



The Kamay Greenway Working Group is representing the community's interests in improving active transport and biodiversity corridors across Bayside

Scarborough Park Draft Masterplan - Kamay Greenway Working Group submission

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The Kamay Greenway Working Group is pleased to make a submission on Bayside Council's: Scarborough Park - Draft Masterplan. We are excited to see the planning going into this extension of the active transport corridor that is proposed to end at the M6 stub at the northern end of the AS Tanner Reserve in Monterey.

The Kamay Greenway

The Kamay Greenway Working Group is a group of residents with the shared vision of linking the greenspaces from the Cooks River, along the M6 active transport corridor to Georges River and the Captain Cook Bridge, which we are calling the "Kamay Greenway".

A green active transport link along this route is referred to in the Bayside Council "Bayside priority green grid corridors spatial framework" Rockdale Wetlands Corridor.

We believe this would:

1. Better connect our community, providing safe off-road active transport links and ways for people of all ages and abilities to access nature.
2. Increase biodiversity values, including restoration of the Kurnell dune habitat and waterways.
3. Create an outdoor classroom - where schools and university groups can learn about the water cycle, biodiversity, remnant riparian wetlands, prior land use, First Nations history and world-class greenspace management.

Endorsed by Bayside Council

The Kamay Greenway was endorsed by Bayside Council in April 2024, and as the Scarborough Park Masterplan includes an active and green corridor that will become part of the Kamay Greenway, our submission focuses on ensuring connectivity of the Scarborough Park Masterplan to the Kamay Greenway.



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The Kamay Greenway Working Group

Since January 2024, a core group of community members working under the name the Kamay Greenway Working Group has developed the idea of the Kamay Greenway by mapping possible

routes, and through extensive community consultation including:

- Local bush care participants
- Bicycle user groups including including BikEAST, BicycleNSW
- The office of NSW Transport Minister Jo Haylen
- Rockdale MP and Minister for Crown Lands, Sport, Multiculturalism and Small Business Steve Kamper and his staff
- The office of the Premier Chris Minns
- WalkSydney
- Previous proponent of a green active corridor “The Sandringham to Brighton Community Pathway” Anna Minns
- Instigators of the Inner West Greenway
- St George Historical Society
- Indigenous elders and community members
- Sans Souci Veggie Patch members
- Childcare operators along the route
- Many residents who live in the area including parents, students and the elderly ● Bayside Council staff and Ward 5 councillors

Community Consultation and Support for the Kamay Greenway

Over the last year, we have invited the general public and local government councillors to attend a series of public walks along our draft route. During these community events, we collected input and ideas from attendees.

Residents particularly liked that the Kamay Greenway will create a safer cycling route and a ~16km loop with the popular foreshore Active Transport Corridor. However, Chuter Ave is not considered safe for cycling, particularly for women and children. Studies have shown women (and children) prefer cycleways separated from roadways. Bike commuters and BicycleNSW have also told us that they would like to see a more direct link between the CBD and Captain Cook Bridge, like the Kamay Greenway. Some residents would like pedestrian pathways separated from cycling pathways, where possible, as has been done at Ramsgate Beach.

We have developed and made five sets of refinements to our route map in response to these consultations, which we have displayed on posters and promoted via a petition. Our petition supporting the Kamay Greenway has attracted 484+ signatures.

The Green Grid identifies the Rockdale Wetlands corridor as one of 14 key opportunity precincts: “Opportunities include wetland restoration, establishment of bird hides education, interpretation and an improved pedestrian and cyclist environment.” (The Green Grid, p9)



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Our recommendations on the Scarborough Park Masterplan

We have the following recommendations, based on our community consultation: **Summary:**

Northern Precinct

- Support for a bike/pedestrian bridge to provide a direct route to the city and bypass the archery precinct to improve road safety on Chuter Ave and encourage short-trip bicycle usage.
- Introduce interpretive signage on local history and First Nations storytelling. ● Accessibility

enhancements: public toilets near the boat ramp, and clear signage for toilets throughout the precinct.

- Water management: Support for a weir to improve wetland control and biodiversity, provided it doesn't disrupt bird populations.
- Add active transport connections to beaches and nearby infrastructure. **Central Precinct**

- Upgrades to drinking water facilities and stormwater filtration systems to protect biodiversity.
- Addition of comfortable seating, outdoor classrooms, and frog habitat zones.
- Emphasis on safe, visible, and accessible pathways with bike maintenance equipment.

Southern Precinct

- A main route should be along the Baseball Diamond to preserve the Kurnell Dune Forest. This would reduce conflicts in nearby areas, and provide connectivity to the rest of the proposed Kamay Greenway which would then head south via Margate Street.
- Recommendations for boardwalks over contaminated areas, including privacy measures for adjacent residences.
- Suggestions to enhance biodiversity and provide rest/educational points along the route.
- Retention of soft-surface bushwalk loops and minimal disruption to natural areas.

Design Recommendations

- Walking and cycling paths to be split where possible, with the path combining at pinch-points only, like boardwalks and bridges.
- Preference for natural materials (e.g., sandstone) and curved, pet-friendly boardwalks.
- Solar lighting for safety, eco-friendly pavers, and consistent wayfinding motifs throughout



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the trail.

- Inclusion of amenities like bike racks, rest stops, and educational signage. **Funding Suggestions**
- Seek grants from government programs, schools, and local polluters (e.g., Sydney Airport, NSW Ports).

Recommendations In detail:

Northern Precinct

Kamay Greenway alternative route: The masterplan indicates that there may be an option to add a bike and pedestrian bridge south-west of the Moorefield Racetrack periphery, to redirect the M6 Shared Path south before "the stub" enters AS Tanner Reserve (p63). We would support this option as it would give Kamay Greenway users a more direct route to the city and the 'option' to avoid the archery precinct. Several residents have told us that the archery operators do not permit entry into the park for cyclists whilst the archery is in operation. If this is implemented the 'key gateway' and raised continuous active transport crossing across Barton Street may need to be moved to the eastern side of the watercourse. Marked as #4 page 86 – shows where user conflict will be.

Heritage: We propose an avenue of trees and interpretive signage (pg10) to educate locals about the previous site of the Moorefield Racetrack. This could be integrated into or visible from the dog park so dog-owners can have something interesting to look at while they are exercising their

dogs. We believe it is important to recognise and celebrate the history of the area and make it accessible to residents, so that the green space also becomes an outdoor classroom.

Art, history and First Nations Storytelling: We strongly encourage the introduction of First Nations place-relevant sculpture and interpretive signage along the entirety of the Kamay Greenway ATC.

Accessibility: toilets are a key part of accessibility to enable people of all ages and ability to spend time outdoors. We strongly suggest a public toilet be added near the model boat ramp. Having signage along the main pond trails and along the new Kamay Greenway ATC pointing to nearby toilets (with distance in minutes or metres) is also essential.

Water: (Page 72, #2) "Explore the permissibility and feasibility of the creation of a weir within the Coastal Wetland areas of northern Scarborough Park to allow control of water levels in the area-allowing better management and establishment of wetlands (subject to flood modelling to ensure no adverse impacts to surrounding areas, and permissibility under Chapter 2". We recommend a weir as proposed at Barton Street to improve aeration and better control over how much water goes through, if it would not affect the current bird populations or breeding grounds, and would improve biodiversity and water quality.



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Fig trees: The Kamay Greenway should avoid the protected fig trees near Bambino's kindergarten and also not run too close to that childcare centre. The pathway may need to be a partial boardwalk over the pond here or integrated into a weir design near Barton Street and then lead to a raised continuous active transport crossing.

Beach and train station connections: Future planning in the surrounding area should include links from the ATC to the beach (at regular intervals along the peninsula) and also comprehensive bike links west, to education and health sector at Kogarah (schools, high schools, TAFE, and the private and public hospitals) and train stations.

Central Precinct

Drinking water: To ensure access to drinking water for park users, we ask that there be an upgrade to the tap near the tree in the middle of the playing fields (near Margaret St). It should be a water fountain/bottle fill /dog drinking bowl and the plumbing should also be extended to also include a drinking fountain near the ATC.

Water quality: As part of this plan, damaged inlet pipes that empty into the Scarborough Ponds (particularly near the sensitive natural area) should have Gross Pollutant Traps affixed and monitored (Scarborough_Park_Draft_masterplan_report_part_2.pdf, P81) to protect the fish nurseries. We support the addition of other filtration options prior to the arrival of stormwater (from the industrial area) into the natural habitat. For example, raingardens (especially near street corners instead of 'no stopping' zones), swaths and the increased use of permeable surface material across the surrounding areas.

Infrastructure to support an ageing population: Uniform and quality seating is essential for accessibility. On community walks along the Kamay Greenway proposed route residents expressed strong dislike for uncomfortable aluminium seats like the memorial bench at Scarborough Park East Sports Fields

(Scarborough_Park_Draft_masterplan_report_part_1.pdf, P45 & 49). They liked benches like they see in [City of Sydney](#). The only local benches that they found comfortable were the steel frame

(curved arms) and composite batten benches at Leo Smith Reserve and the wooden ones at Ramsgate Shops. Older residents need to use the armrests to get up, so benches without them are not suitable for an ageing population.

No additional bridge over central pond: We do not support the introduction of another bridge across the central Scarborough Pond near Monterey Street

(Scarborough_Park_Draft_masterplan_report_part_2.pdf, p77). This location does not seem a strategically important link for residents when weighed up against the estimated cost. A small number of locals living on Wilson Street, Madrers Ave and Margaret Street would find this a more direct link to the beach (than Barton Street and the existing bridge). However, without a path across the playing fields, the types of users are even more limited. This money is better spent on upgrading the pedestrian bridge over the Princes Highway to improve cycling links to the train station and hospital precinct for users of the M6 Shared Path/Kamay Greenway ATC.



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Education: We suggest adding an 'outdoor classroom' area (semicircles of sandstone blocks or small amphitheatre area etc) in the northeastern corner of the Phil Austen Baseball Ground, just south of the small creek, or north of the tennis courts. This will be along the route of the Kamay Greenway ATC and be a good spot for school and kindergarten excursions about fish nurseries, stormwater harvesting, biodiversity, bush regeneration and the water cycle.

Biodiversity: The lagoon area to the east of the bushland (south-west of the small bridge near Emmaline Street) has great potential as a designated frog habitat zone with interpretive signage for formal excursions and informal education. To increase the health of the lagoon and improve biodiversity we support the masterplan's water filtration plans

(Scarborough_Park_Draft_masterplan_report_part_2.pdf, pg79, #2) and endorse Dr Arthur White's suggestions to capture/filter/add water from roofs in the Production Ave Industrial area, clear shrubs from the northern edge of the lagoon (to improve natural light) and create an 'exit' drain into the main creek.

Art, history and First Nations Storytelling: We strongly encourage the introduction of place-relevant sculpture, historical signage and First Nations interpretive information/art/sculpture along the entirety of the Kamay Greenway ATC. Exercise loop for bikes and pedestrians: We received feedback during our consultations that community members would like there to be a hard surface separated walking and cycling path around both sides of the central pond

(Scarborough_Park_Draft_masterplan_report_part_1.pdf, p64). We recommend this pond 'loop' as it would create a safe exercise circuit for joggers, bike riders and dogwalkers.

Good pathway visibility: There is also a large rainwater tank near the end of Monterey Street (Scarborough_Park_Draft_masterplan_report_part_1.pdf, p44, #07) which has encroached on the pond loop walking path. It is too close to the walking track, it reduces visibility (especially if we add an ATC used by bikes) and so considerations should be made for its relocation or reduction in size.

Shared bike maintenance equipment: At the existing toilet block at Scarborough Park East playing fields (Scarborough_Park_Draft_masterplan_report_part_1.pdf, p44, #07), we recommend adding a bike pump and tool station.

Safe crossings: There should be a Raised Continuous Active Transport Crossing at Barton Street, suitable for pedestrians and cyclists (p64).

Emmaline Street, not Culver Street for beach link

(Scarborough_Park_Draft_masterplan_report_part_1.pdf, p64): There is support (particularly from Ramsgate Park residents) for the Kamay Greenway to have a 'beach link' along Emmaline Street. This road is near the existing bridge over the ponds, it is quiet, and it meets The Grand Parade at a pedestrian traffic light. We support it being the main beach link and improvements being made to improve the crossing of Chuter Ave.



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Make it a shared zone, quietway, separated bike path or contraflow road suitable for bikes and kids to use safely.

Accessibility: toilets are a key part of accessibility to enable people of all ages and abilities to spend time outdoors, including having signage along the main trails and along the new Kamay Greenway ATC pointing to nearby toilets (with distance in minutes or metres).

Southern Precinct

Route notes - Baseball Diamond: (#9 and western #6 and #7 page 90) We have received strong community support to put the Kamay Greenway shared path along the rear of the Baseball Diamond (on top of the escarpment) where there are currently weeds and introduced species. There is substantial support via a community petition for this ATC project to run in this exact location (area shown in

Scarborough_Park_Draft_masterplan_report_part_1.pdf, p56, "2.23.1") (as opposed to via Hawthorne Street, through the natural area or along the western bank of the creek). ● We have been told in our consultations that running at ATC through the natural area or along the western bank of the creek would damage the last remaining intact Kurnell Dune forest, and running the ATC along Hawthorne Street may create user conflicts with school parents and market attendees, unless this route was made into a 10km per hour paved "Woonerf". Both options also present complications in creating a smooth transition between Scarborough Park and the greenspaces south of Park Road, where the green corridor continues.

● Therefore we ask Bayside Council to make the main ATC route in the circulation diagram along the Baseball Diamond, converting it to a primary path (not informal). This will become a major ATC thoroughfare creating a 16 km loop with the foreshore and connections from the M6 stub to the parklands starting at Park Rd and running south to Captain Cook Bridge and Sutherland Shire.

● Margate Street to beach link: We understand that this Baseball Diamond area is contaminated land and would support this section being a boardwalk from its entry point at Lot 44 Margate Street, northbound across the bridge near

Emmaline Street. This would also create a long-promised beach link connection for Ramsgate Park/Garrigarrang St residents.

● Route notes - behind 28 to 42 Margate Street, Ramsgate: the Kamay Greenway Working Group proposes the ATC pass behind these houses in the form of a raised boardwalk. Care should be taken to keep as many of the native trees as possible in this section and to provide vegetation

screening and privacy barriers where necessary, to ensure none of the houses can be overlooked by people using the Kamay Greenway.

- Continuous flow area: The ATC will pass near houses here so should be built in a way that users are discouraged from lingering or stopping. This route requires the permission of RMS or the acquisition of 44 Margate Street Ramsgate.



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- Soil: Considerations should be made during construction to limit disturbance of contaminated soil. A raised boardwalk may be the most appropriate choice. The benefits of this route outweigh the negative as it allows the ATC from Scarborough Park to link most directly to Park Rd (via Margate Street) where the ATC continues through the southern parklands.
- Near nature, not through it: This route appealed because it passes near the sensitive natural areas but does not disrupt it. Users are kept at a safe distance but can choose to leave the ATC to visit the Kurnell Dune Forest if they wish.
- Land not owned by Council: We support Council acquiring or requesting permission to repurpose the land near baseball fields. We would like to see it used to link the Kamay Greenway ATC via Margate Street.
- Steps down to Tonbridge Creek from Baseball Diamond: We have found public support to formalise the current path that is overgrown with lantana between the Baseball Diamond (escarpment) and Tonbridge Creek (valley floor). Residents supported the idea of sandstone steps and soft surface pathway down from the Kamay Greenway path near the Baseball Fields down to the bushwalk loop around the creek. They liked that there would be an informal link but that you would have to leave the ATC (and it would be difficult to take your bike down the steps). Residents do not want bikes in the natural area/bushwalk loop.

Horse paddocks: Residents expressed their love for the horses. We support the horse paddock being retained, no path through the paddock, and that comprehensive weeding and vegetation rehabilitation be carried out in consultation with the owner of the paddock (P13, 4.5.2, #04).

Rest points: The ATC should have regular rest points. There is interest from educational groups to make some of them appropriate for small school groups/outdoor learning. For example at the north-east of the Baseball playing fields before the ATC turns east to meet the bridge, there could be a yarn circle. A circle of sandstone blocks or similar, where students could sit and listen to an educator. This would support the southern education trails shown in the masterplan document. Informational signage about water cycle, frogs, first nations history nearby

Lagoon upgrade: At the north-east of the Baseball playing fields we would like to see improved water supply (possibly from the industrial complex) and exit drain added to the lagoon to improve biodiversity (p14, lagoon location SE of marker #2). According to a local ecologist, clearing scrub from the northern bank would improve light levels and boost the health of the lagoon, expanding the fish nurseries and frog habitat. This can be a 'bird watching stop' on the Kamay Greenway with educational signage. We support all initiatives that would improve water quality in the wetlands, provided the measures taken (like widening the Production Avenue drain and existing creek) could be timed or planned in a way that has minimal impact on the fish nurseries in that area. Filtration of water from the industrial area is key.



Hawthorne Street Natural Area and on the western side of pond. (#6 p90) Residents expressed support for the idea that the Kamay Greenway not disrupt the Kurnell Dune / Hawthorne Reserve 'bushwalks' and to not pass close to the western bank of Tonbridge Creek. That area close to the banks should be a raised boardwalk path or remain as soil/mulch to maintain the soft surface 'bushwalk loop' around Tonbridge Creek. Retain informal path (#5, page 90): We do not support the addition of a concrete path south of the pedestrian bridge on the eastern side of the banks of Tonbridge Creek. There is also support from residents and bushcare representatives to remove the concrete section of path on the west of the tennis courts. The existing path and any new concrete path would disrupt the 'soft surface' bushwalk loop. Please also remove the single bench at the south-west corner of the tennis courts that encroaches on the original bushland. Art, History and First Nations Storytelling: We support the introduction of place-relevant sculpture, historical signage and First Nations interpretive information along the entirety of the Kamay Greenway ATC. Also add ecological information about the Kurnell Dune Forest and she-oak swamp on plaques to aid school groups visiting the area. Family-friendly: Playgrounds should have more benches for parents and other items to sit on like curved rows of sandstone blocks so children can eat a snack sitting down but place food next to them (which is difficult on an aluminium bench).

Permeability: Any active transport pathways through known flood zones (and passing close to the sensitive natural area) would ideally be made from surface materials that are permeable or be built up as a raised boardwalk. We do not want the ATC to contribute to excess runoff or be regularly affected by regular flooding.

Accessibility: toilets are a key part of accessibility to enable people of all ages and ability to spend time outdoors, including having signage along the main trails and along the new Kamay Greenway ATC pointing to nearby toilets (with distance in minutes or metres). Expand dune forest: Expand the Kurnell Dune Forest into more of the parkland north of the tennis courts (p25, #12) to broaden the habitat area for echidnas and improve biodiversity. This will help balance out any tree loss behind 28-42 Margate Street for the ATC boardwalk and along the northern bank of the lagoon (which requires increased sunlight for water quality and biodiversity improvements).

Rotary Park north-west exit: There should be an arrow added to the pedestrian path between Walmer Street and Margate Street. Put an 'arrow' in the plan indicating this is an important exit/entry - whilst outside the scope of this masterplan, this pedestrian and cycle link up to Meaurants Lane needs attention. It is unsafe, unattractive, poorly lit, dangerous in wet weather and difficult to navigate on a bike. It will link to the Kamay Greenway ATC and will be a major link to the school and Saturday market. If more development occurs along Rocky Point Road this link will become a high traffic Active Transport link to Ramsgate.

Rotary Park flood zone (p27,#8): There is an opportunity to increase biodiversity here by removing the picnic shelters and replanting the flood-prone area with she-oak, grasses,



and other wetland plants and add 'stepping stones' for people and birds to use when the area is flooded, like Sydney Park bird nesting area/ponds.

Hawthorne Street (p25,#10): This road is used for market parking on Saturdays and for drop off and pick up on school days so considerations should be made to maintain some parking. Perhaps a shared road, quietway, or one-way treatment would allow for parking retention and an on-street cycle path. The bushland between parking sets should be retained or expanded and plastic barriers removed.

Funding

The Inner West Greenway received NSW State government funding for their ATC Consider "Walk to school" grants to support ATC build near Ramsgate Public School Outdoor education grants Contributions or request for grants from major polluters across the LGA such as Sydney Airport and Port Botany

Design

Residents expressed a preference for curved path and landscaping designs, not angled/geometric pathways with sharp corners.

Residents liked boardwalks but noted requirements for 'pet-friendly' surfaces. Natural materials preferred, like sandstone (eg. Sydney Park).

Accessibility advocates and bush regeneration representatives liked ecotrihex pavers as an alternative to concrete (rust and sand colours preferred to blend in with surrounds and provide a natural camouflage for lizards and insects, unlike white concrete paths). Aspect Studio (Redfern) provided the design on the Inner West Greenway. Recommend [Curio Projects](#) for creative cultural heritage and First Nations interpretation. They have provided interpretation, design and placemaking work for South Eveleigh Precinct Redevelopment (historical interpretation), Redfern Station precinct (cultural heritage /First Nations), the Rocks and many other projects around Australia. They work across many storytelling formats including public art, landscape design, graphics and imagery, ground inlays and projections.

The Active Transport Corridor should have solar lighting or motion-activated lighting to ensure safety at night.

The whole Kamay Greenway Active Transport Corridor should have a repeating logo or breadcrumb-style wayfinding ground inlay to follow. This imprint or repeating sign along the main "Sutherland to CBD" route will help users follow the trail especially when it transverses residential streets (as will be necessary along Margate Street). The Kamay Greenway working group are happy to provide the Kamay Greenway graphics and style guide we have used.

Toilets, rest stops, bubblers, bike racks, bike utility stations and bins should appear along the Kamay Greenway at regular intervals.

Path to be separated for pedestrians and cyclists, where possible.

We thank you for considering this comprehensive feedback compiled by the Kamay Greenway



Working Group after our extensive community consultation in this area. We are happy to share more information or collaborate with council staff at any time.

Congratulations on completing a great masterplan.

Map on following page...



Kamay Greenway

Pre-visualisation of route connectivity and supportive infrastructure



JAN 2025



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