

PRINCIPLES:

Several guiding principles were established as benchmarks at the commencement of the study.

These were:

- Paramount is user safety with physical and visual separation of the off-road trail to the Great Ocean Road. This provides trail user safety allows for retention of a strip of indigenous vegetation to the immediate edge of the road shoulder, thereby maintaining the and scenic roadside landscape.
- Minimise native vegetation clearance.
- Use existing flat ground and parts of the former Old Beechy Railway Linealignment where possible.
- Maintain visual sight lines of driveway entrances to private properties and the trail. Includes signage to warn pedestrians and cyclists of private driveways.
- Minimise the number of road crossing points on the Great Ocean Road.
- Provide interpretive and directional signage along the trail. Provide warning signage at hazardous points.
- Use boardwalks to negotiate the perimeter of two steep gullies
- Minimise the length of the trail on private land.

The planning of the trail considered the safety of trail users in the physical separation of trail users to the heavy trafficked Great Ocean Road Road, sustainable design principles and minimise the impact on the environment and culturally significant sites.

Proposed alignment of the off-road walking and cycling trail

TRAIL NOTES:

The community's idea of a walking and bicycle trail connecting Lavers Hill to Crowes and Melba Gully is to provide a safe and pleasant walking and cycling trail within public land and pass points of historical and environmental interest and provide interpretive and directional signage. It is important that the road crossings and at driveway entrances provide appropriate warning signage and devices for the safety of trail users. It is envisaged the trail would be a 2 metre wide gravel path with potential to upgrade to a hard surfaced path in the future (similar to the recent construction of the Old Beechy Rail Trail from Beech Forest to Ferguson).

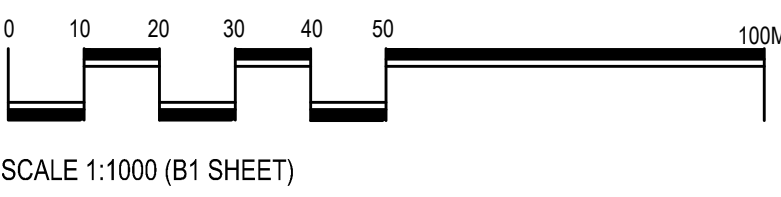
From the core town centre of Lavers Hill at Yatzie's Café beginning at the bus stop, the trail is located on an existing 1.5 metre wide concrete footpath that is in good condition. There is a 32 metre length of timber boardwalk that forms the path just west of the public toilets. The existing concrete footpath gently meanders past residential properties and several businesses to finish at the Lavers Hill K-12 College. At the College, the proposed off-road trail follows the vegetated embankment above the Great Ocean Road. The precise college boundary title on the embankment is unknown and the title alignment will need to be resolved in the next stage of planning of the trail. Once on more level ground the trail is located on a wide grassed nature strip with several cherry trees parallel to the road. As the trail route from the school to Crowes could run on either side of the Great Ocean Road, detailed inspection with two local interest groups has resolved that west of the college's embankment the safest and the practical long term route without interference with logging and plantation operations, is to run the trail to the south side of the Great Ocean Road.

TRAIL LENGTHS - SUMMARY

- From the bus stop near Yatzie's Cafe to the grassed nib at the eastern edge of the Lavers Hill P-12 College's embankment 961 metres
- From the grassed nib noted above, to the intersection of Melba Road and the Great Ocean Road at Crowes 1,918 metres
- From the intersection noted above to the interpretive signage and access path to the picnic facilities at Melba Gully 1,029 metres
- Total length of the off-road trail from Lavers Hill to Melba Gully approximately 3.9 kilometres
- Alternative link from the former Crowes Station site to the Crowes Buffer Stop as an accessible path 140 metres
- Total length of boardwalks approximately 107 metres
- Total length of indigenous vegetation clearance approximately 740 metres



L01 CONCEPT PLAN - LAVERS HILL OFF-ROAD TRAIL
LAVERS HILL TO CROWES AND MELBA GULLY
COLAC OTWAY SHIRE



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22.07.2016 REV B - Title change and addition of future loop to the Lavers Hill township.
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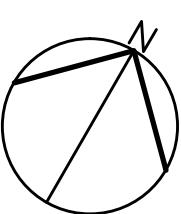
Title: L01 Concept Plan - Lavers Hill Off-Road Trail
Client: Colac Otway Shire

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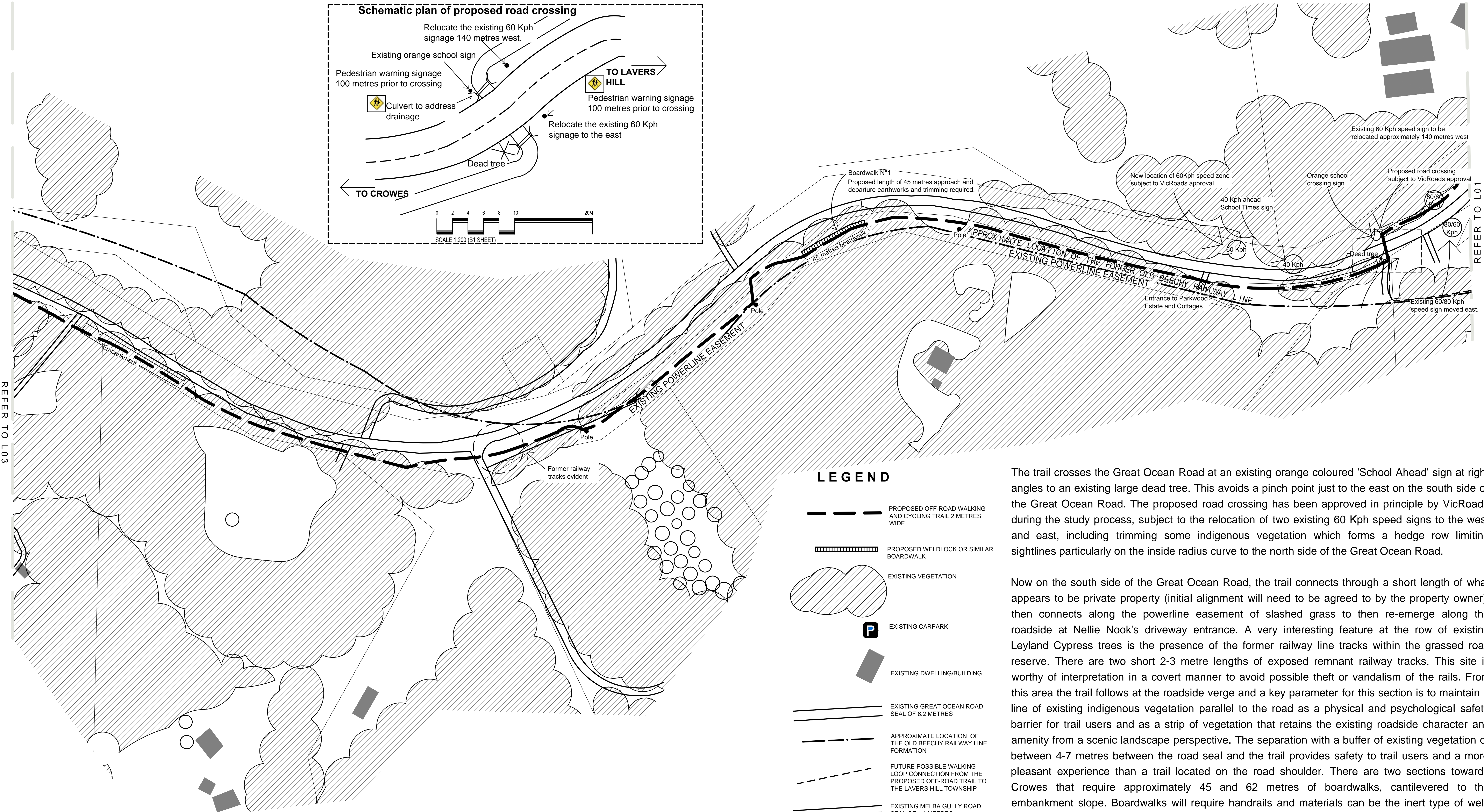
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Project No.: 16-020
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Drawing No.: Sheet 1 of 5



REFER TO L03

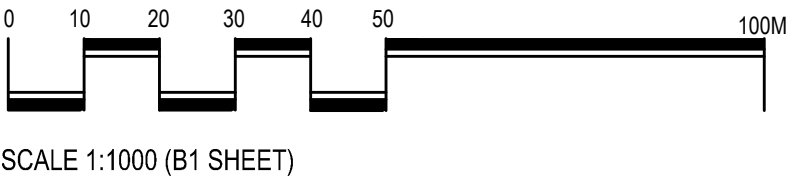


The trail crosses the Great Ocean Road at an existing orange coloured 'School Ahead' sign at right angles to an existing large dead tree. This avoids a pinch point just to the east on the south side of the Great Ocean Road. The proposed road crossing has been approved in principle by VicRoads during the study process, subject to the relocation of two existing 60 Kph speed signs to the west and east, including trimming some indigenous vegetation which forms a hedge row limiting sightlines particularly on the inside radius curve to the north side of the Great Ocean Road.

Now on the south side of the Great Ocean Road, the trail connects through a short length of what appears to be private property (initial alignment will need to be agreed to by the property owner), then connects along the powerline easement of slashed grass to then re-emerge along the roadside at Nellie Nook's driveway entrance. A very interesting feature at the row of existing Leyland Cypress trees is the presence of the former railway line tracks within the grassed road reserve. There are two short 2-3 metre lengths of exposed remnant railway tracks. This site is worthy of interpretation in a covert manner to avoid possible theft or vandalism of the rails. From this area the trail follows at the roadside verge and a key parameter for this section is to maintain a line of existing indigenous vegetation parallel to the road as a physical and psychological safety barrier for trail users and as a strip of vegetation that retains the existing roadside character and amenity from a scenic landscape perspective. The separation with a buffer of existing vegetation of between 4-7 metres between the road seal and the trail provides safety to trail users and a more pleasant experience than a trail located on the road shoulder. There are two sections towards Crowes that require approximately 45 and 62 metres of boardwalks, cantilevered to the embankment slope. Boardwalks will require handrails and materials can be the inert type of weld lock and hardened recycled plastics for longevity and grip. There will be a need for indigenous vegetation clearance to facilitate the trail between the abovementioned private property and the former road formation.



L02 CONCEPT PLAN- LAVERS HILL OFF-ROAD TRAIL
LAVERS HILL TO CROWES AND MELBA GULLY
COLAC OTWAY SHIRE



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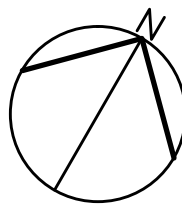
Client: Colac Otway Shire

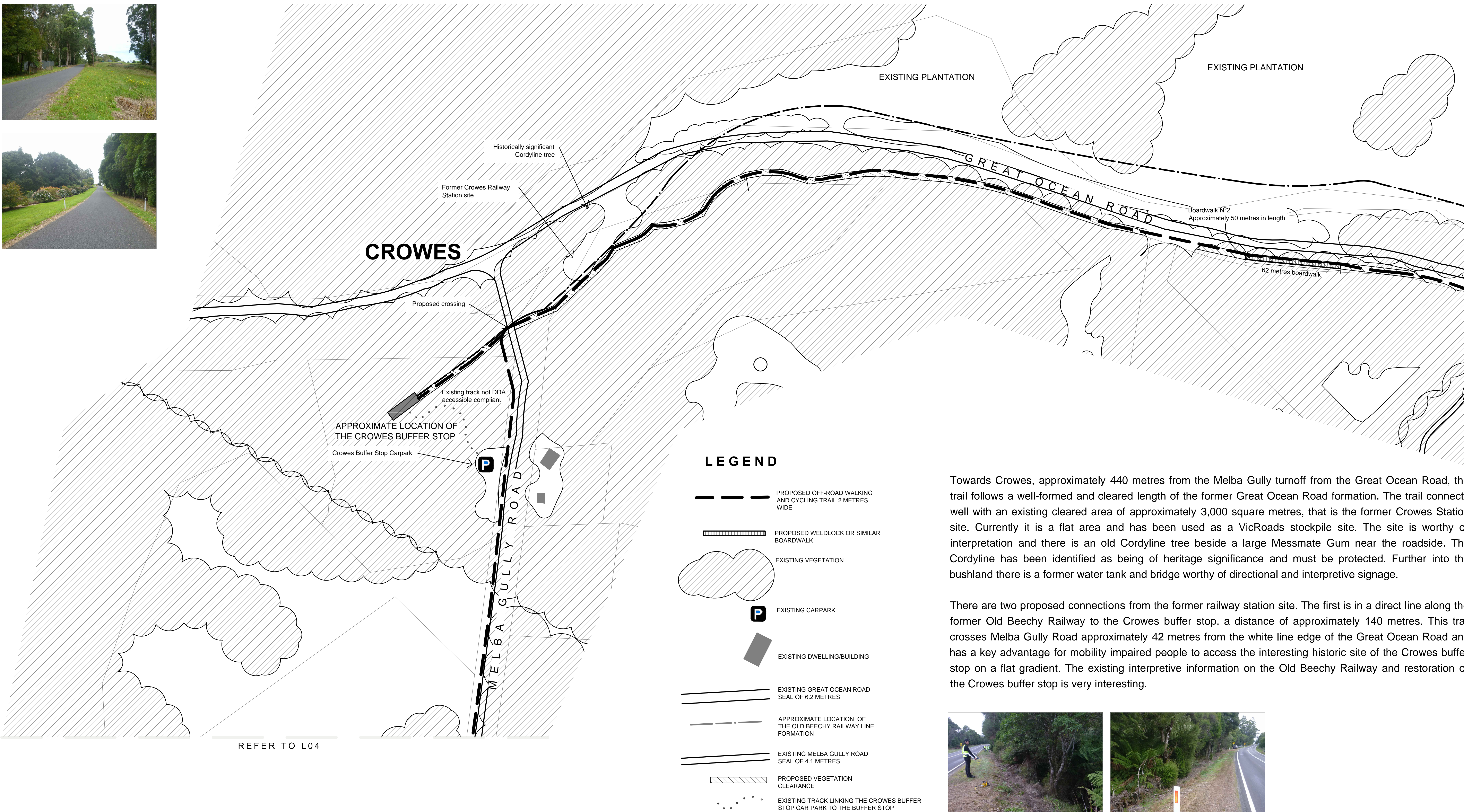
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Towards Crowes, approximately 440 metres from the Melba Gully turnoff from the Great Ocean Road, the trail follows a well-formed and cleared length of the former Great Ocean Road formation. The trail connects well with an existing cleared area of approximately 3,000 square metres, that is the former Crowes Station site. Currently it is a flat area and has been used as a VicRoads stockpile site. The site is worthy of interpretation and there is an old Cordyline tree beside a large Messmate Gum near the roadside. The Cordyline has been identified as being of heritage significance and must be protected. Further into the bushland there is a former water tank and bridge worthy of directional and interpretive signage.

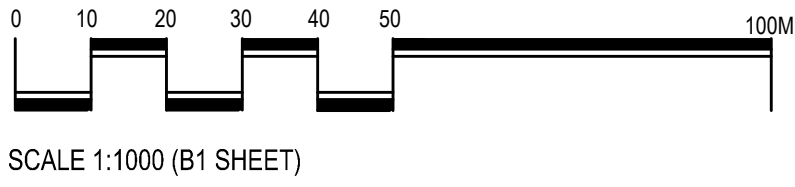
There are two proposed connections from the former railway station site. The first is in a direct line along the former Old Beechy Railway to the Crowes buffer stop, a distance of approximately 140 metres. This trail crosses Melba Gully Road approximately 42 metres from the white line edge of the Great Ocean Road and has a key advantage for mobility impaired people to access the interesting historic site of the Crowes buffer stop on a flat gradient. The existing interpretive information on the Old Beechy Railway and restoration of the Crowes buffer stop is very interesting.



L03 CONCEPT PLAN - LAVERS HILL OFF-ROAD TRAIL

LAVERS HILL TO CROWES AND MELBA GULLY

COLAC OTWAY SHIRE



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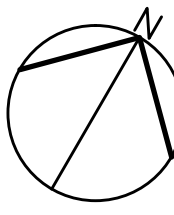
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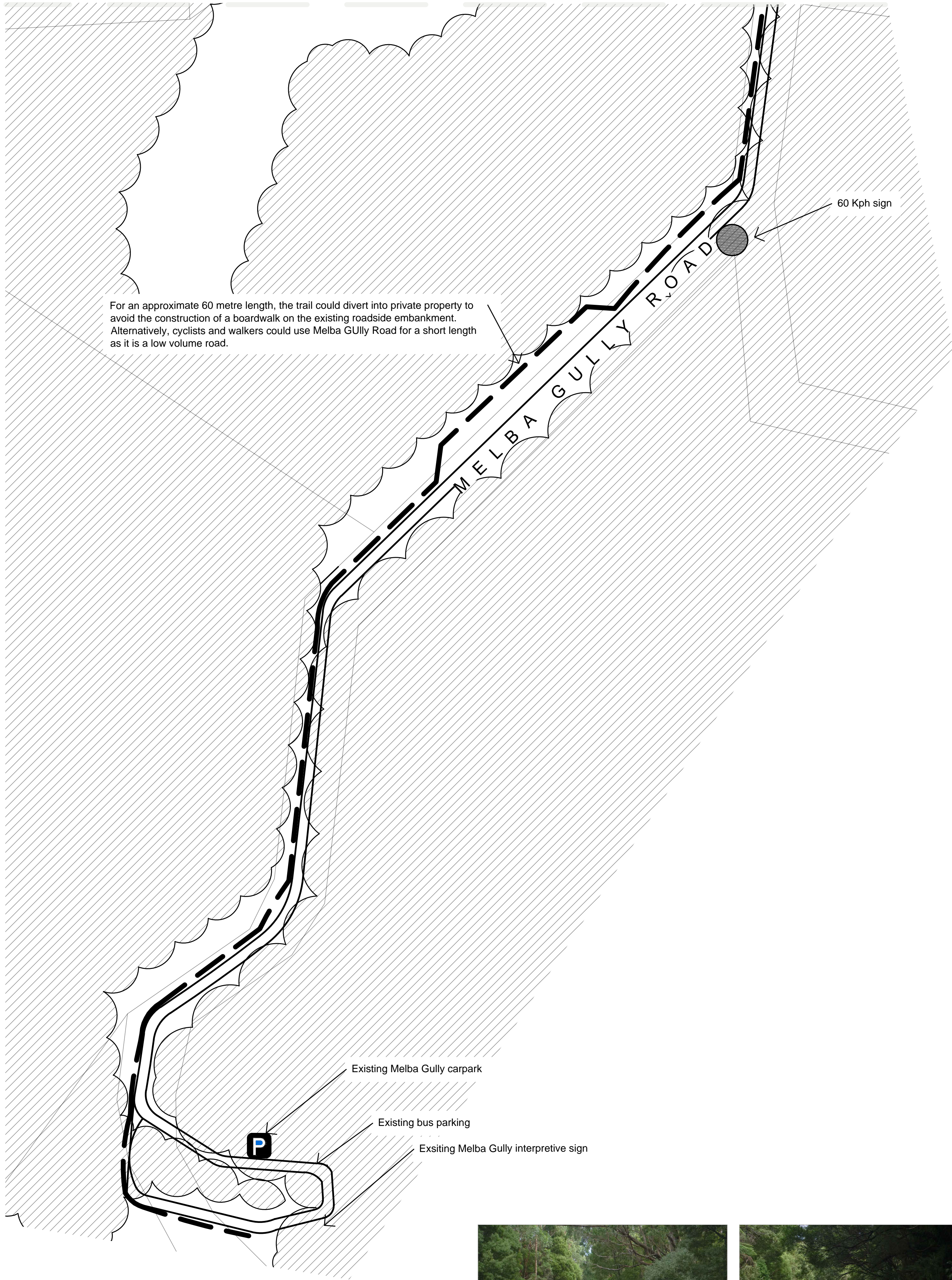
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LEGEND

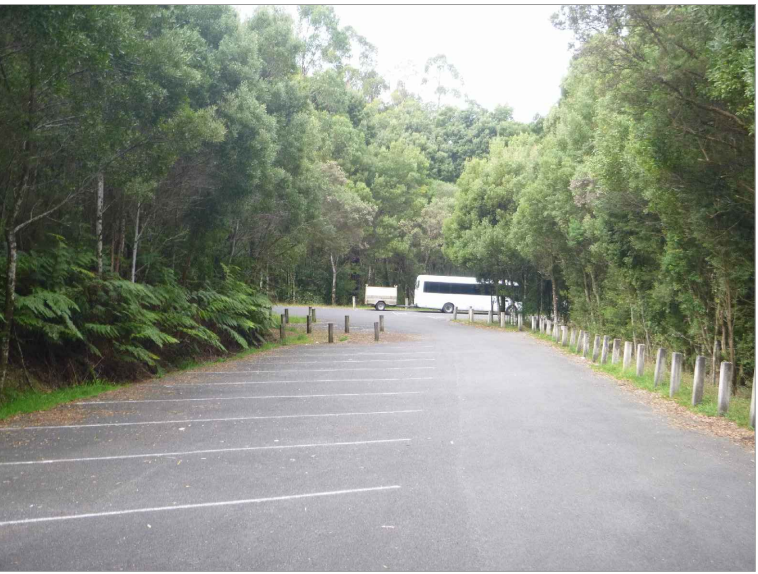
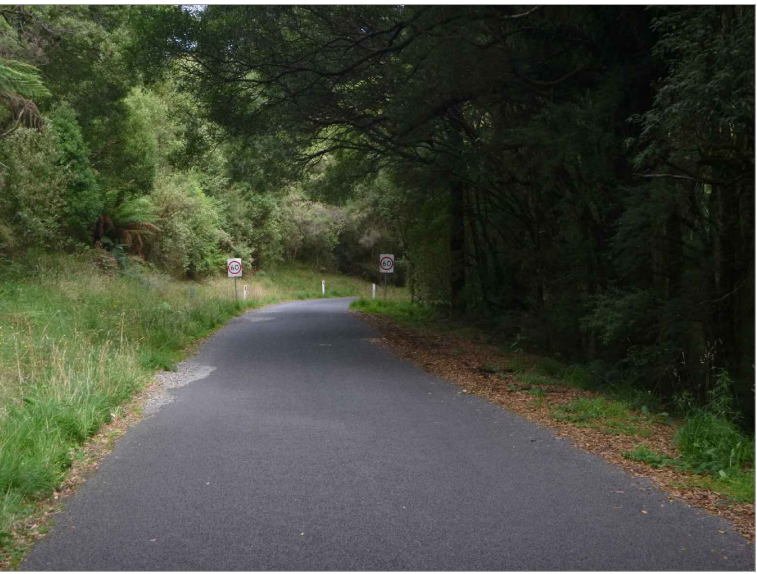
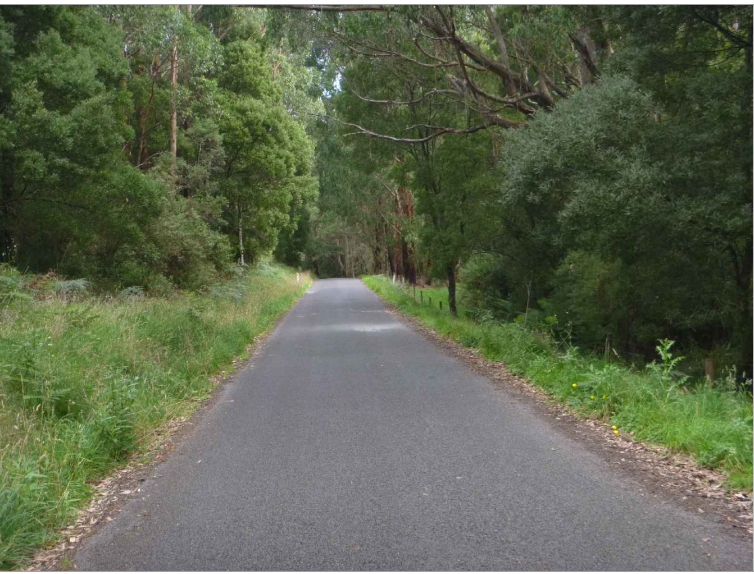
- PROPOSED OFF-ROAD WALKING AND CYCLING TRAIL 2 METRES WIDE
- PROPOSED WELDLOCK OR SIMILAR BOARDWALK
- EXISTING VEGETATION
- EXISTING CARPARK
- EXISTING DWELLING/BUILDING
- EXISTING GREAT OCEAN ROAD SEAL OF 6.2 METRES
- APPROXIMATE LOCATION OF THE OLD BEECHY RAILWAY LINE FORMATION
- EXISTING MELBA GULLY ROAD SEAL OF 4.1 METRES
- PROPOSED VEGETATION CLEARANCE
- EXISTING TRACK LINKING THE CROWES STOP CAR PARK TO THE BUFFER STOP

The second trail runs through recently cleared blackberry vegetation and an open clearing to cross the Melba Gully Road approximately 50 metres from the white line edge of the Great Ocean Road. This track easily leads to the existing earthen car park of the rail head and buffer stop. Currently to access the buffer stop interpretive information, there is a rough uneven and in parts steep track and formed steps to negotiate. The track is therefore unsuitable for people with limited mobility.

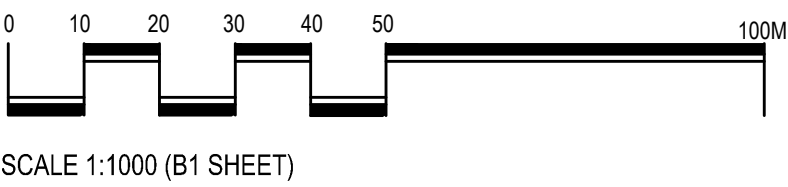
From the Crowes Buffer Stop car park which is approximately 130 metres south of the Great Ocean Road, the trail proposed follows the west side of Melba Gully Road without much need for new infrastructure and earthworks. There is a 60 to 70 metre length midway along the intended route where the 3 metre wide road side verge drops away from the road. To provide a trail, the treatment to this section requires one of three options (a) earthworks and drainage works on the opposite side of the road to facilitate construction of the trail for the 60 to 70 metre section, (b) a boardwalk cantilevered midway down the embankment profile, (c) access within the private property to which the owner of the property has already granted approval in principle or (d) cyclists and walkers use the roadway seal for this section parallel to the embankment. Fencing would need to be provided or the current boundary fence relocated 2 to 3 metres into the private property for the 60 to 70 metre length.

Following from the embankment treatment, apart from a 60 Kph speed sign and either diverting to the roadside (preferable) or construction of a 10-15 metre long boardwalk to negotiate a steep gully edge at the speed sign, the trail connects easily along the southwest side of the lower carpark to the interpretive signage about Melba Gully. The length of the trail from the Great Ocean Road to the interpretive sign is 1,028 metres.

Melba Gully is ecologically interesting as one of the wettest places in Victoria and as a consequence, has a significant Myrtle Beech forest with fern gullies support a range of birds and mammals. Along the walking tracks glow worms can be observed at night.



L04 CONCEPT PLAN - LAVERS HILL OFF-ROAD TRAIL LAVERS HILL TO CROWES AND MELBA GULLY COLAC OTWAY SHIRE



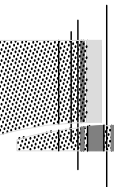
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Client: Colac Otway Shire

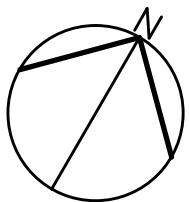
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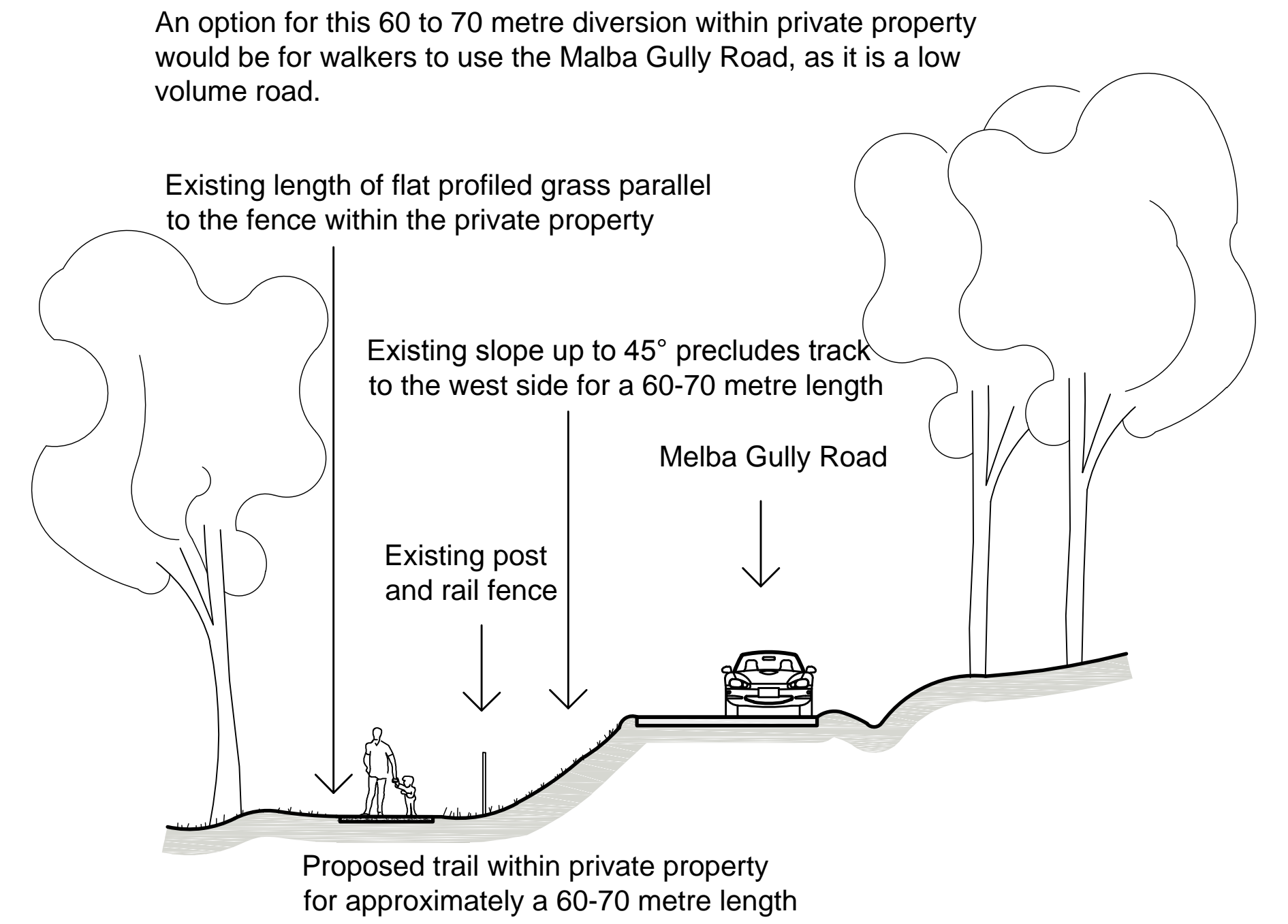
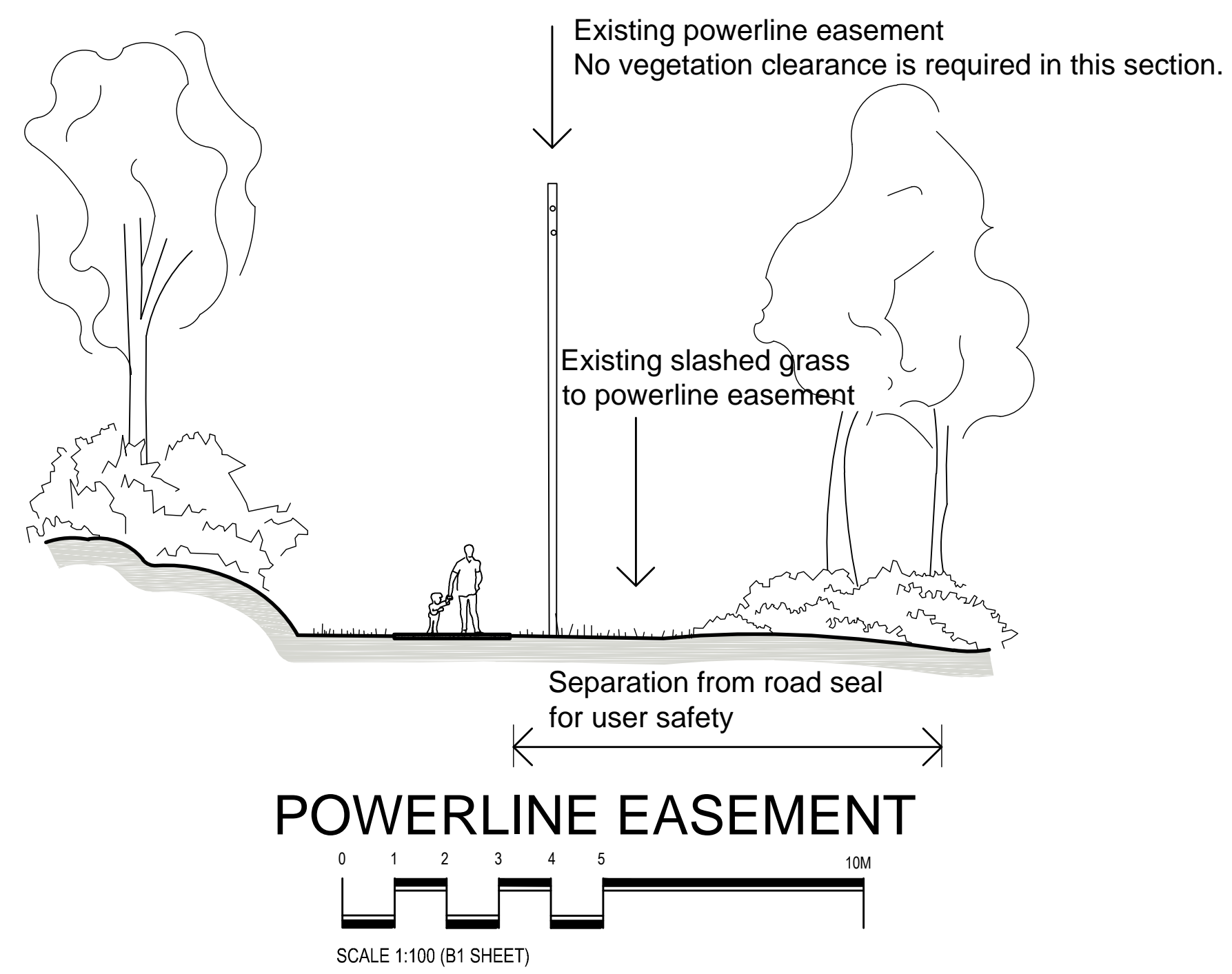
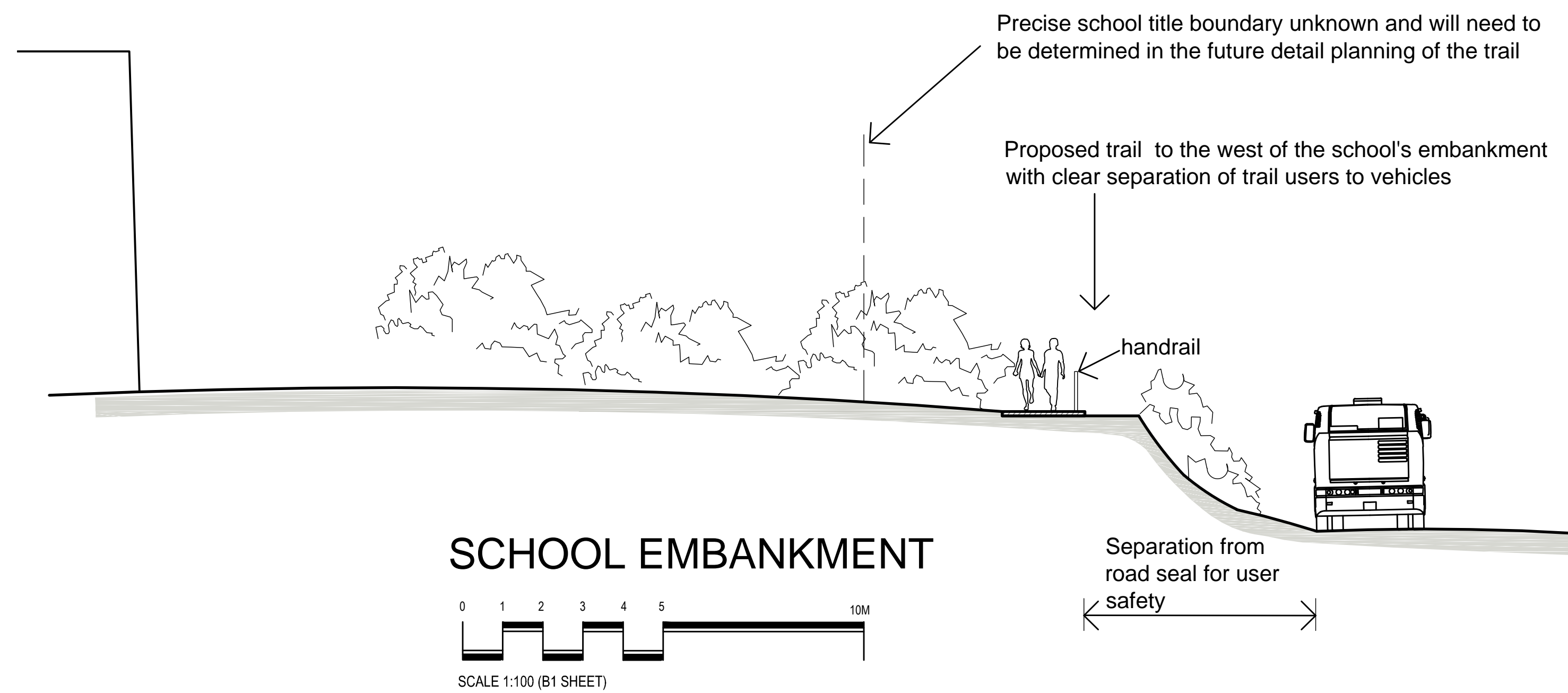
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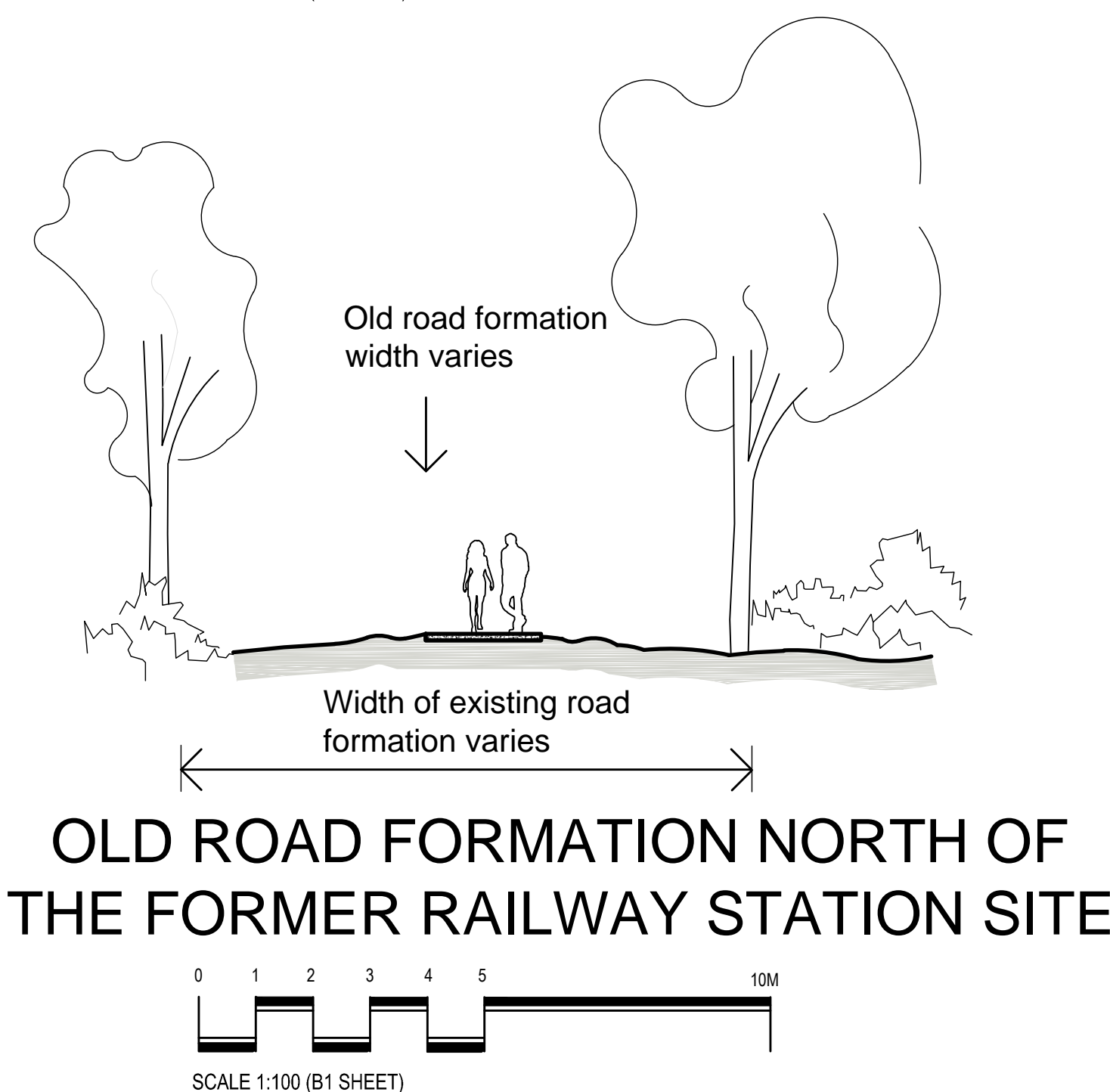
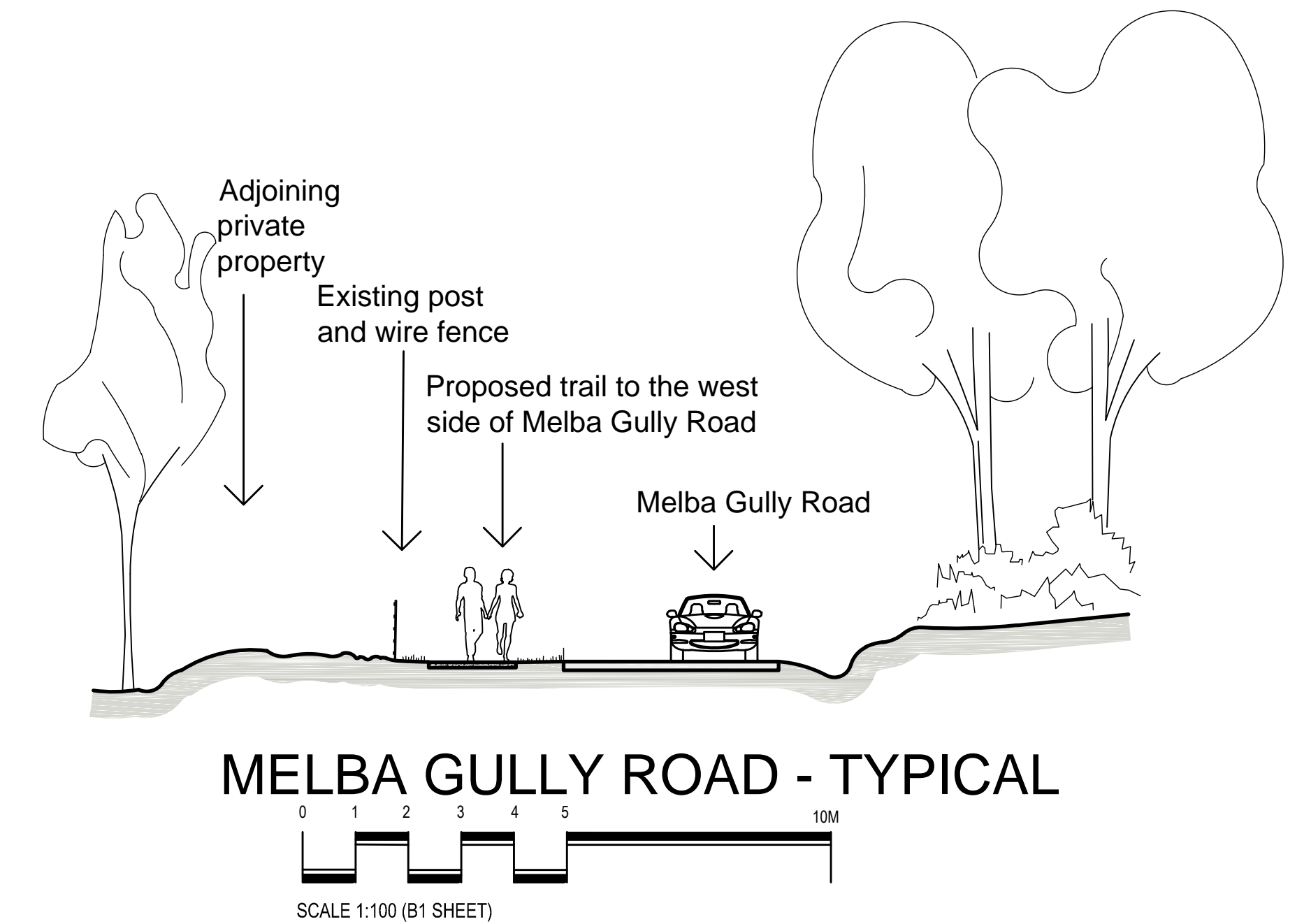
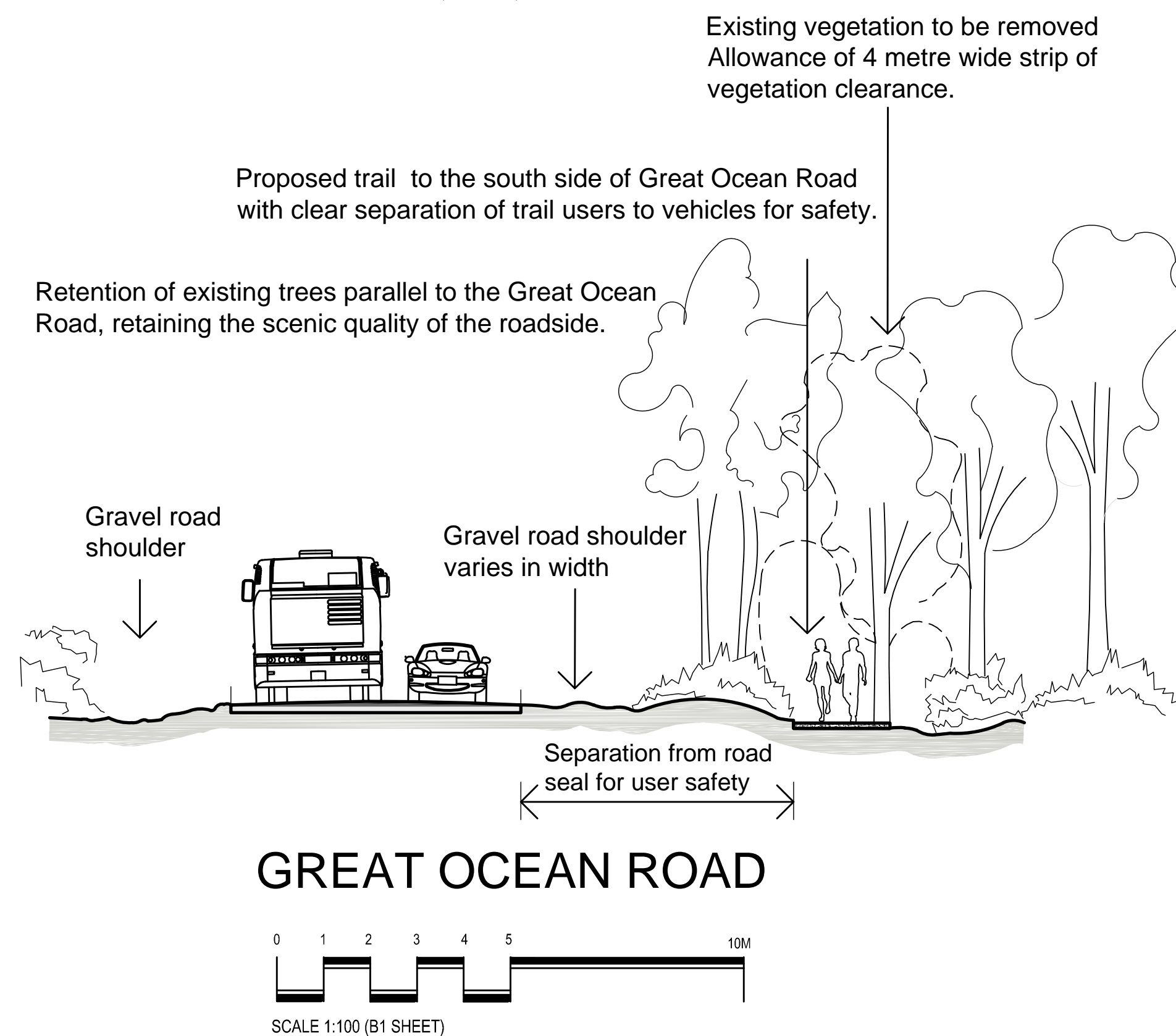
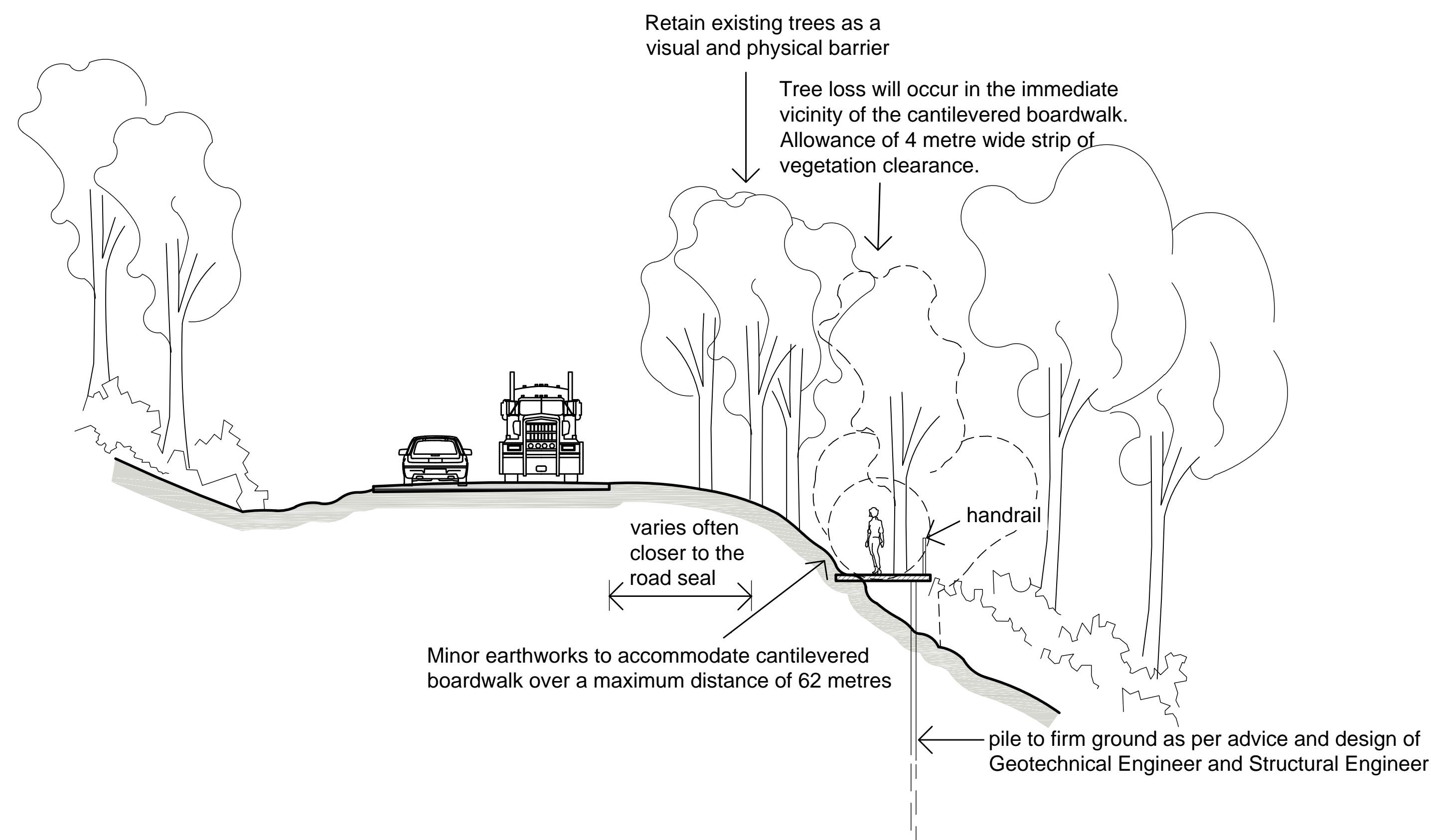
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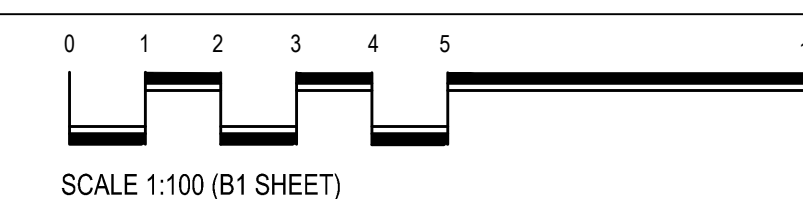




MELBA GULLY ROAD - TRAIL DIVERSION



L05 CROSS SECTIONS - LAVERS HILL OFF-ROAD TRAIL LAVERS HILL TO CROWES AND MELBA GULLY COLAC OTWAY SHIRE



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Title: L05 Cross Sections - Lavers Hill Off-Road Trail

Client: Colac Otway Shire

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