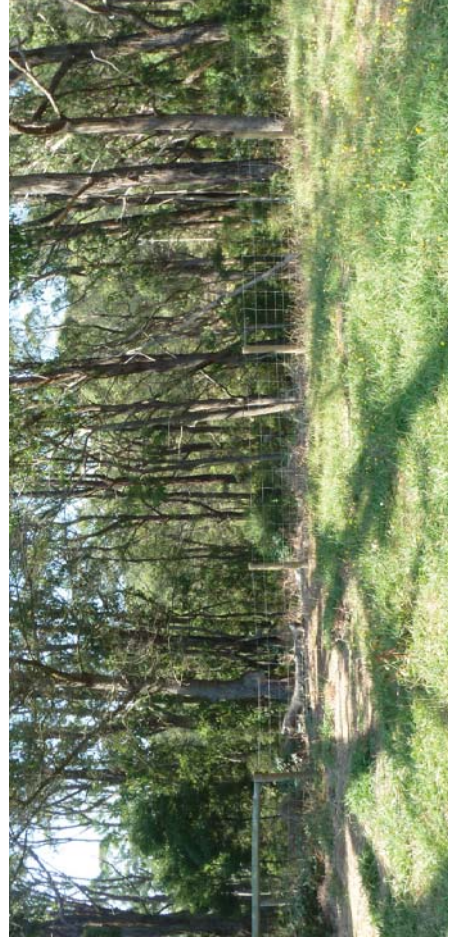


Red Hill Station Reserve

DRAFT LONG TERM MASTER PLAN



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TABLE OF CONTENTS

1. BACKGROUND	9
2. INTRODUCTION	11
2.1 OBJECTIVES	11
2.2 PROCESS	11
2.2.1 Analysis and Research	11
2.2.2 Consultation	11
2.2.3 Draft Long term Master Plan	11
2.2.4 Ongoing conservation works by Landcare Groups	12
2.2.5 Final Long Term Master Plan	12
3. CONTEXT	13
3.1 POLICY CONTEXT: Policies and Strategies	13
3.1.1 Peninsula Ride Safe - MP Bicycle Strategy 2010	13
3.1.2 Active Sports Strategy (2012)	13
3.1.3 Hastings District Heritage Study Vol 1 (2001)	14
3.1.4 Community Capital Building (Infrastructure Projects) Policy 2012	14
3.1.5 Footpath Construction Strategy 2011	14
3.1.6 Open Space Strategy 2003	14
3.1.7 Draft Playspace Strategy 2014	14
3.1.8 Public Toilet Strategy 2012	15
3.1.9 Roadside Equestrian and Mountain Bike Trails Strategy 2014	15
3.1.10 Skate and BMX Strategy (2008)	16
3.2 PLANNING CONTEXT	17
3.2.1 Zoning	17
3.2.2 Overlays	18

3.3 SITE CONTEXT	21
3.3.1 Town Context	21
3.3.2 Natural Systems	21
3.3.3 Facilities	23
3.3.4 Character	24
4. ISSUES	28
4.1 STRATEGIC CONTEXT	28
4.1.1 Zoning	28
4.1.2 Open Space Strategy Classifications	28
4.1.3 Issues	28
4.2 ENVIRONMENT	28
4.3 FIRE MANAGEMENT	29
4.4 FACILITIES	29
4.5 ACCESS AND CAR PARKING	29
5. MASTER PLAN DESIGN APPROACH	30
5.1 EXISTING CONDITIONS	30
5.2 SITE FUNCTION / USE ZONES	31
5.3 ACCESS AND CIRCULATION	32
5.4 LANDSCAPE AND ENVIRONMENT	33
5.5 SIGNAGE AND INTERPRETATION	34
5.6 COMBINED SITE RESPONSE	35
6. MASTER PLAN DIRECTIONS	36
6.1 STRATEGIC CONTEXT	36
6.1.1 Rezoning	36
6.1.2 Open Space Classification	36

6.1.3	Roadside Equestrian and Mountain Bike Strategy (2014)	36
6.1.4	Skate and BMX Strategy (2008)	36
6.2	ENVIRONMENT	37
6.3	CULTURAL HERITAGE	37
6.4	SIGNAGE	38
6.5	VEHICLE CAR PARKING AND ACCESS	42
6.6.1	Car Parking	42
6.6	PEDESTRIAN, BICYCLE AND EQUESTRIAN ACCESS AND CIRCULATION	42
6.7.1	Access	42
6.7.2	Circulation – Paths and Trails	42
6.7	FACILITIES AND AMENITIES	42
6.7.1	Public Toilet	42
6.7.2	Playspaces	42
6.7.3	MTB / BMX Skills Area / Pump Track	42
6.7.4	Park Infrastructure	42
6.7.5	Memorials	43
6.7.6	Informal Open Space	43
7.	LANDSCAPE MASTER PLAN	48
8.	IMPLEMENTATION	50
8.1	PRIORITIES	50
8.2	PROBABLE COST	50
	REFERENCES – (Published and Unpublished)	55
	APPENDICES	56
	APPENDIX 1: Australian Design Protocol Principles of Good Urban Design	56
	APPENDIX 2: CONSULTATION	58

APPENDIX 3: MORNINGTON PENINSULA SHIRE FUEL MANAGEMENT	68
APPENDIX 4: MTB SKILLS AND PUMP TRACK SITING AND BENEFIT ANALYSIS	69
APPENDIX 5: SHOREHAM ROAD FLOAT PARKING	72
APPENDIX 6: MORNINGTON PENINSULA SHIRE ROADSIDE TRAIL NETWORK	74



LIST OF FIGURES

Figure 1: Study Area	10	
Figure 2: Zoning	17	Figure 34: Design Approach – Access and Circulation
Figure 3: Environmental Significance Overlay 10 – Upland Basalt Slopes	18	Figure 35: Design Approach - Landscape and Environment
Figure 4: Environmental Significance Overlay 28 – Mornington Peninsula Bushland	18	Figure 36: Design Approach – Signage and Interpretation
Figure 5: Significant Landscape Overlay 1 - Ridge and Escarpment Areas	19	Figure 37: Design Approach – Combined Design Response
Figure 6: Significant Landscape Overlay 4 – Scenic Recreation Sites	19	Figure 38: Precedent Images Sheet – Rail Trail
Figure 7: Significant Landscape Overlay 6 – National Trust Landscapes	19	Figure 39: Precedent Images Sheet – Trail Head Facilities
Figure 8: Vegetation Protection Overlay	20	Figure 40: Precedent Images Sheet – Art, Interpretation and Signage
Figure 9: Heritage Overlay	20	Figure 41: Precedent Images Sheet – Playspace
Figure 10: Wildfire Management Overlay	20	Figure 42: Precedent Images Sheet – Nature Based Play
Figure 11: Red Hill Rail Trail	21	Figure 43: Precedent Images Sheet –BMX / MTB Skills Area
Figure 12: Existing path connection	21	Figure 44: Precedent Images Sheet - Reserve Facilities and Reflective Spaces
Figure 13: Bushland vegetation	22	Figure 45: Draft Master Plan – Overall Site and Turntable Detail
Figure 14: Bushland vegetation	22	Figure 46: Draft Master Plan – Station Reserve Detail
Figure 15: Existing facilities - car park	23	Figure 47: Mornington Peninsula Shire Fuel Management Map
Figure 16: Existing facilities - picnic table	23	Figure 48: Skate park site location investigations
Figure 17: Existing facilities - long drop toilet	23	Figure 49: Shoreham Road site proximity to Red Hill Station Reserve
Figure 18: Existing facilities - horse tie up rails	23	Figure 50: Shoreham Road roadside verge aerial
Figure 19: Existing facilities - limited way finding	23	Figure 51: Shoreham Road roadside verge
Figure 20: Vegetation - pine trees	24	Figure 52: Shoreham Road roadside verge
Figure 21: Vegetation - Area of reserve following removal of wilding pine trees	24	Figure 53: Mornington Peninsula Shire Roadside Trail Network Plan
Figure 22: Vegetation - Bushland Reserve	24	
Figure 23: Topography – slope across VicRoads land	25	
Figure 24: Topography - former platform embankment	25	
Figure 25: Topography – steep embankment leading to Red Hill Road	25	
Figure 26: Opening day train December 2 nd 1921	26	
Figure 27: Station, platform and cool store	26	
Figure 28: K151 on turntable	27	
Figure 29: Caterpillars on the railway	27	
Figure 30: Former turntable – existing condition	27	
Figure 31: Former buffer stop at turntable – existing condition	27	
Figure 32: Design Approach – Site Aerial	30	
Figure 33: Design Approach – Site Function and Use Zones	31	

Glossary

Amenity

A desirable or useful feature or facility of a building or place.

Biodiversity

Biodiversity refers to 'variety' of living things - plants, animals and micro organisms – and the genetic information they contain and the ecosystems they form. In the context of this report biodiversity refers to flora and fauna species diversity and ecosystem diversity.

Ecologically Sustainable Design (ESD)

The use of design principles and strategies which help reduce the ecological impact of development, generally defined as 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs'.

Infrastructure

The facilities, services and furniture serving an area. In the context of this Master Plan, the open space, playground, pavilions, reserve areas.

Master Plan

A plan giving comprehensive guidance or instruction; a long term strategy.

Strategic

Relating to 'planning' in terms of the identification of long-term / overall aims and interests and the means of achieving them. Strategic Context refers to planning context, particularly in relation to acts, standards, policies and guidelines.

Sustainability / Sustainable

Sustainability is the capacity to endure. Sustainable design means using principles and strategies which help reduce ecological, environmental and economic impact.

Universal Design

Universal Design principles guide the design of environments, (as well as products and communications); ensuring spaces and places are accessible, usable and equitable.

Urban Design

Urban Design is the process of designing and shaping places - cities, towns, villages. Urban Design addresses built form, streets and public spaces and the spaces that make urban areas functional, attractive, and sustainable.

In the context of this Master Plan, Urban Design is about "place" (enhancing, connected, diverse and enduring) and "people" (comfortable, vibrant, safe and walkable/cycleable).

A key objective for the Master Plan is to identify opportunities which meet **Australian Design Protocol Principles of Good Urban Design**. A summary of these Principles is attached as Appendix 1.

1. BACKGROUND

The Shire commenced planning for the long term Master Plan for Red Hill Station Reserve in February 2014. On 15th December 2014 Council approved this draft plan for public exhibition. An eight week period of public exhibition followed, ending on Friday 18th February 2015.

The Reserve has not been the subject of any previous Shire Master Planning. The Master Plan study area is indicated in Figure 1, and includes areas of open space and bushland that extend from Red Hill Road through to Callanans Road and Point Leo Road. The majority of the land is in Shire ownership, however the Shire is also committee of management for an area of Department of Environment and Primary Industries (DELWP) crown land. There is also an area of VicRoads managed land on the corner of Point Leo Road, which is in the process of transfer to Shire management. The study area extends as far as the first cutting on the rail trail, to the south of Beauford Road.

The Reserve is the terminus of the former Red Hill railway and railway station grounds. It marks one end of the Red Hill Rail Trail which mostly follows the alignment of the former railway to Merricks.

The Master Plan focuses on the development and enhancement of facilities and spaces that will support the community's desire for an attractive 'town park'. The Master Plan shall also consider and ensure the protection and enhancement of natural, heritage and cultural values.

Background

Figure 1: Study Area



Study Area



2. INTRODUCTION

Red Hill Station Reserve is an area of approximately 7.8 hectares, with an additional 0.35 hectares of road reserve.

The Reserve is currently predominantly used for trail based activities such as walking, jogging, bike riding and horse riding, and some areas of the reserve have been used as informal Mountain Bike (MTB) and BMX skills practice areas.

2.1 OBJECTIVES

The key objectives for the Master Plan are to:

- Consider current and potential future use / users of the Reserve.
- Develop facilities and landscaped spaces to support passive recreation activities and enhance the township character.
- Consider the heritage aspects of the reserve and in the final Master Plan, reflect the recommendations of the Hastings District Historic Places Report (2001).
- Develop a detailed landscape Master Plan and report for the Reserve.

2.2 PROCESS

In developing the Master Plan the study will take the following approach:

2.2.1 Analysis and Research

The stage will include an assessment of:

- Strategic Context – the strategic (planning and policy) setting.
- Physical Context – the physical site setting; identifying values, opportunities and issues relating to existing site conditions.

2.2.2 Consultation

Throughout the project discussions have taken place with:

- Mornington Peninsula Shire Officers and Councillor(s).
- Key stakeholders.
- Interested community representatives.

The Consultation process has included:

- A direct mail out to over 650 local residents, shop owners and local businesses in Red Hill and Red Hill South, providing information about the project and a feedback form.
 - Project information including a feedback form outlined on the Shire website.
 - Flyers on local notice boards and in prominent locations in Red Hill.
 - Individual interviews with stakeholders and sporting clubs.
 - A street stall and park walk around the Reserve with interested community members.
 - A drop in session for stakeholders to review a preliminary draft of the plan.
- A summary of the Consultation process is included in Appendix 2.

2.2.3 Draft Long term Master Plan

The Draft Long term Master Plan provides preliminary recommendations for any development and enhancements in the Reserve, based on findings from the analysis and consultation stages.

Following Council endorsement of the Draft, it will be provided to the community (public exhibition) to gain wide review.

During the public exhibition period from December 2014 to February 2015 the following consultation took place:

- Direct mail out to 650 residents and property owners.
- Two street stalls, one on a Saturday morning and one on a Friday morning were held.
- Direct email to all previous submitters during the development of the draft master plan.
- Notices / posters on all local notice boards and in many local businesses.
- Information in 'The Hill and Ridge' newsletter.
- Informal 'park chats' throughout January at the picnic table in the park.
- Six large signs on site and near the Cellar and Pantry.
- Copies of the master plan report available to review in local businesses including Cellar and pantry, the local doctors surgery, the local dentists surgery, Red Hill Store, Blue Moon, and Epicurean.
- Information and plan on Shire website and in the Shire offices.

Feedback on the Draft Long Term Master Plan was encouraged in order to inform the Final Long Term Master Plan for Council consideration.

2.2.4 Ongoing conservation works by Landcare Groups

During the public exhibition period Manton and Stony Creeks Landcare Group undertook contractor and 'Green Army' woody weed removal works, including the removal of a large number of wilding pines. This generated a lot of interest in the park and in the draft master plan.

The Merricks Coolart Landcare Group also undertook smaller woody weed removal over a large area between the engine turntable and Beauford Road during the exhibition period. The group has 'adopted' this area for ongoing conservation works and maintenance.

The Red Hill South Landcare Group undertook works in the road reserve areas opposite the reserve.

2.2.5 Final Long Term Master Plan

The Final report will consider any comments from the exhibition period.

The Final Long Term Master Plan will outline final directions and recommendations and include an implementation strategy, priorities and indicative costs.

3. CONTEXT

An assessment of Context included a review of:

- **Policy Context**
To understand current strategic direction and set the context for the Master Plan options and recommendations.
- **Planning Context**
To understand the current statutory framework of the Reserve.
- **Site Context**
To provide an understanding of existing conditions and amenities.

3.1 POLICY CONTEXT: Policies and Strategies

A large number of local and state policies and previous studies have been reviewed in order to inform the Master Plan.

Some strategies and policies are very relevant to this Master Plan. Of particular note are:

3.1.1 Peninsula Ride Safe - MP Bicycle Strategy 2010

Peninsula Ride Safe provides a review of existing bicycle infrastructure, bicycle crashes, and gaps in the 'network'. It also identifies future demands and has developed action programs to achieve increased use of bicycles as a means of transport on the Mornington Peninsula. Of relevance to this master plan is a section of trails shared between equestrian, walkers and cyclists. The recommend trail width is 3 – 6m wide. Shared trail codes of conduct area discussed, as are suitable trail surfaces.

The shared trail information has since been updated within the Roadside Equestrian and Mountain Bike Trails Strategy (2014).

3.1.2 Active Sports Strategy (2012)

The aim of the Active Sports Strategy is to assist the Mornington Peninsula Shire to plan for the future provision of sports and sporting infrastructure throughout the municipality. In this Strategy sports are broadly defined as 'active organised and structure sports, which utilise Shire facilities and are represented by a peak body'. Whilst the existing facilities, and those under consideration to be provided at the Station Reserve do not support participation in 'structured' sport, the Shire's core objective in terms of sports provision, is 'to create an environment where participation is maximised'.
Of relevance to potential facilities to be provided at the Station Reserve to following sports specific actions were identified:

- **Athletics**
 - Install distance markers on well used running tracks throughout the shire.
 - Local demand – non competitive activities (walking, jogging) were highly rated.
- **Cycling**
 - There is a general increase in popularity of cycling in general: road riding, mountain bike riding, people riding to work and weekends away using trails.
 - Gaps in trails is the issue of most relevance.
 - Cycling was identified as one of the most popular and desirable activities for residents.
 - Support the development of competition and recreation cycling facilities.
 - Develop a strategy for MTB trails and facilities beyond BMX tracks and racing.
 - Continue to implement bicycle strategy, focussing on gaps in the network.
 - Continue to encourage and develop day events and recreational rides.
 - Foster shared use of roads and trails.
- **Equestrian**
 - Ensure equestrian / MTB trails are not developed into concrete bike paths without thorough investigation of all options
 - Continue to monitor participation and demand and issues associated with use of grounds and shared use trails
 - Continue to improve riders' knowledge of minimal impact activity practice and environmental care.
- **Mountain Biking**
 - The Merricks to Red Hill Rail Trail is popular amongst mountain bikers of all ages.
 - Work with groups such as Red Hill Riders to investigate further opportunities / trails.
 - Develop a shared use trail code and information about minimal impact riding.
- **Skate**
 - Good siting of skate parks is critical to their success in terms of appropriate user behaviour and optimal use
 - Implement recommendations of the Shire's Skate and BMX Strategy (2008)

3.1.3 Hastings District Heritage Study Vol 1 (2001)

The purpose of the Hastings District Heritage Study is to identify, evaluate and provide conservation recommendations for places of cultural significance (non Aboriginal) and places of post contact Aboriginal significance.

The report recognises the Bittern – Balnarring – Merricks – Red Hill Railway Precinct as a place of Shire level significance.

Recommendations for the ongoing management of the former railway elements such as the track reserve, and station grounds and related fabric include:

- To conserve and enhance the railway and its landscape setting where enhancement would include replacement of any known missing original components in the building or landscape setting.
- To conserve and enhance public appreciation of the railway.
- To ensure that publicly visible new structures near the railway are visually related in terms of form, size, materials and placement to original structures on the line but are distinguishable on close inspection from original elements.
- To ensure that new trees planted in the reserve are related to existing mature trees in terms of type potential size, and placement and do not affect their growth or health.
- To maintain the railway's link with its history, via promotion and publication of any further historical findings.
- To encourage the preparation of a conservation management plan for the precinct, followed by the creation of an incorporated plan for better management, before entry into the planning scheme.

The Bittern – Balnarring – Merricks Red Hill Railway Precinct was recommended to be included into the Mornington Peninsula Planning Scheme as a heritage precinct. As indicated in Section 3.12 Overlays, the Red Hill Station Grounds are covered by the Heritage Overlay and are recognised as Heritage Place 331 in Planning Scheme.

3.1.4 Community Capital Building (Infrastructure Projects) Policy 2012

This policy is designed to facilitate community capital building projects and to forge a stronger partnership between the Shire and the many community groups interested in developing and improving community assets.

Much of the land under consideration for this Master Plan is Shire owned and managed. The recommendations of this Master Plan may include projects that might be undertaken by community groups in partnership with the Shire. Therefore, the terms of the Community Capital Building (Infrastructure Projects) Policy will provide guidelines for how such projects might be implemented.

3.1.5 Footpath Construction Strategy 2011

The Footpath Construction Strategy (FSC) provides principles for the design of footpaths in appropriate locations, to meet safety and accessibility requirements and to maximise community safety. The strategy is complementary to Peninsula RideSafe – MP Bicycle Strategy and to the Shared Trails Strategy.

3.1.6 Open Space Strategy 2003

This strategy was prepared due to a need to identify planning and development issues and priorities for a region with a diverse number of competing open space demands.

This three part strategy sets out the key directions for the planning and management of open space in the Shire, including vision, key direction statements and recommendations. Within the Open Space Strategy Red Hill Station Ground is linked with Merricks Station Ground and defined as a sporting reserve with township classification.

3.1.7 Draft Playspace Strategy 2014

The Draft Playspace Strategy updates the Playground Strategy from 2008 and provides a framework for the ongoing planning, design and management of the Shire's public playgrounds. Directions for the provision of outdoor fitness equipment are also included. Whilst these are not strictly play pieces, they form a facet of the open space provision. The strategy recognises that playspaces are an important component of community social well being and healthy active lifestyles. They provide an important role in providing an outdoor setting where people can gather and connect with one another.

The Draft strategy identifies new directions to be considered in the provision of new, or renewal of existing playspaces:

- Utilise an 'all park' approach in the provision of playspaces, with consideration given to seating, picnic table(s), paths, accessibility planting and bins. The all park approach recognises that play will occur outside the play equipment area. Playspaces are more likely to be utilised when they appear inviting and attractive to the parents, families and carers as well as to the children.
- Provision of play elements with higher play value, such as those with stimulating, challenging and engaging social play elements.
- Provision of accessible and inclusive play elements.
- Utilise universal design where logistically possible for easy access for all.
- Consideration of other playspaces within the area to offer a variety of opportunities within a particular precinct.
- Promotion of play opportunities, ensuring they are easy to find.
- Incorporation of natural play elements into playspaces.
- Include options for teenagers in some parks.

Number	Recommendation
Other Strategies	
21	Bicycle Strategy and Footpath Strategy. Ensure trails used by horse riders are maintained with separate bridle trails.
Promotion, recreation information, minimal impact and shared trail behaviour, safety	
25	Develop branding for the long distance trails to identify and differentiate them.
26	Foster friendly and appropriate shared trail behaviour.
29	Implement minimal impact (MI) codes to foster awareness of environmental impacts and minimal impact activity practice <ul style="list-style-type: none"> o develop specific MI codes and install at recreation reserves where equestrian activities take place. o install educational signs about Phytophthora cinnamomi at key locations
38	Minimise impact and risks through capital works: <ul style="list-style-type: none"> o capital improvement works such as trail realignments, closures, drainage works, surface upgrades
45	Ensure cultural heritage is protected, preserved and key elements interpreted where appropriate. Implement recommendations of the conservation management plan for Red Hill Railway.
70	Audit all access bollards, cavaletti and other trail infrastructure to determine where new standards are not met. Ensure access barriers allow easy access for children's buggies, bicycle tag alongs, and less experienced cyclists.
72	Install horse tie up rails, mounting blocks, bike racks, seats, picnic tables at trail heads and other locations where appropriate.
73	Install public water points at trail heads and other key locations.
75	Improve car and horse float parking areas to increase capacity and improve surface: <ul style="list-style-type: none"> o Callanans Road Red Hill – improve surface. o Red Hill Station Reserve - enlarge car park, develop as a major trail head. o Shoreham Road reserve (near Shands Road)

- Dog leash free areas to be separated from playspaces.
 - Natural shade and shade within play structures to be provided wherever possible.
 - Provision of outdoor fun and fitness equipment for people of all ages
 - Careful consideration of provision of fencing.
- The directions of most relevance to the planning for a playspace at Red Hill Station Reserve are:
- Planning the playspace with an 'all park' facilities approach.
 - Consideration of other play opportunities within the precinct.
 - Consideration of universal design principles in the location of and access to the playspace.
 - Incorporation of high play values pieces into the space that allow for open ended play and engage children for longer periods.
 - Provision of signage.
 - Consider provision for teenagers to complement the proposed skate and BMX area.
 - Incorporate natural play elements such as logs, flat rocks, slices of tree trunks, boulders, a variety of ground cover (compliant soffit, mulch, pebbles, sand, straw) and interpretative elements such as carved wooden animals or railway objects.

3.1.8 Public Toilet Strategy 2012

The Public Toilet Strategy provides a framework for the provision and refurbishment of Public Toilets on the Peninsula. The Red Hill Station reserve public toilet is not listed in the strategy for replacement or upgrade within the next five years.

3.1.9 Roadside Equestrian and Mountain Bike Trails Strategy 2014

The Roadside Equestrian and Mountain Bike Trails Strategy focuses on the development of a sustainable roadside trail network which reflects rural character. The Red Hill Rail Trail is considered within the strategy and is one of four long distance rides defined, with Red Hill station reserve nominated as a significant trail head facility

Relevant recommendations in the action plan are:

101	<p>Specific recommendations for the Red Hill Trail</p> <ul style="list-style-type: none"> ▪ create well defined connections from Red Hill Station Reserve to connecting trails and to both shopping centres. ▪ improve trail / road crossings. ▪ develop facilities as a primary trail head for the Peninsula Traverse and the Rail Trail. <p>Implement works as per Conservation Management Plan (when completed):</p> <p>Interpret heritage features – engine turntable, station, buffer stop.</p> <ul style="list-style-type: none"> ▪ Install railway heritage style station signs at Red Hill, Merricks, and Balnarring and develop station building like picnic / interpretation shelters. ▪ Create easy access for MTB, children’s buggies, tag alongs, horse riders. ▪ Remove pines impacting on the railway turning area and concrete abutments. ▪ Support implementation of the recommendations of the Conservation Management Plan including preservation and interpretation (via master plan). ▪ Undertake trail surface upgrade works to trail surface, drainage, hot spot works: <ul style="list-style-type: none"> ○ From car park at Callanans Road down the hill. ○ Cutting before engine turning area. ▪ Sign parallel bridle trail – blue signs. Clear vegetation to create clear envelope, add drainage. ▪ Remove redundant signs, add MI and shared trail signs.
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3.1.10 Skate and BMX Strategy (2008)

The Skate and BMX Strategy was undertaken in response to an increase in demand for skate and BMX facilities.

Red Hill is designated as being appropriate for a satellite facility. A satellite facility to enables the development different recreational skate facilities and may focus on transportable or small scale facilities.

The Strategy outlines priorities to be considered in the siting of a new skate facility. Site selection and design of a facility at Red Hill is nominated as Stage 4 in the implementation Schedule (2014/2015), following construction of a facility at Mt Maritha. Construction is nominated as Stage 5.

3.2 PLANNING CONTEXT

Red Hill Station Reserve is subject to the zoning and a number of overlays in the Mornington Peninsula Planning Scheme. Refer to Fig 2 - 10

In summary the planning context includes:

3.2.1 Zoning

- **Public Park and Recreation Zone (PPRZ)**

PPRZ recognises areas of public land that are designated as public recreation and open space. It also seeks to protect and conserve areas of significance and provide for commercial areas where appropriate. The Shire owned section of the Red Hill Station Reserve is zoned PPRZ.

- **Green Wedge Zone 1 (GWZ1)**

The GWZ1 applies to the DELWP owned land and the Vic Roads owned land within the reserve and to the privately owned land to the south of Callanans Road.

GWZ seeks to recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape recreational and tourism opportunities. Of relevance to Red Hill Station Reserve is the stated purpose "To protect, conserve, and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes."

- **Business 1 Zone (B1Z)**

The B1Z applies to the commercial properties immediately adjacent to the reserve on Shoreham Road.

- **Road Zone – Category 2 (RDZ2)**

The RDZ2 recognises Category 2 roads and applies to the large road reserve at the Pt Leo Road and Shoreham Road Intersection, Arthurs Seat Road, Station Road, and Shoreham Road.

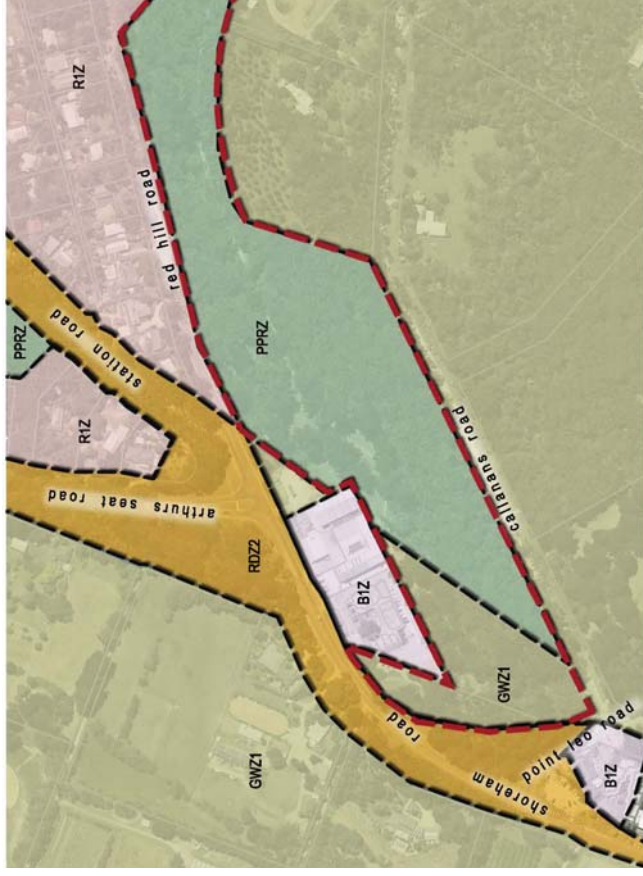


Figure 2: Zoning

3.2.2 Overlays

Environmental Significance Overlay

The purpose of the Environmental Significance Overlay is to identify areas where the development of land may be affected by environmental constraints. Red Hill Station Reserve is covered by the following Environmental Significance Overlays:

ES010 Upland Basalt Slopes

This area forms part of the catchment of Merricks and Coolart Creek. It is also an area of strategic landscape importance, with the undulating landform producing a range of internal landscapes and providing long range views to Westport.

This overlay seeks to

- o Protect and conserve the environmental systems, biodiversity, native vegetation habitat areas, land and soil stability, drainage patterns and stream quality of this area.
- o Promote sustainable development of rural land, including the retention and enhancement of habitat corridors and wetlands.
- o Promote siting and design of buildings and works that is responsive to the landscape character and vistas of the area.
- o Protect the landscape values of the area.

ES028 Mornington Peninsula Bushland

This overlay recognises the significance of the remnant native vegetation of the Mornington Peninsula, for its diversity and environmental value.

Amongst other environmental objectives, this overlay seeks to:

- o Protect and conserve native vegetation and habitat areas from clearing, degradation, or fragmentation.
- o Protect and conserve habitat corridors.
- o Arrest and reverse the decline of remnant native vegetation, and to achieve a net increase in native vegetation within the Shire over time.
- o Promote the maintenance of ecological processes and biodiversity.
- o To conserve the Shire's vegetation based landscape assets.

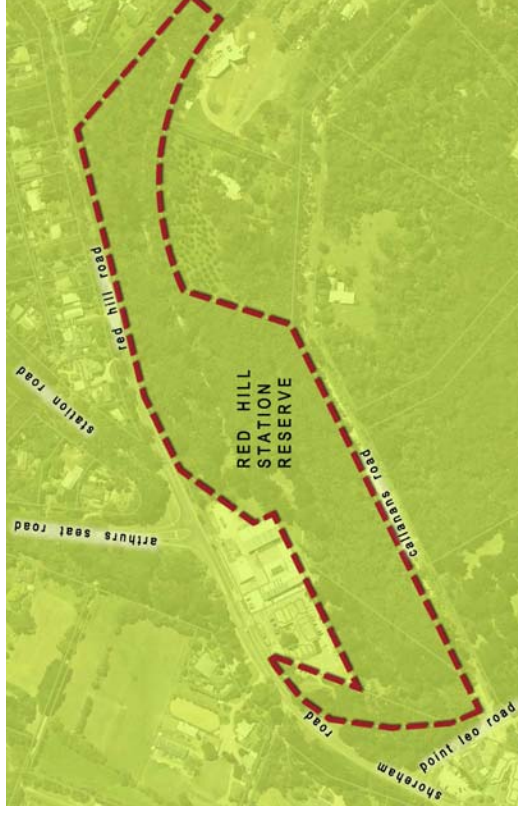


Figure 3: Environmental Significance Overlay 10 – Upland Basalt Slopes



Figure 4: Environmental Significance Overlay 28 – Mornington Peninsula Bushland



Figure 5: Significant Landscape Overlay 1 – Ridge and Escarpment Areas



Figure 6: Significant Landscape Overlay 4 – Scenic Recreation Sites



Figure 7: Significant Landscape Overlay 6 – National Trust Classified Landscapes

- **Significant Landscape Overlay**
The purpose of the Significant Landscape Overlay is to identify significant landscapes and to conserve and enhance their character. Red Hill Station Reserve is covered by the following Significant Landscape Overlays:

SLO1 Ridge and Escarpment Areas
Ridge and escarpment areas have been identified as key landscape features, and often retain substantial vegetation cover. The landscape character objectives to be achieved that are relevant to the Red Hill Station Reserve are:

- Protect and enhance visual, natural and cultural heritage values of ridge and escarpment landscapes.
- To maintain the natural skyline of ridge and escarpment areas.
- To encourage siting, design and landscaping of building and works that is responsive to the landscape values of ridge and escarpment areas.
- To maintain vegetation as an important element of ridge and escarpment landscapes.

SLO4 Scenic Recreation Sites
Scenic recreation sites are identified as key landscape features providing opportunities for outdoor and unstructured recreation. Development within these areas may substantially affect the perception of landscape quality. The landscape character objectives to be achieved are:

- To protect scenic recreation sites from visual intrusion from inappropriate siting or design of buildings or works.
- Siting, design and landscaping of works that are responsive to the recreational value and landscape environment of scenic recreation sites.
- To maintain vegetation as an important element in the value of scenic recreation sites.

SLO6 National Trust Classified Landscapes
National Trust classified landscapes have been identified as key landscape features. The classification combines the immediate visual values of the landscape with an assessment of cultural heritage significance. The landscape character objectives to be achieved include:

- To protect and enhance the visual, natural and cultural heritage values of classified landscapes.
- Siting, design and landscaping of works that are responsive to the landscape values of classified landscapes.
- To maintain vegetation as an important element of classified landscapes.

- **Vegetation Protection Overlay (VPO2)**
The Vegetation protection overlay seeks to:
 - protect areas of significant vegetation.
 - ensure development minimises the loss of vegetation.
 - preserve existing trees and other vegetation.
 - recognise vegetation protection areas as locations of special significance natural beauty interest and importance.
 - maintain and enhance habitat and habitat corridors for indigenous flora.
 - encourage the revegetation of native flora.

- Schedule 2 of the overlay provides guidelines on Significant Treelines and includes the following objectives:
 - protect and conserve native vegetation areas along roadsides, streamlines, linear reserves and other treelines.
 - to maintain and enhance the habitat value and corridor function of treelines.
 - to ensure consideration of the cultural and landscape significance of all treelines, including those of introduced species.
 - to ensure proposals for replacement planting have regard to both environmental and cultural landscape values.

- **Heritage Overlay**
The purpose of the Heritage Overlay is to:
 - conserve and enhance heritage places of natural or cultural significance.
 - to conserve and enhance those areas which contribute to the significance of heritage places.

The heritage overlay applies to the Heritage Place 331 Red Hill Station Grounds, and to Heritage Place 314, Co-Operative Cool Store.

- **Wildfire Management Overlay**
The purpose of the Wildfire Management Overlay is to:
 - assist to strengthen community resilience to bushfire.
 - identify areas where the bushfire hazard requires specified bushfire protection measures for subdivision and buildings and works to be implemented.
 - ensure that the location, design and construction of development considers the need to implement bushfire protection measures.
 - ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.



Figure 8: Vegetation Protection Overlay



Figure 9: Heritage Overlay

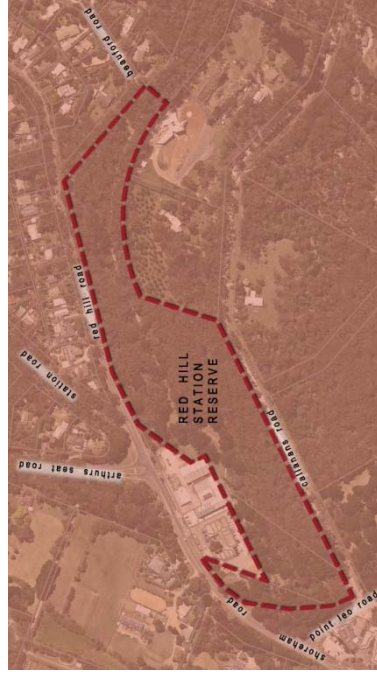


Figure 10: Wildfire Management Overlay

3.3 SITE CONTEXT

3.3.1 Town Context

Red Hill Station Reserve is located on Red Hill Road, Red Hill South and encompasses the open space areas and bushland through to Callanans Road and Point Leo Road. The parcels of land owned by DELWP and VicRoads create a visual and physical separation between the two commercial areas of Red Hill South. An asphalt pedestrian path running through the reserve connects these two areas.

The reserve is connected to four shared use trails, the Red Hill Rail Trail, the Arthurs Seat Road Trail, the Baynes Road trail and the on road route along Station Road to the Station and Mechanics Road Trails.

Currently development in the reserve is largely limited to trails, with a largely weedy vegetation and therefore the open space or recreation opportunities offered to the town are limited to those provided by the trail networks.

The closest play space is the Red Hill Recreation Reserve, approximately 2.5km away.



Figure 11: The Red Hill Rail trail



Figure 12: Existing path connection

Other Open Space in Red Hill and Red Hill South

There are a number of other public open space areas with the wider Red Hill and Red Hill South area, offering a range of recreation and trail opportunities including:

Name	Provisions
Red Hill Recreation Reserve	club based / organised active recreation (football, cricket, netball, tennis, petanque) 2 playgrounds, Red Hill Agricultural Show facilities
Red Hill Station Reserve	Rail Trail and town park, uses are limited by woody weed invasion and limited provision of facilities
Red Hill South Bushland Reserve	Parks Victoria - Conservation
Kooplanda Close Reserve	Small play space, small bocce pitch
Arthurs Seat Slate Park – access from Arthurs Seat Road	Parks Victoria - walking, mountain biking
Kangerong Nature Conservation Reserve	Parks Victoria - Conservation

3.3.2 Natural Systems

Natural systems are often a reflection of the geomorphology upon which they sit. Victoria's Geographical Framework indicates that the Red Hill area forms part of the low elevation (100 – 250m) Southern Uplands. Red Hill sits on a broad dissected plateau much of which is comprised of residuals of the extensive basalt flows of the Older Volcanics that occurred in the Palaeogene. This basalt residual is continuous and covers an area of about 100 square kilometres. The resultant landform is described as undulating to rolling low hills, with broad rounded crests. The underlying geomorphology is reflected in the red soils characteristic of Red Hill.¹

The Red Hill Station Reserve occurs within the Port Phillip and Western Port Catchment and the Gippsland Plain Bioregion. The study area sits within three waterway catchments, the Merricks and Coolart Creek catchment, the Mantons and Stony Creek catchment and the East Creek catchment.

A large area of the reserve has been managed by the Shire as a bushland reserve and supports indigenous vegetation characteristic of the Herb – rich Foothill Forest (Ecological Vegetation Class 23 – EVC23). The former station grounds and road verges are dominated by exotic vegetation, predominantly Monterey Pine (*Pinus radiata*), with a number of indigenous eucalypts characteristic of the Herb-rich Foothill Forest scattered throughout.

¹ Victoria's Geomorphological Framework, Department of Environment and Primary Industries. http://vro.delwp.vic.gov.au/dpi/vro/portregm.nsf/pages/port_if_geomorphology

A Fauna Survey along the Red Hill Rail Trail carried out in 2003 identified the significant taxa, and their habitat. The report concluded that 'The environs of the study area can be considered to be of State significance, with taxa along the study area listed at local, regional and State levels.' The report also noted that weeds, vermin and human disturbance are the greatest causes of local extinction of habitat and fauna populations on the Peninsula and within the environs of the study area.'

The report includes a list of the significant taxa identified along the Red Hill Rail Trail during this study. Species of note include the Powerful Owl, *Ninox strenua*; Wedge Tail Eagle, *Aquila audax*; Echidna, *Tachyglossus aculeatus*; and Koala, *Phascolarctos cinereus*. It is noted that the vegetation communities within the study area contain important habitat for fauna species, and that the diversity of these communities is being threatened by a number of weed species such as pine trees, blackberry, karamu, ivy and pittosporum among others.

A flora survey carried out in 2000 by Peninsula Bushworks lists the variety of indigenous species and introduced species occurring within the station grounds and along the rail trail and maps the various vegetation communities. The Station ground area of the reserve is indicated to fall within a messmate - peppermint forest, with the DELWP and VicRoads lands indicated as degraded forest that is pine dominated. This report provides a tool for the revegetation of the Station Reserve.



Figure 13 and 14: Bushland vegetation

3.3.3 Facilities

The Red Hill Station Reserve is largely undeveloped with facilities other than trails. It marks one end of the shared use rail trail running from Red Hill to Merricks. The trail is very popular, attracting walkers, runners, cyclists and horse riders from the local area and beyond. The facilities currently provided at the reserve are basic.

- Stakeholders, community feedback responses and site investigations have identified that:
 - The existing car park is ill defined and has insufficient capacity.
 - The existing long drop toilet is uninviting.
 - There is one picnic table which is dirty, and not well located.
 - Two horse tie up rails cater for horse riders within the car park.
 - One interpretation sign has graffiti.
 - There is limited way finding signage.
 - There has been some encroachment from adjoining businesses into the reserve.
 - Rubbish blows into the reserve from the back of the adjoining businesses.



Existing car park



Existing picnic table



Existing long drop toilet



Existing horse tie up rail
Figure 15 – 19 Existing Facilities



Limited way finding

3.3.4 Character

■ Vegetation

The large number of wilding montery pines throughout the reserve informs the existing character, creating a 'closed' and shaded atmosphere. Removal of these trees, and clearing out of the weedy understorey, as proposed and partly funded by the local landcare and community groups, will dramatically alter the character and feel of the reserve. The first stage of the woody weed removal works has now been completed and has visually opened up a large area of the reserve near the intersection of Pt Leo Road and Shoreham Road.

One of the goals of this master plan is to determine the future character of Red Hill Station Reserve.



Figure 20: Pine Trees – former condition



Figure 21: Area of reserve following removal of wilding pine trees

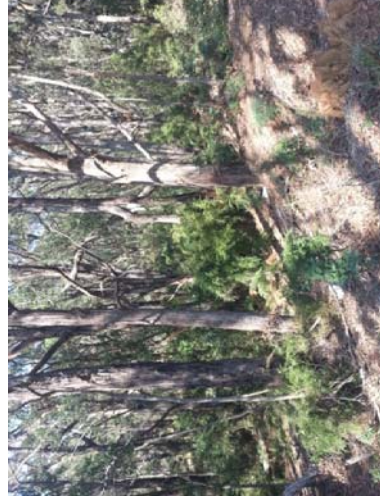


Figure 22: Existing Bushland Reserve

The bushland section of the reserve presents a different character. As noted previously the vegetation here reflects the EVC of the area, and the character is lighter and more open. There are active weeding programs undertaken by the Shire with the assistance of landcare groups. These programs have ensured that the messmate – stringybark forest typical of the Herb-rich Foothill Forest EVC is the predominant vegetation type.

Contemporary sources from the 1850's claimed that the country around Red Hill was 'heavily timbered, chiefly with messmate and with trees so closely grown that possums could run from tree to tree'². In the 1970's Winty Calder asserted that due to large scale land clearing there were no original stands of trees remaining, and that all tree stands are primary, secondary or tertiary regeneration.³

² Butler, Graeme, Haslings District Heritage Study Vol. 1, p5

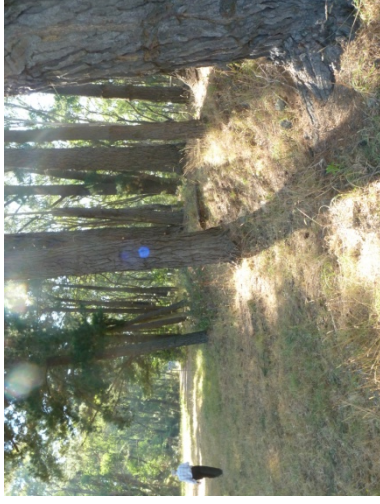
³ Calder, Winty, 'A History of the Mornington Peninsula', Victorian Historical Magazine Vol 45, Feb 1974, No. 1

■ **Topography**

The topography of the reserve has an influence on character, as well as use and access, overland flow and vegetation characteristics. Nominal relative levels within the reserve vary from RL 198.65 at the car park entrance to Callanans Road to 187.75 on the Shoreham Road frontage, a difference of over 10 metres. This grade is steeper than that acceptable for DDA compliant walkways and will therefore have an impact in the design of various spaces within the DELWP and VicRoads land in order to achieve universal design principles and to create flat gathering spaces. The land in the bushland reserve falls away steeply from the existing track, limiting other uses or activities which might occur within this area. Ongoing work has been invested in this area to remove weeds and regenerate the indigenous vegetation, therefore the steep topography provides a degree of protection to this natural area. The land around the former station platform is relatively flat, with the exception of the platform itself, and the steep embankment leading up to Red Hill Road, which rises over three metres.



Slope across VicRoads land



Former station platform and embankment



Steep embankment leading to Red Hill Road

Figure 23 – 25: Topography

■ Cultural Heritage

Throughout Victoria the landscape holds the imprint of thousands of generations of Aboriginal people. Each part of Victoria, including the Mornington Peninsula, has places where Aboriginal people lived; obtaining sustenance, expressing themselves artistically, passing on creation stories and cultural values, engaging in conflict, establishing alliances and social networks, trading goods, celebrating rites of passage and committing the departed to their final resting place.

The Red Hill area is part of a larger region inhabited by the Bunurong (or Bunwurrung) people at the time of European contact. The territory of the six Bunurong clans covered the coastal strip around Port Phillip Bay and Western Port. The clan identified in the Balnarring and Red Hill areas at the time of European contact was the Bun wurrung balug.⁴ Indications of their presence are reflected in the location of middens (recorded by Europeans in earlier days). The endurance of Aboriginal people across the continent is of global significance and the cultural heritage places and objects associated with that society are a significant part of the heritage of all Australians. More importantly, they are a fundamental part of Victorian Aboriginal community life and cultural identity.

Sites of Aboriginal significance include water bodies, coastal locations and mountains. Red Hill Station Reserve may contain areas of cultural significance to Aboriginal people given its proximity to a number of local waterways.

Underpinning these material aspects of Aboriginal cultural heritage are intangible places where there may be no physical evidence of past cultural activities. These include places of spiritual or ceremonial significance, places where traditional plant or mineral resources occur, or trade and travel routes. Information about such places may be passed down from one generation to the next or may survive in nineteenth century documents and records.⁵

The Shire has commissioned a Conservation Management Plan (CMP) for the Bittern – Red Hill Railway, which is currently in development. This plan will inform the future use and development of the former rail line.

The remaining features of the former railway include sections of the cool stores, an elevated area of earth at the site of the former platform, the steep embankment cut in to create a siding, an embankment at the former buffer stop and concrete abutments at the former turntable site.

The remaining feature of the former fire station is a concrete slab which is deemed as having contributory historic significance to the railway. Interviews with the CFA identified that they have no special regard for the slab, and place more significance on the stone memorial that is located in close proximity.

The Roadside Equestrian and Mountain Bike Strategy (2014) includes recommendations relating to cultural heritage include:

- Interpretation of heritage features – engine turntable, platform, buffer stop
- Installation of railway heritage style station signs and develop station building like picnic / interpretation shelters

The Hastings District Heritage Study (2001) recognises the Bittern – Balnarring – Merricks – Red Hill Railway Precinct as a place of Shire level significance. It provides recommendations for the ongoing management of the former railway elements such as the track reserve, and station grounds and related fabric. Refer to Section 3.2.2 Hastings District Heritage Study.

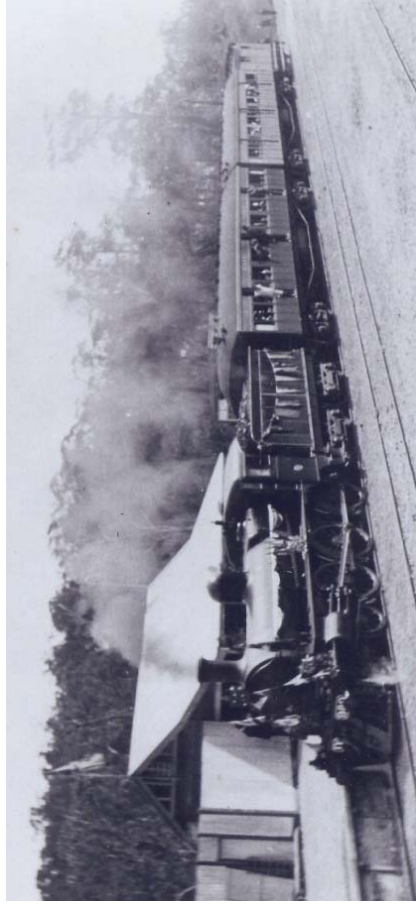


Figure 26: Opening day train December 2nd 1921



Figure 27: Station platform and cool store

⁴ Clark 1 1990, Aboriginal Languages and Clans p.367, referenced in Vines, G Bittern – Red Hill Railway Conservation Management Plan (in development)

⁵ Department of Environment, Land, Water and Planning correspondence



Figure 28: K151 on the turntable



Figure 30: Former turntable, existing condition



Figure 29: Caterpillars on the railway



Figure 31: Former buffer stop existing condition

4. ISSUES

As part of the analysis stage, a range of site conditions were examined and discussed in relation to the Objectives of the master Plan. A number of issues were also raised during the consultation discussions as well as being raised in the community feedback forms.

The key issues identified to date include:

4.1 STRATEGIC CONTEXT

4.1.1 Zoning

The Red Hill Station Reserve is currently zoned as a mixture of PPRZ, GWZ and RDZ2. The PPRZ zone includes the trail areas currently utilised for activities such as walking, bike riding and horse riding, but extends beyond these into areas of existing vegetation. This zoning does not reflect the existing uses, features, topography and existing revegetated bushland within the reserve.

4.1.2 Open Space Strategy Classifications

Red Hill Station Reserve is defined as a sporting reserve, in association with Merricks Station Recreation Reserve, with township classification. Parks and trails were unclassified in the document. This classification does not reflect the existing uses, features, topography and bushland within the reserve.

4.1.3 Issues

Whilst there are currently no conflicts arising out of recreational and environmental uses within the reserve, increasing population pressure may impinge on the areas of the reserve currently set aside and managed by the Shire as a bushland reserve. This could conceivably arise with the proposed development of the reserve under this master plan, and the current pressures for additional car parking within the township at busy times. Anomalies between zoning, classification, management and site conditions raise issues in terms of future specific controls and management of the reserve. There is no strategic assessment or recognition of the capability of the existing landscape (incorporating topography, vegetation, aspect, hydrology etc) to support further activity. There is the potential that PPRZ zoning and 'sporting reserve' classification might allow for the expansion of recreation areas into bushland reserves without consideration of conservation values.

The Shire's Open Space Strategy summary of findings (Volume 1) recognises the potential anomalies that exist in some open space areas, highlighting that:

'There are conflicting 'visions' and expectations within the community relating to the level and type of access to 'bushland areas' associated with or adjoin(ing) areas used for other open space or land use purposes.

All interest groups are looking for a framework for decision making in relation to existing and future levels and type of access (e.g. conservation vs. recreation) and in different environments (e.g. roadside reserves, bushland areas associated with sporting reserves).⁶

Whilst this strategy was developed and adopted by the Shire in 2003, these issues remain current today. The 'framework for decision making' that the Strategy refers to would be a valuable tool for the Shire, allowing balance between different values, recognising long term sustainability of the environment as the setting for activities. The framework could provide operational guidance for ensuring activities take place in a sustainable way, considering broader social needs, access and equity (as per the Shire Access and Equity Policy).

4.2 ENVIRONMENT

Whilst the area around the former station is a highly modified environment, dominated by exotic vegetation, it sits within a larger natural environment and is immediately adjacent to an area of bushland.

There are a large number of woody weeds within the Station Reserve area and also along the rail trail. A flora survey undertaken in 2000 noted the presence and location of woody and other weed types. This report noted that the linear layout of the trail results in a huge 'edge effect' with respect to the impact of weeds and the potential spread from adjoining properties.⁷ The spread of weeds reduces floral diversity and has a negative impact upon the habitat of fauna in the precinct.

'Weeds' was also one of the dominant issues raised in the feedback surveys, and in consultation, especially with the members of the landcare groups, the Red Hill Action Group and residents living in adjacent properties.

The Roadside Equestrian and Mountain Bike Trails Strategy indicates other environmental issues associated with trail use such as the spread of the introduced plant pathogen *Phytophthora cinnamomi*, threats to soil conservation and water quality in areas of degraded trails, and the spread of weeds.

A number of respondents to the survey did not wish to see any changes to the reserve and expressed a desire that it remain 'natural',

⁶ Mornington Peninsula Shire Open Space Strategy Vol 1 (2003)

⁷ Cuming, Rohan and Walker, Gidja, Flora Survey, Mapping, Management Recommendations and Summary of Works for Shire Bushland Reserves (2000)

4.3 FIRE MANAGEMENT

Red Hill Station Reserve is currently identified within the confines of the Bushfire Management Overlay which comprises part of the Mornington Peninsula Shire Planning Provisions.

Under the overlay, a permit is required to construct a building or carry out works associated with leisure and recreation.

The CFA input during the consultation process indicated that from a CFA perspective, the Station Reserve requires some works to remove woody weeds, especially the pine trees. The needles from the pine trees build up on the ground and add to the fire hazard. However the bushland in the reserve has a southerly aspect and it is considered that a fire is less likely to approach from this direction.

Council officers have indicated that the rail trail is appropriate for use as a management access track, and should not be considered for fire access.

The Municipal Fire Management Plan has assessed the risks and consequence of the following asset classes within proximity to the Station Reserve:

Asset Type	Asset sub type	Asset name	Risk	Consequence
Human Settlement	Residential	Red Hill South	High	Moderate

This iteration of the fire plan did not address environmental or cultural assets.

Council have drafted a Fuel Management Map for Red Hill for the 2014/2015 fire season. Refer to Appendix

4.4 FACILITIES

There are currently limited facilities provided at the reserve. A number of respondents to the survey commented on the condition of the existing toilets, particularly the water provided for hand washing. The nature of the long drop composting toilet was also raised during a number of stakeholder interviews.

There was also a general desire for more facilities such as picnic tables and seats as well as horse tie up rails.

The proposal put forward by the Red Hill Action Group and Mantons and Stony Creek Landcare Group in their successful application for a State Government 'Communities for Nature' Grant include general improvements and the provision of facilities. This proposal reflects a desire within the community for a 'town park' which can facilitate formal gatherings and other informal social and family gatherings. A town park might also act to link, both visually and physically, the two 'fragmented' commercial centres.

4.5 ACCESS AND CAR PARKING

The existing car park has a limited capacity, and the configuration does not maximise the car spaces that might be achieved. The car park is also utilised by cars with horse floats, who have reported returning to their cars to find the floats 'boxed in' by other cars.

The limited car park capacity is reflective of a greater township wide problem, which is exacerbated during peak times, and is out of the scope of this master plan to resolve. A future township car park or streetscape framework study would be beneficial in examining the extent of the problem and in suggesting potential strategies to reduce or overcome the problem.

The reserve is currently accessed by foot via a designated crossing point on Point Leo Road, as well as by an asphalt path on Red Hill Road and via the Rail Trail from Merricks.

Considerable comment was made during stakeholder interviews regarding the perceived danger of the location of the existing crossing point on Point Leo Road. This is related to the proximity to the corner at the intersection with Red Hill Road as well as to the speed on vehicles on Point Leo Road.

A number of people also commented on the lack of a prominent pedestrian crossing point on Red Hill Road, although one exists.

Way finding signage within the reserve is limited to one sign.

5. MASTER PLAN DESIGN APPROACH

The design approach responding to the key aspects of the existing conditions and the Master Plan Directions incorporated the following steps:

5.1 EXISTING CONDITIONS



1. site aerial

Figure 32: Design Approach – Site Aerial

5.2 SITE FUNCTION / USE ZONES

The identification of the key use area at Red Hill Station Reserve was the starting point for defining the appropriate design response. Apart from the required car parking area and shared circulation network, the uses or functions across the reserve were considered to fall into 3 broad categories:

- Active, unstructured recreation
- Passive recreation, landscape
- Interpretation / Information

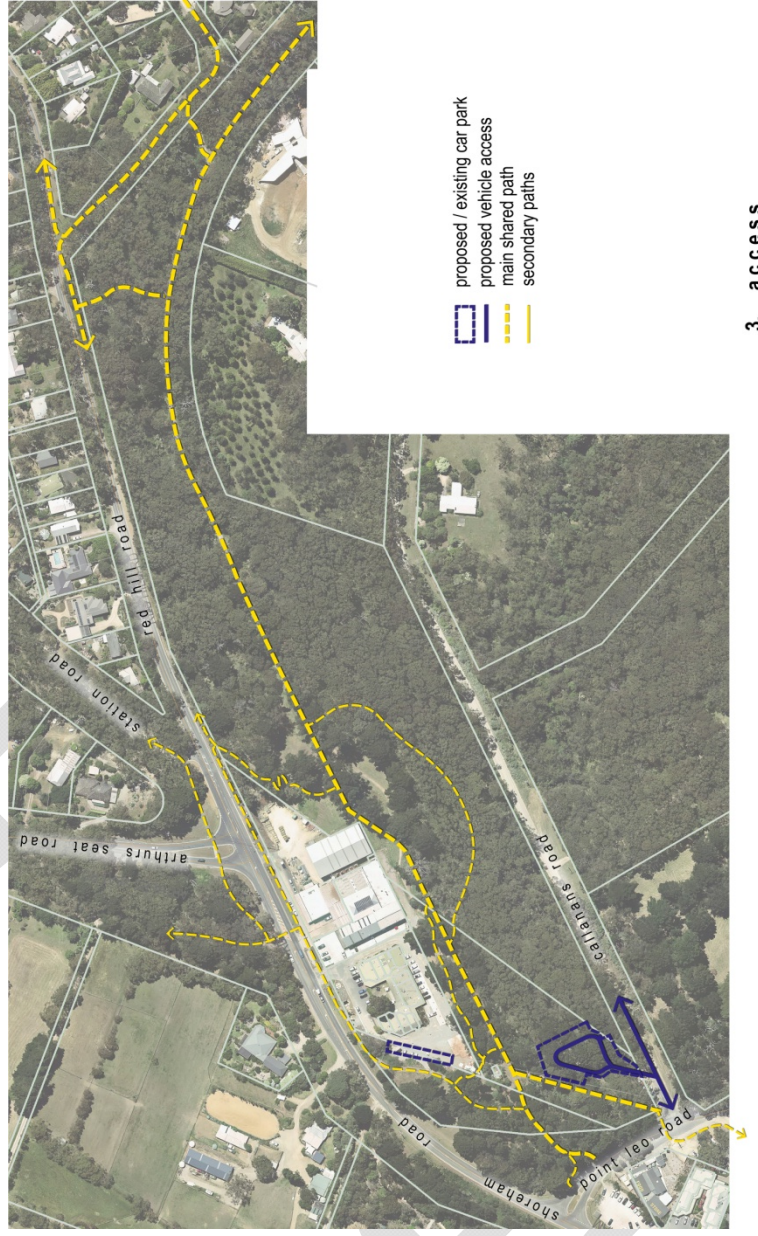


2. function

Figure 33: Design Approach – Site Function and Use Zones

5.3 ACCESS AND CIRCULATION

Following the identification of key function zones within Red Hill Station Reserve a car park configuration to support these uses was identified. In addition, a connecting pedestrian and shared circulation network was proposed.



3. access

Figure 34: Design Approach - Access and Circulation

5.4 LANDSCAPE AND ENVIRONMENT

The use of feature native vegetation and revegetation is utilised to highlight the various use areas within Red Hill Station Reserve



- proposed indigenous feature tree visually
- highlights former railway and softens edge
- proposed indigenous feature trees frame
- paths and spaces
- ongoing revegetation planting

4. landscape/environment

Figure 35: Landscape and Environment

5.5 SIGNAGE AND INTERPRETATION

Following the location of the various use areas and the circulation network, key locations for the provision of appropriate way finding and interpretation signage were identified.



Figure 36: Design Approach – Signage and Interpretation

5.6 COMBINED SITE RESPONSE

Consideration of each of the elements outlined above led to the preparation of a combined overall site response. This plan expresses the outcomes of the design approach described and formed the basis of the site concept described below.

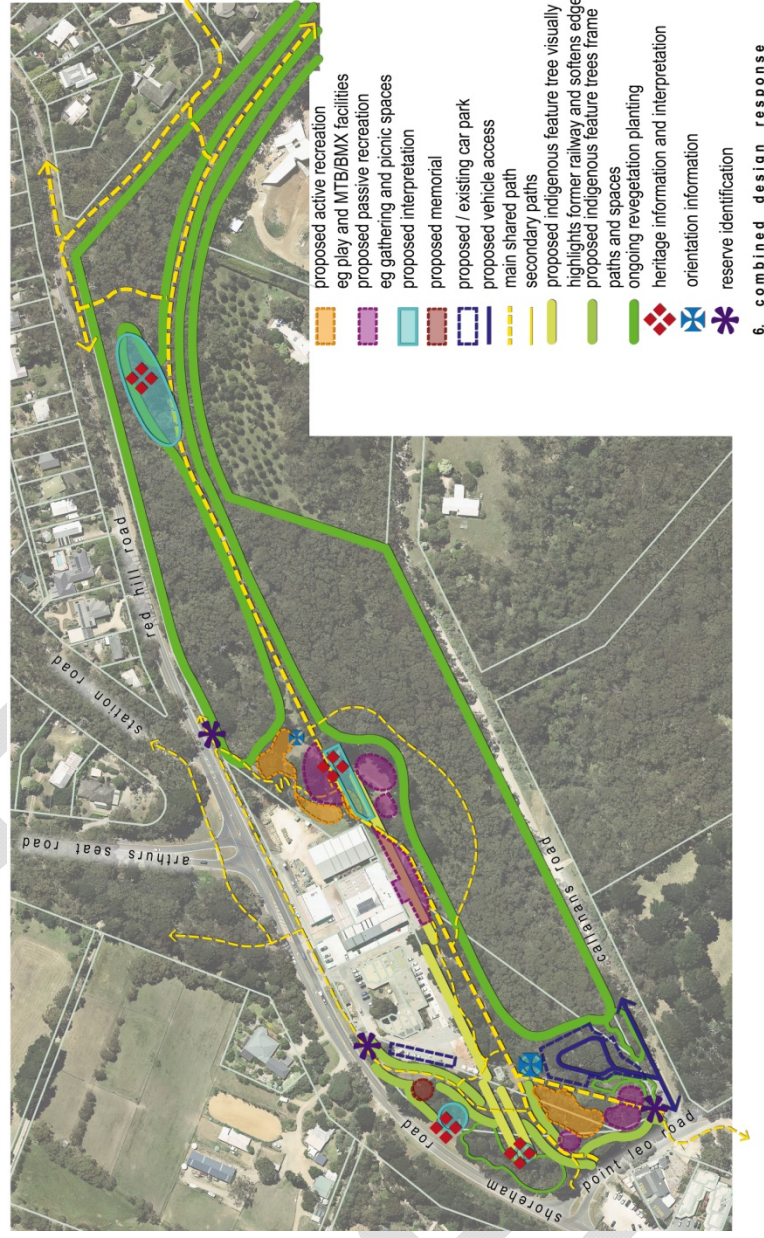


Figure 37: Design Approach – Combined Design Response

6. MASTER PLAN DIRECTIONS

In developing Directions for the Master Plan, reference has been made to the key objectives of the brief:

- Focus on the development of facilities and landscaping of spaces to support passive recreation;
 - Improvement of trail head facilities and connections to the Red Hill Rail Trail;
 - Reflect the heritage management policies, guidelines and actions of the Red Hill Railway Conservation Management Plan (in development);
 - Reflect the core needs of key stakeholders and the broader community expressed through the consultation process;
 - Consider measures to improve natural heritage values, including woody weed removal;
 - Be consistent with shire policy and planning directions;
 - Consider future increased use of the reserve and Red Hill Rail Trail as the adjoining trail network is enhanced;
 - Consider trail road crossings from the reserve to the adjoining trail network;
 - Develop directions for a reserve signage plan;
 - Consider Australia ICOMOS Burra Charter (1999) principles and Australian Urban Design Protocol Principles;
 - Consider policies, guidelines and actions identified in the Red Hill Railway Conservation Management Plan (in development), including opportunities for protection and interpretation of railway heritage features;
 - Consider car parking demand and how it may be accommodated within the study area and adjoining areas;
 - Consider previously developed community plans for the area;
 - Consider possible locations for a future war memorial proposed by the Red Hill Community Action (RHCA) Group;
 - Identify opportunities for community capital contributions by local clubs and land care groups;
 - Identify further actions to protect and enhance the significant natural values of the reserve;
 - Identify possible site options (if any) for a future district level skate / BMX facility;
- Consideration has also been given to the issues outlined above in the development of the Master Plan directions.

6.1 STRATEGIC CONTEXT

The strategic classification of the reserve should recognise the significance and capability of the existing landscape to support and manage recreational and environmental pursuits. The topography, vegetation, aspect, hydrology should be considered within this assessment. Consideration might be given to:

6.1.1 Rezoning

The reserve zonings should be consistent with their predominant values, as recreation or as environmental. Consideration should be given to re-zoning the area of bushland reserve to the south of the trail to Public Conservation and Resource Zone (PCRZ) rather than Public Park and Recreation Zone. This would reflect the work that has been undertaken by the Shire to rehabilitate this area, and the ongoing management requirements as a conservation area. The area has been fenced by the Shire in the past to deter dogs and other feral animals and there is currently limited access into the bushland areas. Informal pedestrian trails would be consistent with the existing nature of this reserve, there are currently no other formal recreation activities undertaken here. The topography is steep and does not lend itself to many recreation pursuits. The dominant value of this area is considered to be an environmental, bushland reserve and biolink corridor.

6.1.2 Open Space Classification

Any future review of the Open Space Strategy should reconsider the classification of Red Hill Station Reserve. The current classification of a sporting reserve does not reflect the current use of the reserve, nor the community's aspirations for future use. A potential reclassification to Park and Bushland Area would better reflect the existing and proposed uses of the reserve, as well as the current management regimes within the reserve. The current iteration of the strategy does not classify existing parks or trails.

6.1.3 Roadside Equestrian and Mountain Bike Strategy (2014)

The Master Plan directions seek to implement the recommendations of the Roadside Equestrian and Mountain Bike Strategy with respect to provision of trail head facilities and the consideration and interpretation of the former railway features.

6.1.4 Skate and BMX Strategy (2008)

The Skate/BMX strategy (2008) identifies the need for a local facility to serve the Red Hill area. The Shire uses the Sport and Recreation Victoria siting criteria (The Skate Facility

Guide) as a framework to guide decision making for locating skate parks. The Sport and Recreation Victoria skate facility siting criteria includes the following requirements:

- Land available at a suitable size.
- Preferred existing site conditions- vegetation removal, topography.
- Site visibility (passive surveillance).
- Proximity to users -near hub, school.
- Proximity to support services-shops, toilets.
- Accessibility of site -transport, shared paths, car parking.
- Integration and compatibility with existing reserve facilities
- Retention of site amenity-distance from residents.

The Shire owns or manages relatively few open space reserves in Red Hill. However the two primary recreation reserves both offer at least two site options. In total six sites within four different reserves were considered and area assessed (by Shire officers) on a pass or fail basis against equally weighted criteria. The two most favourable sites were then assessed in more detail below on the basis of benefits and disadvantages.

As a result of this assessment, the Red Hill Station Reserve site at the station area of the reserve was chosen as the preferred site for a local level mountain bike (MTB) and BMX skills area and pump track, and is presented in the draft Master Plan.

A MTB / BMX skills area and pump track is proposed (refer precedent images), and is subject to further concept and detailed design in liaison with local children, youth, the Red Hill Riders mountain bike club and other stakeholders. The directions of the Shire's Skate / BMX Strategy support the development of a facility of this nature. The area already established as an existing jump and practice area for local mountain bikers and BMX bike riders. Detailed design will consider user needs in detail and potential noise and visual impacts, opportunities for revegetation with indigenous plants, and for community capital contributions.

The master plan proposes the removal of the pines on the embankment and in the station area as well as the development of a picnic shelter and small play area.

Refer to Appendix 3 for the Site Analysis Table, Site Map and Site Benefits Analysis.

6.2 ENVIRONMENT

Long term protection and enhancement of the environmental values of the reserve are an important consideration of the Master Plan. The impacts of the proposals on the biodiversity values within the precinct have been considered within the Master Plan.

The Master Plan seeks to avoid or minimise any negative impacts. Initiatives such as the removal of pine trees and other weed species, revegetation, the protection of the existing bushland reserve and the interpretation of the existing natural heritage all seek to enhance the environmental values of the reserve.

Proposed infrastructure and development has been located in the highly modified and cleared areas where possible.

The proposals for shared trails seek to control and direct access, and through sensitive design can direct run off and help to control erosion.

The proposals for vehicle access and car parking are generally located within the existing car park area.

Planted areas are proposed using EVC specific indigenous species only, including all feature trees and avenue planting.

6.3 CULTURAL HERITAGE

The recommendations of Hastings District Heritage Study and those of the Roadside Equestrian of the Mountain Bike Strategy with respect to the former Red Hill Railway have been considered in the development of the Master Plan.

The following initiatives reflect the recommendations of these reports:

- Provision of shelters containing interpretation information, particularly on the former station platform.
- Reinstatement of a retaining wall to the former platform.
- Reinstatement of the former buffer stop and a small section of sleepers and rails, as an interpretation element.
- Provision of a low retaining wall to define a section of the railway cutting.
- Avenue planting of a thematic indigenous tree such as Eucalyptus viminalis to visually highlight the former alignment of the railway. This linear planting also reflects the linear nature of the reserve as well as marking and softening the edge of the reserve.
- Incorporation of mass planting with concrete or timber 'sleepers' as a visual interpretation of the former rail alignment.

- Location of a play area with a train constructed of logs to be located on the alignment of the former rail line.
- Retention of the former fire station memorial stone within a defined grassed setting bordered by trees and with a significant 'sentinel' tree as a marker.
- Removal of pine trees and other debris from the former locomotive turntable site.
- Delineation of the engine turntable circle on the ground, reinstatement of the buffer stop and the provision of a small section of sleepers and rails along the former rail alignment as an interpretation element.

The Aboriginal Heritage Act (2006) and regulations (2007) requires that prior to commencement of any major works, cultural heritage investigation is required to assess the possibility of existence of sites of archaeological and historic significance. As part of implementation undertake due diligence for Aboriginal Cultural heritage.

6.4 SIGNAGE

Signage and orientation for the reserve as a major trail head is a requirement. A key direction of the master plan is to develop a signage strategy and branding exercise for the reserve and Rail Trail.

The signage strategy should provide recommendations for signage to:

- Provide an address for the reserve.
- Provide directions to key facilities and trails.
- Provide wayfinding for trail connections.
- Advise users of requirements for protecting the environment – minimal impact signage.
- Advise users of shared code of conduct.
- Control parking, and provide directions to other potential car parks and float parking.
- Provide interpretation of environmental values.
- Provide interpretation of cultural values.

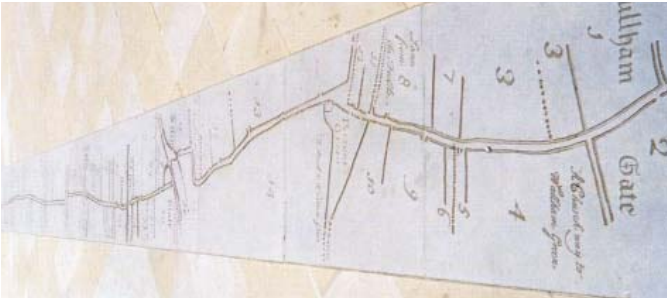
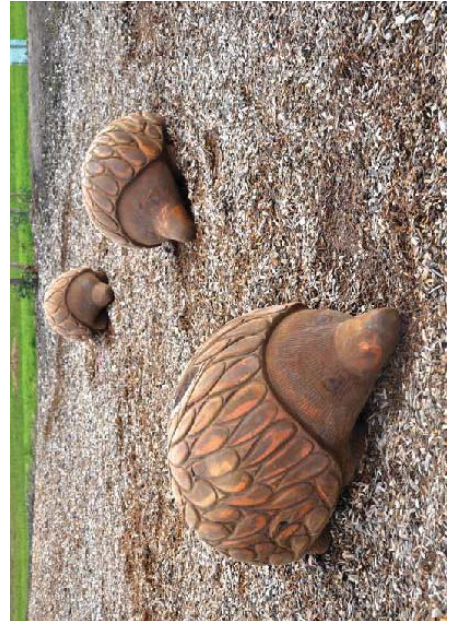
An orientation shelter is to be located in proximity to the car park and the trail providing wayfinding information regarding the Rail Trail as well as connections to other trails. Trail conditions and other relevant information could also be included within the shelter and updated regularly.





Above l-r: orientation shelter, shelter and bicycle rails, bike wash down and toilet
 Left: toilet on a rail trail, drinking water with doggy bowl
 Below l-r: bicycle tools and pump, information shelter, horse tie up rails





PRECEDENT IMAGES - ART, INTERPRETATION AND ORIENTATION SIGNAGE

6.5 VEHICLE CAR PARKING AND ACCESS

6.6.1 Car Parking

- Extend the existing car park on Callanans Road. This is to be a gravel surface car park.
- Make provision for accessible car spaces.
- Overflow float parking is available at Shoreham Road. This area is able to accommodate up to 50 floats. Refer to Appendix 5.
- Provide horse tie up facilities, mounting blocks and drinking water at Red Hill Station reserve and at the Shoreham Road float car park.
- The provision of car parking in the township is an ongoing issue, especially at peak times. Undertake a traffic and car park study to investigate further car park provision and opportunities.
- Investigate an appropriate location for a coach and vehicle drop off point.

6.6 PEDESTRIAN, BICYCLE AND EQUESTRIAN ACCESS AND CIRCULATION

6.7.1 Access

- Ensure easy access to the reserve for mountain bikes, children's buggies, tag alongs, horse riders. Do not install inaccessible barriers which have been removed from the reserve.
- Create well defined connections from Red Hill Station Reserve to connecting trails and to both shopping centres
- Improve trail / road crossings
- Relocate designated crossing point on Point Leo Road
- Provide a crossing point and pedestrian refuge on Red Hill Road

6.7.2 Circulation – Paths and Trails

- Provide compacted granitic gravel paths for pedestrian and bicycle use
- Shared paths are to be a minimum 3.0 metres wide
- Ensure pedestrian connections between the car park reserve facilities are traversable, i.e. a maximum 1 in 20 grade
- Improve trail access from the station area to Red Hill Road.
- Maintain the existing a 'pedestrian only' loop path through the bushland reserve.
- Upgrade the shared rail trail as recommended in the Roadside Equestrian and Mountain Bike Strategy:
 - 3.0m wide compacted granitic gravel shared bicycle and pedestrian path where possible.
 - 2.5m wide foot trodden bridle trail parallel to the gravel path where possible.

6.7 FACILITIES AND AMENITIES

6.7.1 Public Toilet

- Upgrade the existing public toilet within the Public Toilet Strategy, noting there are no public facilities provided within the adjacent commercial areas.
- Retain the current location of the toilet

6.7.2 Playspaces

- Provide a new playspace within the upgraded township park
- Play area is to be located close to other new facilities such as the car park, and the proposed picnic / barbecue area.
- Give consideration to providing 2-3 major pieces, such as a flying fox and bucket swing to appeal to a broad of ages and children.
- Provide nature based play structures and facilities. Investigate use of logs from fallen pine trees
- Provide a log train and caterpillar near the former rail platform.
- Interpret local fauna with carved sculptural elements or other features e.g microbats, powerful owl, swamp wallaby.

6.7.3 MTB / BMX Skills Area / Pump Track

- Provide a MTB/ BMX skills area in the station area, utilising the embankment up the Red Hill Road.
- Provide a pump track as a circuit, catering to younger children and beginners.
- Colocate with the play area in the station area.

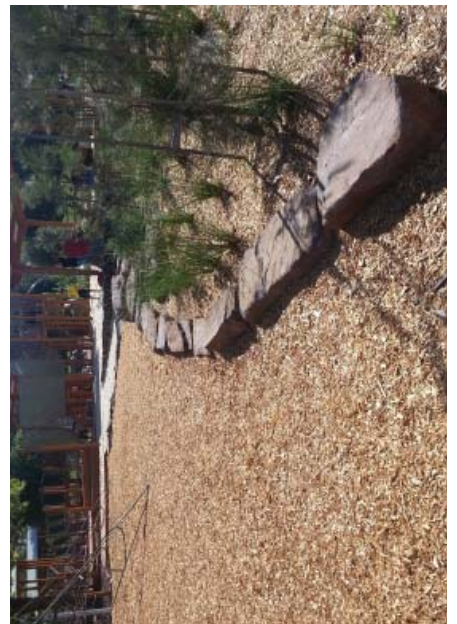
6.7.4 Park Infrastructure

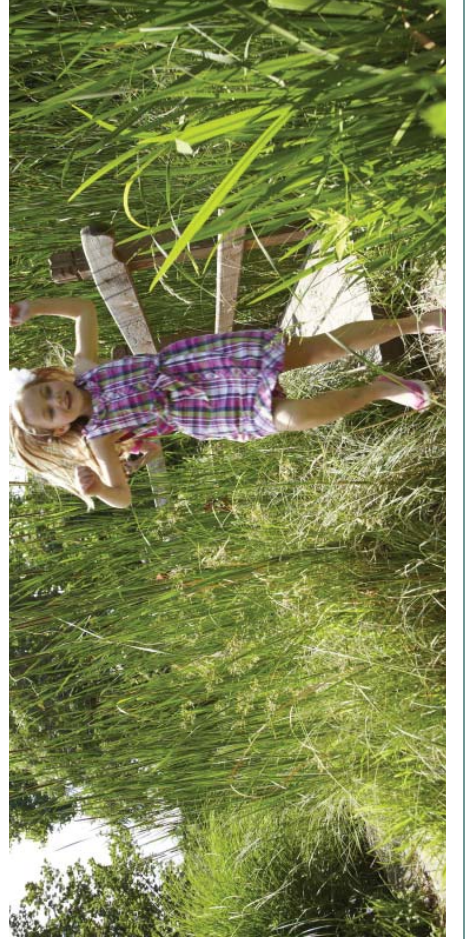
- In order to provide amenity throughout the reserve, new park infrastructure will be required. This will include:
 - Provision of shelters to picnic and barbecue areas.
 - Provision of seating, picnic tables, bicycle rails, horse tie up rails, rubbish and recycle bins, and drinking fountains.
 - Tie up rails and grassed areas to be maintained near the Epicurean, with provision of bicycle rails, and shade tree planting.
 - Two single hotplate public barbecues are proposed for the picnic area.
 - Select a palette of furniture, consistent with the branded signage, to be used throughout the Red Hill Rail Trail area.
- Planning for new services such as water, power, sewer and stormwater is required as part of any infrastructure planning.
- Develop a shelter style that reflects the form of the former Station Shelter in the station area. Provide railway heritage interpretation here.

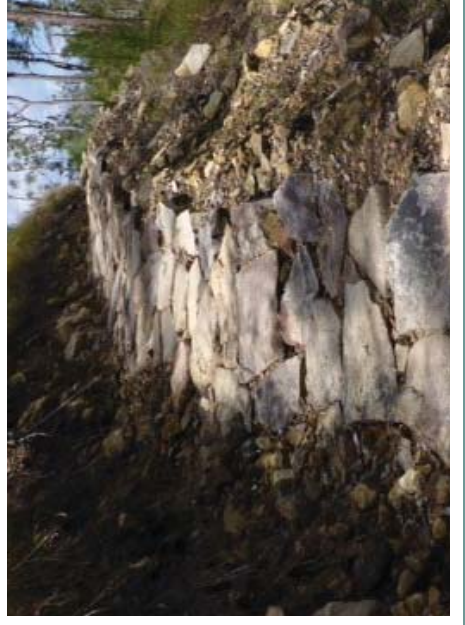
- Install tanks connected to all shelters for drinking water and water for horses and dogs.
- 6.7.5 Memorials**
- Provide a memorial area in an area on Red Hill Road between the Fire Station concrete slab and the Centrepont commercial area. Some landscaping is required to create a flat space able to accommodate gatherings. A sitting wall would be a suitable form of retention works. This would be an appropriate location for the war memorial desired by the Red Hill Action Group.
Feature tree planting, utilising an appropriate indigenous tree, would frame the space and provide a sense of enclosure.
A large feature or 'sentinel' tree is suggested as a visual reference. These are recommended at a few locations in the reserve to visually locate spaces. Utilise the same type of indigenous tree in each location.
 - Retain the former fire station rock memorial and the concrete slab if possible and incorporate into a grassed setting with feature trees framing the space.

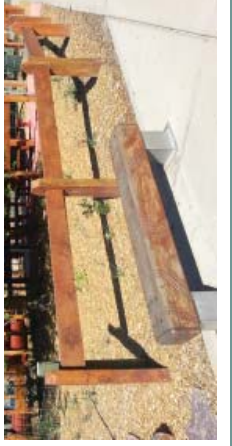
6.7.6 Informal Open Space

- Provide areas of informal open space that are suitable for passive recreation, dog walking (on leash), family activities, unstructured play, ball play etc throughout the reserve.









7. LANDSCAPE MASTER PLAN

Figure 45: Draft Landscape Master Plan – Overall Site and Turntable Detail



7. LANDSCAPE MASTER PLAN

Figure 45: Draft Landscape Master Plan – Overall Site and Turntable Detail



8. IMPLEMENTATION

The following table summarises the main recommendations of the Draft Master Plan for Red Hill Station Reserve

8.1 PRIORITIES

The priorities relate to a time frame as follows:

- High Priority 1 – 3 years
- Medium Priority 3 – 5 years
- Low Priority more than 5 years

8.2 PROBABLE COST

The indicative costs are provided for budget guidance for the Shire and any community groups that may contribute (such as RHAC, Manton and Stony Creeks Landcare Group, Red Hill South Landcare Group, Merricks Coolart Landcare Group, Red Hill Lions) as well as any other funding sources or grants.

The costs of individual projects may vary according to construction methods, materials, final design, engineering considerations, services and infrastructure costs (water, power, sewerage) contingencies and the like. Allowances for annual cost escalations should also be considered.

Costings do not include GST, nor has the cost of in-kind / volunteer support been factored in.

TABLE 1: MASTER PLAN RECOMMENDATIONS

Actions	Priority	Responsibility	Funding	Estimated Cost
Strategic				
1	Update zoning anomalies	Medium	Shire – (Strategic Planning)	In House
2	Provide clearer classifications in the updated Open Space Strategy	High	Shire – (Strategic / Recreation Planning)	In House
3	Undertake a cultural heritage investigation in line with any implementation works (as required by Aboriginal Heritage Act (2006) and Regulations (2007)	Ongoing	Shire	Road Side Trails Strategy CHMP \$5,000.00
4	Develop and implement a signage strategy, incorporating the recommendations of the Roadside Equestrian and Mountain Bike Strategy, as well as way finding and interpretation	High	Shire – Parks and Roadsides, Recreation Planning	\$ 10,000.00 consultancy. \$40,000.00 implementation
5.	Develop a palette of furniture to be used throughout the Red Hill Rail Trail	High	Shire – Parks and Roadsides	In House
Sub Total				\$ 55,000.00
Environment _ Weed Removal and Revegetation				
6	Undertake pine tree removal for the picnic area, playspace and on Vic.Roads reserve, along the Red Hill Rail Trail	High	RHCA / Manton and Stony Creeks Land Care Group / Shire	completed
7	Undertake pine and other woody weed removal for the extended car park, new cycle / walking trail, in the station platform area for trail and shelter development	High	Shire	\$60,000.00
8	Undertake all remaining pine removals within the study area	High	Shire	\$50,000.00
9	Remove weeds as identified.	High	RHCA / Manton and Stony Creek Land Care Group / Red Hill South Landcare Group / Merricks Coolart Landcare Group / Shire	Existing program funds
10	Support land care groups in the ongoing removal of weeds from the study area.	Ongoing	Shire – Natural systems	
11	Support the natural systems department in their ongoing bush regeneration work in the bushland reserve.	High		
12	Provide revegetation planting within the Station reserve using EVC specific indigenous species	High		\$20,000.00
13	Provide feature (avenue) tree planting of indigenous species to visually highlight the former rail alignment, and mark and soften the edge of the reserve	Ongoing		\$5,000.00
		Medium		

Master Plan Implementation

14	Provide feature trees of EVC specific indigenous species along the pedestrian path linking the commercial centres and car park	High	RHCA / Shire		\$10,000.00
15	Planting in the car park utilising EVC specific indigenous species (canopy trees and mass planting)	High	RHCA / Shire		\$10,000.00
16	Supplementary open space planting, utilising EVC specific indigenous planting	Medium	Land care Groups / Shire		\$5,000.00
17	Fire management – ensure plantings undertaken in liaison with fire management considerations	High	Shire		In house
18	Investigate options in liaison with the CFA for a suitable area for a large water tank (50,000 litres). However it is likely this will be in a nearby road reserve.	High	Shire		In house
Cultural Heritage - Interpretation and Memorials					
19	Provide an interpretation shelter on the former railway platform with a roofline similar to the original station with picnic tables and seating	High	Shire		\$60,000.00
20	Reinstate former buffer stops	High	Shire / Railway Preservation groups / Friends Groups		
21	Create a flat area between the former fire station and the Centrepoint commercial area, utilising terracing to provide a reflective gathering space, suitable for the location of a war memorial	High	RHAC Community Grant / Shire	ANZAC Centenary funding	To be determined
22	In consultation with the local community consider a range of artwork for the reserve and greater rail trail	Medium		Community Capital	
23	Create a landscaped area encompassing the former fire station slab and memorial stone	Low	Shire		\$20,000.00
24	Restore the engine turntable, reveal the buffer stop and reinstate. Include interpretative signage from the recommendations of the proposed signage strategy	Low	Shire		\$5,000.00
25	Undertake consultation with adjacent property owners regarding the possibility of providing artwork on their walls.	Low	Shire		
				Sub Total	\$95,000.00
Vehicle Car Parking and Access					
26	Extend existing car park, and layout to maximise the number of car spaces Compacted gravel surface with spiked plastic disc line marking Provide one designated float parking space	High	Shire		\$80,000.00
27	Undertake Net Gain offset associated with the removal of native trees to facilitate the extension of the car park	High	Shire		To be determined
28	Relocate float car parking to an upgraded verge area on Shoreham Road	High	Shire		\$10,000.00

	Provide directional signage at the reserve Provide facilities such as horse tie up rails, drinking water, and mounting block in the new location						\$5,000.00
29	Investigate viability of providing informal car parking on the southern verge in Callanans Road	High		Shire			\$15,000.00
30	Undertake a traffic and car park study in Red Hill South township or as part of a township streetscape plan	High		Shire – Strategic Planning and Traffic and Road Safety			\$20,000.00
Sub Total							\$150,000.00
Pedestrian, Bicycle and Equestrian Access and Circulation							
31	Provide shared compacted granitic gravel rail trail (3.0m wide), approx. 500m	High		Shire			\$60,000.00
32	Provide gravel pedestrian path connecting the two commercial centres, and aligned with the proposed relocated crossing point on Point Leo Road approximately 70m	High		Shire			\$10,000.00
33	Relocate the pedestrian refuge and crossing point on Point Leo Road, including widening the road, providing a layback to both sides of the road, realigning the existing drainage invert	High		Shire – Traffic and road Safety			
34	Provide other linking compacted gravel pedestrian paths through the reserve, including the 'switch back' path on the steep embankment	Medium					\$20,000.00
35	Investigate a location for a safe pedestrian crossing point on Red Hill Road	High		Shire – Traffic and Road Safety			In House
36	Investigate the location for a vehicle and coach drop off area	Medium		Shire – Traffic and Road Safety			In House
37	Narrow the existing eroded trail as a bridle trail and management vehicle access rail. Relocate fencing. Provide drainage	High					\$20,000.00
38	Create a separated shared cycle and pedestrian trail on the embankment beside the former railway alignment from the Western end of the Epicurean to the toilet (approx. 150m)	High					\$20,000.00
Sub Total							\$130,000.00
Infrastructure and Amenities							
39	Upgrade existing public toilet facilities	Medium		Shire	Public Toilet Strategy		-
40	Develop a new play area, including a cableway, bucket swing, see saw and nature based play elements	High		Shire	Playspace Strategy		\$80,000.00
41	Develop MTB/BMX skills area and pump track in the station area	High		Shire	Skate Strategy		\$200,000.00
42	Provide 2 picnic shelters, with picnic tables, seating, drinking fountains, rubbish and recycle bins, bicycle rails, and horse tie up rails. Provide 2 single plate barbecues at the picnic facility adjacent to the play area.	High (ongoing implementation)		RHAC / Shire	Communities for nature Grant \$50,000		\$70,000.00

Master Plan Implementation

43	Provide trail head shelter, including an information / orientation shelter, bicycle rails, seating, bicycle repair station and a possible bicycle wash down area (at toilet). Encompass a landcare group notice board.	High	Shire	Roadside Equestrian and Mountain Bike Strategy	\$40,000.00
44	Develop a small play area with a log train and caterpillar located on the alignment of the former rail line	High	Shire		\$15,000.00
45	Provide horse tie up rails adjacent to the roller doors of The Epicurean	Medium	Shire		completed
Sub Total					\$405,000.00
Open Space					
46	Develop informal open space areas. Enhancements include regrading, re-establishment of grass areas and provision of shade trees	Medium	Shire		\$10,000.00
Sub Total					\$10,000.00
Sub Total					\$160,000.00
Total					\$1,020,000.00

REFERENCES – (Published and Unpublished)

- Active Sports Strategy 2012, Mornington Peninsula Shire
- A History of the Mornington Peninsula as it Relates to Vegetation, Victorian Historical Magazine, Vol 45 Feb 1974, Winty Calder
- Bittern – Red Hill Railway Draft Conservation Management Plan (in development) Biosis
- Community Capital Building (Infrastructure Projects) Policy, Mornington Peninsula Shire
- Department of Environment and Primary Industries Website
- Flora Survey Mapping and Management Guideline for Merricks Red Hill Rail Trail, 2001, Gidja Walker and Rohan Cumming
- Footpath Construction Strategy 2011, Mornington Peninsula Shire
- Hastings District Heritage Places 2001, Graeme Butler and Associates, Vol 1: Appendix 1
- Health and Wellbeing Plan, Mornington Peninsula Shire
- Mornington Peninsula Shire Draft Playspace Strategy 2014, Mornington Peninsula Shire
- Public Toilet Strategy (2012), Mornington Peninsula Shire
- Mornington Peninsula Municipal Fire Management Plan (2013), Mornington Peninsula Shire
- Mornington Peninsula Shire Shared Trails Strategy, (2003), Mornington Peninsula Shire
- Mornington Peninsula Shire Open Space Strategy (2003), Mornington Peninsula Shire
- Mornington Peninsula Shire Website, <http://www.morpen.vic.gov.au>
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- Peninsula Ride Safe – Mornington Peninsula Bicycle Strategy 2010, Mornington Peninsula Shire
- Planning Schemes Victoria, 2011, Department of Planning and Community Development, State Government of Victoria (planningschemes.dpcd.vic.gov.au) Infrastructure and Transport
- Places For People: An Urban Design Protocol for Australian Cities, Australian Government Department of
- Roadside Equestrian and Mountain Bike Trails Strategy 2014, Mornington Peninsula Shire
- Skate and BMX Strategy 2008, Mornington Peninsula Shire
- Draft Unsealed Car Park Strategy (Preliminary), Mornington Peninsula Shire

APPENDICES

APPENDIX 1: Australian Design Protocol Principles of Good Urban Design

Place: Productivity and Sustainability Creates the context for people to engage with the place	
Principles	Outcomes
Enhancing	Enhances the local economy, environment + community
	Attributes—How it helps to achieve world-class urban design It respects the needs and aspirations of the community that lives and works there It creates opportunities for people to prosper and local businesses to thrive It sustains and enhances the natural environment It enhances the built environment visually, physically and functionally It celebrates unique characteristics—heritage, culture and community—that create a sense of place and identity
Connected	Connects physically + socially
	It is well connected to surrounding areas You can see where you are and where you are going There is a range of transport options, including public transport, walking and bicycling It is connected to places with jobs, schools, shops, facilities and services It is connected with the past—the heritage of a place—and with the community and its culture It feels connected with the natural environment
Diverse	Diversity of options + experiences
	Each locality has its own character and qualities There is a rich range of experiences—how you move around and interact with others, what buildings and spaces look and feel like, and what things you can do There is a range of facilities, services and activities Despite the diversity, there is an overall harmonious blend You can take different routes depending on your mood, or if you're visiting different places on your way It meets different people's needs, including a diversity of housing options There is biodiversity in the flora and fauna
Enduring	Sustainable, enduring + resilient
	It is resilient to extreme weather events, natural disasters and a changing climate Things are built to last, where appropriate – they're made of robust materials, are designed well and there's a sense of quality It is visually and aesthetically pleasing as well as practical It is well maintained and cared for It is designed to save resources like water, energy and materials, and minimises its impact on the environment It considers current and future activities and can evolve and adapt over time

People: Liveability Creates the context for people to engage with each other	
Principles	Outcomes
Comfortable	<p>Attributes—How it helps to achieve world-class urban design</p> <p>It feels comfortable to walk through, sit, stand, play, talk, read, or just relax and contemplate</p> <p>It is not too exposed to unpleasant noise, wind, heat, rain, traffic or pollution</p> <p>You can freely use the place, or at least part of it, without having to pay</p> <p>You can be yourself and feel included as part of the community</p> <p>It caters for people with various physical capabilities, the old and the young</p>
Vibrant	<p>You can see that there are other people around</p> <p>People are enjoying themselves and each other's company</p> <p>There are places to meet and interact, play, explore, recreate and unwind</p> <p>It is a place you want to visit, experience, or live in</p>
Safe	<p>It feels safe and secure, even at night or on your own</p> <p>There aren't signs of decay such as graffiti, rubbish, weeds or derelict buildings and places</p> <p>Roads and paths are safe for adults and children to walk or ride their bikes</p>
Walkable	<p>It prioritises people walking or riding before vehicles</p> <p>It is easy to get around on foot, bike, wheelchair, pushing a pram or wheeling luggage</p> <p>Buildings and streets feel like they're the right size and type for that place</p> <p>It encourages physical activity and social interaction, and promotes a healthy lifestyle</p>

Appendices

APPENDIX 2: CONSULTATION

NOTE: Those items highlighted in italics are considered to be operational issues and largely out of scope of the Master Plan

SUMMARY OF PARK WALKS WITH COUNCIL OFFICERS – 18th February 2014

- **Red Hill Station Reserve**
 - Callanans Road car park has extra pressure due to popularity of The Epicurean. Woody weeds have been removed from one section.
 - Mantons and Stony Creek Land Care Group (MSCLCG) have successfully applied for a grant from Communities for Nature for the removal of woody weeds, including pine trees and landscape upgrades.
 - There is currently no visual and limited physical connection between the two commercial centres on either side of Point Leo Road in Red Hill South. MSCLCG wish to erect a war memorial in the vicinity. No site is currently determined. The purpose is to show names of all residents of Red Hill / Main Ridge area who have served in all conflicts. Funding has been approved to tie in with the 100 year anniversary of the Anzac landing.
 - Other upgrades to be considered:
 - playground
 - planting of indigenous plants and trees
 - information centre
 - tribute to the local indigenous people, the Bunerong
 - additional car parking to provide for 100 cars
 - retain hollow log bearing trees where possible
 - development of the above to create a “town centre” park
 - Red Hill Merricks Rail trail is heavily used for horse riding, walking and cycling especially by family groups as it is perceived as safe. Monitoring data suggests walkers account for 60-70% of use, horses 20% and cyclists 20%. Walkers tend to use in groups; horse riders predominantly start from Merricks (apparently due to better/more parking). Tonkins Road is often seen as a turn-back point as opposed to travelling all the way to Red Hill
 - Opportunities to disseminate information about other trails in the vicinity
 - There is currently one picnic table
- The two commercial centres give the impression of a disparate or ‘fractured’ village. Potential to open up the reserve, especially by the removal of pines to proved greater visual connection, a perception of improved safety, encourage walking between the centres.
- Commercial businesses have a great impact upon Crown land – especially with respect to the demand for parking. Car parking in the reserve should be for trail users – although difficult to police.
 - Concrete slab is former fire station site
 - Very few intrusions by trail bikes along trail
 - Investigate removal, relocation or redesign of existing barriers – they hinder people with push bikes, prams etc.
 - Site of old railway turntable along the trail – remove pines and investigate opportunities for interpretation
 - One of four remaining sites along the trail.

Appendices

STAKEHOLDER CONSULTATION 20th March 2014
SUMMARY OF CONSULTATION NOTES

- **Red Hill CFA**

RED HILL STATION RESERVE

- Station Reserve requires a bit of work, to remove woody weeds, however from a CFA perspective is not too bad.
- Bushland has a southerly aspect, with fire approach from this side less likely.
- Bush right up to Callanans Road, which might impact on people trying to leave in case of a fire.
- CFA relocated from the Station reserve area in 1975.
- CFA attends the Show: educational activity (smoke house).
- CFA does not attend Market, as they do not allow fundraising. Bushland has southerly aspect with fire approach from this side less likely.
- Pines:
 - Have grown post closure of railway in 1953, probably wilding pines from former school house plantation on Callanans Road / Point Leo Rd corner (which also has an area of trenches dating from former army use). Schools planted pines to create future cash crop to fund school facilities.
 - Pine needles present a fire hazard, as they build up and continue to burn for some time.
- CFA Access along rail trail is required:
 - CFA occasionally drive down to check on and remove fallen trees.
 - access is required through Callanans Road car park and at Tonkins Road.
 - Maintenance of no parking signs required for access.
- 20 years ago the CFA burnt through.
- The former railway station masters house was the area with wilding pines beside Callanans Rd car park.
- Retain memorial rock at CFA site, not too concerned about concrete slab. There is a photo in the current CFA of the former fire station which was a small Nissan hut style, curved roof type building.
- **Red Hill Lions Club/ Section 86 Committee**
- Lions objective is to support youth, address disadvantage, and develop community.

- Support on the Peninsula includes Riding for Disabled, hooded plovers. Disperse approx \$70k PA combined funds from Flinders Lions (approx \$45k is Red Hill), by application from March until end June. Funds primarily come from market parking but also music festival and vigneron's association events. Disperse from March to end June. Application form sent to local groups.

RED HILL STATION RESERVE

- Maintain elements of historic interest
- Make more accessible through the provision of modern facilities
- Resolve parking as this limits the use of both the reserve and the shops
- Take action to better integrate commercial areas: too fragmented
- Buses: check the number of people/students who walk to the buses and where they come from before modifying /changing bus stop locations
- Lions would consider making a financial contribution to the Railway Station Reserve project
- **Red Hill South Land Care Group (RHSLCG) & the Habitat Restoration Fund (HRF)**
 - Interest in the Red Hill - Merricks Rail Trail.
 - RHSLCG started 1 year ago and is a relatively small group.
 - HRF for private land conservation work; seek Trust for Nature covenants on private land; undertakes education; supports Green Army – a government funded environmental initiative. May be interested in undertaking works in both reserves if funds available
 - Interested in submitting future joint grant applications for conservation works on Red Hill Rail Trail (with Merricks, Coolart Catchment Landcare Group
 - Specific Issues:
 - Age of members.
 - Enticing younger members.
 - Co-ordinate with MSCLCG/Merrick/Coolart Catchment.
 - Grant application/3 weeks.
 - HRF might put some funds in to various projects if serious interest is shown.
 - Horse floats parking – extra facilities will attract more people.
 - Opportunities:
 - Interpretation along the trail: plant identification etc.

Appendices

- Weed removal.
- Semi-educational Signage, identity of catchment/land care groups responsible for particular areas.
- Involving local schools through educational activities such as weed monitoring, sustainability, environmental science programs)
- Maps showing other trails in the vicinity of the trail head at Callanans Road.
- Peninsula horse riding land care groups.
- Attract more members.
- Conflicts between various uses: horse riding – dog walking – bike riding.
- Interested in submitting future joint grant applications for conservation works on Red Hill Rail Trail (with Merricks, Coolart Catchment Landcare Group)
- Would like to have a roadside trail developed along Point Leo Rd. there used to be one but it's become overgrown
- Would like to see new property owners given educational material about Landcare groups, Peninsula weeds, conservation programs, planting for wildlife etc
- **Blue Moon (reserve neighbour Red Hill Station)**
 - Many years ago submitted plan/ proposal for station reserve including playground, parking, BBQ, info shelter but it didn't eventuate
 - Station reserve requires:
 - Picnic/ BBQ areas
 - Shelter and seats
 - Railway history information
 - Playground
 - Information shelter
 - BMX/ pump track
 - Murals on Blue Moon walls (railway one and township one)
 - Removal of all pines which are weeds and not planted
 - Larger parking area
 - Better road crossings
 - Village centre (along Red Hill Rd) requires a streetscape plan to improve visual amenity. Currently cluttered mess of signs, obsolete bollards and barriers, disorganised access and poor visual amenity
 - Would like a township character/ history mural on their side concrete wall, planter boxes and general improvements to visual amenity
- Not enough parking in commercial area and trail head. Epicurean parking not well organised to maximise parking
- Have spoken to Traffic & Road Safety Team about changing traffic flow to one way from north to south past their yard and shop frontage
- Red Hill Road requires a centre median strip and better pedestrian crossing
- Intersection of Arthurs Seat Rd requires a roundabout. No crashes, but a few hear hits
- The shire removed the remains of the station platform (timbers and concrete retaining)
- There is a pit at the rear of Blue Moon shed which may relate to the railway
- They have no plans for use of the 'triangle' and would consider land swap
- Interested to know if their fence is on boundary (feature survey will determine)
- Shire is welcome to utilise water collection from Blue Moon shed roof for water for toilets/ other purposes (no mains water in Red Hill)
- Railway had shunting line through to buffer stop near Point Leo Rd. Buffer stop was there until about 20 years ago when shire removed it.
- **Red Hill Consolidated School**
 - Teaching sustainability subjects/ program at school and interested in local related works/ projects for students e.g. at Station Reserve. Currently work with Jillian at the local National Trust, fern gully reserve.
 - Have a weekly newsletter published on Thursdays and can advise about plan and consultation
 - Opportunity to involve school in weed management, ongoing environmental activities and historical activities.

- **Red Hill Community Action Group/Local Businesses**
- **RED HILL STATION RESERVE**
 - Removal of pines:
 - 63 pines: selective removal will take up large amount of grant from "Communities for Nature".
 - Removal of other woody weeds.
 - Line of sight - visual connection of 2 commercial precincts:
 - physical connections.
 - pathways.
 - Community Park
 - Red Hill Cellar and Pantry:
 - add to the existing 30 bike racks – logs and provide more in the park
 - Potential for bicycle racks in RHSR.
 - Horse float parking:
 - Currently caters for approx. 6.
 - Relocate float parking.
 - Separation from children; RHCAG have a proposal for community park incorporating a playground
 - Relocate horse float parking to the flat land adjacent to the Blue Moon Hardware or elsewhere. An access route would need to be developed
 - Landscaping and planting indigenous plants
 - Parking:
 - At least 100 car parks. Would a separate entrance and exit be possible? Could land on Point Leo Road be acquired to make adequate provision?
 - Bus stops (school bus): 3 in close proximity: centralise bus parking and replace with car parks. This would allow existing bus stops to be used for car parking
 - No available tourist bus parking: consider bus parking on Pt. Leo Road and land on Baynes Road.
 - Roadside parking is a problem
 - Shopping centre parking is parked out on weekends by visitors, walkers, people using restaurants
 - Picnic area:
 - 30 people: with 3-4 picnic settings to accommodate 30-40 people: table heights important; , bins, lighting of picnic area
- Local community gathering.
- Lighting to pathways/car parking.
- Drinking fountain/tap/dog bowls.
- Well designed picnic tables.
- Seating walls – retaining walls.
- Seating along rail trail – contemplative spaces.
- Information hut at corner Pt. Leo Road and Shoreham Road (Mornington Peninsula hinterland).
- Pavilion: community information, historical information, trail information vs. display boards.
- Busy road corner
- Playground/children's safety: fence with timber, not wire fencing
- Natural materials.
- Rustic materials.
- Zebra crossing – proposed at Pt. Leo Road near Callanans Road; rumble strips; signage to slow traffic coming along Pt. Leo Road
- Old CFA brigade:
 - Concrete slab.
 - Symbolic interpretation.
 - Possible site for war memorial (\$6000 has been applied for from Dept of Vet Affairs for a memorial to focus on WW1; a later application will be made for WW2) See submission was made to Council in Jan 2013
 - Shelter/information.
- Too many signs on Red Hill Road/Shoreham Road.
- Integrate the village better with the reserve: appearance, art, mosaics
- Incorporate art into reserve:
 - Community involvement: wine barrels, apple boxes, cherry boxes.
 - Local artists: walls, pavilion.
 - Westport secondary wall.
- Install distances and time signs along trail: interpretative signage.
- Seating along rail trail
- Enhance vegetation management and weed removal along rail trail
- Epicurean: old cool store.
- Centrepoint: 2-storey proposal, Old Hastings Shire commercial precinct.

- Loop trail through bushland reserve to provide short walks as well as the rail trail – existing track from Callanans Road.
- Provide a contemplative area in the bushland
- Lack of rail trail maintenance: weeds; blackberries.

▪ **Rail Trail Friends Group**

RH STATION RESERVE

- Float parking not signed: currently space for approximately 5 – 6, 10 – 12 at each end would be ideal.
 - Consider Baynes Road option.
 - Fence to keep horses off road.
- At Merricks:
 - Public parking for 5 -6 floats: keyed entry.
- Rail Trail Friends Group:
 - Maintenance for access (bikes, walks).

▪ **Peninsula Vignerons**

RED HILL STATION RESERVE:

- Mornington Peninsula Wine Walk – 31st May
- 100 people – last year;
- 200 people – this year.
- Lack of car parking.

- **Red Hill Riders MTB Club,**
- The club has over 180 members and is growing
- Hold races and regular Sunday ride attracting 50-60 riders (30-40 cars) starting from Red Hill Consolidated School car park and traversing a variety of loop rides. Also ride at night.

• 'The modern bushwalker is a mountain biker'

- Club growth constrained by lack of activities including MTB park/ official trails and club rooms
- Seeking club rooms. Needs are:
 - in a location connected to good trails
 - as a staging centre for events
 - where they can have a training area & pump track
 - club rooms utilised for meetings, winter training, IMBA training, bike workshop, education activities, social functions, coaching, committee meetings
 - car parking
 - Location preferences are Pioneer Quarry, Dromana Community Reserve Boundary Rd, Seawinds
 - Currently use Red Hill Rec reserve community pavilion but limited availability and recently had to find other venue at short notice

RED HILL STATION RESERVE

- Ideal trail head facilities include:
 - Close to good coffee shop
 - Map of trails, difficulty and information board with information about trail conditions/ seasonal closures
 - Interpretation like the Old Beechy Rail Trail and trail head facilities like Forrest
 - Shelter and seats
 - Lighting for winter evening rides
- Station area could have a training / pump track. Steeper embankment has well used practice trails
- Generally ride rail trail uphill from Tonkins as part of longer ride (down Stanleys)

- Reserve could be major trail head for casual riders/ family cyclists if good facilities developed e.g. start and finish point for the Peninsula Traverse
- Rail trail requires parallel bridle trail (like Goulburn and most other rail trails) to preserve trail surface for riders and walkers. In winter large sections of mud from horses
- Steep section of rail trail south of Tonkins Rd could be improved with benching and zig zag up hill
- Heavy clay soil trails should be avoided in winter. Club self regulate use to minimise trail surface damage
- Separation with horse riders is better to preserve trail surface

Other trail issues

Hill View trail issues (Racecourse Reserve, Dromana) require resolution. Have lost section of event track with recent vegetation clearing. Require trail reinstated for schools event in July. Have constructed well formed armoured trail which was 3.5km and is now only 2.2 and not sufficient length for event. 150 kids participate and hundreds of volunteer hours put into trail development. Other school facilities ideal for the annual event.

▪ **Red Hill Petanque Club**

Red Hill Station Reserve

- There is a need for a link from Beauford Road to the station area and shops to get people off the dangerous section of Red Hill Road

▪ **Red Hill Historic Society**

RED HILL STATION RESERVE

- Concern expressed re war memorial proposal at Station: RSL was at the end of Mechanics Road but membership died out and it amalgamated with Dromana; the kinder at the Recreation Reserve is the Memorial Kindergarten; the Vietnam Veterans in Dromana should be consulted; is there a need at all?
- Restore the railway turntable
- Provide more float parking and horse tie-up areas
- Leave CFA base as is: don't take away the history
- Provide modern toilets
- Use the former Red Hill South Primary School site on Pt Leo Road for parking

▪ **Red Hill Tennis Club**

RH STATION RESERVE

- The Epicurean owner is "getting away with murder" as he continually makes ambit claims and pushes the boundaries. Sewerage issue was "exported" to another property. Users generate parking problems. Access routes between the buildings to the rail trail are blocked by Epicurean guest parking
- Strong support for trails
- Better footpaths are needed

▪ **Westernport Equestrian Association**

RH STATION RESERVE

- Weekend parking at each of Merricks and Red Hill Station is a major problem
- Trail cleaning and maintenance are "abysmal" especially as it is so well known and used on a regional basis and as it is a central point offering links to other destinations
- There is a need to separate children from horses at the rear of the Epicurean: fence off the dining area
- More float parking is needed at Merricks; there, rail reserve access is by member keys only. Some 10-15 float parks are needed to be effective. Signage could indicate availability and alternate locations
- The proposed trails friends group would help with maintenance, reporting damage/closures, helping users, liaising with Council

STAKEHOLDER CONSULTATION 3rd April 2014

- **Red Hill Newsagent**
 - Newsagents is located in the Red Hill Shopping Centre;
 - They act as an informal central information disseminating service.
 - Concerns regarding existing issues at RHSR:
 - Pine trees are a relatively recent feature of the reserve, within the last 50 years.
 - There is a long standing separation of the Shopping Centres, dating back to the old Shire of Hastings and Shire of Flinders.
 - Serious lack of car parks, especially on weekends.
 - A safe crossing point for pedestrians over Pt Leo Road.
 - Suggested changes:
 - Improve car parking throughout the township – not just in the RH Station Reserve.
 - Remove pine trees – perceived to be dangerous – accumulation of pine needles are a fire hazard, propensity to drop limbs.
 - Additional facilities for the community:
 - Picnic area.
 - Improve pedestrian crossing point on Point Leo Road.
 - Provide signage for car parking at trail head.
 - Provide additional car parking.
 - Potential for formalised footpaths, especially along Red Hill Road.
 - **Equine Land Care Group**
 - Currently 20 members, trying to encourage more members of the equine community to join in.
 - Recently started group, funded by Council and Catchment authorities.
 - Attempting to raise awareness of suitable pasture grasses, waterway protection, and indigenous species.
- RED HILL STATION RESERVE**
- Capacity to tie up horses at The Epicurean and meet for lunch / coffee / glass of wine is great.
 - Potential improvements:
 - Removal of pines
 - Better picnic facilities
 - Designated parking
 - Improvement of maintenance of the trail, especially at the Merricks end; – deep mud during winter – leads to erosion. Investigate better ways of draining water away from the trail.
 - Weeds, especially pine trees – exposed roots are a trip hazard.
 - Trees falling across the trail take a long time to be removed.
- **Manton and Stony Creek Land Care Group, Red Hill Community Action Group**

RED HILL STATION

- Specific Issues:
 - Removal of pine trees – grant received by the MSCLG cover the removal of large proportion to the trees.
 - Connectivity between the two commercial centres.
 - Insufficient horse float parking
 - Priorities for Action:
 - Removal of pines – investigate potential to leave some larger trees whilst new trees grow and develop.
 - Landscape upgrades – planting indigenous species
 - terracing areas due to the slope, retaining walls
 - enlarged and upgraded car park
 - retain dead indigenous trees as hollow logs where possible
- **Red Hill General Store**
- RED HILL STATION RESERVE**
- Improved signage for the trail head.
- **Red Hill Show**
- RED HILL STATION RESERVE**
- Parking needs should have been resolved before anything else was approved
 - There is a major shortage at the shops due to the Wine Centre and the Epicurean
 - There is no disabled parking or disabled access to the shops.
 - Fire Station area might be a good location for additional car parking.
 - Crossing Pt Leo Road is hazardous for pedestrians; use rumble strips to alert drivers

- open sided pavilion / shelter with interpretation of railway heritage, the local indigenous community (the Bunerong), indigenous plants, trail map
- picnic area with tables
- improved toilets
- war memorial – potentially in the fire station area, artistic interpretation (the kindergarten is named the memorial kindergarten, and the Consolidated school has a memorial plaque, for WW1 only)
- playground
- unobtrusive lighting in the car park
- seating along the trail
- artwork incorporated into the reserve and trail
- contemplative area, potentially near the bushland area.
- Circuitous track through the bushland area.
- Clarify land boundaries, especially road reserve, VicRoads or Shire roads?

Peninsula All Trails Horse Riders

GENERAL POINTS

- Council should encourage people to use the riding trails, especially off-season
- Winery rides are popular
- the Boneo Primary School to Gunnamatta Beach trail needs to have access to toilets at the football oval: could the security key system be used?
- Parking is the biggest issue: the Merricks Reserve C of M only allow 1-2 friends to accompany locals
 - o there is insufficient parking for floats at Red Hill Station, Merricks, Devil Bend
 - o riders are not allowed to use Main Ridge Equestrian ground parking
 - o float parking on grass can lead to catalytic converters causing grass fires
 - o Restaurant use of car/float parking areas in Red Hill is a major issue – maybe charge a parking fee
 - o riding groups are forced to use large open areas at wineries, but this can fit well with rides/meals/tastings
 - o because of parking issues, clubs/riders tend to use Bunyip and Jindivick riding areas over summer

Red Hill Bakery

RED HILL STATION RESERVE

- Toilets are “disgusting” and an “embarrassment” and should be replaced. As toilets are hidden, they suffer from vandalism. The Bakery has the only toilets that people use.
- New toilets should be placed closer to the road, must be visible, clean and safe
- Horses in the car park are “attractive” to visitors but parking is very problematic
- The Red Hill Road footpath is dangerous as the nature strip is too narrow to accommodate it effectively. Either relocate back from the road or provide safety fencing. Properties are too close to the road on the NW side to allow path installation

Reserve Neighbour – Callanans Road

RED HILL STATION RESERVE

- The Point Leo Road-Shoreham Road corner is dangerous
- Parking is the major problem in the area
 - o Estimates that around 150 spaces are needed to solve the problem
 - o traffic problems were foreseen by the community when the Epicurean was being planned but were ignored by VCAT
 - o suggests alternate sites to the present railway station car park are sought or that there are in and out roads to the car park
 - o visitors park across private driveways
 - o the Callanans Road corner is dangerous due to hill along Pt Leo Road so parking near that corner will increase the danger
 - o expressed concern about parking on Baynes Road or old school site as there are opposite her driveway on the corner of Callanans Road
 - o Planning to sell a property on the SE corner of Callanans Road (41 Callanans Road): this might be appropriate for parking
 - o does not want parking along Callanans Road due to dust and impact on homes
 - o does not want to see Callanans Road sealed
- The skate park would not be appropriate at the Railway Station Reserve

Reserve Neighbours – Red Hill Road

- The area in front of both sets of shops adjacent to the Railway Station Reserve needs "cleaning up" and improving
- Sight lines need to be improved around the Railway Station Reserve for driver and pedestrian safety
- The skate park should be built adjacent to the CFA

STREET STALL 12th April

- RH Station reserve – open the space up, it is currently dark and weedy
- Provide a formalised footpath along north side of Red Hill Road, students walking to the bus stop currently walk along the verge.
- Investigate provision of a community garden.
- Structures or follies within Station Reserve
- Weed removal along rail trail, especially blackberries – invading adjacent properties
- Provision of exercise stations along rail trail, would also be happy with them in the Recreation Reserve.
- Provide hitching posts and water for horses at the trail head in the Station Reserve.
- More car parking, but not suburban looking.
- New location for the Opp Shop
- Keep motorbikes / trail bikes off the trail.

RED HILL STATION RESERVE WALK 12th April

- Fence has been erected by the Shire around 'good' bushland to keep dogs out.
- Manton and Stony Creek Land Care Group and Red Hill Community Action Group have outlined various ideas for the reserve
- RHCAG have a grant from Dept of Veterans Affairs for a memorial for the 100 year anniversary of the Gallipoli campaign. Potential location might be the old fire station area.
- Mountain Bike Riding will potentially increase along trail.
- Potential to locate a locomotive in the reserve – would be a huge challenge to find one.
- Consideration should be give to trees to be removed

- Platform area has a quieter contemplative feel, potential for picnic facilities for trail users, interpretation.
- Beauford Road area – blackberry removal a priority, remove pittosporum on south side to open up views to Western Port.
- Open up access trails, have become overgrown
- Investigate potential for some car parks in Beauford Road Reserve
- Turning platform – amphitheatre / picnic area / seating / contemplation
- Screening to hardware yard and shed / Blue Moon.

PUBLIC EXHIBITION PERIOD

A total of ninety one (91) submissions were received, with the majority in support of the draft master plans directions. Overall submissions were constructive and positive. Submitters expressed support for the area maintaining a bushy, natural feel and the majority were supportive of landcare group actions to remove woody weeds (pines, blackberry, pittosporum, karamu etc) in the reserve and adjoining land and revegetation with indigenous native species. The timing of the landcare group weed removal works on the VicRoads and DELWP land in January whilst the draft plan was on exhibition created some confusion but also a high level of interest in the draft plan and future proposals for the greater reserve.

The proposed children's playspace received a high level of support from children and families, as did the creation of a bike skills area. Within the playspace the proposed flying fox cableway received a very high level of support from local children, and was considered to have a good 'fit' with rural Red Hill, as were the nature play elements.

A concrete skate park was generally not supported in this reserve. The proposed location for the bike skills area was generally not supported, but relocating it to the station area where this activity currently takes place and has done so for many years was supported..

There was a lot of feedback and discussion about the proposed expansion of the Callanans Road car park. The draft master plan was frequently misinterpreted as having a sealed surface, which was not proposed. The confusion came about by parking space lines illustrated on the plan to indicate maximum possible capacity. This was done because one of the major concerns expressed during the consultation and development stage of the plan was to provide as much parking as possible. During the public exhibition stage from December to February the focus shifted to many respondents not wanting a significantly

enlarged car park or removal of native trees to achieve it. More space for horse float parking was supported.

There was a high level of support for maintenance of gravel paths, for new facilities such as shelters to be timber structures, no concrete and a playspace making use of natural coloured materials. The draft plan was highly criticised for having an urban look with straight lines and significant structural form. The general message was that this 'urban' form was not wanted in Red Hill at the Station Reserve which is dominated by naturally regenerated bushland.

Many submitters expressed concerns about changes that have taken place in the area since the Epicurean restaurant opened. A number of submitters suggested that the proposed car park enlargement was to cater for the specific needs of this business. This is not the case, but it is acknowledged that on busy weekends there can be a general shortage of parking spaces in the Red Hill South commercial area.

The recreation reserve is a key node or 'trail head' in the hinterland trail network. The popular Red Hill Rail Trail, Arthurs Seat Road Trail, Station Road Trail, Point Leo Road Trail, Shoreham Road and Beaulieu Road trails are all accessible from this reserve. The car park is an open public one, accessed on a first come, first served basis but its informal nature means random parking can limit capacity further. Expansion of the car park with removal of wilding pines and retention of all native trees remains a proposal of the plan, primarily to service the recreation reserve and its role as a major trail head for the hinterland trail network. Some interventions (or parking clues) within the car park will help people park in a manner that improves overall parking capacity.

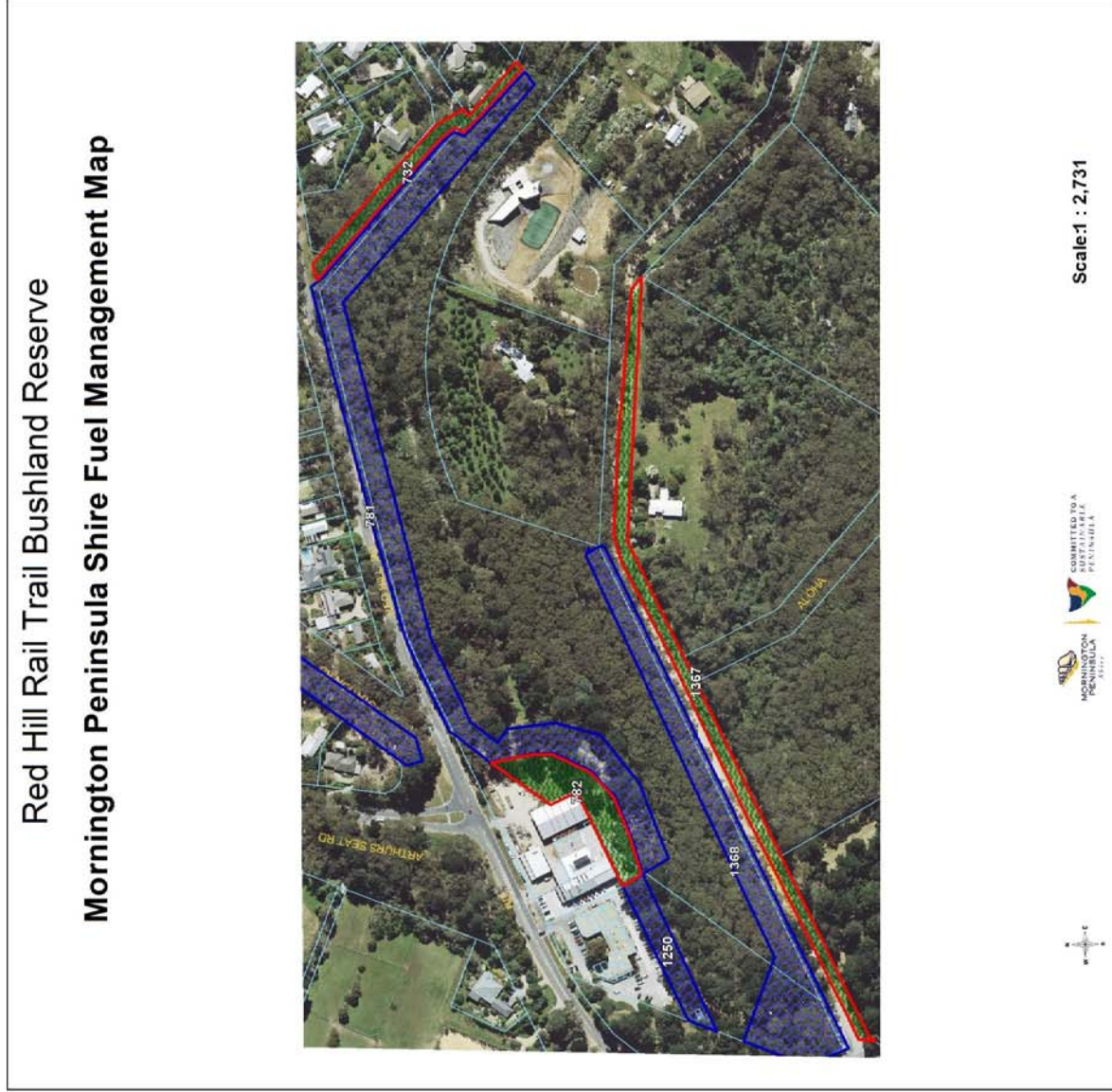
A number of submitters identified parking issues outside the scope of the master plan. The Action Plan of this report proposes that a separate traffic, parking and streetscape framework is developed to investigate wider parking and township amenity issues. Some submitters appeared unaware of the broader trail riding opportunities in the hinterland area suggesting that further public information is required about trails. The Roadside Trails Strategy implementation work has included improving the Shoreham Road car park in the road reserve outside Red Hill Estate winery with four tie up rails for horses and removing obstacles along the Arthurs Seat Road trail and the rail trail. The Shoreham Road car park is expected to become more popular when the nearby Punty Lane trail and bridge works are completed. The proposed trail head facility at the Station Reserve with a large map and trail information is an important new facility for the reserve and will help to increase awareness of other trail opportunities. A number of submitters appear to be relatively

unaware of standard minimal impact activity practice such as collecting horse poo from car parks and not damaging native vegetation. Despite four new hitching rails being installed at the reserve, horse riders continue to tie up their horses to native trees with hay band – effectively ring barking them. Further explanation of ongoing conservation works and environmental protection measures was suggested by a number of submitters.

Many submitters commented positively about the proposals to further protect, preserve and interpret Red Hill Railway heritage features. A number also suggested that further details of Aboriginal heritage be added to the plan, and this has occurred. Other submitters suggested plant labels and other natural heritage interpretation signs and information. A number of submitters suggested the desire to create or be part of a friends group for the Red Hill Rail Trail to assist with weeding, heritage features preservation and other work, with this occurring separately or in combination with the three landcare group works. Station platform restoration works in liaison and assistance from the Mornington Railway preservation group, other rail fans and the Dromana and Bannarring Historical Societies was suggested.

APPENDIX 3: MORNINGTON PENINSULA SHIRE FUEL MANAGEMENT

Figure 47: Mornington Peninsula Shire Fuel Management Map



APPENDIX 4: MTB SKILLS AND PUMP TRACK SITING AND BENEFIT ANALYSIS

Site Options	Available land / adequate size	Site conditions/ topography/ Services	Visibility of site	Location of site to catchment/ users	Proximity to support facilities/ services	Accessibility of the site for users/ parking & trails	Design integration within reserve /other uses	Low potential conflict with others	TOTAL
SITE 1 Red Hill Station Reserve – Point Leo Road end	x	✓	✓	✓	✓	✓	x	x	FAIL
SITE 2 Red Hill Station Reserve – Station area	✓	✓	✓	✓	x	x	✓	✓	PASS
SITE 3 Red Hill Recreation Reserve – front	✓	✓	✓	✓	✓	x	✓	x	FAIL
SITE4 Red Hill Recreation Reserve – rear	✓	x	x	✓	✓	x	x	✓	FAIL
SITE 5 Red Hill Mechanics Hall	x	x	x	✓	x	✓	x	x	FAIL
SITE 6 Red Hill – Kooplamba Reserve	✓	x	x	x	x	x	x	x	FAIL

NOTE: The majority of users of a MTB skills facility and pump track are expected to arrive via bicycle along existing trails, or ride the short distance from the Callanans Road car park

Figure 48: Skate Park site location investigations



Site Benefits Analysis

Red Hill Station Reserve –Station site

- ✓ Co-location with planned new train and caterpillar themed play space.
- ✓ Long established use as mountain bike skills area. Existing embankments used for mountain biking practice.
- ✓ Toilets available within short walk/ riding distance.
- ✓ New picnic area and shelter proposed.
- ✓ At the junction of Red Hill trail network (Arthurs Seat Rd trail, Station Rd trail, Red Hill Rail Trail to Merricks (and eventually Balharring/ Bittern, trail to shops and Shoreham and Point Leo Rd trails).
- Existing trails past site well utilised for walking and mountain biking.
- Detailed design can easily include indigenous species screen planting buffer for passing horse riders/ horses
- ✓ Sufficient passive surveillance (visibility into site) from Red Hill-Shoreham Road, and will be improved after woody weed / pine removal.
- ✓ In proximity to shops, doctor, dentist, school bus stops.
- ✓ Existing area where kids 'hang out'.
- ✓ Parking at Callanans Road car park and within commercial area.
- ✓ Vehicle access limited (other than emergency vehicles) to limit loud music/ lights from cars.
- ✓ Emergency vehicle access from Point Leo Road along trail and direct pedestrian access from Red Hill Road (via proposed upgraded main access trail).
- ✓ In the Red Hill township heart (matches very successful Balharring model) which will be enhanced with playspace, shelter and station platform restoration
- ✓ Activates a currently underutilised area.
- ✓ Facility accessible for locals 365 days a year (when Recreation Reserve being used for craft markets, agricultural show and other events). No impact on show or market.
- ✓ Sheltered area, some shade in summer from native vegetation.
- ✓ Support expressed from local traders and Red Hill Riders MTB club.
- ✓ Location and MTB/ BMX use supported by many submissions for draft master plan.
- ✓ Minimal loss of green open space (currently impacted by pines).
- ✓ Close to Red Hill and Red Hill South main residential area.
- Does not require lighting.
- Supports Station Reserve role as 'trail hub' for hinterland trail network (135km+ of earth surface trails).

Red Hill Recreation Reserve – Arthurs Seat Road site

- ✓ Good passive surveillance at front site (visibility into site).
- ✓ Close to existing playground, toilets.
- ✓ Alternative to watching/ playing organised sport.
- ✓ Connected by a single path (Arthurs Seat Road trail).
- ✓ Close to preschool for use by very young children.
- ✗ Site and other reserve spaces currently highly programmed (Agricultural Show, Craft Market and many other events).
- ✗ Use limited when craft market, Show and other major events operating (12+ days per year on weekends).
- ✗ Show woodchip site would need relocating and this is not supported by Show.
- ✗ Limited scope for expansion of existing playspace.
- ✗ Reserve can feel isolated when no active sports taking place.
- ✗ Exposed site requiring shelter from cold winds and shade.
- ✗ 2km from doctor, dentist and main shops.
- ✗ Disconnected from heart of township.
- ✗ Difficult to limit vehicle access close to site and prevent loud music from cars.
- ✗ Flat terrain likely to create higher visual impact.
- ✗ Rear reserve sites not visible / poor passive surveillance.
- ✗ Net loss of limited green open space.
- ✗ Away from major residential area of Red Hill and Red Hill South.

APPENDIX 5: SHOREHAM ROAD FLOAT PARKING

The roadside verge in Shoreham Road is available for float parking, as is the rear of Red Hill Recreation Reserve. Both areas are much larger than the parking provisions at the Station Reserves at Red Hill and Merricks.

Figure 49: Shoreham Road site proximity to Red Hill Station Reserve

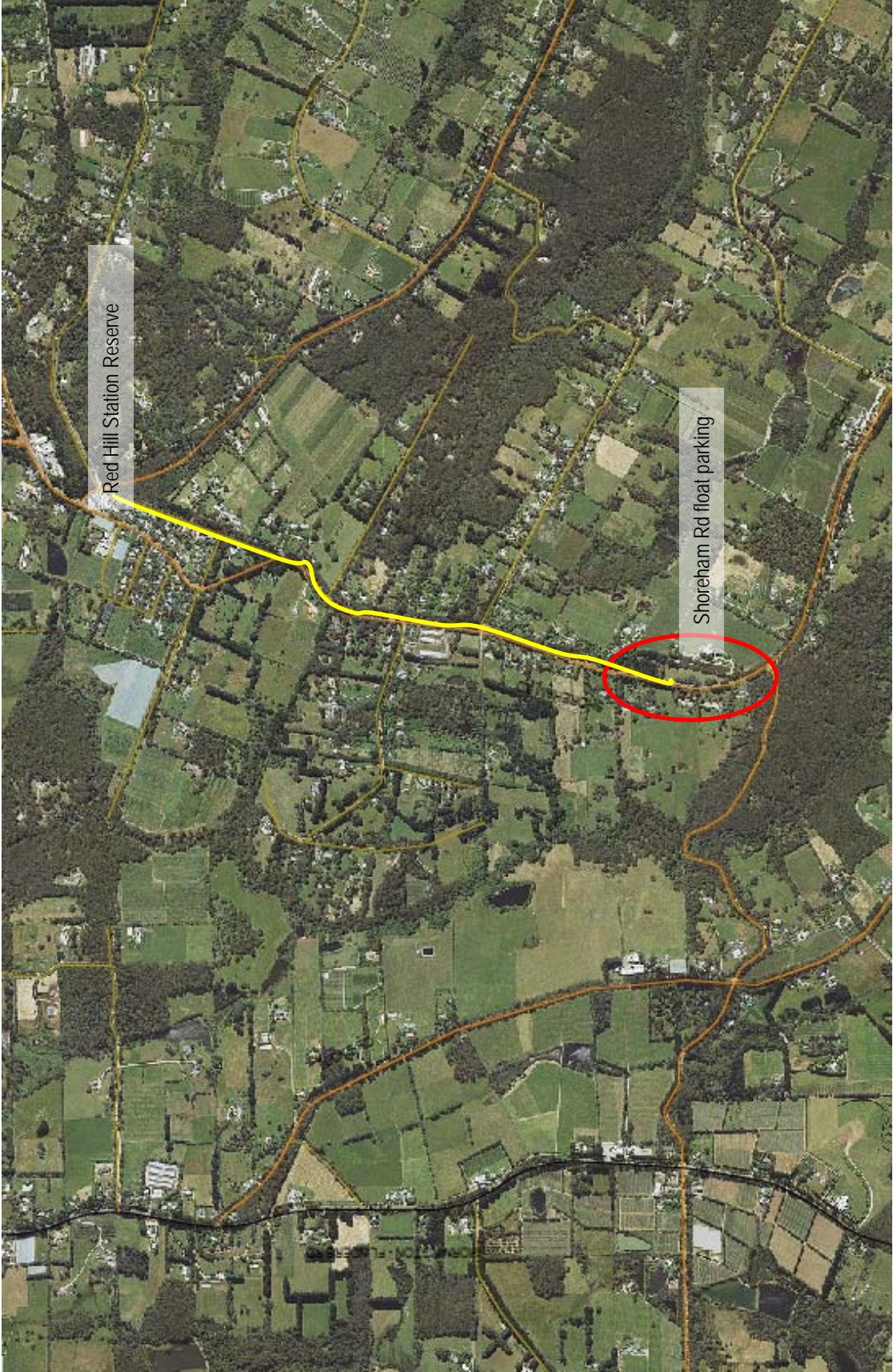




Figure 50: Shoreham Road roadside verge aerial



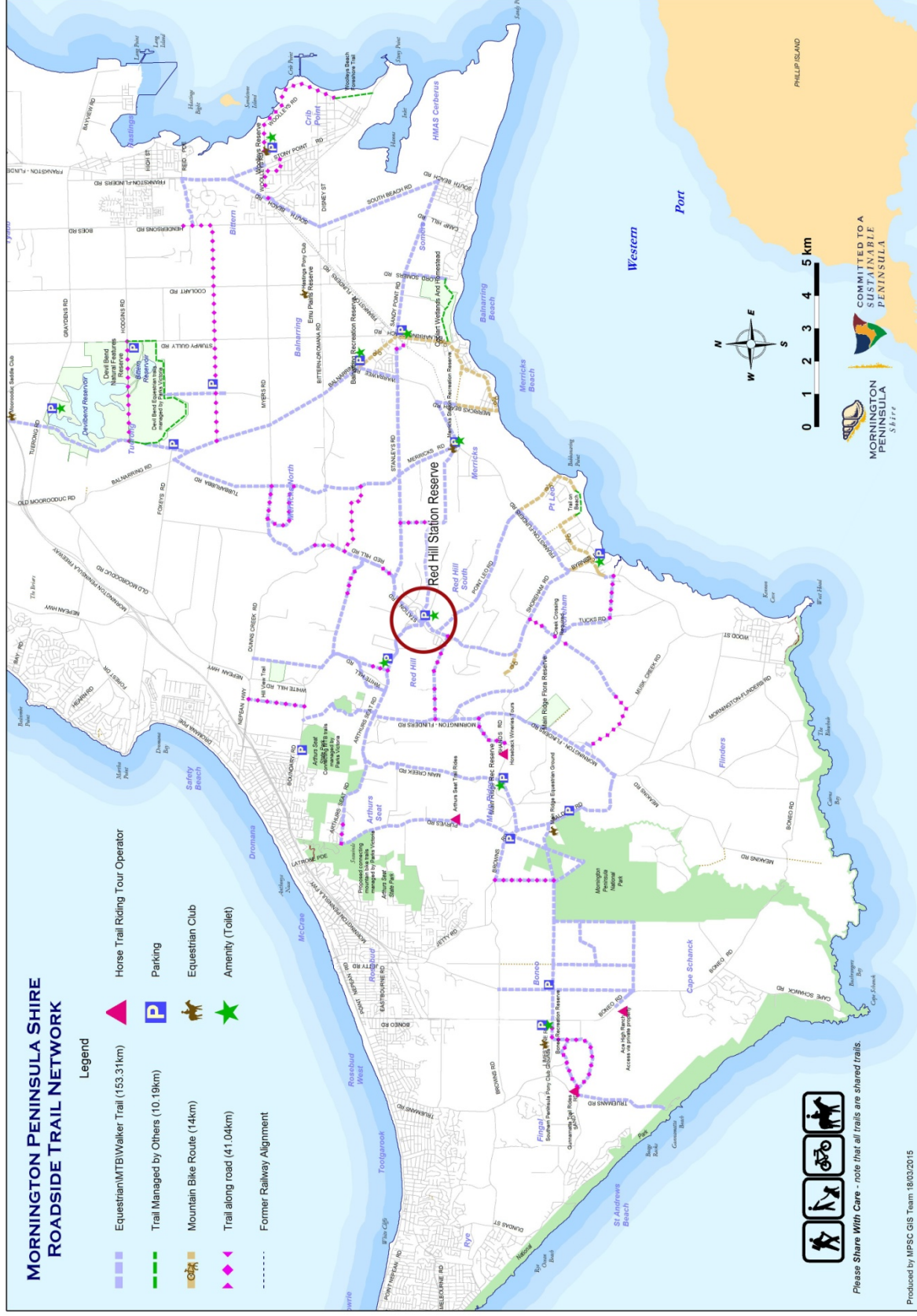
Figure 51: Shoreham Road roadside verge



Figure 52: Shoreham Road roadside verge

APPENDIX 6: MORNINGTON PENINSULA SHIRE ROADSIDE TRAIL NETWORK

Figure 53: Mornington Peninsula Shire Roadside Trail Network Plan



Please Share With Care - note that all trails are shared trails.

Produced by MPSC GIS Team 18/03/2015