

# THE BUSHLAND BULLETIN<sup>©</sup>



No. 46, AUTUMN 2005.

**A publication of the Bankstown Bushland Society Incorporated  
Reg. No. Y15576-12**

*Contributions to this publication are welcome. Please send any articles, advertisements, membership inquiries or donations to:-*

*The Editorial Committee, PO Box 210 Panania NSW 2213 | Telephone: 9785 2374*

## **TREES A LIABILITY AT REVESBY**

*by Colin Gibson*

For safety reasons our Council proposes destroying 20 gum trees, nearly one third of all trees in the precinct of Revesby Swimming Pool. Council gives the following reasons: "damaged by storms, cars parking over their root system, vehicles and machinery constantly hitting their trunks, as well as being subjected to considerable soil compaction".

I think it is fair to ask, What agency is responsible for the soil compaction, the vehicles and machinery constantly hitting the trunks and the cars parking over their root systems? It is certainly not the trees themselves, all of which were there long before the

car park. Other trees are condemned because they are "growing in the grassed area... close to tables, barbecues and pathways". So what was originally somebody's good idea to put picnic tables under the shade of trees is now somebody else's "good reason" to cut them down. What about moving the picnic tables, or placing barriers around the trees to protect them from vehicles and soil compaction?

People enjoy the shade of the trees at the swimming pool, but now the trees that have provided this amenity for so many years are seen as threats to life and limb (excuse the pun). Then hav-

ing stated the problem, the solution is simply to destroy the trees, each one an irreplaceable survivor of an historical link with the original forest of our pre-settlement past.

A few years ago it was thought a  
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### **Inside this issue...**

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- ◆ **Good news for Mill Creek bushland**

**..... Plus 2005 Activities Program and Bush Regeneration Dates**

### **From the Editor:**

You might notice a change to the Bushland Bulletin. In conjunction with South West Enviro Centre (S.W.E.C.), we have decided to produce the two newsletters combined, and to combine both mailing lists. This will result in a slightly smaller BULLETIN, but a more frequent publication of NEWS-LINK, available now to both Bushland Society and S.W.E.C members.

This is a rationalization aimed at easing the workload on both our committee members, of whom Irene Jones and Darryl McKay in particular are depended upon for the production of both newsletters. The cost-sharing aspect will also benefit both groups.

## ABOUT THE BUSH

### SITE 3 CHULLORA to be given to Bankstown Council

*by Colin Gibson*

Last year Landcom, on behalf of State Rail, resumed negotiations with Bankstown Bushland Society, South West Enviro Centre and Bankstown City Council over the future of the last viable bushland remnant at the old Chullora Rail Yards – Site 3 from the original report by Muston & Associates in 1991. State Rail has now agreed to hand over ownership of the site to Council.

Bankstown Council's bushland management officer Cameron Lowndes has done a lot of work on verifying boundaries and the location of protective fencing for the bushland and members of the Society and SWEC have participated in several on-site meetings to discuss the issues. Gary Blaschke in particular has attended all the meetings and is putting the case for the reservation of a land corridor to link Site 3 and Freshwater Creek wetland which lies about 0.5 km to the west. Landcom has agreed to install the fencing and it is hoped that they will also provide funding for much needed rehabilitation and bush regeneration work.

The Society and others have been negotiating for the protection of Site 3 since 1990. What we originally referred to as the Freshwater Creek Bushland (Upper Cooks River is locally known as Freshwater Creek in its non-tidal section) consisted of Mustons Sites 2 and 3, separated only by the original rail access to the freight terminal. It consisted of a complex of Melaleuca Swamp, rushland and ironbark – woollybutt scrub. There was

nothing like it anywhere else in the Cooks River catchment. This bushland has since been categorized as Cooks River/Castlereagh Ironbark Forest and is listed as an endangered ecological community under the TSC Act of 1995.

In the early 90's the Water Board planned to create a floodwater detention basin on Site 2, but we were able to persuade them to select another location (ultimately the Freshwater Creek Wetland of today). However, we were not so successful in defending Site 2 against the freight rail expansion which was the subject of a Commission of Inquiry in 1997/98.

The commissioner had a very low opinion of the value of the bushland in question, referring to it as "pest and weed infested". He rubbished our grant assisted volunteer rehabilitation efforts there as of little value. When the commissioner's findings were published in March 1998, Site 2 was condemned, basically because, in the commissioner's mind, it was "not a pristine example of the original vegetation" – a fact I would note it had in common with virtually every surviving bushland remnant in the country. Such is the type of thinking these commissions employ to justify destruction of natural habitats that lie in the paths of 'progress'. After signing off on the destruction of the core area of bushland at Site 2, the commissioner blithely added that, "effort can be sufficiently expended to ensure this core area is of better quality than it

currently is"!! To that, all I can say is you ought to see it (or what's left of it) now.

We immediately dropped our effort at site 3, given that the hammer could just as easily fall there as it had on Site 2. We took the position we would not do any more work there until the site had security of tenure such as ownership being transferred to Bankstown Council. Our efforts then concerted on negotiating for the creation of Freshwater Creek Wetland, the hands-on work at this site being taken up by SWEC while the both groups continued the slow road to negotiation over the future of Site 3.

At last it appears our efforts look likely to bear fruit, all parties are now in agreeance on extending the site boundary on the south side to include the strip of vegetation on that side of the old cutting, which will provide the best protection for the main remnant on the north side of the cutting. The spur track at the eastern end of the site is to remain however, but it will be fenced off to prevent impacts on the adjacent vegetation.

Our inspections last year revealed that Site 3 has gone backwards weed-wise, with bone-seed and lantana making a big comeback since 1998. There is a lot of work awaiting us. Negotiations are continuing, but for the first time in a long while, things are looking more hopeful. I should mention that Ian Cohen's support for this issue has been much appreciated, he having raised the question in the Upper House on a couple of occasions.

## THOUGHTS OF A WESTIE

### “Overdeveloping the Environment”

by David West

We need a change in the way Sydney is headed!

The elected people's representatives, who espouse the words, “saving the environment”- do they really understand that, basically, the environment is the place and surroundings and conditions we live in?

I can't help but wonder, when I look at the damage being done to our environment by our decision makers. High density population and the infrastructure that must be provided does not make for a decent place to live and enjoy, unless and until it is accepted that urban development must also include more than that for its citizens to remain healthy and reasonably sane.

A community must have sufficient uncluttered, local open space, restful scenery, recreational space, parkland, natural landscape features and clean waterways. As our population increases there is less open space per head of population. It's not unusual to have parkland sold off and used as a building site.

True, there is now an increase in public consultation, but unless members of the public are prepared to make a supreme struggle and gather large numbers to support their cause, all too often, their honest hard work fails to alter the pre-determined final outcome.

Personally, I favour a walk through an area that has local plants and, if I'm lucky, I'll see native animals, birds and insects and I'll be happy and content with my lot. So I actively support the conservation of remnant bushland and clean waterways and forested foreshores, with some open space, throughout this region.

The problem is, the bushland is often reduced to tiny pockets because pieces are cut off the land and buildings are installed. Not the way to conserve rare plants! There is supposed to be a network of linked corridors installed throughout Sydney and some easy options have seen some money spent on putting in

trees and shrubs. “Corridors of Green” they are called, but where are they?

As usual the money and the willingness which is needed to buy back local land for recreational and conservation space is simply not being provided. Huge amounts of money are being collected in fees and taxes which are attached to any building approval – why is this not being used to buy back land?

More Commonwealth environmental funding should be spent in Sydney, reflecting the fact that we provide large amounts of money in tax and we have large environmental problems.

*Cumberland  
Flora And Fauna  
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**B.R.N.  
Q6421611**

**Biological Survey &  
Analysis**

**13 Park Road  
Bulli NSW 2516**

**Tel (02) 4284 6768**




**ATTENTION**

If anyone has interesting sightings of birds, frogs, reptiles or mammals in the Bankstown district or needs identification assistance, I would be happy to hear from you.

**Please call Darryl on  
9708-5283**

**e-mail: [dmckay@optusnet.com.au](mailto:dmckay@optusnet.com.au)**




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## **BIKE SOUTH-WEST: A NEW PERSPECTIVE IN BANKSTOWN**

*by John Kyriazis*

Bike South West is focused on creating links into existing cycleways on the Cooks and Duck River. We are recreational riders as well as community cyclists. BSW started in 1998 and now has about 25 members. We try to cover Bankstown, Canterbury, Hurstville and Liverpool areas. We would like to see all bicycle user groups in the Georges River valley united under BSW, so that we could have a valley approach. We run monthly rides as well as lobby for better facilities.

Many of us do not agree with destroying bushland for more cycleways. This dispute between cyclists and bush regenerators is more common than most people are aware. We have had stiff opposition to a cycleway at Wolli Creek, which is a crucial link for cyclists into the city. Currently there is no cycleway at Wolli Creek, and no alternative link for cyclists. There is a need for more understanding between these two environmental perspectives.

It is our goal to be fully consulted on road transport issues as well as cycleways and other issues relating to bikes. We are trying to start a steering committee with Bankstown Council but have been unsuccessful to date. Some of our other aims include the following:

- **REDUCE ENVIRONMENTAL POLLUTION** with the construction of a bike network. **Currently only 9% of all trips in NSW are made by bike.** This could be realistically reduced to 10% with good bike facilities. Canterbury Council is spending more money on bike facilities than car parking. One car space can accommodate 8 bicycles! All car parks should have at least one bicycle parking spot.
- **REDUCE WASTAGE ON MAINTENANCE** – bikes cause virtually no damage to roads. Building new roads encourages more cars-traffic-pollution. **Currently Council only spends around 40 cents per person per year on bike routes** and wastes \$500,00 repairing roads damaged by automobiles.
- Lowering the speed limit to **40 KM per hour** through all shopping centres and on all back streets. This will make cycling safer and reduce liability for government. Reducing speed limits lowers petrol consumption. Most of the world oil has now been consumed (wasted). Oil prices and wars will increase if we do not reduce our demand for oil.
- Bus lanes to be put on all main roads with a bus service as well. Cyclists can use bus lanes as well as taxi drivers. Bus lanes provide a way to reduce traffic jams, decrease travel time and encourage sustainable transport. Bus lanes are the obvious choice for the inner city which has a lack of space for off road facilities.
- Councils should co-operate with one another to create links between regions. This is a bigger problem than you think for cyclists, as along rivers tend to be the best places to put bike paths, but rivers also tend to be council boundaries. For instance, a footbridge is required to connect Birrong Park to the Duck River cycleway. To do this you would have to negotiate between 3 separate councils whose boundaries meet at this spot. We believe that this requires higher authority involvement to create inter regional links easier, or it would be nice to have valley based councils – Georges River Council, Parramatta River Council, Cooks River Council, Duck River Council, etc.

### **What's Missing for Cyclists**

Regarded as “high priority” to be completed by 2004, the following routes are from Bankstown Council’s own Bike Plan 1998. It was adopted but not used.

- The most important of all missing routes is called the “North/South regional route” (Hume-Jacob-

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## UPDATE on PORT BOTANY INQUIRY

The second session of the Commission of Inquiry into the proposed expansion of Port Botany was held from the 14<sup>th</sup> to 18<sup>th</sup> February 2005. Several government departments and other agencies, including Sydney Ports Corporation (the proponent) responded to matters raised in the first session in October 2004 (see last issue of NEWS-LINK) and raised further matters of concern. Numerous community groups also presented their views to the inquiry including South West Enviro Centre Inc.

In our presentation, we questioned the **sustainability** of the proposal in relation particularly to social, noise/disturbance and human health impacts all across Sydney, as well as likely impacts on the ecology of the bay. If the proposal goes ahead, massive, expensive infrastructure will be required to support the expansion at great cost to the taxpayer. More freeways and truck tunnels criss-crossing Sydney can only lead to isolation of communities that will be squeezed between railway and motorway walls and tunnels, while increased pollution from combustion engines, especially diesel, will send us all for medical treatment at a much higher rate.

The World Health Organisation last year undertook a review of studies into the effects of air pollution on children's health and development. The review stated that 'the pollutants studied.... were particulates, 60-70% of which come from vehicles, with diesel engines particularly dangerous' and 'Current knowledge about the health effects of air pollution is sufficient for a strong

recommendation to reduce children's exposure to air pollutants, in particular to the pollutants related to traffic'.

We also questioned the **adequacy of information provided to the inquiry and the community by the state government** in relation to the mysterious '*freight transport blueprint*' which has never reached the public domain, yet has been referred to in the Sydney press. All we know about this 'blueprint'-announced in mid December '04- is that the government will encourage the transport of containers by train by charging a levy on containers carried by road. We don't know who will pay this levy or how the trains can possibly carry more containers without massive infrastructure re-development. Perhaps the new Freight Infrastructure Advisory Board knows the answer, if it exists.

This mystery document is purported to warn that even if 40% of containers (almost double current numbers) can be moved by rail, the number of semi-trailers on Sydney's roads will still double to almost 2 million within 6 years. It also refers to a proposed tunnel to be constructed between Port Botany and King Georges Road and the widening of the M5 East motorway, in addition to the 'truck' tunnel already proposed for Marrickville.

It's our view that Bankstown in particular will suffer the worst impacts from these developments, squeezed as we are by the M5 East motorway, the airport rail line, the proposed expansion of 'Port' Enfield, the Hume Highway and the proposed duplication

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of the Enfield to Macarthur freight line. We will have the pleasure of experiencing a doubling of road freight and a doubling of rail freight through our area. Possibly, that's good for business, but is it good for residents? No wonder so many residents are leaving the sinking ship of Sydney!

Our third question to the inquiry was **whether the expansion is really necessary**. The government and Sydney Ports Authority want to increase the port's container handling capacity from 1 million to 3 million containers per year. Both stevedores have said that current capacity is sufficient to achieve this number, if freight handling infrastructure is up-graded, both within the port area, by adding more cranes, etc. and if the rail line is upgraded to achieve greater efficiencies. Yet the Department of Infrastructure, Planning and Natural Resources and Sydney Ports disagree with the stevedores' figures.

The Property Council of Australia stated 2 years ago.... 'proposals to expand port facilities in Port Botany do not appear to consider 'the bigger picture' – that given the current congestion in the Port Botany area in terms of getting freight away from the port by rail or road, a greater expansion of Newcastle Port, with its better port-rail connections might achieve a better outcome for both Sydney and Newcastle.'

The Federal government has plans to assist the NSW government to 'improve freight flows and reduce congestion on Sydney's urban corridors'. This includes improving freight access between Newcastle and Sydney by provision of refuges and overpasses at 7 locations on the City Rail network.

South West Enviro Centre believes that Port Botany has already reached capacity and that Newcastle should be prepared *NOW* for any additional expansion required. The further expansion of Port Botany would be a disaster for all of Sydney.

**Irene Jones**

**A long time coming...**

S.W.E.C.'s effort to create a credible, working, off-line wetland at Chullora has been the joint effort of a small group of dedicated environmental activists from the local region. The results can now be seen by the invited few, as we believe this wetland is a precious investment in the future health of the Cooks River and the region's biota.

Such an abundance of bird life, frogs, flora and marine life has never been seen so healthy in such a small pocket, within a completely industrial area. It has been a long time coming as we started from scratch and there is a lot more to be achieved, if this tiny piece of Chullora is to set an example for the rest of the states degraded areas.

Continually under threat from illegal dumping, gross pollutants, carp invasions or sewerage overflows, the wetland has seen it all and bounces back within a short period due to mother nature and her handful of helpers.

Summer has been kind to the Freshwater Creek wetland as growth has been strong and issues have been fewer. Ownership has changed hands with Sydney Water wishing to sign an agreement with S.W.E.C. on management of the site.

Our plans for an environmental education facility are coming closer to fruition as government departments start to understand what we are creating for the future health of the region. Yet certain parts of government still have reservations about the project, mainly due to our forceful approach towards keeping the integrity of the area.

They will learn that our intentions are honourable and that they too could be part of this exciting and ground-breaking asset for the region. Unfortunately politics has boundaries and the environment has none.

Reptile habitats, bird observation platforms, and environmentally friendly walkways are all planned for the site. With your support this wonderful dream can become a reality in no time. Bush regenerators, professionals, builders and labourers can all donate some time and effort to help leave this unique legacy for future generations.

**Gary Blaschke**

## PORT ENFIELD - it's back!

What's the latest proposal for a truck/train terminal at Enfield?

Sydney Ports Corporation has revamped its previous 'Port Enfield' plans for the redevelopment of most of the old Enfield Marshalling Yards. The new 2005 proposal is now called the **Enfield Inter-modal Logistics Centre**.

- The development will cover 60 hectares (150 acres) measuring 2.5 kilometres in length and 400 metres in width. It is one of the few localities in Sydney that can be seen from space!
- It will be located in a basically residential area – surrounded by residential suburbs.
- It will operate 24 hours a day, 7 days a week
- At present, the yards handle 18 container trains per day, but the new terminal will handle 110-120 trains per day.
- More than 1,000 semi-trailers will carry containers to and from the trains every day,
- Plus thousands of smaller trucks on our local streets and roads.
- There will be much more extensive and intensive use of the site – an inter-modal terminal handling 300,000 container 'units' per year, plus warehousing and distribution, plus empty container yards.

Why are Council, community and business groups opposed to this?

- \* **More traffic** \* **More congestion** \* **More risk of road accidents** \* **More pollution**
- \* **More noise** \* **Less sleep** \* **Health risks** \* **Decrease in property values**

Council, community and business groups are not anti-development. In fact, we want this site developed appropriately. There are rational and viable alternatives to using Enfield as a huge freight centre, including a number of alternative sites for inter-modal terminals. There are better alternatives for the development of the Enfield site too.

However, Strathfield Council is not the approval authority and so has no say in whether this development goes ahead.

***For further details contact:***

No Port Enfield Community Group  
 PO Box 81  
 Enfield NSW 2136  
 Phone: (02) 9759 0997  
 Email: noportenfield@hotmail.com

Website: [www.noportenfield.org](http://www.noportenfield.org)

Strathfield Municipal Council  
 65 Homebush Road  
 Strathfield NSW 2135  
 Phone: (02) 9748 9999  
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 ABN: 52 719 940 263 Website: [www.strathfield.nsw.gov.au](http://www.strathfield.nsw.gov.au)

***CONTACTING SWEC:***

Because we do not yet have an office or shop-front, our Secretary's home address and phone number is used on our correspondence, until we are able to settle into a 'home'. If you wish to write or phone, the details are:

**Ms Irene Jones**  
**South West Enviro Centre**  
**39 Alma Road,**  
**PADSTOW NSW 2211**  
**Phone/Fax: 9771 3864**



**COLLEX AT CLYDE (next to Duck River)**

Following 3 days in the Land and Environment Court on March 9, 10 and 11, there has been another blow dealt to the protesters of the Collex Waste Transfer Station at Clyde Marshalling Yards.

When Premier Carr had his Special Bill passed to build the transfer station, after a judge had deemed it not to be allowed due to 4 points of law and 6 points of amenity, the young protesters representing No Dump Residents Action Group Allan Brzason and John Drake challenged that the operation of the transfer station was unlawful.

While Collex lawyers presumed existing use rights for railway packing operations of the compressed waste into containers for removal by rail to Woodlawn at Tarago, the challenge was that even the previous occupants of the land – Railor – did not have the required licences to make its activities lawful.

Evidently Judge Talbot did not agree with No Dump and Collex received the go-ahead on Tuesday March 29. Fortunately no costs were awarded against No Dump and the dogged fighters are even considering an appeal.

It is understood that until now, councils have seemed somewhat reluctant to use Collex – rather using Waste Services facilities scattered around Sydney suburbs. Hopefully this reluctance will continue keeping garbage trucks closer to the source of garbage generation and not all converging on the Parramatta Road entrance to the railyard. At least Waste Services is Australian owned, not foreign.

The other transfer station that effects Auburn residents is the Chullora Container Terminal from which some trucks are driven down Amy Street shopping centre and over the bridges at Regents Park railway station, adding to the road

**MEETINGS:**  
Regular monthly meetings are held on the 2nd Monday of each month at Padstow Progress Hall (Annex) in Ryan Road, Padstow at 7.00pm.

block. Since a truck pulled down the Christmas decorations across the street one year, we have less Christmas cheer, especially as one light pole to which the decorations were attached had to be replaced. And Auburn Council had ideas of permitting street dining in Amy Street, promoting outdoor living as a healthy alternative!!! (in between the diesel and fumes during the peak periods till 9am and from 3pm onwards)

If Enfield were to be revamped as a distribution point for the goods rail line from Port Botany, the surrounding residential suburbs would be similarly disadvantaged by a proliferation of delivery vans of all sizes, collecting and distributing goods.

Better still to use the established ports of Port Kembla and Newcastle, using rail to go the distance required before clogging the roads. And have we all forgotten that Sydney Harbour is the best port in the world and does not need dredging to deepen it. Our forefathers had the foresight to link it to the rail network, why destroy these links?

***Raema Walker***

**MEMBERSHIP of S.W.E.C.** is open to community groups and individuals with an interest in the environment.

Members will now receive a copy of the Bushland Bulletin as well as NEWS-LINK at no extra cost, every 3 to 4 months.

**Membership subscriptions per financial year**

- Group: \$25.00**
- Individual: \$15.00**
- Family: \$20.00**
- Student/Concession:\$10.00**

**COMMITTEE MEMBERS**

- President: Gary Blaschke**
- Vice President: Brendan Grimson**
- Secretary & Public Officer: Irene Jones**
- Treasurer & Editor: Darryl McKay**
- Committee members: Raema Walker, David West, Bob Fenton, Terrill Nordstrom.**

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Northam-Turvey-Mackenzie –with link to Little Salt Pan Creek). Crucial to this route is a shared path along the Northern side of the Hume Highway.

- This would connect Bankstown into Cooks River cycleway (currently the best cycleway in Sydney).
- A footbridge to link Birrong Park to the existing Duck River cycleway (in Auburn).
- Route 4 (Johnson Road),
- Route 8 (South Terrace through to Punchbowl),
- Route 12 (Tower – Picnic Point Road-River Road).
- These proposed routes are not completed, but are fully funded by the RTA. We estimate \$500,000 is needed to finish these routes and another 13,000 for bicycle parking facilities in car parks throughout the area.
- Provide **u-bars** for bike parking on the southern side of Bankstown station. Daily many bike riders chain their bikes up along the railway fence taking up a lot of room. U-bars create a lot more room for more bikes in less space.
- Impose **consent conditions** on redevelopments for bike parking. This has not been done as far as we are aware.

**Forenote: Community based Bushcare programs have been developing in Bankstown for some years now. In future Bulletins we intend to bring up-dates on the progress of the work of Bushcare in our area. The following was submitted by long-time BBS member and former Bankstown resident , who today is the Bushcare Team Leader for Blue Mountains City Council.**

## **BUSHCARE in the BLUE MOUNTAINS**

*By Chris Dewhurst*

It's a 45km drive across the Blue Mountains, creating a ribbon of development that supports over 80,000 people. The irregular pattern of development has created an urban/bushland interface of 680km. Lying beneath, on either side of the ridge is the Blue Mountains World Heritage area, just waiting to catch the suburban impacts of so many. Luckily, there is a movement afoot, ready to help.

Bushcare in the Blue Mountains, like most successful environmental programs, has its

origins in the community. These go back to about 1989, when the first groups of aware citizens started removing weeds in Blackheath, Katoomba and Springwood. It wasn't until 1992 when Council first started assisting these groups that it really took shape. Groups could focus on the task at hand, and Council took care of providing all the tools, insurance and administration. Today the Council Bushcare Program supports over 50 groups and 600 volunteers. This equates to over 6,000 hours a year of volunteer labour.

Carrying out Bush Regeneration in the mountains has its pros and cons compared to Sydney. Firstly, you must get your head around a botanical variety of weeds and native plants that range from the lower mountains (similar to Sydney), mid-mountains (transitional) and upper mountains (cool climate). The cool climate however dramatically halts the speed of weed growth through winter, and you get about three months a year

in which you have zero plant growth. This really helps to get on top of things. Of course, all our natives grow slower as well.

One of the highlights of the Blue Mountains Bushcare program is our annual BBQ. We normally get about 150 people coming down into the Megalong Valley for a day of food, drink and fun. This year we started the "Bushcare Olympics" with events that included "weed bag racing", "bake off" and a "privet toss". We also give awards to groups and to an individual each year we present a Golden Trowel and "the Bushcare Legend Award".

I have worked in the Blue Mountains for the past seven years and still feel quite fortunate to be here. I really enjoy the blend of world-class wilderness with an active and diverse community. Let's hope that the legacy created by all modern Bushcare volunteers is continued for many more generations to come.

## WETLAND WORK UNDERWAY

by Col Gibson

A couple of issues ago I complained of the seeming bias against urban bush regeneration projects in the pages of periodicals such as "Bush" and "Natural Heritage" and of how difficult it was to get funding for such projects from the Natural Heritage Trust. Well, it's not impossible after all, given that we have recently been awarded \$9,600 from the NHT's Envirofund to work at the Milperra Wetland site at the corner of Milperra Road and Henry Lawson Drive. It's not exactly a huge amount, but we will be able to put our small team of professionals led by Michael McMahon to targeting some of the nasties there, in particular eradication of canna and destruction of willow infestation. Our volunteers will support them and Bankstown Council is also enthusiastic about the site, having recently begun targeting alligator weed there.

Milperra Wetland is a lot more extensive and diverse than I think just about anyone would realize. It is the only location in

Bankstown where a number of uncommon wetland species can be found in healthy populations, including *Juncus mollis*, *Baumea articulata*, *Ranunculus inandatus* and *Persicaria hydropiper*. It is the breeding stronghold for Tyler's Tree Frog, (*Litoria a tyleri*) which is rarely observed elsewhere in Bankstown and only in small numbers. Darryl McKay reports hearing up to 200 in the periodically inundated part of the wetland some months ago.

Work is now under way - the Bulletin will keep you informed of progress. As you drive past, say goodbye to the lovely green willows, when they drop their leaves this winter it will be for the last time! By the way, it was good to see the positive feature on Bushcare and urban bush regeneration by Judy Christie in the recent issue of "Bush".

## GOOD NEWS FOR MILL CREEK BUSHLAND

by Colin Gibson

The prospects for preserving a 176 hectare bushland area centring on Mill Creek have greatly improved with the Commonwealth Government agreeing in principle to transfer

ownership of the site to the State Government at minimal cost. It is also expected that the Commonwealth Government will provide an as yet unspecified amount of funding for remedial work needed to repair the damage to the area caused by rubbish dumping and indiscriminate access to 4W drivers and trailbikes.

The parties are yet to sign on the dotted line, but the way ahead is now open to constructive negotiation. Sharon Cullis of the Georges River Environmental Alliance (GREA) was recently quoted in The Torch as saying, "We've been fighting for this land for such a long time and on behalf of GREA I'm absolutely thrilled, but it still could take a long time before we can add it to the national park".

The addition of the Mill Creek bushland, with its many rare plants and animals, to the national park, has long been hoped for by groups such as GREA and BBS, supported by the majority of the Sandy Creek community and local and state politicians, in particular Alison Megarity of Menai and Alan Ashton of East Hills.

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sensible idea to place picnic shelters under the big Blue box trees at the Vale of Ah, for shade and shelter. Then at the next stage in the design it was noticed that the shelters might be damaged by falling limbs and a decision was made that the trees should be down. Later someone pointed out that the shelters had not actually been installed yet: why put them under the trees in the first place, it was suggested. Fortunately in that case common sense pre-

vailed.

As for the arborists' assessment of the trees at Revesby pool, I would not bother to blow my nose with it: these mercenaries see only dollar signs when it comes to trees, not in doctoring them but in cutting them down, condemning trees on their natural features as a matter of course: it only takes a dead branch or two. We are now informed that even "poor leaf colour" is enough to bring out the chainsaw. Are all

these trees so far gone beyond rehabilitation? Whatever, to the powers that be, they are all 'liabilities'. The remnant forest at Revesby Swimming Pool deserves better than this policy of decimation.

(Note: Quotes are from The Torch 23/4/2005).

**SPECIAL EVENT: Open Day at The Crest & Lansdowne Sat. 2nd July 10am to 1pm.**

(See enclosed flyer)

## BANKSTOWN BUSHLAND SOCIETY MEETINGS AND ACTIVITIES

Bankstown Bushland Society meetings are held at Padstow Progress Hall (annex), Ryan Road, Padstow.  
3rd Wednesday of every month. In annex at the rear. Time: 7.30 pm  
Tea and biscuits provided. All welcome.  
Further inquiries please ring : 9785 2374 or 9771 3864

Bush regeneration is an interesting and rewarding way to connect with our local flora and fauna and to learn the basics of practical bushland restoration.  
Interested nature loving persons are most welcome to spend a morning, or an hour or two, with us in any of our programmed regeneration sites.

### BANKSTOWN BUSHLAND SOCIETY BUSH REGENERATION PROGRAM June to December 2005

**NB: All activities commence at 9.30am.**

<b>MONTH:</b>	<b>1<sup>st</sup> MONDAY:</b>	<b>3<sup>rd</sup> SUNDAY (except Dec)</b>
<b>JUNE</b>	<b>6<sup>th</sup>: Norfolk Reserve, Chullora.</b> Follow-up at Woolworths gate entrance.	<b>19<sup>th</sup>: Back to Yeramba.</b> Combined regen. day with Friends of Yeramba Lagoon. Meet at end of Kennedy Street, Picnic Point.
<b>JULY</b>	<b>4<sup>th</sup>: Lansdowne Reserve.</b> Volunteer support of Lansdowne grant. Meet in car park at Lansdowne Road.	<b>17<sup>th</sup>: Milperra Wetland/Ashford Reserve/Airport Reserve.</b> Meet at Milperra Wetland, cnr. Henry Lawson Drive & Milperra Road.
<b>AUGUST</b>	<b>1<sup>st</sup>: Norfolk Reserve.</b> Follow-up along western fence line. Meet in Norfolk Road, Chullora.	<b>21<sup>st</sup>: Milperra Wetland.</b> Volunteer support of grant. Meet at off Henry Lawson Drive near Milperra Road.
<b>SEPTEMBER</b>	<b>5<sup>th</sup>: Lansdowne Reserve,</b> northern end. Volunteer support of grant. Meet in car park in Lansdowne Pde, off Hume Highway.	<b>18<sup>th</sup>: The Crest</b> turpentine thicket. Volunteer support of grant. Meet in car park near athletics track via McLean Street, Bass Hill.
<b>OCTOBER</b>	<b>3<sup>rd</sup>: The Crest</b> turpentine thicket. Volunteer support of grant. Meet in car park near athletics track via McLean Street, Bass Hill.	<b>16<sup>th</sup>: Lansdowne Reserve,</b> southern end. Targets are Bidens and asparagus. Meet at Hazel Street entrance.
<b>NOVEMBER</b>	<b>7<sup>th</sup>: Milperra Wetland.</b> Volunteer support for grant. Meet off Henry Lawson Drive near Milperra Road.	<b>20<sup>th</sup>: Salt Pan Creek</b> boardwalk, Padstow. Work will be in Weenamana wetland. Meet at Alma Road entrance.
<b>DECEMBER</b>		<b>4<sup>th</sup>: Lambeth Park.</b> (1 <sup>st</sup> Sunday) Continuation of work at "The Steps". Meet in car park off Henry Lawson Drive.

**WHY NOT JOIN THE SOCIETY ?**



The Bankstown Bushland Society is an incorporated association under the Associations Incorporation Act (NSW) 1984.

We are Bankstown's only incorporated association dedicated to protecting our City's environment.

The Society's objects are:

- To protect the environment of Bankstown
- To assist other persons in the protection of the environment in Bankstown
- To foster better community awareness of environmental issues
- To lobby through Government, commercial and other persons for the maintenance of a high quality of life through the progressive improvement of the environment

If you are concerned about the local environment, then consider joining our Society. As a member, you receive one year's subscription to this newsletter, and can participate as a voting member in the direction and decisions of the Society.

✂

Yes, I wish to join the  
***Bankstown Bushland Society Inc:***

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Suburb: \_\_\_\_\_ Postcode \_\_\_\_\_

Telephone Number: \_\_\_\_\_

**Membership fees**  
 Family - \$20  
 Ordinary - \$15  
 Concession - \$10  
 "student/unwaged/pensioner"

Attached please find my payment of:  
 (\$ .00) \_\_\_\_\_  
 (amount in words)

Send this coupon with payment to:  
**The Secretary,**  
**Bankstown Bushland Society Inc.**  
**PO Box 210**  
**Panania NSW 2213**

**Bankstown Bushland Society Inc.**  
**PO Box 210**  
**Panania NSW 2213**