Landholder Field Visit Report Wednesday 29th May 2024

193857, 198977

- Strong elevated formation.
- No major drainage required only at the 150m long cutting close to the property owners sheds at 275 Berrys Road.
- Dense trees and shrubs for 200 metres at the junction of Nyora-Leongatha trail. Cutting will require drainage. 200 Lm of excavated materials will need formation.
- L.K - Trees overhanging trail – Implications from a tree loss perspective.



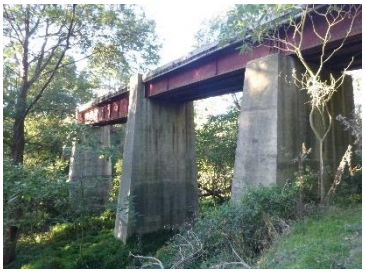



182556, 193936, 193938, 184819

- Reasonably strong formation north of the concrete bridge. Less strong/flat south of the concrete bridge to the Bass River. 15-20 metre invert into the Bass River steep sided slopes.
- Concrete bridge? J.R questioned construction and rebuilt by the previous property owner.
- Bass River Bridge, 60-70-metre-long steel girder bridge. 4 concrete abutments – Good overall structure, top boards soil/rotting.








201829

- Reasonably strong formation towards the South Gippsland Highway. Less strong to the Bass River half.
- Issue raised by property owner: People and cattle don't mix bio-security + manure.
- Stand of Eucalyptus towards the South Gippsland Highway end.
- 3 existing culvert pipes within the southern section.
- Strong formation only needs minor grading between the South Gippsland Highway and the internal 'T' intersection of tracks.








20814

- Floodway/creek 30-metre-long timber bridge. Reasonable structure.
- Reasonably strong formation between the cutting and the South Gippsland Highway.
- 41 metres wide corridor.





21358

- No formation alongside of the trail. Strong woodland of *Eucalyptus ovata*, some *Pittosporum undulatum*, *Gahnia*, *Malus* and *Rubus vulgaris*.




21361

- 41 metres wide corridor, 55 Loch-Kernot Road, Kernot is located to the north west.
- No formation alongside of the trail.
- Mix of mainly *Eucalyptus ovata*. Some *Pittosporum*, *Malus*, *Gahnia*, *Goodenia*, *Rubus vuglaris*. Some *Eucalyptus ovata* > 600mm ⌀





21355, 21362

- Reasonable formation east to the road corner. Floodway in the centre. No formation west of the driveway. 400-500 metres good formation from the second access point to Makeham Road. Major drainage issue at Makeham Road and poor motorist sight lines.
- Property owner raised concern regarding who will project manage re truck access/machinery during construction.






Landholder Field Visit Report Wednesday 05th June 2024

21020

- Visible formation 300 metres from Woodleigh-St Helier Road, to the farm gate. South of the farm gate, no formation.
- 800 metre point – the profile is slightly sloped to one side.
- 1.7km from Gaws Road, there are clumps of soil (from drainage excavation) 7m3 along every 15 metres from 700-900metre mark from Woodleigh-St Helier Road.
- 12 metres long concrete sleeper bridge. 10 concrete sleepers in width, poured over closely placed rail lines. 4 concrete abutments. 1.5 metres above invert of floodway.
- There is a fence between the Gaws Road, Woodleigh property.
- The formation is gentle towards the south-east of the Crown land corridor.
- The corridor is consistently approximately 21 metres wide with drainage swales on both sides.





30760, 21352

- 100 metres from the access gate from Woodleigh-St Helier Road, there is 2 x 1050mm diameter concrete pipes. Linking a floodway.
- Wider section of the Crown land.
- 76-metre-long platform including a 16-metre-long bridge with brick abutments. 350mm deep steel beam + rivets. Starting to rust. Steel is pressed “Cargo fleet England”. West side of the platform has been filled in.
- Gentle to weak formation north of the former railway platform.
- Floodway 3 metres wide extending 300 metres north of Woodleigh.
- Weak formation path.
- Cluster of Melaleuca, Gahnia and Juncus could be seen on the west side of the trail facing north.
- 600 metres north, there are deep swales recently cut to the east side of the Crown land corridor.





20852, 20853

- Good formation north of the concrete bridge north of Gaws Road.
- Concrete bridge with 4 concrete abutments.
- Area is subjected to frequent flooding and back flow from Wattle Creek.
- Timber trestle bridge with 4 timber abutments. Same as on 135 Dilger Road. J.R is wary about the structural integrity of the bridge. South side of the bridge has sunk in. Would need some work done. Replanked by property owner.
- Weak formation right after the south of the bridge.
- Stronger formation 280 metres from the south of bridge.
- 2x 750mm diameter concrete culvert pipes at water inundation prone area. Pugging by cattle at that point.
- Water tank 290 metres to the south of the bridge.






26886, 21336

- Dense native/indigenous species vegetation on the corridor, N.K suggest to use the track alongside. Requires a good reason to remove the existing vegetation lot of Swamp Gums, Gahnia and Bursaria if there is no other solution as per Clause 52.17.
- J.R suggested having the trail going right under their access road. Form a tunnel using corrugated steel culverts with semi-circle arches.
- Inspection of the corridor closer to Kernot, reasonably defined shallow cutting and profiled formation drain could be seen on the west side of the corridor. Thick vegetation includes *Eucalyptus ovata, Eucalyptus obliqua, Eucalyptus radiata, Eucaylptus leucoxylon* and *Pinus radiata.*
- The existing earthen road south-east of the Crown land corridor is located within private property.





20386

- No formation to the north side of the hay shed.
- No formation to the south side of the access track.
- A significant 30-metre-wide floodway that connects to the Bass River. Approximately 8 metres to the invert. Tidal affect compounds the flooding. A combination of cutting to both sides boardwalk approach or switchback path providing Gippsland Giant Earthworm habitat is not in this area. N.K to check on the Gippsland Giant Earthworm extent.





20389

- Basalt rock ballast and timber sleepers can still be found on the former railway profile. Strong formation to both sides of the gravel access track that is used daily to herd cattle east-west.
- Tiger snakes and white ants reside under the sleepers. The track was sprayed annually for white ants during the railway operations, therefore toxic sleepers and ballast.
- A deep drain on either side of the formation. Built by property owner's father to direct stormwater.
- There is a high-pressure gas line and nbn line laid by Origin Energy to the west side of the corridor. No heavy machinery works that produce vibrations are allowed near the high-pressure gas line. Even fence posts have to be shovel dug.
- Overlooking 86 Almurta – Glen Forbes Road, Almurta to the north, their formation needs to be raised as it always floods 5-6 times per year.







Landholder Field Visit Report **Thursday 20th June 2024**

24720

- No formation to either side of Western Portwater's Station.
- Towards the southern end, there is a shallow formation.
- Westernport Water mains are visible along the corridor. There's an underground Telstra line near the green box/shed that carries 3 separate lines containing 22,000 volts and a high-pressure gas line.
- Clumps of soil along the corridor south of Westernport Water's plant.
- 3 culvert drain pipes 600 diameter, 1.2m invert towards the south of the property 200 metres from the Westernport Water main plant.
- The Corridor is used for cattle crossing and herding cattle. Property owners would require some access for their cattle and at least 100-200m wide. A cattle lane was suggested in the mix to solve bio-security issue and provide a buffer if there is to be a trail.





20392

- No formation along the corridor other than the former station platform.
- Old Almurta station platform formation can be seen. There is a slight gradient dip 100 metres south from the old platform.
- 2 x 2.5m galvanized culvert steel corrugated pipe beneath the Almurta – Glen Forbes Road. These are going to be replaced by B.C.S.C.
- Timber trestle bridge is in a state of disrepair. J.R proposed extending the 2.5m diameter culvert pipes and filling the area up to re-route the trail that will go along the timber trestle bridge. It will be a better option than reconstructing the bridge. The bridge can then be viewed and appreciated from a boardwalk or trail close to the road.





25874

- Study Team advised the property owners that they may need to enter a lease arrangement for the trail at their frontage as an option.
- Towards the southern end of the property where the cluster of *Eucalyptus ovatas* are located, is known to be a potential water inundation spot. It gets flooded a 5-6 times per year.
- The property owners prefer having the proposed trail within their frontage rather than along the corridor.
- There is a high-pressure gas line and nbn line along the corridor that does not along heavy machinery work near the lines. The property owners mentioned that redirecting the trail to their frontage would potentially avoid that situation allows heavy machinery works.





24721

- There is gentle formation on the southern end of the property.
- No formation can be seen on the northern end of the property, past the bridge.
- The eleven (11) metre long bridge consists of 3 brick piers, 460mm 'I' beam steel girders with timber sleepers bolted on top. J.R suggest the brick piers can still be reused.
- Gorge Creek running under the short span steel bridge.
- Existing Pine Trees in the immediate vicinity.





24670

- Little to no formation. Gradient is sloping down towards the north.
- Will require drainage on each side of the formation.
- Formation dips about 1metre, 400m from boundary. It seems like parts of the corridor has been dug up and used to create formation from house to the other side of the corridor.
- *Melalueca ericifolia* (Swamp Paperbark) found towards the northern end of the boundary.





24669

- Strong formation 2-3 metres from station to the Swamp Paperbarks to the south.
- Driveway towards the property is within the Crown land corridor.
- There is a slight formation across the corridor being used as a secondary path towards the property driveway.
- Drainage will be an issue.
- North of the Dalyston – Glen Forbes Road, there is dense vegetation between the road and timber trestle bridge.
- Timber trestle bridge would require reconstruction.





24718

- Swamp Paperbarks and Blackberries are found along the corridor. Shallow cutting and profiled formation drain could be seen on east side of the corridor.
- N.K mentioned that this section has been naturally vegetated, but based on the planting found along this corridor, could be classified as low-quality habitat.
- No formation evident within the tickets of Swamp Paperbarks.
- The corridor looks narrower alongside the property, roughly 11-12 metres wide. It appears that the existing fence on the western side is slightly encroaching into the Crown land.
- The former railway line tracks are still visible on the Clematis Road and Eden Road Corner.



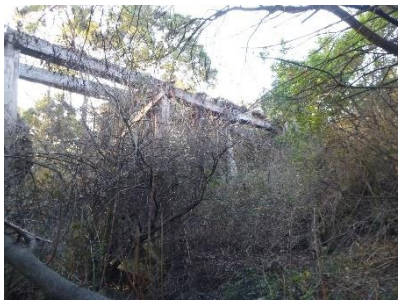


Alongside Schier Road

- Significant Blackberries, *Acacia melanoxylon* (Blackwood Wattle) and *Crataegus monogyna* (Hawthorn) found around the timber trestle bridge.
- 2x 400 diameter culvert pipes 500 metres north of the bridge, located beside a pond.
- Several other culvert pipes approximately 100-200 metres north of 2x culvert pipe.
- Formation starts to form 1km north of the bridge.
- *Acacia melanoxylon, Eucalyptus ovata* (Swamp Gum) and knolls can be seen along the corridor.
- Good formation and cutting can be seen near the gates north of the corridor towards the Gaws Road, Woodleigh property.
- Instead of using the existing bridge or a new bridge, investigate the potential to use the existing timber road bridge as the floodway crossing point and then to the south-east side of Schier Road on either side of the road crossing bridge. Enter towards the Kernot store. Some vegetation clearance and regrading would be required.








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Landholder Field Visit Report **Thursday 11th July 2024**

20918

- Slight formation. Track corridor is of good quality – relatively flat and solid.
- The Grantville – Glen Alvie Road has been raised above by 2-3 metres in elevation to what the railway line was at. This has caused a drainage issue to the east side of the property's and corridor's main gates.
- Essential to have cattle herding access along the former railway corridor, if there is to be a walking trail along the corridor.
- Existing *Melaleuca ericifolia* (Swamp Paperbark) to the side of the corridor at the east end.
- 3 pairs of 800 diameter culvert pipes at intervals, one approximately 200 metres, another 500 metres from the Grantville-Glen Alvie Road.
- Re-vegetation by the property owners along the streams. The streams flow all year round.
- Property owner mentioned 50% of weed time is spent on the former rail corridor.
- Kernot is an interest area for sand mining and causing some foot hills to slowly vanish.
- Corridor spans 25.5 metre wide with 2.5m wide swale drains on both sides.
- Substantial Blackwood, Swamp Paperbark and Swamp Gum vegetation towards the northern end of the corridor.
- There's indication of a Telstra line along the south side of the massed tree vegetation.





21527

- Little to no formation along the former railway corridor.
- *Melaleuca ericifolia* (Swamp Paperbark) has regenerated to an 8 metre wide fenced off area for part of the length to the southeast side of the corridor.
- The former railway corridor spans 25m wide, 17 metres from the *Melaleuca ericifolia* (Swamp Paperbark) trees.
- No noticeable drainage swale to either side of the formation. Slight formation of a drainage channel to the north side of the corridor.
- The entire paddock to the west side of the corridor is prone to flooding, due to water runoff from the hills to the east.
- J.R suggested small swale to be cut alongside the northern edge of the Swamp Paperbarks on the southeast side of the corridor, with 300mm culverts that channels water across the corridor, into a larger channel at the northwest side that will lead into the paddock to the west.
- Has sought advice from Melbourne Water. Forward some sheets of Melbourne Water's to MSA. There is a 600Ha of water catchment towards the north-east area of the property.

- This corridor section has a considerable fall, particularly at the Makeham Road north-east end. Fall to the south-west. The *Melaleuca ericifolia* (Swamp Paperbark) has been fenced, possibly regenerated due to no access by cattle.
- J.R – There is a worry that there might be a potential increase in inundation to the paddock or/ water run off might get diverted and create potential flooding of the main paddock adjacent to the track at the end of Makeham Road.





25077

- Flat profile of the former railway corridor defined more by the 1-1.3 metre swales to either side.
- The *Melaleuca ericifolia* (Swamp Paperbark) are outside the former railway corridor. Noted there are some Mirror Bush – *Coprosma repens* and Sweet Pittosporum – *Pittosporum undulatum*.
- Midway along the corridor, there is a deep 2-metre-deep culvert with basalt rock edging. 6x culvert pipes, 600mm diameter across the corridor that channels into 2x culvert pipes at 800mm diameter.
- The high-pressure gas line is approximately 27 metres away from the closest swale. The northside of the swale channel parallel to the corridor to the south fence line is approximately 24 metres while the south side swale to the fence line is 13 metres.
- Suggest the trail to start from the existing rail trail at Woolamai that has slightly deviated off the old track lines.
- Property owner is concerned of future maintenance of the 13-metre-wide corridor if the trail were to be constructed on the former railway line. He considers the trail should run close to the *Melaleuca ericifolia* (Swamp Paperbark) hedge and fenced to the western side.





24385

- 5 brick abutments beside the timber trestle bridge. 4 spans of 6 metres.
- Some formation can be seen to the north side of the corridor.





Schier Road - Existing Road Bridge

- Suggest a more cost-effective alternative of having a deviation toward the unsealed Schier Road and use the existing timber road bridge as the crossing point, as the 35-metre-long timber trestle bridge will be costly to rebuild.
- The existing road bridge is approximately 30 metres northwest from the timber trestle bridge.
- The road bridge timber planks span longitudinally. Suggested that new planks placed over the top run at right angles to the direction of travel to allow for cyclists to ride on.
- Trail will then reconnect back into the old railway corridor either side of the existing road bridge. Grading to both approaches will be required
- J.R suggest filling on the side of the bridge for the trail, would require further analysis on how high the water levels will go up to.
- Several *Leptospermum juniperinum* (Tea Tree), Hawthorn, Pines, Blackberries and *Acacia melanoxylon* (Blackwood wattles) along the suggested path would need to be cleared.
- Safer road crossing for the trail access across Loch – Kernot Road would be further east with a visual focus to the Kernot General Store.



