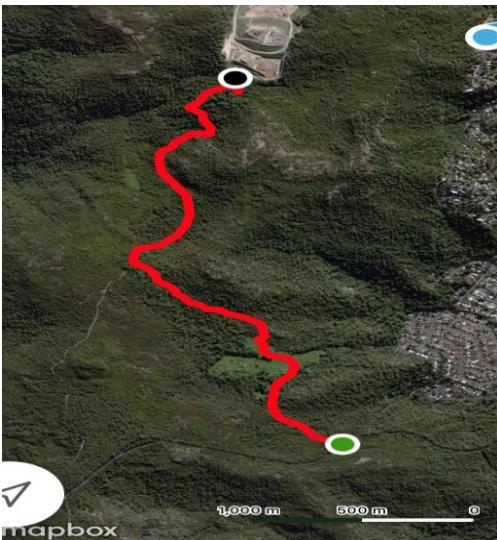


The Sani Depot Track

Trip and Track Notes



Sani Depot & Van Dahls Tks route



Parking off Patonga Drive

Trip Notes

Introduction

The Sani Depot Track provides an interesting and fun Mountain Bike ride (or bush walk) through parts of Brisbane Waters National Park near Umina, NSW.

The Track starts from Patonga Drive in the south and linking into a number of other tracks in the area, eventually leads to the back of the Woy Woy Tip in the north.

This route passes through a variety of landscapes including areas of large, sandstone rock and pockets of temporal rain forest.

Access

The Starting Point of the track is from a small parking area off Patonga Drive between Pearl Beach and Patonga in Bouddi National Park.

There is a locked gate at the start of the track.



Locked gate on Sani Depot Tk (CP 1)



Start of the tarmac road (CP 2)



Deterioration in lower tarmac Rd



Junction with Neera Track (CP 3)

Parking

There is only limited parking in the area at the start of the track and please **DO NOT** block the gate. In case of an emergency or other incident, Services may need quick and clear access to the gate.

Facilities

There are no facilities in the course of the trip or in the destination area. Please ensure you **DO NOT** leave RUBBISH behind. Take it with you.

“Leave only footprints and take only photos”

Area Conservation

There are a number of interesting sandstone caves throughout this area. Some have been damaged and de-faced. Please **DO NOT** add to this situation.

Please pay the area due respect. **DO NOT** damage the area or leave rubbish

Water

There is no drinking water available in the area, so you need to ensure you carry sufficient water.

For suggestions on water usage and other handy items, please refer to the “Equipment Section” of the website.

Modes of Travel

Walking – the trip is suitable for walking.

Mountain biking – the trip and surrounding tracks are suitable for mountain biking.

Navigational Requirements

The full distance of the trip is easily accessible along well defined 4WD Tks.

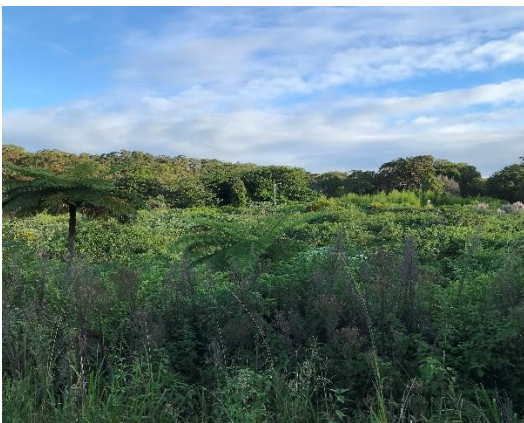
The sandstone ridgeline to the east and Van Dahl Fire Track to the west, provide some level of Navigation Controls for much of the trip and make Basic Directional Navigation in the northern areas easy.



Sani Depot Tk overgrown section



Concrete culvert at Ck crossing (CP 5)



The Sani Depot clearing overgrown



Jnt with the Plateau Foot Tk (CP 6)

However, there are numerous junctions and linking tracks throughout the area and especially in the southern sections.

The use of a Navigation “App’ is strongly recommended for the trip and can be very useful in identifying which track is which.

Suggestions on suitable “apps” and their use can be found in the “training and Skills’ Section of the website.

We always recommend carrying a map and compass just in case, and an understanding of the basics of Directional Navigation can be handy on this journey.

Further information regarding “Bush Navigation” can be found in the “Training and Skills Section” of the website.

Specialised Equipment.

There is no specialised equipment needed for this trip apart from “standard” mountain biking equipment, if YOU choose this mode of travel.

Bike SAFETY HELMETS are a MUST as there are a number of long, steep and rocky sections on the tracks. Serious injuries could occur in the event of a rider falling off.

A torch or headlamp can be very handy if you choose to explore some of the caves in the area.

A suggested list of other, “standard” equipment and other information can be found in the “Equipment Section” of the website.

General Safety

The “bush” is a foreign and uncontrolled environment in which you need to use common sense and due care to ensure your own safety, the safety of those with you and the safety of those with who you may come into contact.

There are a number of hints and ideas contained in the “Safety Section” of the website that can help ensure a safer trip into the bush.

Remember the emphasis for safety is ON YOU ... if you can’t accept it, don’t go!!!



Main creek crossing (CP 7)



Jnt with Van Dals Fire Tk (CP X)



Large sections of sandstone on Tk



Jnt with Plateau Foot Track (CP 11)

Track Notes

Approximate Return Distance – 7.7 kilometres

Approximate Return Travel Time – 3.0 hours
(by Mountain Bike at very easy pace)

Degrees of Difficulty:

1. Overall – Easy (2)
2. Sections :
Section 1 – Easy (2)
Section 2 – Easy (2)

Start Point : The locked gate at the parking area on Patonga Drive (CP 1 -33.536679, 151.294846)

End Point : Back at the Start Point.

Margins of Error.

“Electronic coverage” varies throughout the area. There are blackspots around the Sani Depot clearing and in the area close to the back of the Woy Woy Tip, at the most northern end of the route.

Course:

Section 1 – 4WD Track : Approximately 2km

- A. From the Start point at the Track gate (CP 1 -33.536679, 151.294846) follow the 4WD Tk (The Sani Depot Track) down the hill (to the north).
- B. After about 350m, the start of the old tarmac road (CP 2 -33.534991, 151.291789) is reached. The tarmac extends for about 350m and becomes increasingly deteriorated in the lower section.
- C. The tarmac eventually disappears completely and returns to a dirt 4WD track (CP 3 -33.532091, 151.2922136).
- D. From CP 3 the track continues for about another 50m to the junction with the Neera Track (CP 4 -33.5319997, 151.2922981) coming in on the RHS.



The start of the Plateau Ft Tk



Jnt with Ft Tk to 'Dark Cave' (CP 12)



Ft Tk to the "Dark Cave"



The Giant Slide

- E. At CP 4, (ATTW), the continuation of the Sani Depot Tk is heavily overgrown and resembles more of a foot track than a 4WD Tk. However, this overgrown section soon opens up back to a full width Tk and continues north, down the hill for about another 120m to the main creek crossing with the part of the original concrete culvert still in place (CP 5 -33.5309600, 151.2919904).
- F. From CP 5, the Tk heads up hill for about 200m, before becoming reasonably flat for about the next 500m before reaching another minor creek crossing (CP 6 -33.5273655, 151.2876238).
- G. About 20m back from CP 6 and on the RHS of the Tk, the start of a foot Tk that leads up to the sandstone plateau can be found.
- H. The track remains fairly flat for a further 150m to the more major creek crossing (CP 7 -33.526420, 151.2866974).
- I. From the creek crossing at CP 6, the track begins a fairly steep ascent towards the junction with Van Dahls Fire Track (CP 8 -33.5347676, 151.2847420), which is reached after about 400m.

Section 2 – 4WD Track : Approximately 1850m

- J. At the junction at CP 8, turn right (north) onto Van Dahl Fire Tk. The track takes a quite steep descent for about 300m before leveling (CP 9 -33.5332985, 151.2863906).
- K. From CP 9, the track continues for about 800m providing flat and easy travel, after which the bottom of the final hill section is reached (CP10 -33.5147390, 151.2881510).
- L. There is a steep climb of about 250m to the top of the hill (CP 11 -33.5135650, 151.2881270) where the Jnt with another foot Tk to the plateau can be found on the RHS.



The Dark Cave (CP 13)



The Hawkesbury Track Jnt (CP 14)



Crossing with Patonga creek (CP 15)



Fence at the back of Woy Woy Tip

M. From the top of the hill (CP 11) the track descends for about 100m before leveling out and continuing to the north. After a further 150m, on the corner of a sharp bed to the right, the junction with a less defined foot Tk is located (CP 12 -33.5131040, 151.2898164). This foot Tk leads to the "Dark Cave" and "Giant Slide".

N. The foot Tk at CP 12, extends about 50m into the bush and up the hillside before reaching the "Dark Cave" and "Giant Slide" (CP 13 -33.513396, 151.289832).

Both the Cave and Slide are great to explore. However, the cave has been damaged to some extent. Please DO NOT add to this situation and please respect the environment.

O. Back on the Van Dahls Track, the road continues downhill from CP 12 for about 20m to the junction with the Hawkesbury Track on the RHS (CP 14 -33.5129215, 151.2898204). The Hawkesbury Track is a link into the continuation of the Great North Walk. However, much of it is not really suitable for Mountain Biking.

O. From the junction, Van Dahls Tk continues down the hill for about another 100m to the crossing of Patonga creek (CP 15 -33.5124913, 151.2897474) just behind the back of the Tip where there is a sign indicating there is no access through that area. This marks the turn around point of the trip.

Return

The return journey follows the same 4WD Tks back to the Start Point at the Carpark.

If you would like to further clarify any of the Trip or Track information, please email your questions to Aussieoutdoorkids@mail.com .

Summary Of Check Points

CP	Longitude	Latitude	Description	Notes	Distances
CP 1	-33.536679	151.294846	Start Point on Patonga Drive	Locked gate & carpark	
CP 2	-33.534991	151.291789	Start of tarmac road	Sani Depot Track	Fm CP 1 350m
CP 3	-33.532091	151.292136	End of tarmac section	Sani Depot Track	Fm CP 2 350m
CP 4	-33.5319997	151.2922981	Track Junction	With Neera Track	Fm CP 3 20m
CP 5	-33.5309600	151.2919904	Creek crossing	Concrete culvert	Fm CP 4 140m
CP 6	-33.5273655	151.2875238	Creek crossing	Vicinity of Plateau Ft Tk	Fm CP 5 700m
CP 7	-33.526420	151.2866974	Main Creek Crossing	Vic start of steep climb	Fm CP 6 150m
CP 8	-33.5247676	151.2847420	Track Junction	With Van Dahls Fire Tk	Fm CP 7 300m
CP 9	-33.5232985	151.2863906	Bottom of Hill section	Van Dahls Fire Tk	Fm CP 8 270m
CP 10	-33.5147390	151.2881510	Base of the long hill	Last significant rise	Fm CP 9 1150m
CP 11	-33.5135650	151.2881270	Track Junction	With Plateau Ft Tk	Fm CP 10 220m
CP 12	-33.5131040	151.2898164	Track Junction	With the Dark Cave Tk	Fm CP 11 170m
CP 13	-33.513396	151.289832	The Dark Cave	And Giant Slide	Fm CP 12 100m
CP 14	-33.5129215	151.2898204	Track Junction	The Hawkesbury Tk	Fm CP 13 30m
CP 15	-33.5124913	151.2897474	Patonga creek crossing	Back of Woy Woy Tip	Fm CP 14 50m