

The physical elements and points of interest and opportunities within the Crown land reserve and immediate surrounds are documented below:

Commencing from the Woolamai end on Plan L1:

- The termination of the existing 3 metre wide granitic sand trail leading to Kilcunda, approximately 14 kilometres to the southeast of McGrath Road.
- The agreed commencement of the 4 metre wide trail, 30 metres north of McGrath Road.
- The former Woolamai Railway Station site to become a trailhead.
- The close proximity of the Woolamai Racecourse, that is a hub of activity during spring and summer with four race events each drawing up to 2000 visitors and topped off with the cup day race event where up to 3,500 people attend the race meeting, most coming from surrounding regional areas.
- The close proximity of the rounded volcanic hill tops of the Bass Hills dominate the backdrop to the racecourse to the east and for most of the length of the trail reserve.

Plan L2:

- There is little or no formation to the former railway line to the entire plan length from McGrath Road to Eden Road.
- Several floodways transverse the reserve and there will need to be considerable building-up of the earthen formation to raise the height to an acceptable level of 600mm above surrounding ground level to facilitate cross flow of drainage water either side of the newly created formation.
- Similar to plan L1, the Bass Hills provide a wonderful backdrop to the trail. The McKay Road crossing will require a maintenance access swing gate stile/chicane and warning signs crossing at either side of the trail.

Plan L3:

- There is a long length of predominately Swamp Paperbarks on the former rail reserve, either side of the Eden and Clematis Road corner.
- The entire length of the reserve in this section will require considerable drainage box culverts to transverse the raised formation. Toward the northern end of Eden Road, the Swamp Paperbarks give way to grazed pasture grass. There is no formation profile to the entire length of this section of the reserve and box culverts at regular interval are required to provide transverse drainage. There is a gentle fall on the longitudinal profile of the reserve.
- The Western Port Water and Desalination Plant will require access for maintenance and recording meters etc.

Plan L4:

- The 4 metre wide trail will require building up as there is only a weak formation in parts. There will be a number of combined farm and stock crossings to facilitate transverse movements of cattle from paddocks.
- One of the proposed rail trail highlights is the already established Glen Forbes Community Recreation Reserve. The reserve has a picnic shelter and a public toilet, a tennis court, and an informal cricket pitch/path. Car parking is available at the roadside to the east side of the reserve to which there is a very informative interpretive signage board. The reserve will form the basis of a trail head with its established facility. The reserve is maintained by the local community.

- Across the Dalyston to Glen Forbes Road, the Glen Forbes remaining timber trestle bridge is well hidden by thickets of wattle and blackberries, however for those people who walk a short distance west along the Dalyston to Glen Forbes Road, there is a glimpse view of the bridge which is in a state of disrepair. To the northern end, one length of bridge has been removed (possibly to prevent people accessing the bridge). The opportunity presents itself to construct a modern deck and handrail on the close by five brick abutments to the east side of the timber trestle bridge. The abutments were reviewed by TGA Engineers during this study and found to be safe to reuse. The proximity of the timber trestle bridge, 2 metres, to the new bridge would require making the timber trestle bridge safe, from a trail user perspective. The new bridge so close to the former rail bridge offers a wonderful opportunity for interpretation of the structure with the numerical, the labelling of bridge components on the upside and downside line.
- Gorge Creek has a 12 metre long steel girder bridge on two brick abutments and is distinctly different to any of the bridges within the former railway reserve. The brick abutments and steels girders appear in good condition to support the construction of the timber decking and handrails.

Plan L5:

- There is a major floodway which flows through the property located at 200 Almurta Road. The top of the embankments to either side of the floodway in the alignment of the Crown land reserve is approximately 30-35 metres in width with an invert to the gully of approximately 8 metres. The civil design should involve trimming the approach to a steel bridge at either end to reduce the span of the bridge. Embankment trimming at each approach will assist in accessible gradients. A cross section concept sketch is included in this report.

Plan L6:

- The formation is flat or low throughout this length of the Crown land reserve. A gentle curve aligns the reserve to the northeast toward the former Almurta Railway Station site. The remains of the supports for the platform are clearly visible within the embankment. A trail head is proposed at the Almurta Station site where car parking is accessed adjacent to the Almurta-Glen Forbes Road. A picnic shelter, bike repair station, seating, drinking fountain and litter bin is planned for the site. The planting of indigenous tree species will assist in providing habitat and amenity.
- The existing bus stop on the Grantville-Glen Alvie Road, currently within the middle of the Crown land reserve will need to be relocated on the roadside further west and a speed restriction imposed. The road has been raised by over 2 metres since the closure of the railway line. The road way will remain however the gradients either side will need to be created that is DDA compliant and still enable east-west access to the cattle yard to the property to the northeast of the Grantville-Glen Alvie Road.
- The section of Crown land reserve northeast of the Grantville-Glen Alvie Road will require a considerable number of concrete box culvert pipes with head walls, the reserve is 400-500 metres from the Bass River and low lying. There are a number of Blackwood Wattles as specimen trees combined with regrowth of Swamp Paperbarks providing visual amenity.

Plan L7:

- The Crown land reserve has substantial indigenous species vegetation cover and in parts, sections of Monterey Pine trees. There are several cuttings where landform rises were trimmed during the construction of the railway to establish an even gradient and these will require longitudinal drainage swales to either side of the new formation.
- Existing Monterey Pine trees will be removed and supplementary replacement with indigenous tree species.
- A number of illegal rubbish dumps were observed along the extension of Campbell Road and that rubbish will be removed and disposed of to a legal point of disposal.
- The Kernot Food and Wine Store is located at the junction of Loch-Kernot Road and Stewart Road. The store is a hub of activity on weekends for both locals and visitors to flock to, socialise and have light refreshment.
- The Kernot Community Centre on Loch-Kernot Road features the community hall and sports court, and will make the ideal gathering area centrally located on the length of the Crown land reserve with a very close connection to the food and wine store. The community hall has an internal toilet facility, this would enable the construction of an external public toilet to be located to the outside of the community hall with a sewer connection to the existing toilet's sewer connection, subject to investigation by an experienced Hydraulic Engineer.
- The remaining timber trestle bridge located approximately 40 metres southeast of Schier Road with its existing 12 tonne timber bridge. The former rail bridge is beyond economic repair. The Consultant Team investigated an alternative route to bypass the existing timber trestle bridge, to use the timber road bridge and set the trail to the southern side of Schier Road for 50-80 metres either end of the road bridge. The road bridge will require re-planking with timber planks running across the bridge to prevent bicycle wheels from entering the gaps between existing planks running lengthwise on the bridge. In redirecting the trail to the road bridge, there is the opportunity to redirect the rail trail to extend to the Kernot Community Hall. Two trail branch lines are shown on the proposed plans, one to the road bridge, the other to the community hall. It should be noted that if the trail is diverted onto the Schier Road reserve, any associated works will have to comply with the Road Management Act 2004.

Plan L8:

- The Crown land reserve abutts the Schier Road reserve to a junction of several farm property gates. In this route there is significant indigenous vegetation and a cutting of approximately 150 metres in length. Beyond the junction of the farm gates and a local road, the Crown land reserve soon reverts to a high-profile formation approaching Gaws Road, and north of Gaws Road continues as a high formation.
- At the termination of Gaws Road, there is a 30 metre long timber trestle bridge. Inspection of the sub structure revealed the bridge could be made good to enable new decking and hand rails to be installed. This would enable another different visitor experience of crossing Wattle Creek on an original timber trestle bridge with only minor repairs required.

Plan L9:

- A short length of the reserve to this section has a strong foundation profile and gives way to the majority of the reserve of no or weak formation that will require building up to at least 600mm above the surrounding ground levels.
- A tributary floodway leading to the Bass River has a concrete sleeper bridge approximately 12 metres in length.

- As with other low-lying sections of the reserve, there will need to be a significant number of concrete box culvert pipes with head walls transversing the trail formation.

Plan L10:

- The entire length of this section has little to no formation profile and is subject to inundation, already Melbourne Water as the Catchment Management Authority for the region, have provided catchment management advice to a property owner abutting the former rail trail reserve in this section.
- A feature in this section is the Woodleigh former railway station site, and offers the suitable location as a trail head. Northeast of the Woodleigh station site, there is a substantial row of Swamp Paperbark trees to the south east edge of the reserve. Inspection on site revealed there is sufficient space within the reserve to construct the trail formation to the western side of the Swamp Paperbarks, without any need for clearance of trees.
- As with other areas subject to overland flows of drainage water, there will need to be regular concrete box culverts with head walls transversing the new formation to allow for overland flow of stormwater.

Plan L11:

- This section has all but 150 metres length of trail that will require creating a formation profile of 600mm above surrounding ground level. There are two key elements for consideration with this section.
- Firstly, the Markham Road, Loch-Kernot Road right angle turn for vehicles using the Loch-Kernot Road in both directions of travel and the safety needs for trail users, both for cyclists and walkers. This trail will need to direct as much as possible at right angles to the Loch-Kernot Road, to allow trail users greater observation of vehicles at right angles rather than obtuse angles, it will involve substantial roadside vegetation clearance to the east, improved swale drainage and stile/chicanes and warning signs to advise trail users to dismount from bicycles before walking across Loch-Kernot Road.
- Secondly, the length of nearly a kilometre, of mainly indigenous Eucalyptus and some ground story shrubs, together with dense thickets of Blackberries. Within this section the rail trail route will require selection of a slightly curvilinear alignment to retain the mainly Swamp Gums that are in the best health and condition. The current density of indigenous trees within this section will see the loss of trees and ground storey vegetation.

Plan L12:

- This section of the reserve is the final length from Dilger Road to the South Gippsland Highway. The reserve is relatively wide, up to 45 metres, a short length of cutting formation and the remainder of the timber trestle bridge across deep and highly eroded floodway, approximately 150 metres from the South Gippsland Highway. The bridge is likely to be beyond economic repair and a new ford crossing of large dimensioned box culverts will be required to span part of the 30 metres of valley with approach ramps cut at the top of both embankments to reduce the span of box culverts.
- The South Gippsland Highway crossing was investigated during the study by our consultant Traffic Engineer in liaison with a representative from the Department of Transport and Planning. The crossing will either be as an overpass bridge or underpass, there are pros and cons for both. An overpass must meet height clearances for trucks i.e. 5.5 metres and will require 1:20 approach ramps for accessibility compliance thereby using a corridor area of land either

side of the bridge structure. The bridge can become a fauna corridor and be an architecturally tastefully designed structure to embrace the surrounding landscape and environment. An underpass of approximately 25 metres will require flood protective bundwall-type embankments that could accommodate a well-designed switch-back type route for accessibility compliance. A pump system would be required to pump stormwater that falls within the internal edge of the bund wall embankments and stormwater that enters the immediate ends of the concrete underpass. A drawback for the underpass is the lack of passive surveillance in the area and the sense of isolation may be a deterrent to some trail users.

- The connection from South Gippsland Highway to the Bass River crossing passes through scenically interesting countryside with the backdrop of the verdant tract of the Bass River to the west.

Plan 13:

- Close to the Bass River bridge the trail formation profile will require building up by 600mm and box culverts will be required to provide transverse drainage.
- The Bass River steel girder bridge is an impressive sight and is worthy of interpretive information on the construction of the railway line, the role that the Victorian Railways had in the design and construction of steel girder and timber trestle bridges. The four longitudinal girders supported on concrete abutments span approximately 60 metres across the Bass River's valley, which has steep sides with an invert to the river from the bridge of approximately 15 metres.
- Inspection of the concrete abutments the steel girders revealed the bridge can be used for the trail with redecking and handrails required.
- It can be expected that the Bass River crossing will be an ideal place for interpretive information relating to Aboriginal Heritage.
- North of the Bass River crossing, a short section of 300 metre requires building the formation profile north of a short span of a 17 metre long reconstruction concrete bridge the formation profile is high up to two to three metres and several stock crossings will be required to maintain farm operations of resting pasture on paddocks and moving cattle.

Plan 14:

- Berrys Road, a local rural road of earthen formation, intersects the high formation of the former railway line. The road crossing is a tight hairpin bend with good sight lines. Warning signage and stile/chicanes will be required to permit cyclists and walkers the degree of safety required in crossing the road.
- The railway line ran through a cutting for approximately 100 metres and within the cutting, longitudinal drainage would be required.
- A feature of their section is the curvilinear alignment of the railway's embankment and cutting. The view to the south west heading southbound is expansive and significant.