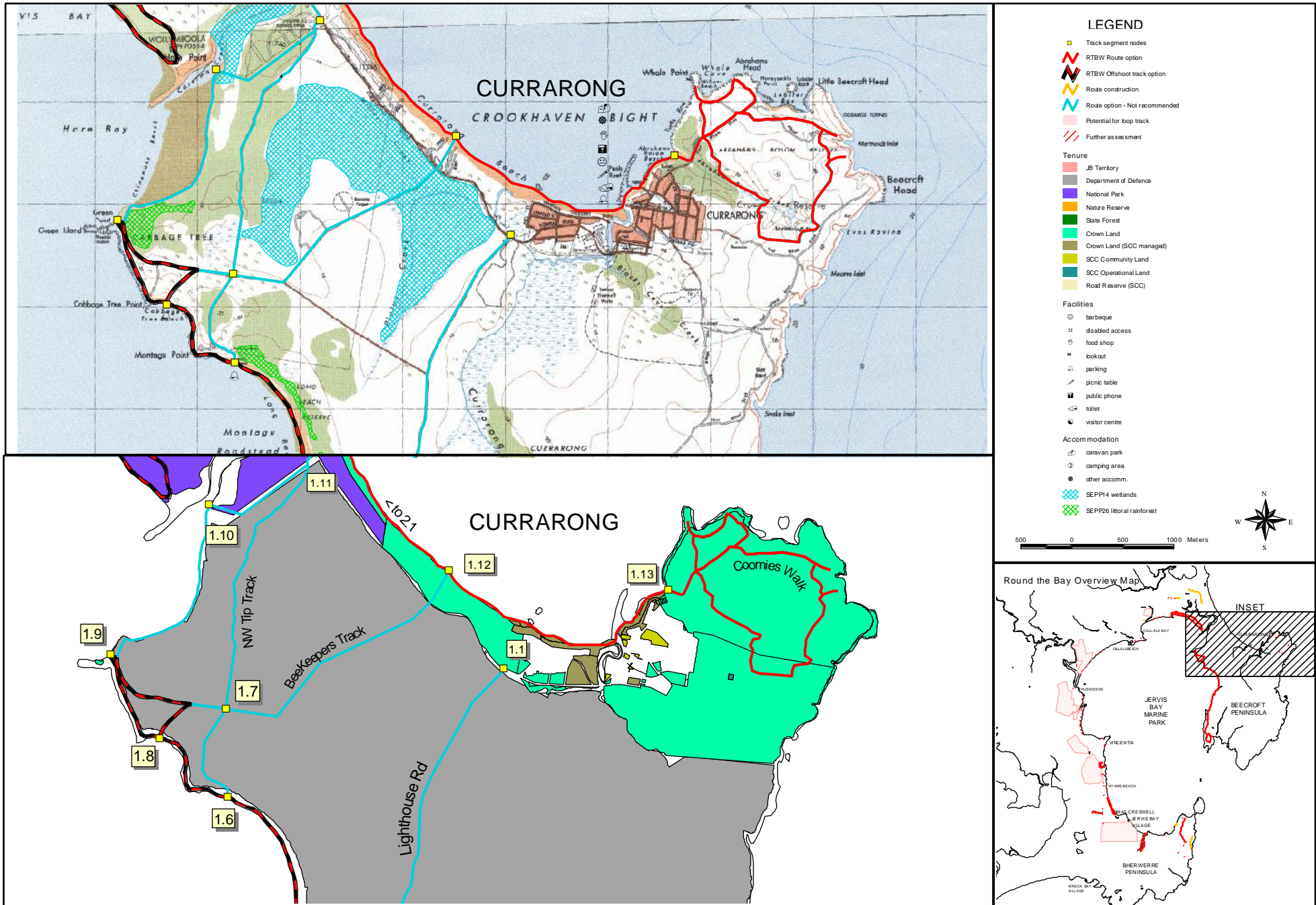
Accommodation

- caravan park
- camping area
- all other

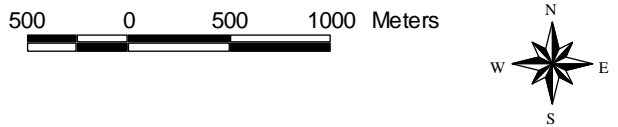
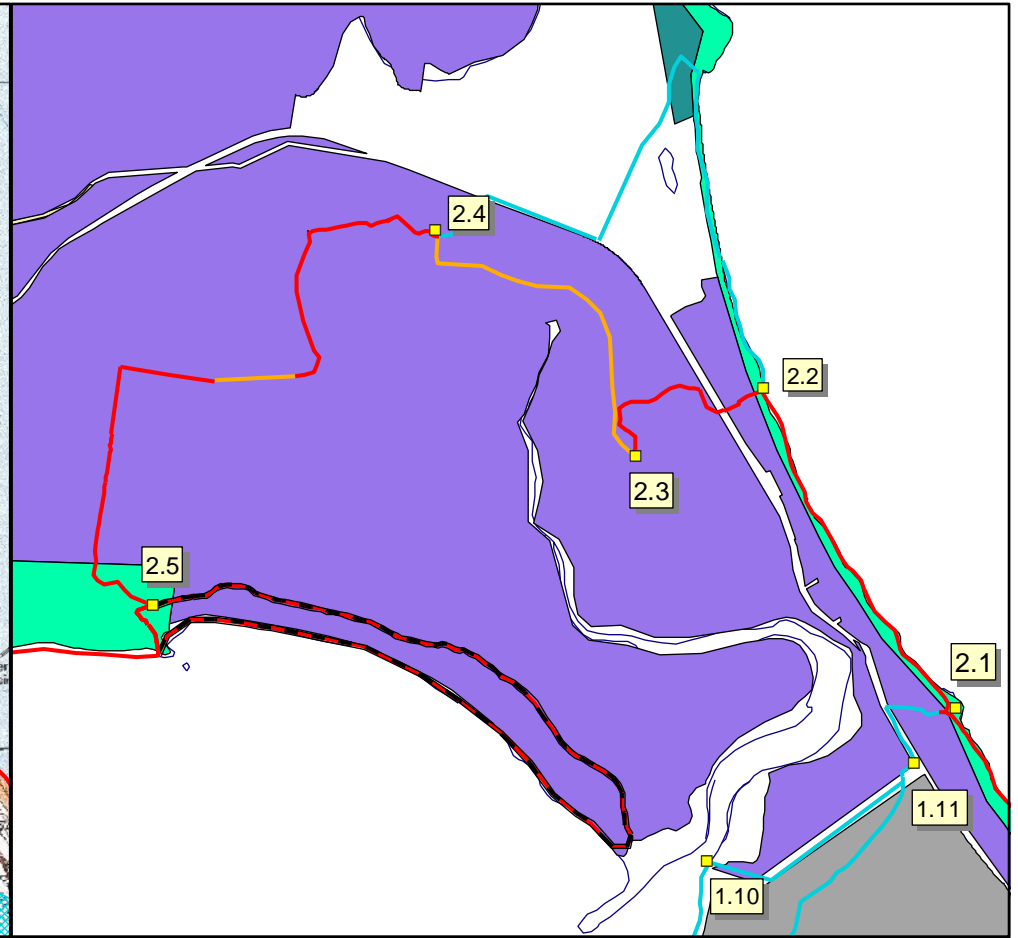
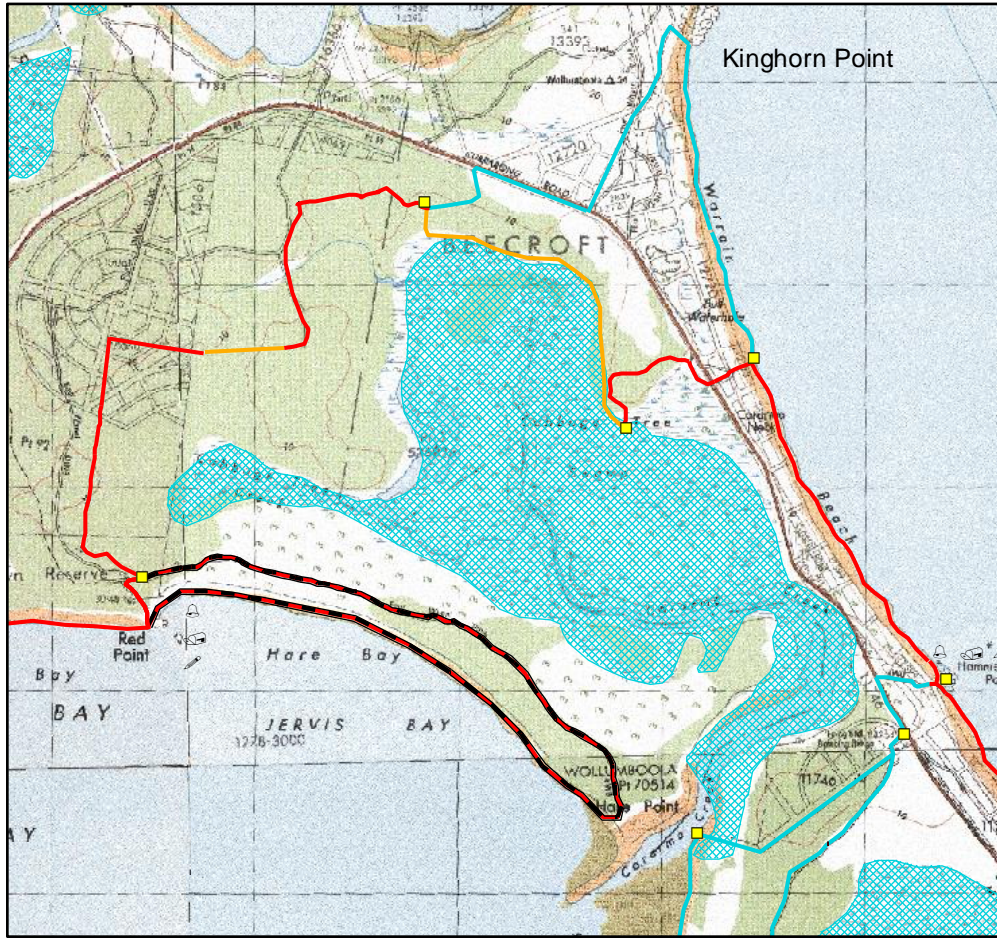
- SEPP26 littoral rainforest

MAP 4.1.1
ROUTE OPTIONS IN THE BEECROFT SECTION



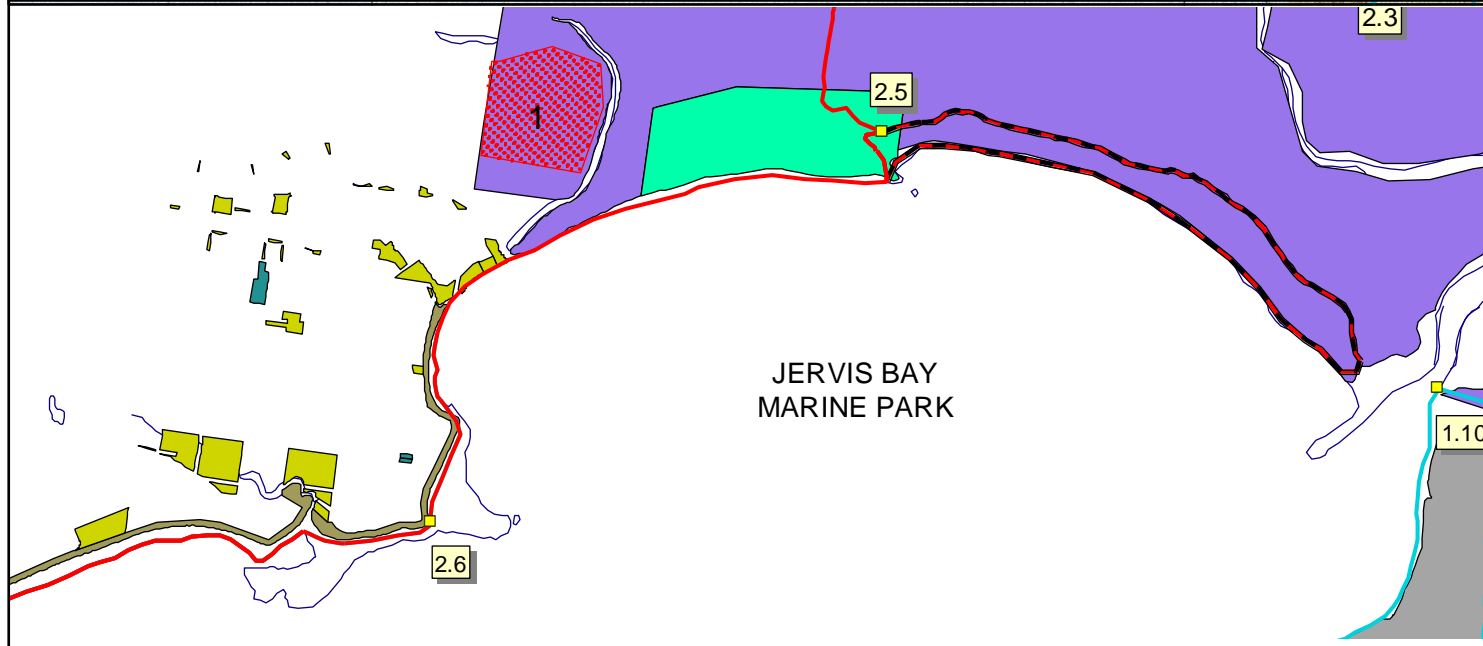
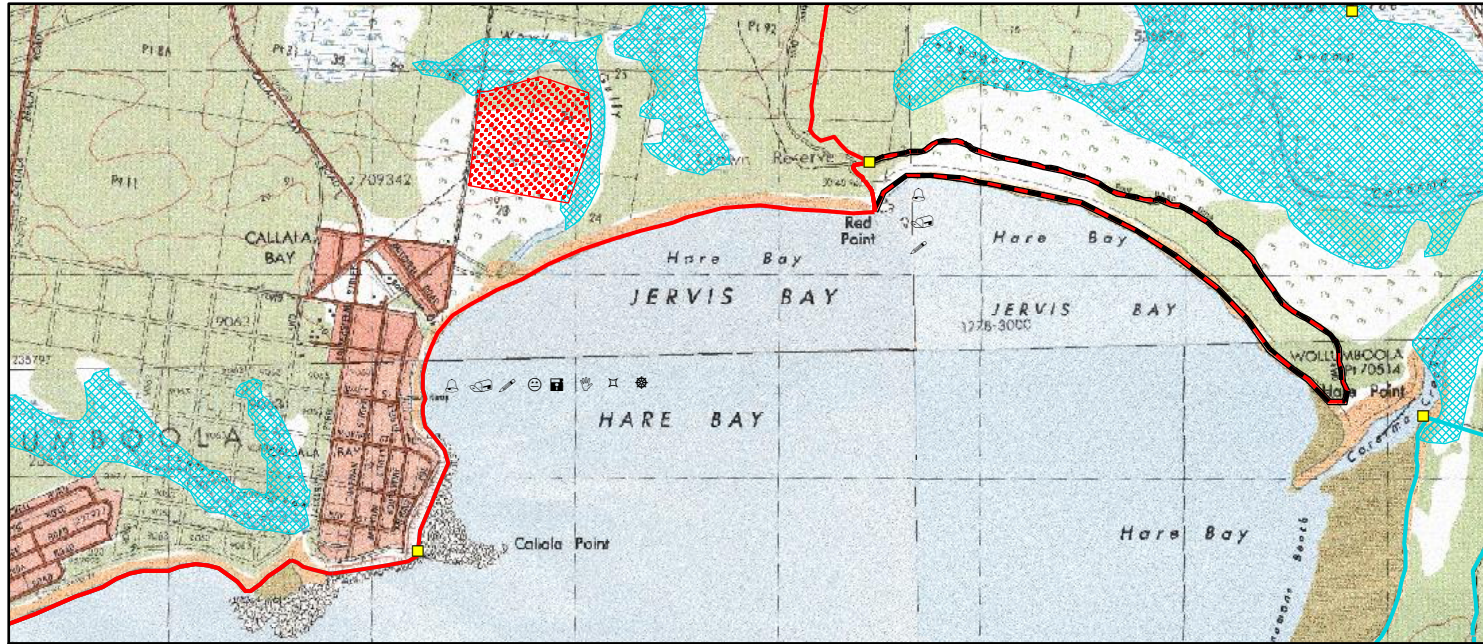


MAP 4.1.2 ROUTE OPTIONS IN BEECROFT SECTION



MAP 4.2.1
ROUTE OPTIONS FOR CURRAMBENE SECTION

<p>LEGEND</p> <ul style="list-style-type: none"> ■ Track segment nodes — RTBW Offshoot Track Options — Route Construction — Route Option - Not Recommended Potential for loop track Further assessment <p>Tenure</p> <ul style="list-style-type: none"> JB Territory Department of Defence National Park Nature Reserve State Forest Crown Land Crown Land (SCC managed) SCC Community Land SCC Operational Land Road Reserve (SCC) 		<p>Facilities</p> <ul style="list-style-type: none"> ⊙ barbeque ⌘ disabled access ⌘ food shop ⌘ lookout ⌘ parking ⌘ picnic table ⌘ public phone ⌘ toilet ⌘ visitor centre <p>Accommodation</p> <ul style="list-style-type: none"> ⌘ caravan park ⌘ camping area ⌘ other accomm. 	<p>Round the Bay Overview Map</p> <p>INSET</p>
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LEGEND

- Track segment nodes
- RTBW Route option
- RTBW Offshoot track options
- Route construction
- ▨ Potential for loop track
- ▨ Further assessment

Tenure

- JB Territory
- Department of Defence
- National Park
- Nature Reserve
- State Forest
- Crown Land
- Crown Land (SCC managed)
- SCC Community Land
- SCC Operational Land
- Road Reserve (SCC)

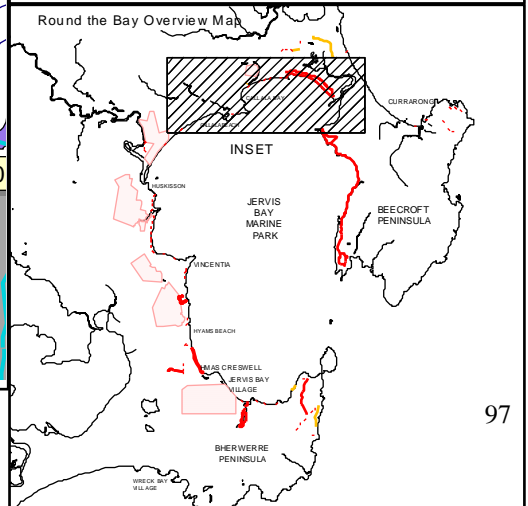
Facilities

- barbecue
- disabled access
- food shop
- lookout
- parking
- picnic table
- public phone
- toilet
- visitor centre

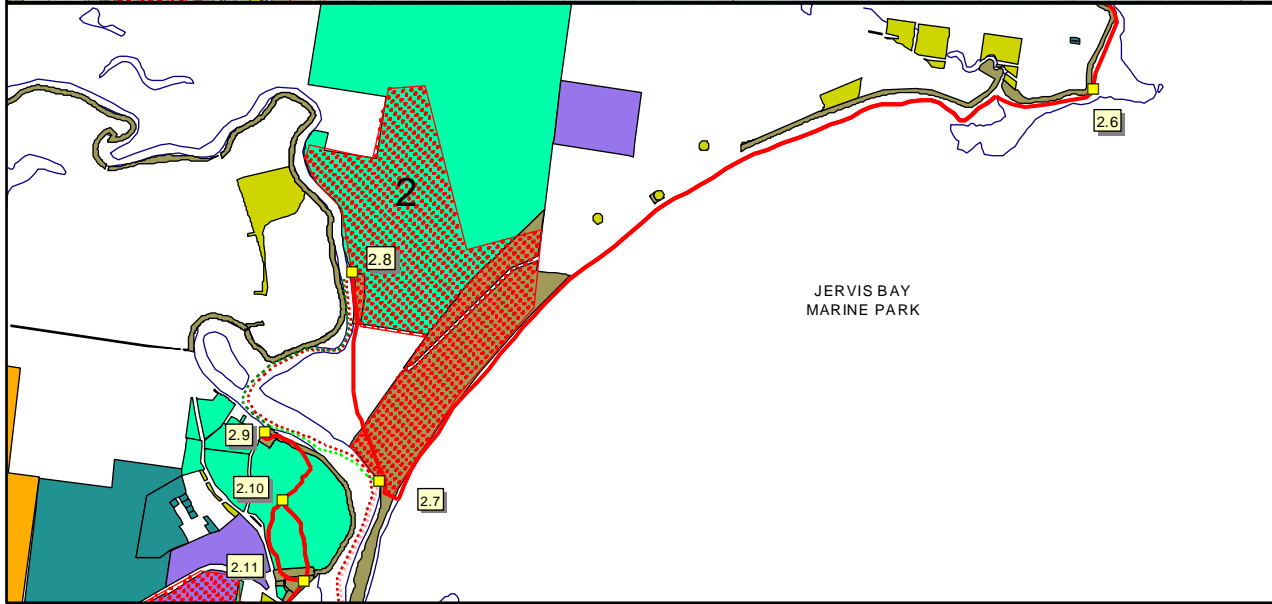
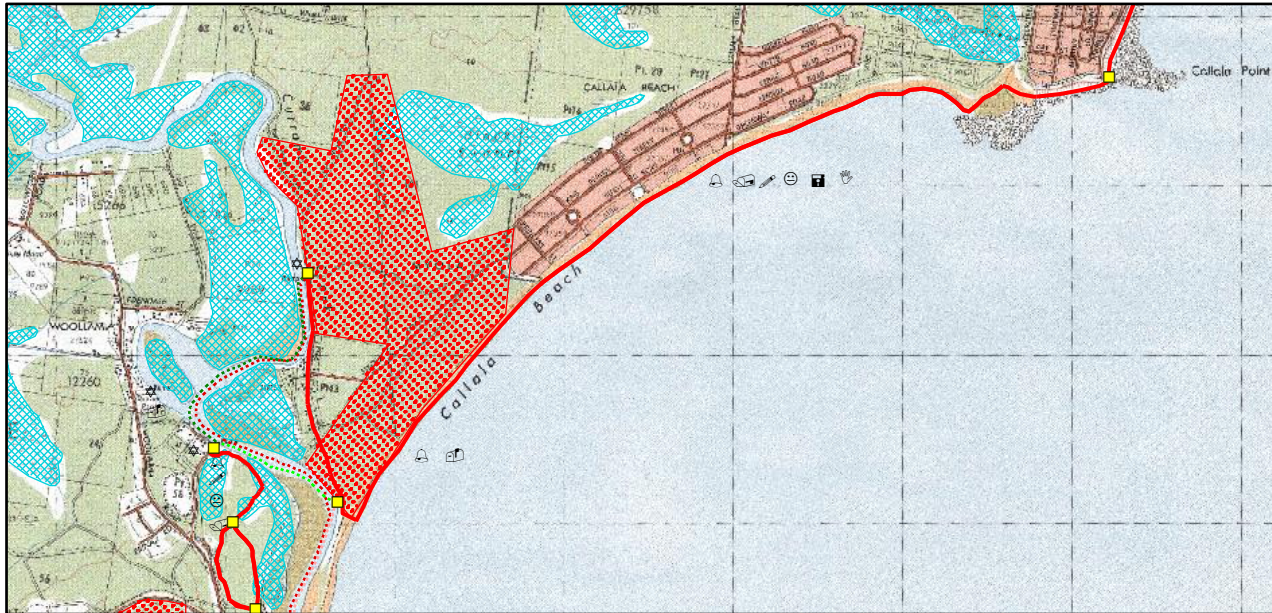
Accommodation

- caravan park
- camping area
- other accommodation
- ▨ SEPP 14 wetlands

500 0 500 Meters

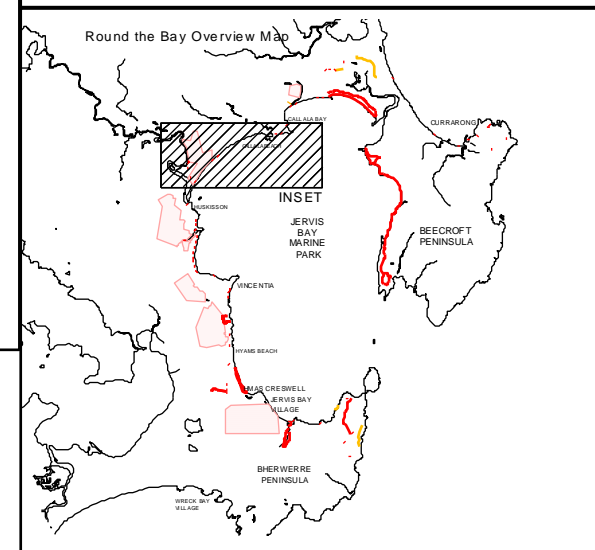
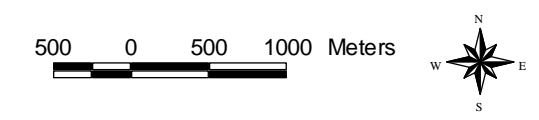


MAP 4.2.2 ROUTE OPTIONS IN CURRAMBENE SECTION

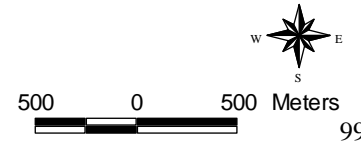
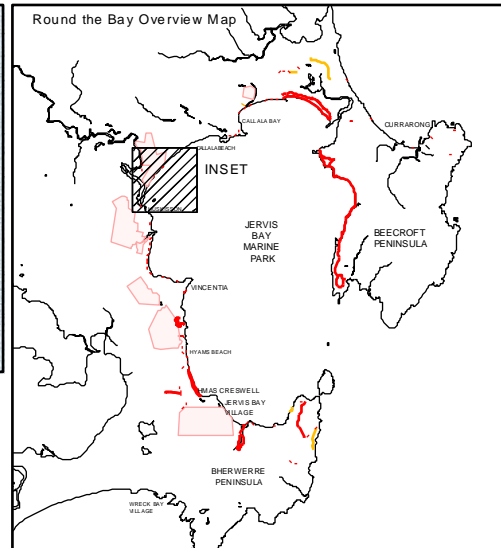
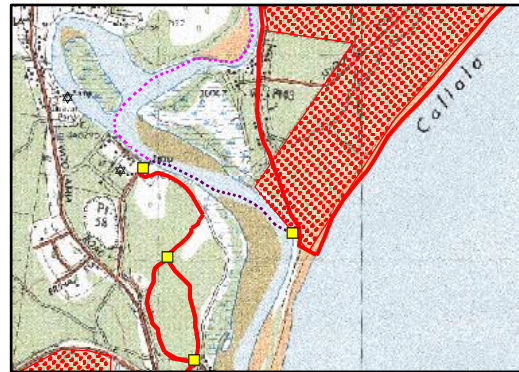
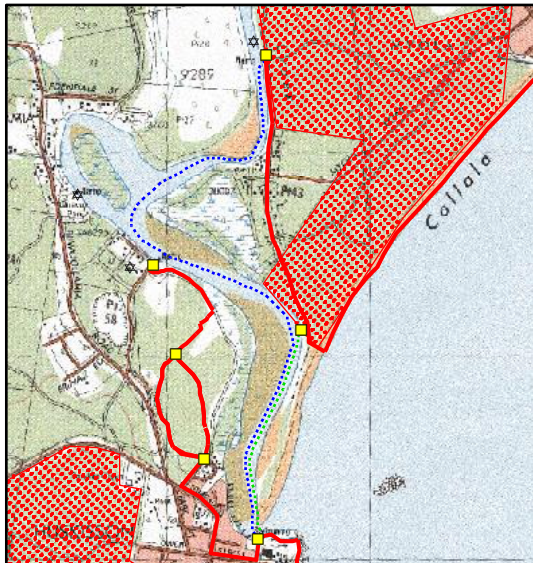
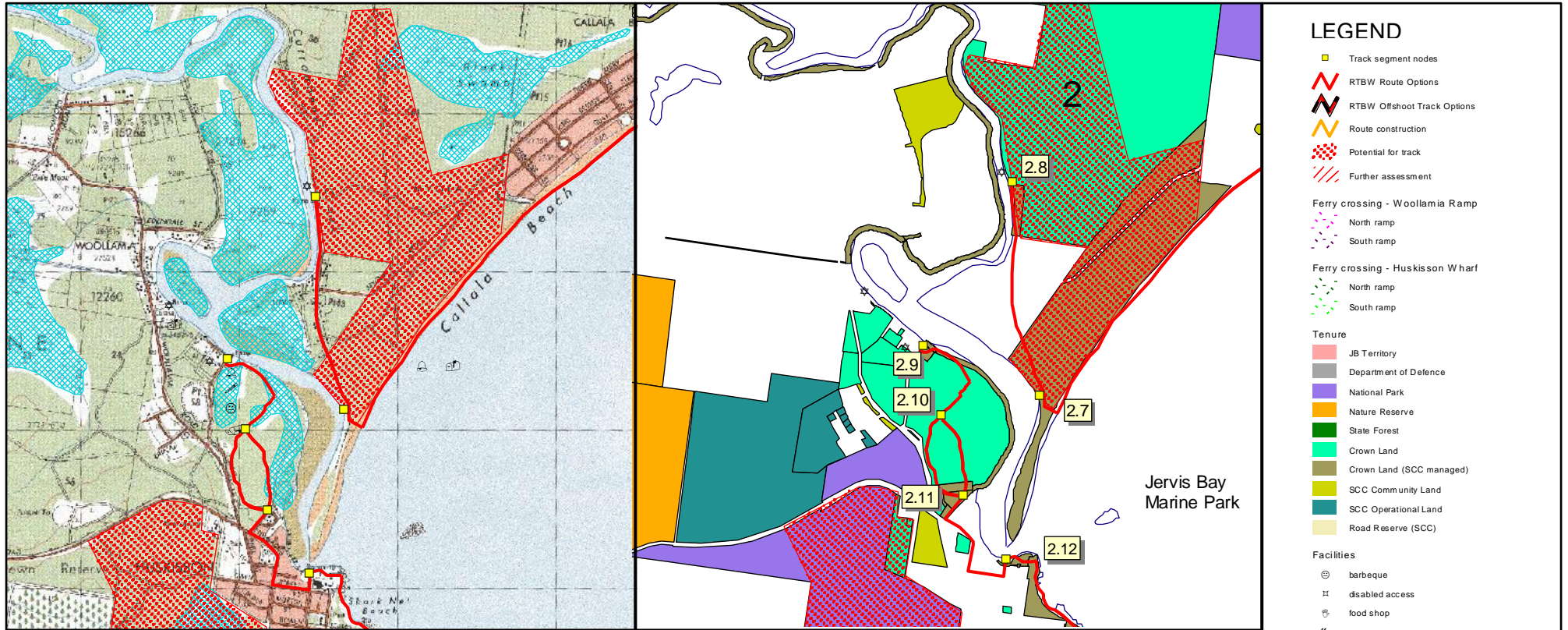


LEGEND

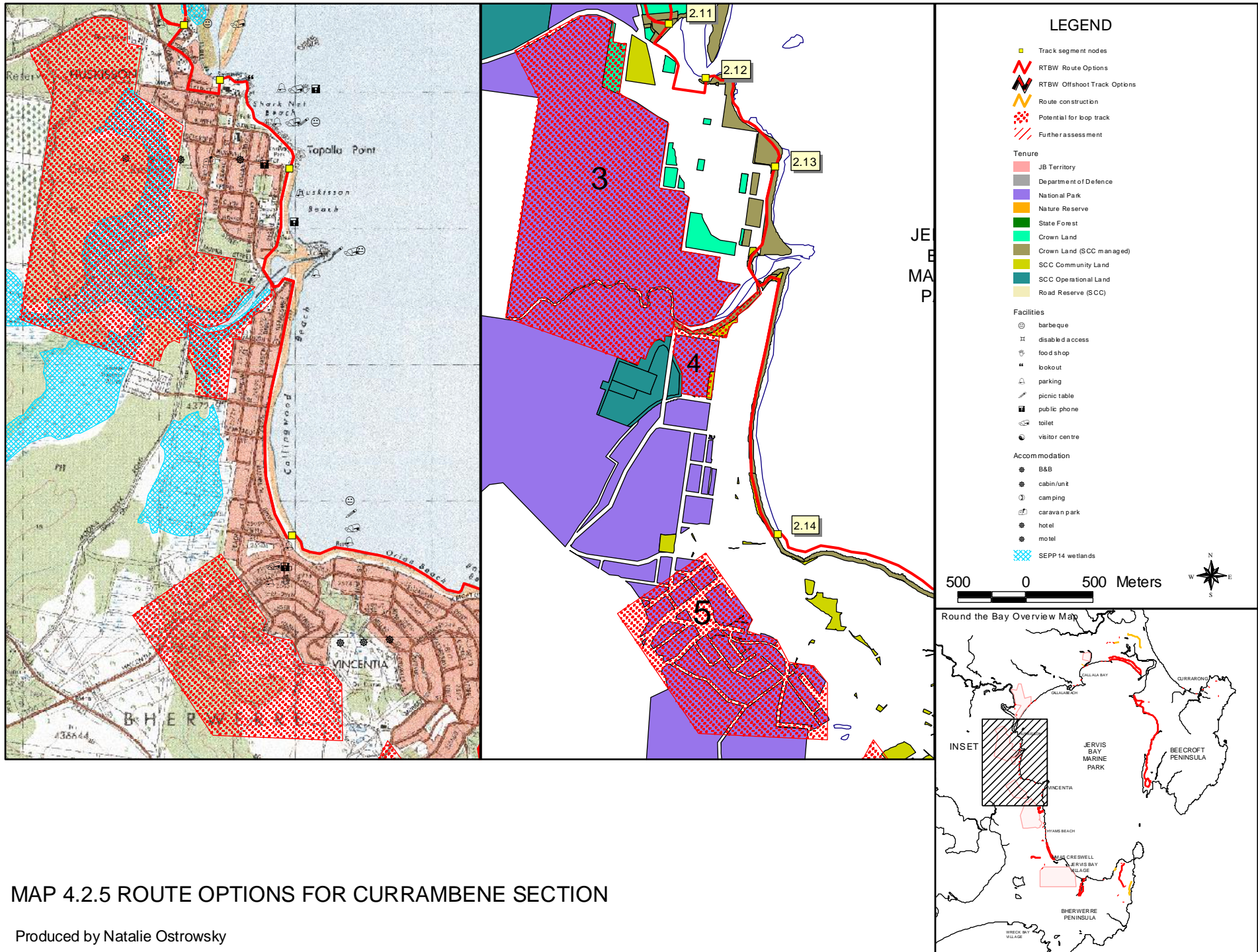
- | | |
|--|--|
| <ul style="list-style-type: none"> ■ Track segment nodes — RTBW Route Options - - - RTBW Offshoot Track Options — Route construction ▨ Potential for track ▨ Further assessment ▨ Ferry crossing - Woollamia Ramp ▨ North ramp ▨ South ramp ▨ Ferry crossing - Husky Wharf ▨ North ramp ▨ South ramp Tenure ■ JB Territory ■ Department of Defence ■ National Park ■ Nature Reserve ■ State Forest ■ Crown Land ■ Crown Land (SCC managed) ■ SCC Community Land ■ SCC Operational Land ■ Road Reserve (SCC) | <ul style="list-style-type: none"> ⊙ barbeque ⊙ disabled access ⊙ food shop ⊙ lookout ⊙ parking ⊙ picnic table ⊙ public phone ⊙ toilet ⊙ visitor centre Accommodation ⊙ B&B ⊙ cabin/unit ⊙ camping ⊙ caravan park ⊙ hotel ⊙ motel ⊙ Currambene boat ramps.shp ▨ SEPP14 wetlands |
|--|--|



MAP 4.2.3 ROUTE OPTIONS IN CURRAMBENE SECTION

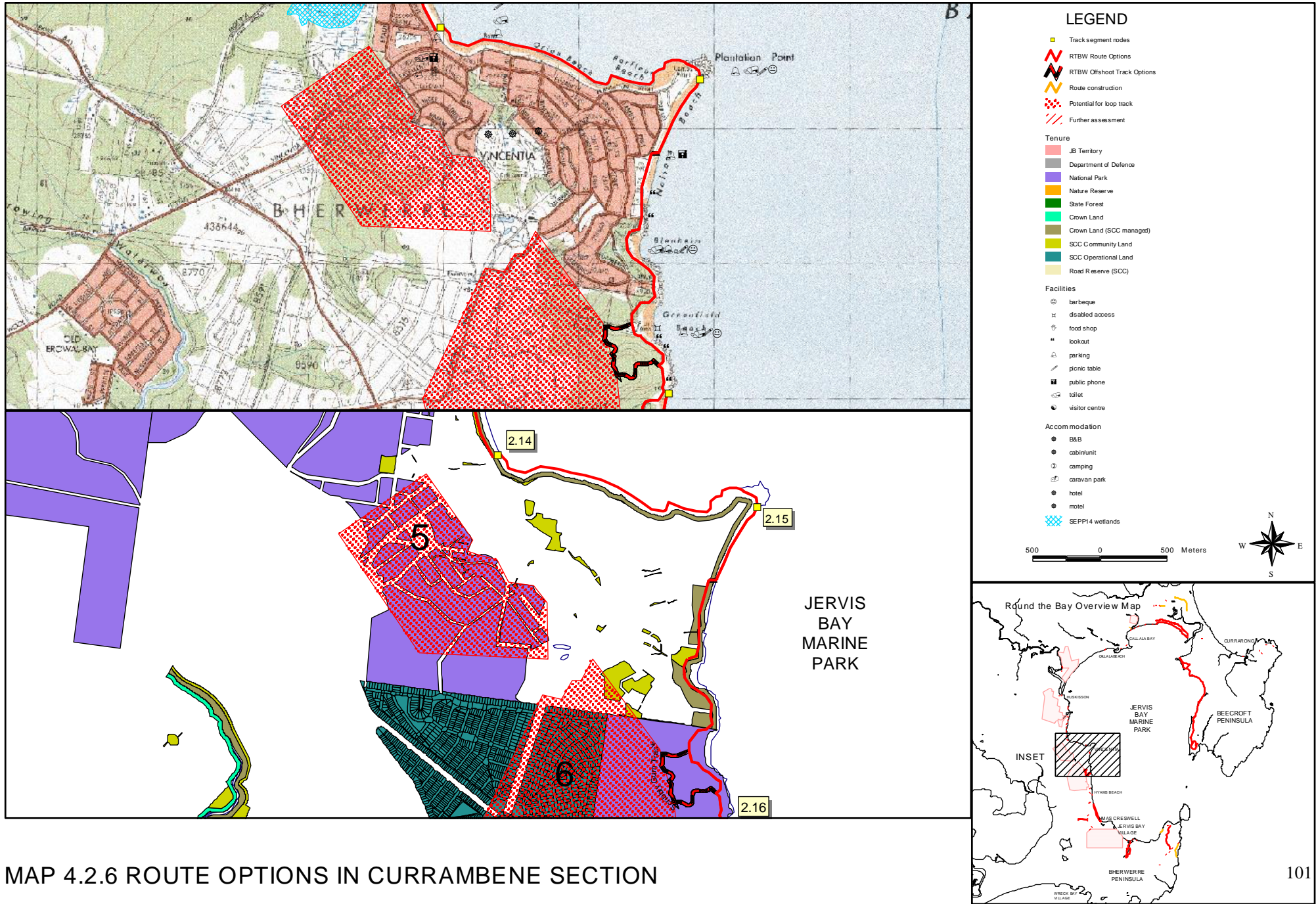


MAP 4.2.4 ROUTE OPTIONS IN CURRAMBENE SECTION

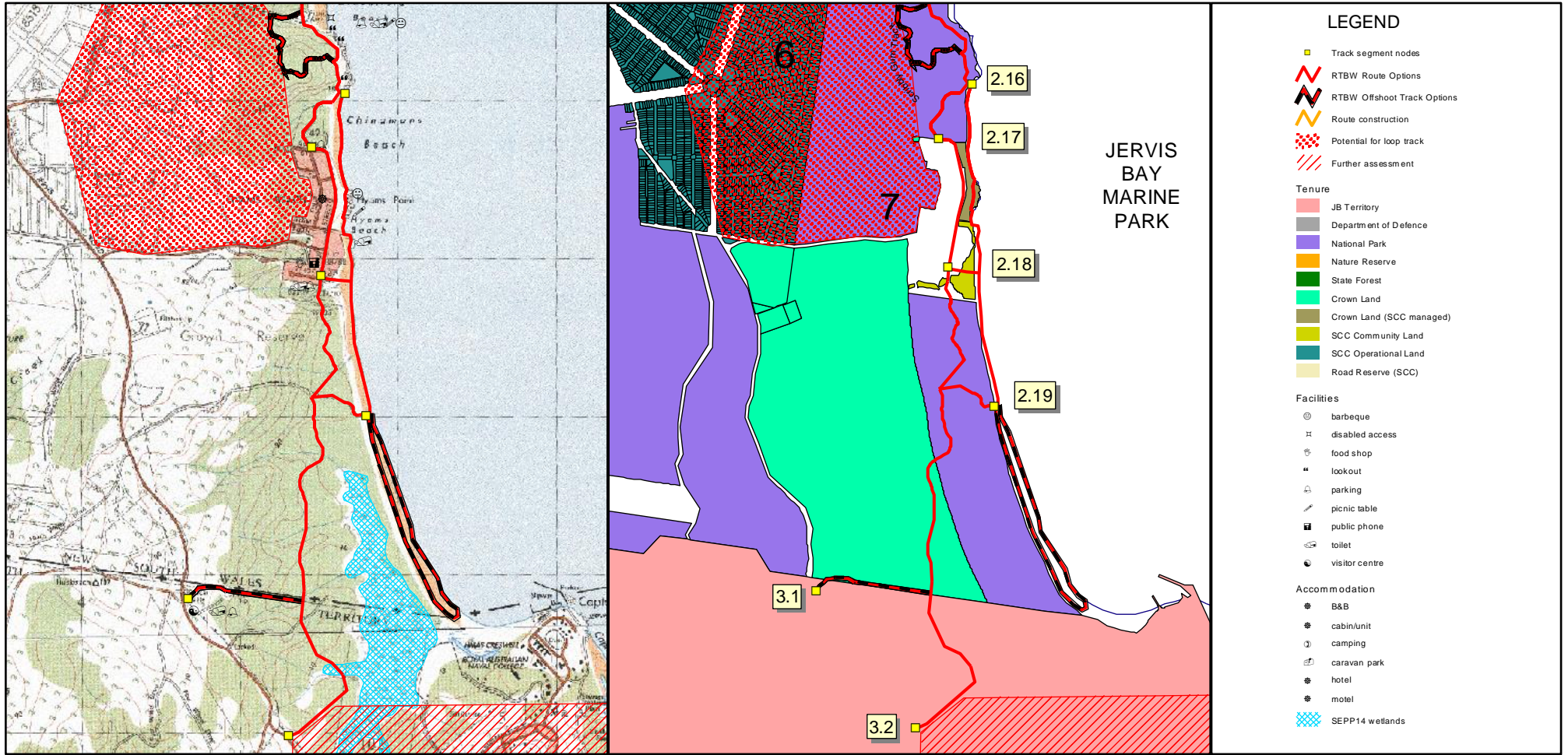


MAP 4.2.5 ROUTE OPTIONS FOR CURRAMBENE SECTION

Produced by Natalie Ostrowsky



MAP 4.2.6 ROUTE OPTIONS IN CURRAMBENE SECTION



JERVIS BAY MARINE PARK

LEGEND

- Track segment nodes
- RTBW Route Options
- RTBW Offshoot Track Options
- Route construction
- ▨ Potential for loop track
- ▨ Further assessment

Tenure

- JB Territory
- Department of Defence
- National Park
- Nature Reserve
- State Forest
- Crown Land
- Crown Land (SCC managed)
- SCC Community Land
- SCC Operational Land
- Road Reserve (SCC)

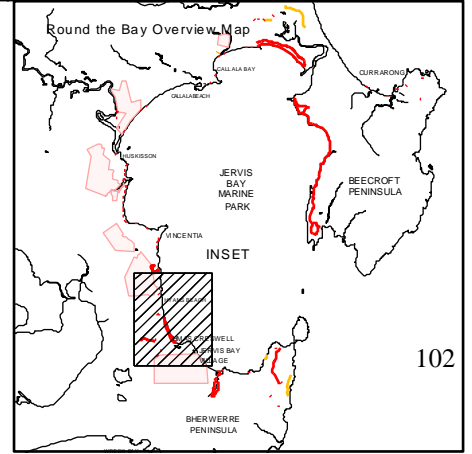
Facilities

- ⊙ barbeque
- ⊥ disabled access
- ⌘ food shop
- ⌘ lookout
- ⌘ parking
- ⌘ picnic table
- ⌘ public phone
- ⌘ toilet
- ⊙ visitor centre

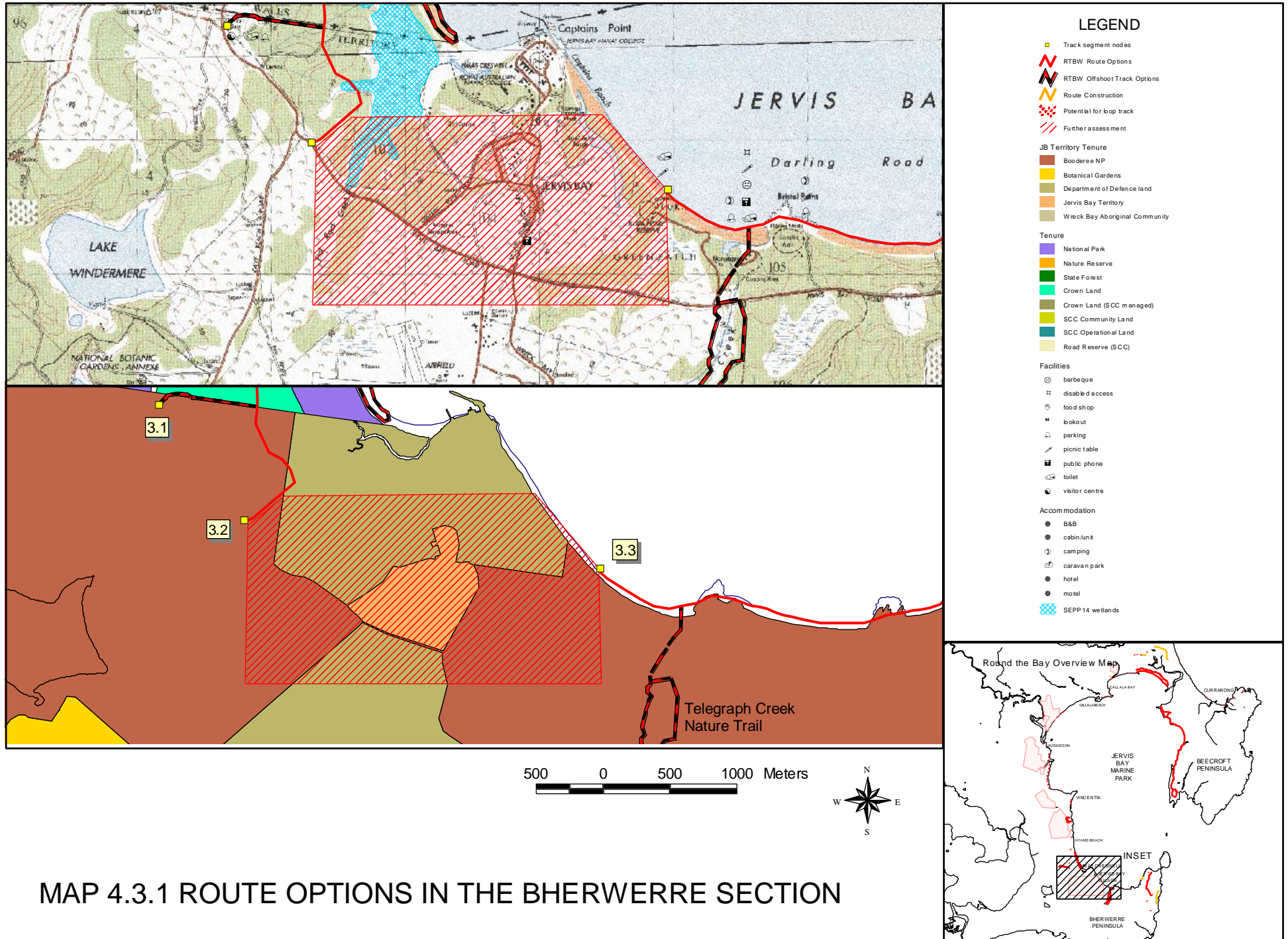
Accommodation

- ⊙ B&B
- ⊙ cabin/unit
- ⊙ camping
- ⊙ caravan park
- ⊙ hotel
- ⊙ motel
- ▨ SEPP14 wetlands

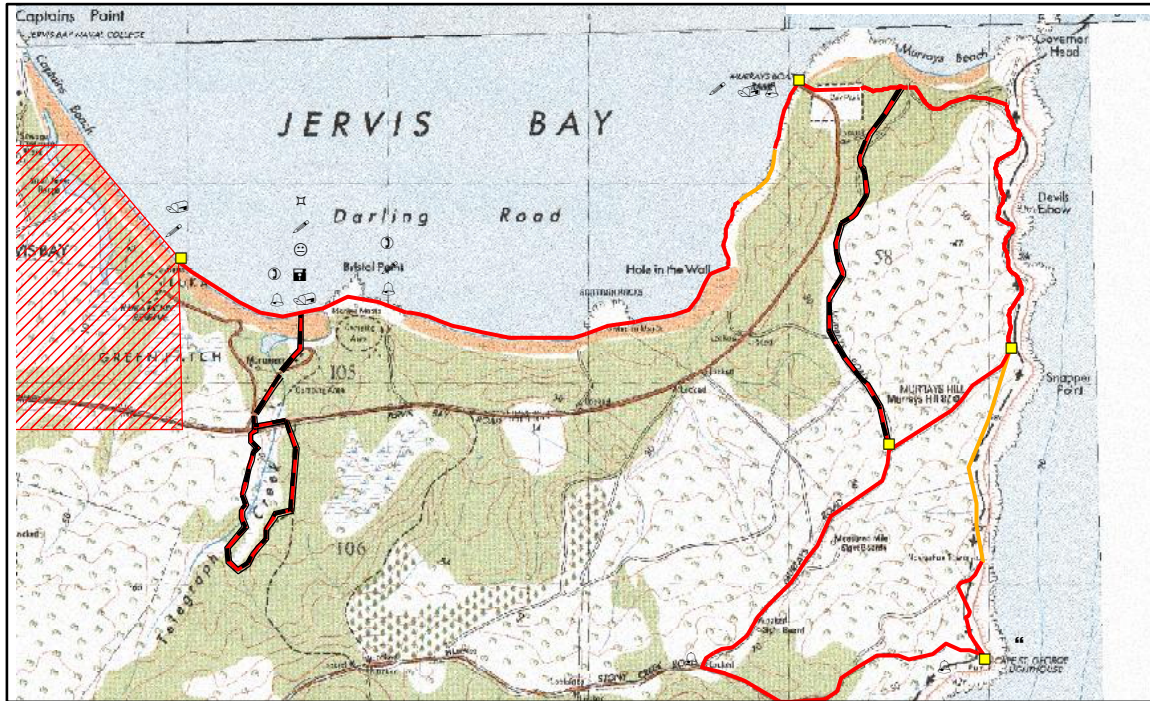
500 0 500 1000 Meters



MAP 4.2.7 ROUTE OPTIONS IN CURRAMBENE AND BHERWERRE SECTIONS



MAP 4.3.1 ROUTE OPTIONS IN THE BHERWERRE SECTION



LEGEND

- Track segment nodes
- RTBW Route Options
- RTBW Offshoot Track Options
- Route Construction
- - - Potential for loop track
- /// Further assessment

JB Territory Tenure

- Booderee NP
- Botanical Gardens
- Department of Defence land
- Jervis Bay Territory
- Wreck Bay Aboriginal Community

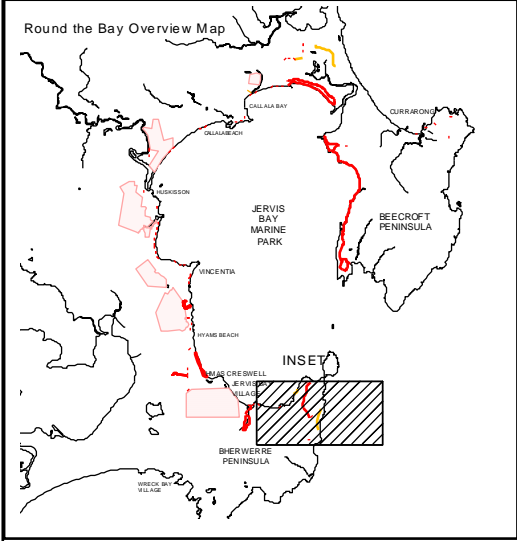
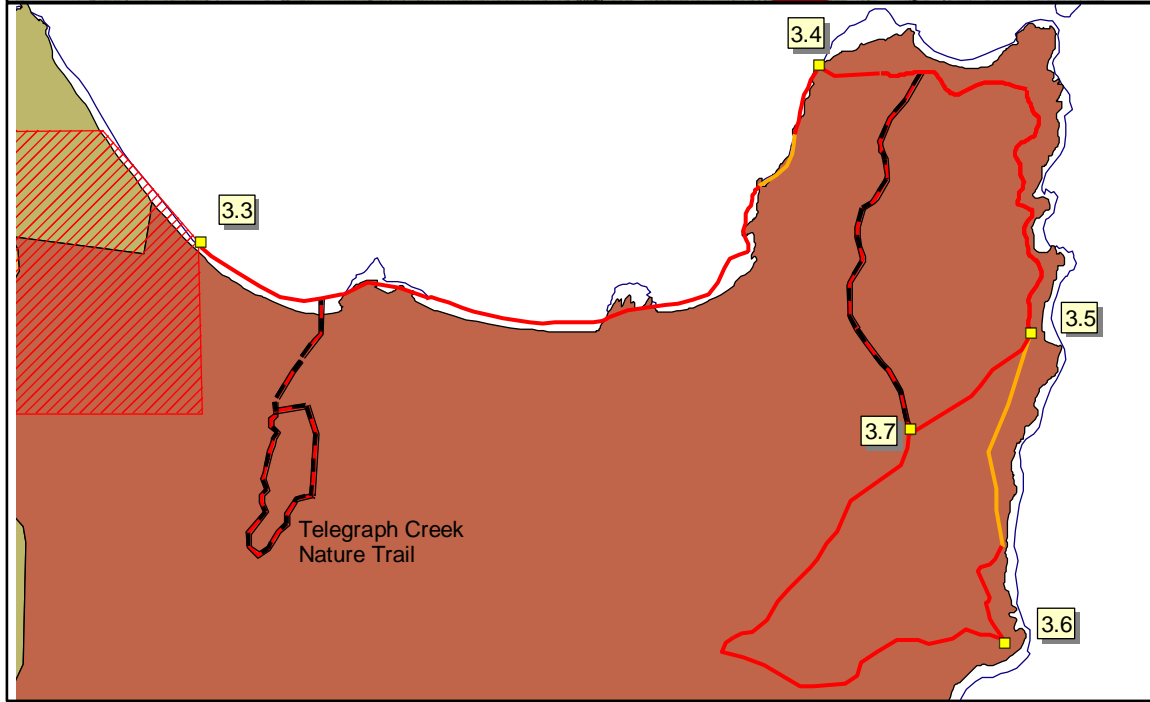
Facilities

- ⊕ barbeque
- ⊞ disabled access
- 🍷 food shop
- 🪑 lookout
- 🚗 parking
- 🪵 picnic table
- ☎ public phone
- 🚻 toilet
- 🗺 visitor centre

Accommodation

- 🏠 B&B
- 🛖 cabin/unit
- 🏕 camping
- 🚐 caravan park
- 🏨 hotel
- 🏠 motel

500 0 500 Meters



MAP 4.3.2 ROUTE OPTIONS IN BHERWERRE SECTION