Dear Mr Drum,

Re: Inquiry into Rural and Regional Tourism

The Bellarine Horse Riders group consists of a number of local equine enthusiasts that have devised a network of ‘multi-use’ tracks and trails for recreational use. The routes have been designed to connect recreational areas and reserves on the Bellarine Peninsula via existing unsealed rural roads and unused agricultural roads. The proposed 95km network of wildlife corridors link coastal townships through rural Bellarine providing a choice of destination, opportunities for ‘getaway’ holidays and promotes farm-based tourism.

Terms of Reference

(1) the economic benefits of tourism in regional areas, including tracking the flow-on benefits through other regional businesses and industry;

The construction of ‘multi-use’ trails overseas, as shown in the ‘West Pennine Moors Bridleway Strategy, 2006-2013, England’ proves the economic benefit to the rural community from these developments.
- Seven new bed and breakfast establishments with stabling and other facilities
- Five new stabling facilities linked to existing accommodation
- One new self-catering establishment
- One new cycle hire business
- Two new booking / package companies

The creation of ‘multi-use’ tracks and trails through rural Bellarine provides opportunities for farm-based tourism, supports local farming viability, promotes the equine and cycling industry and provides opportunities for recreational walkers and hikers. An increase in visitors to the Bellarine supports the overall local economy.

(2) potential impediments to the sustained growth of regional tourism, economic activity and jobs;

Apart from the Bellarine Rail Trail there are no off-road routes through rural Bellarine. The ongoing increase in heavy commercial trucks and domestic traffic along with the increasing numbers of recreational horse riders, cyclists and walkers on local roads is escalating conflict between users. Many horse riders and cyclists have raised concerns regarding their safety with some considering relocating to other areas.

The conflict with traffic poses risks to tourists visiting the Bellarine for recreational pursuits and increases during holiday periods as the population swells with visitors to the region.
The effectiveness, at a National, State and local level, of current programs to promote and enhance tourism in regional Victoria;

The State Government Tourism Campaign 2007 – “Come back down to earth”, recognises the importance of the economic role of tourism on The Bellarine and encourages more visitors throughout the year to discover the regions “breathtaking natural beauty”. The tourism potential of rural Bellarine yet to be developed.

Rural Bellarine is the ‘jewel’ of the Bellarine Peninsula. Recent rezoning of the Bellarine Peninsula to Rural Conservation Zone (RCZ) recognises the uniqueness of the area. The proposed network of ‘multi-use’ tracks and trails coalesces with the Victorian Trails Strategy 2005~2010. Further development of this trail system is required on the Bellarine as areas of natural and rural heritage value are not readily accessible.

The network will promote the already popular Bellarine Rail Trail and provide improved opportunities for tourism in the region.

initiatives to increase both international and domestic visitor nights in regional Victoria;

Unlike routes developed elsewhere the 95km network will link coastal townships without the need to ride or walk in busy traffic. The scope of the network provides ‘longer stay’ opportunities for tourists with a choice of destination and a variety of overnight accommodations.

The efficacy of existing mechanisms at a National, State and local level to address the impact on regional tourism of natural events such as bushfires, floods and drought, and effective measures to drive long term economic recovery; and

The network of wildlife corridors indirectly address problems related to floods and droughts by addressing land management issues associated with soil and water erosion and consequently improve the productive capacity of farmland.

opportunities to leverage private investment and commercial activity in regional tourism infrastructure, including ecotourism.

The proposed development of this network of tracks and trails has gained interest from many existing bed and breakfast establishments on the Bellarine who are keen to take advantage of possible tourism opportunities. The routes pass local wineries, a variety of other niche produce outlets and existing tourist facilities.

A 95km network of wildlife corridors with scenic rest areas provides a major opportunity to enhance the region’s current significant biodiversity values and farming landscape. Improved accessibility of the public to the area’s natural and rural heritage assets provides environmental awareness and enables opportunities for ecotourism.

The Bellarine Horse Riders group have recently submitted ‘Rural Tracks and Trails Strategy 2007~2012’ to the City of Greater Geelong for approval. We are keen to pursue this project as it will benefit the environment, tourism to the rural and coastal areas and provide improved lifestyle opportunities to the community. We would appreciate your consideration of our attached Strategy as a formal submission in the Inquiry into Rural and Regional Tourism.

Yours sincerely,

Yvonne Birch,
Committee Member Bellarine Horse Riders.
A vision to provide a strategic network of tracks, trails and scenic rest areas within The Bellarine able to meet the needs of local communities and visitors and contribute to the economic and environmental well being of the area.
Executive Summary

The unique landscape, coastal amenities and rural lifestyle attract many people to live in and visit The Bellarine. An increase in small acreage rural lifestyle properties has seen a subsequent rise in horse ownership for recreational use. Once renowned as an area for breeding and training racehorses this industry is now returning along with other professional horse trainers and is making a significant economic benefit to rural Bellarine.

Pony clubs are not able to meet current demand for new membership and the high cost of public liability insurance has meant that many agistment centres and farms do not allow people to ride on their land.

The large number of recreational riders in the area combined with escalating traffic volume and speed causes road safety issues and conflict between users.

In response to increasing concerns raised by horse riders in the area, regarding lack of facilities and safe areas to ride, local equine enthusiasts have formed a group, Bellarine Horse Riders. The group aims to design a safe recreational horseriding network on The Bellarine that links the equine community and develops the areas rural aspect.

With consideration of the location of pony clubs, areas of high horse density and rural road infrastructure a series of tracks and trails with scenic rest areas has been formulated which provides the basis for this strategy.

The 95km network utilises quiet rural roads and unused roads that connect the coast, townships and rural Bellarine. Revegetation of these roads will create a continuous network of wildlife corridors that enhance the farmed landscape and make a significant contribution to the natural resources and biodiversity of the area.

As a group, whose primary interests are those of horse riders and the rural environment, we appreciate and understand the needs of cyclists and walkers who also want quiet time to enjoy the countryside.

The development of safe horse riding routes will provide improved opportunities for cyclists and walkers. The variety of surfaces and gradients will cater for a wide range of cycling ability and fitness level, offering a challenge to mountain bike riders and able walkers. Route design will be ‘multi-use’ wherever possible. This network will connect cyclists to existing routes on The Bellarine.

The scope of the network will link coastal townships with rural Bellarine providing a choice of destination, opportunities for ‘getaway’ holidays and promote farm-based tourism.
**Bellarine Tracks and Trails Partnership**

‘Bellarine Horse Riders’ in accordance with the Victorian Trails Strategy and The City of Greater Geelong Rural Land Use Strategy have instigated the Bellarine Tracks and Trails Strategy. The scale of this project requires partnership with State and local authorities and also with local interest groups.

The cross-organisation coordination will achieve a sustainable approach to manage and promote the social, economic and environmental interests of the area by developing initiatives and resources for the future benefit of the environment and for those living in and visiting the area. The objectives are as follows:

- Protect, conserve and enhance the natural and rural heritage of The Bellarine.
- Promote sustainable regeneration of the area with interlinking wildlife corridors to conserve and enhance the environment.
- Promote rural lifestyle and tourism to rural Bellarine, where it is consistent with the first two objects.

**Formulating Partnership:**

The Department of Recreation and Open Space, City of Greater Geelong, will lead the overall coordination for the development and implementation of this strategy in accordance with the State Government’s ‘Victorian Trails Strategy 2005-2010’.

City of Greater Geelong will make a formal submission of the strategy to the State Government’s ‘Rural and Regional Tourism Inquiry 2007’.

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Councillor Tom O’Connor
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The Vision

To provide a strategic network of landscaped tracks, trails and scenic rest areas within rural Bellarine that link the equine community with improved recreational facilities, address ‘multi-user’ needs of local communities and visitors, and to contribute to the economic, cultural and environmental well being of the area.

Objectives

- Identify existing quiet rural roads and unused roads
- Identify existing provision of recreational and reserve areas
- Identify needs and opportunities of horse riders, cyclists, walkers, community and other stakeholders
- Identify an appropriate network of routes taking into account identified needs, opportunities and environmental assets
- Set out how an agreed network with recreational facilities is to be implemented and maintained
- Liase effectively with stakeholders to provide better opportunities and positive outcomes

Background

The provision of ‘multi-use’, connecting routes provides improved opportunities for quiet enjoyment and appreciation of the countryside away from busy traffic, promotes healthier lifestyles and provides a ‘green’ commuter route across The Bellarine peninsula. A continuous 95km network of wildlife corridors that link the coast, townships and rural Bellarine will enhance the farmed landscape, benefit the environment and attract tourists to rural areas. Scenic rest areas along these routes provide awareness of the natural and rural heritage values of the region. The scope of the network provides opportunities for ‘getaway’ holidays and supports farm based tourism.

This strategy aims to:

- reduce conflict between urban encroachment and rural pursuits
- offer improved and safer rural lifestyle opportunities
- promote the local equine industry
- protect and develop the rural farming landscape with an emphasis on sustainable land management
- promote and maintain rural heritage values
- promote and develop tourism opportunities to rural Bellarine
- promote environmental awareness

Principal user groups include horse-riders, cyclists and walkers.
Horse Riding

The opportunity of a relaxed, rural lifestyle in a unique landscape rich in heritage has attracted many people to live and visit The Bellarine. The reduction of farming lot size and increase in rural lifestyle properties has seen a subsequent increase in horse ownership for recreational use.

It is estimated that there are currently 3,500 horses on the Bellarine with 50% of horses and ponies in the area owned by people living in local townships and agisted on rural properties.

There are 2 riding schools, 1 adult riding club and four pony clubs on The Bellarine, some of which have waiting lists due to the high demand and lack of space.

Owners transport horses and ponies to these training facilities in horse floats, reducing the useable riding area due to parking space requirements.

The Bellarine was once renowned as an area for breeding and training racehorses. The low-lying pastures, rich in calcium carbonate from shell grit, have a history of producing thoroughbreds of exceptional quality. Remnants of Portarlington and Collendina racecourse are still visible, the latter being heritage listed. The racing industry is now returning to the area along with world class professional horse trainers that represent other disciplines.

The steady increase in recreational horseriders, combined with increasing road traffic speeds and volumes, does, however, create real risks to all classes of road user. Many riders are now looking for off-road routes as well as increased facilities.

Pony Clubs are not able to meet the demand for new membership, hence there are many children riding in traffic with limited ‘rider education’. The high cost of public liability insurance has meant that many agistment centres and farms do not allow people to ride on their properties, leaving horse riders no option but to ride on busy roads with a 100km per hour speed limit. It is therefore in the interests of the public as a whole, as well as riders, to secure an effective network of safe riding routes.

The tourism potential of horseriding on The Bellarine is yet to be developed. Currently, only one bed and breakfast and one ‘dormitory-style lodging’ offer overnight accommodation to both horse and rider.

Equestrian interests make a significant contribution to the rural economy and social fabric of The Bellarine. Horse owners purchase hay and grain feed either directly from the farmer or at local produce stores. Local farriers service the thriving horse industry and the larger equestrian establishments provide employment in the community.
Cycling

The Bellarine is already a popular destination for cyclists to enjoy the scenic coastline and the Rail Trail. Cycling events, hosted on the peninsula, cater from the serious competitor to those participating in the annual family fun ride. Recreational cyclists and competitive cycling events make a significant contribution to the local economy.

Over 3000 cyclists took part in last January’s inaugural Amy’s Ride that looped around The Bellarine Peninsula. The ride helped raise more than $50,000 for the Amy Gillett Foundation, which has been established to reduce the incidence of death and injury caused by the interaction of cyclists and motorists.

Recent accidents between cars and cyclists on the Bellarine over the Easter period highlight the need to reduce conflict.

Other than the Bellarine Rail Trail, there are no existing ‘traffic-free’ cycle routes through rural Bellarine.

The development of safe horse riding routes will provide opportunities for cyclists to enjoy the countryside without the risk associated with riding in traffic. This network will also connect to the existing cycle routes on The Bellarine.

Whilst some of the tracks and trails might be relatively straightforward others will provide more technically challenging routes desired by mountain bike riders. The variety of track surfaces and gradients will cater for a wide range of cycling ability and fitness level.

Unlike routes developed elsewhere, the 95km network will link coastal townships, without the need to ride in busy traffic, and provides a choice of destination with options for overnight accommodation.

Parks Victoria has designated 50 kilometres of exciting and environmentally sustainable trails in the You Yangs. All trails are clearly sign posted and carefully designed to protect environmental values of the park. Due for completion in 2007, The Department of Sustainability and Environment and Parks Victoria are busily constructing another 50km network of sustainable, cross-country mountain bike trails in the picturesque Otway Ranges.
Walking

The appeal of both the rural and coastal landscape ensures the Bellarine is a popular area for walkers. There are three well known walking groups based at Drysdale, Portarlington and St Leonards respectively. Two other large walking groups regularly visitor The Bellarine. Walking groups have been established at the Christian College Bellarine campus and the Bellarine Secondary College.

The Walking More: Walking Safely Report, City of Greater Geelong, May 2004 has shown that walking is the most popular physical activity for residents in the area regardless of age, gender or ethnicity. The report indicates that 71.7% of residents walk for recreation, sport or fitness and that most walkers are likely to begin their walk from home. Community parks, sporting grounds and the beach are highly frequented recreational walking locales on The Bellarine. There is a demand from residents for more walking tracks with more trees and greenery. In the current Bellarine Strategic Plan walkers request an off-road route along Banks Road linking to the Bellarine Rail Trail.

The City of Greater Geelong recommends specific key actions in relation to future open space provision and development:

- Improving access to and developing new cycling and walking networks
- Development of off-road trails and linear linkages wherever possible
- Planning cognisant with commuter needs by linking linear open space networks with railway stations and other transport hubs

The development of the tracks and trails network will address the needs of residents and visitors on The Bellarine. This green commuter network provides a variety of tree-lined routes that are readily accessible in the townships. The interlinking trails connect to the Bellarine Rail Trail, recreation and reserve areas and offer the local community the requested route along Banks Road.

The diversity of routes provide options for bush walkers, hikers, recreational walkers, school children and also those with mobility issues who wish to enjoy the peace and quiet of the natural environment. Keen walkers are able to travel between townships and stop off at tourist destinations en route.

Victorian State Government promotes and development of policies and programs to encourage more people to walk.
Local Context

The Bellarine Peninsula covers an area over 250km² that consists of small farms, modest acreage lifestyle properties and attractive coastal townships. Coastal landscapes and some isolated inland areas are recognised for their significant environmental and biodiversity values.

Revegetation of quiet rural roads and unused roads within the farmed landscape will provide a continuous 95km network of wildlife corridors that link the coast, townships and rural Bellarine. These biological linkages will connect isolated areas of remnant vegetation and provide a major opportunity for the protection and re-establishment of the rich diversity of flora and fauna.

The majority of unused roads in rural Bellarine have no existing vegetation. The re-establishment of native vegetation will play an important role in addressing land management issues associated with soil and water. Buffering of harsh coastal winds, provided by revegetated tracks, will reduce crop damage and protect agricultural land from surface moisture evaporation and the loss of topsoil. Improving the condition of the rural environment will have a positive affect on the productive capacity of farmland.

In addition to the natural heritage value the rural heritage value, such as old homesteads and barns, traditional farming practices and the rural ambience of unsealed roads, is of equal significance.

The peninsula supports a range of productive industries. Local broad acre and small niche farmers produce a range of commodities using conventional and organic methods.

Tourism and recreation is an important contributor to the local economy. The combination and proximity of coastal resorts and unique rural landscape ensure the peninsula is a popular tourist destination and also a preferred place to live.

Over the past 10 years there have been significant developments and improvements in terms of streetscapes and visitor facilities to local townships. The assets associated with rural Bellarine are yet to be developed. A strategic network of connecting tracks and trails would provide opportunities for tourism in the rural area that is beneficial to the environment and farming viability.

The construction of ‘multi-use’ trails overseas, as shown in the West Pennine Moors Bridleway Strategy, 2006-2013, proves the economic benefit to the rural community from these developments.
**Strategic Fit**


This State Government Strategy is based on the development of Victoria’s trail system. Guidelines for trail development are:

- Individual and community health and wellbeing
- Protection of natural and cultural heritage
- Economic benefits to State or region

**State Government Tourism Campaign 2007 – “Come back down to earth”**

The State Government recognises the importance of the economic role of tourism on The Bellarine and encourages more visitors throughout the year to discover the regions “breathtaking natural beauty”.

**Consultation Draft – Rural Land Use Strategy 2007, City of Greater Geelong.**

Recent rezoning of the Bellarine Peninsula to Rural Conservation Zone (RCZ) recognises the uniqueness of the area and aims to:

- Protect and enhance the environment and rural landscape
- Support farming practices and farm-based tourism in rural areas

It also recognises that horse breeding, raising and training are legitimate rural activities that are generally suited to this zone.

**Bellarine Peninsula Strategic Plan 2006 ~ 2016, City of Greater Geelong**

Rural Community Vision – The Bellarine Peninsula is a highly productive and attractive place to live for those people wanting to be involved in agriculture and rural lifestyle.

The strategy identifies the need to:

- Manage natural habitats and promote biodiversity
- Protect legitimate farming practices and preserve the rural landscape
- Strategically placed buffer zones that provide recreational areas for towns
- Develop wildlife corridors linking wetlands and watercourse
- Improve access to local features
- Strengthen the local tourist industry
- Encourage environmental awareness

**Bellarine Peninsula Recreation and Leisure Needs Study – 2005, City of Greater Geelong**

- Pony Association of Victoria notes an annual growth in participation of equestrian club sports
- Pony Clubs on The Bellarine indicate a desire to upgrade facilities and advise of lack of open space
- To enable children to participate at Pony Club parents must float (drive) horses to club activities, events and training
- The community identifies a high priority need for further bicycle and walking tracks and for on/off-road connections to/from The Bellarine Rail Trail and individual towns – the most popular suggestion being along Banks Road

**City Hall – June 2006, Geelong City Council**

- “promoting the area’s rural aspect and investment in the equine industry by developing the peninsula into a horse industry hub”.

Bellarine Horse Riders Tracks and Trails Strategy – Version 1, May 2007
Current Tracks and Trails Provision on The Bellarine

At present, there are several roads and tracks on The Bellarine that are safe for horseriders. These, however, are isolated by busy roads and do not link current equestrian facilities with the rural areas where horses are agisted. Most of these routes have been surfaced with 40mm crushed rock, which is unsuitable for horses.

Some off-road routes for cyclists have been provided along the foreshore in coastal townships however roads with high traffic volume fragment them. All other recommended routes that traverse the Bellarine are classed as cycle ‘training’ routes. These consist of 100km/hr bitumen roads with gravel shoulders and have no cycle lane.

Apart from the Bellarine Rail Trail there are no off-road routes through rural Bellarine. Rural tracks surfaced with 40mm crushed rock are unsuitable for cyclists.

The ‘Bellarine Peninsula Recreational Needs Study’ shows strong support for the establishment of shared walking and cycling paths (74%). There is also strong support for directing bicycles off-road (71%) as opposed to on road.

Safety Issues

The increase in heavy commercial trucks and domestic traffic along with the increasing numbers of recreational horse riders, cyclists and walkers on the roads in the area is escalating conflict between users. Many horse riders and cyclists have raised concerns regarding their safety.

Policies developed by The Royal Society of Prevention of Accidents (RoSPA) should be considered in developing risk management strategies that address safety issues related to user conflict.

Current signage is inadequate as it is limited in existence and its current design does not advise drivers of hazards. Roads adjacent to large equestrian facilities display signs with a silhouette of a horse and rider and do not advise drivers to slow down and allow room when passing.

User Relations

Interactions between horseriders, cyclists and walkers on the Rail Trail have been positive. Effective liasing between horse riders, cycling groups and walking groups will actively promote ‘multi-use’ on designated trails for mutual benefit.

Railtrails Australia, which includes The Bellarine Rail Trail, provide strategies and a Code of Conduct for horse riders, cyclists and walkers sharing a trail. Parks Victoria has also designed a code for horse riders. These guidelines will be taken into consideration when developing a Code of Conduct for ‘multi-users’ of off-road tracks and recreational areas.

There are many successful ‘multi-use’ trails in existence overseas in particular the ongoing construction of ‘Bridleways’ in England. Strategies employed should be used for reference, in particular the Right of Way Improvement Plan 2000.
Consultation

Horseriding Groups

In response to specific issues and concerns that have been raised regarding the lack of safe recreational riding facilities for horseriders in the area, local equine enthusiasts have formed a group, Bellarine Horse Riders.

This group, formed in 2006, represents improved facilities and safer riding opportunities for horseriders of all age, ability and riding discipline.

Members of the group have instigated this strategy to provide a safe recreational horseriding network on The Bellarine that links the equine community, provides improved rural lifestyle opportunities and develops the area’s rural aspect.

With consideration to the areas of high horse density, location of pony clubs, public reserve areas and rural road infrastructure a series of routes with scenic rest areas has been formulated which provides the basis for this strategy.

Bellarine Horse Riders will:

- provide an on-going mechanism for local authorities to consult with horse riders in the area
- assist in the planning of the network to ensure its design and construction meets requirements
- assist in the development of ‘multi-user’ and risk management strategies
- provide input for marketing and promotion strategies
- assist in the promotion of environmental awareness and encourage respectful use of the trails

Cycle Groups

The Tracks and Trails strategy will, where possible, cater for a variety of ‘multi-use’ access requirements. In particular the ever-increasing demand for off-road cycling can be met in part by this strategy.

Consultation with local cycling groups will be required so as to address their requirements wherever possible and to provide input for strategies to avoid user conflict.

Disabled Groups

Provision will be made, where practically possible, for equity of access for those with mobility issues. Liaising with disabled groups will be required to ensure needs are well represented.

Walking Groups

The network of routes will provide opportunities for many of the current walking clubs, local residents and visitors to the area. Representation for this user group is essential, particularly in the initial design and construction phase to ensure adequate amenities and effective links to townships.
**The Strategy**

The goal of Bellarine Horseriders is for the implementation of the tracks and trails strategy over a 5-year period, between 2007 and 2012. The Schedule of Works outlines proposed time-scales for completion of each route Years 1-3 and 3-5 respectively.

The strategy proposes 14 key areas to achieve its aims and objectives:

- Drysdale Pony Club to Mannerim
- Mannerim to Swan Bay
- Swan Bay to St Leonards (rural)
- St Leonards (rural) to Coast
- St Leonards (rural) to Indented Head
- Indented Head (rural)
- Indented Head (rural) to Portarlington Pony Club
- St Leonards to Drysdale
- Curlewis to Corio Bay
- Swan Bay north to Point Lonsdale
- Point Lonsdale to Marcus Hill
- Marcus Hill to Buckley Park Reserve
- Recreation and Reserve Areas
- User access points and rest areas

An overview of proposed network is provided on map 24.

**Route Development Framework**

**Guiding Principles**

The challenge is to produce a high quality, sustainable and safe system of routes, which pass through scenic and varied landscapes for the benefit of those that reside in and visit The Bellarine.

The impact on both the natural and working environment must be carefully considered. Any disturbance to habitats and rural areas must be kept to a minimum. Well constructed, managed and maintained routes created with this in mind, need not cause undue disturbance to wildlife or farming and will address land erosion and water catchment issues.

An appropriate and sustainable surface that can cope with the expected level of use must be present or created at the outset. This will help minimise erosion problems and ensure maintenance costs are kept as low as possible.
Structured Approach

Where there appear to be constraints a range of mitigating measures will be investigated with a view to resolving and minimising conflict. The following criteria are to be considered in any proposed route:

- Existing low traffic unsealed rural roads. These should be used wherever possible. Any additional links that need to be created should preferably follow unused rural roads or utilise existing public trails. Where a concessionary route is required it should follow a fence line in order to minimise any impact on the landscape, environment and farming operations.
- Existing recreational areas. Where possible, the network should link with areas that have current parking and toilet facilities.
- Sporting tenants and other existing land usage (where applicable).
- Water catchment and raw water quality issues (where applicable).
- Localised erosion.
- Likely disturbance to existing/proposed agricultural activity.
- Disturbance or damage to biological heritage sites, key biodiversity habitats and species.
- Consideration of ‘no-go’ areas for horse riders and cyclists.
- Development and promotion of a code of conduct for horseriders and mountain bike riders.
- The safety of others with existing rights of access.
- Tourism potential and the capability to bring economic benefits to the rural area.
- Provision of opportunities for people with different needs and capabilities to enjoy access wherever possible.
- Long-term sustainability and maintenance.

Mitigating Measures for Route

Development Criteria

- Aim to use routes that limit conflict with traffic.
- Avoidance where possible of private dwellings.
- Use of appropriate design and construction techniques with consideration to environment and user groups.
- The adoption, where applicable, of current trail planning guidelines with the aim to provide sustainable surfaces and address user conflict.
- Inclusion of new routes into relevant authority’s annual maintenance programs.
- Recognised and agreed system for environmental impact assessments, in particular where route would incur significant construction and possible damage to habitats/species.
Implementation of the Strategy

Tracks and Trails Creation
The majority of the proposed routes involve modification of existing unsealed rural roads to accommodate a ‘multi-use’ trail. Other routes, that restrict motor vehicle access, will require the reopening of unused agricultural roads and trail development through reserve areas.

It is expected that the creation of the rural tracks and trails will be a time consuming process due to the variety of authorities and stakeholders involved. Efficient and effective communication will be required to ensure optimum time-lines for project completion, equal representation and positive outcomes for all stakeholders.

Current Legislation
- Unused Roads for Agricultural Uses
  An unused road is defined as a government road that was officially set aside for public traffic but never constructed or is no longer used. Local councils have the responsibility for managing government roads; however, licensing of unused roads resides with Department of Sustainability and Environment. Licences over unused roads for agricultural use can be issued for up to ninety-nine years however can be cancelled if a council requires the road to be reopened for traffic purposes.

- Concessionary Routes
  These routes provide access through private and public reserve areas where no set trail currently exists. Agreements with landowners and stakeholders are required along with a form of contract to protect the landowners’ rights.

Rural Tracks and Trails Design and Construction
In the construction of the tracks and trails the challenge is to provide safe and accessible routes for horseriders, cyclists, walkers and where possible those less mobile. Their design including furniture, routing and surfacing should take into account the requirements of each user but should not compromise its use by horses.

A variety of routes should be provided that add interest to experienced mountain bike riders and a challenge to horseriders and walkers whilst maintaining and appropriately enhancing the natural and cultural heritage. Liaison with users and landowners is essential during the design stage.

The development of a network of wildlife corridors will have a significant impact on the rural landscape and the natural and heritage values of The Bellarine. It is therefore a requirement to liaise closely with relevant environmental and conservation groups to provide action plans and guidance relating to sustainable land management of fragile landscapes, habitats and biological heritage sites.

Signage
Appropriate signage is essential for management and marketing of tracks and trails. A variety of signs will be required that identify route directions, promote respect for the environment and most importantly address road safety issues where conflict with traffic exists.

Strategies imposed in England by the Rights of Way improvement Plan, Act 2000 should be considered in the design, construction and management of routes.
Reserve Rides
Tracks and trails through reserves areas will provide user groups restricted access through areas of biological and cultural significance. These routes will enable users to appreciate local flora and fauna and must be carefully designed to limit impact on the environment and ensure sustainable land management. The majority of these routes will require horse riders to remove manure dropped by their horse. ‘Permit only’ access to these areas should be investigated.

Recreational Areas
The network will link existing pony clubs and public recreational reserve areas wherever possible. Current land management plans and policies are already in place but may be reviewed to include improved facilities and land management practices as required.

User Access Points and Rest Areas
The scope of the network will require access points and scenic rest areas along the routes. Access points must provide opportunities for car and horse float parking. Picnic benches, water troughs and horse holding yards should be constructed where appropriate. Access to toilet facilities should be considered. Scenic rest areas should provide picnic benches and small ‘holding yards’ to tie up horses. Information must be readily available in these areas:
- map of the routes,
- code of conduct,
- tourism guides
- Bellarine Railway train schedule
- educational brochures to promote environmental awareness.

Management
The majority of works required in this strategy involve modification of rural roads for leisure and the opening of unused roads. This will require physical improvements to surfaces, major revegetation programs, reducing the speed of traffic from 100km/hr, appropriate signage, and provision of a wider verge for horseriders and inclusion of a cycle lane. Liaison with relevant authorities, stakeholders and landowners will be required in the design stage and also to set agreements in place. Geelong City Council will lead the overall coordination for the delivery of the strategy.

Bellarine Horse Riders will act as an equine advisory group for the development and implementation of this strategy.

Representation from cycling, walking, Rail Trail and Landcare groups should be sought.
Resource Implications

Schedule of Works

The schedule of works (set out in the tables attached) identifies significant resources that will be required in order to implement this strategy. The City of Greater Geelong has an annual revenue budget for roads, footpaths, recreational reserves and infrastructure that will be required to make a contribution. Other resources from groups in partnership will need to be secured in order to ensure optimum development of the network. Government grants and available funding to promote tourism in the area must be explored.

Individual costing for works is to be ascertained and is subject to water catchment, biodiversity and construction considerations.

Maintenance and Monitoring

The existing Bellarine Rail Trail provides a practical example of trail construction and maintenance techniques. Many off-road routes however will not require surfacing to this extent and reference should be made to other ‘multi-use’ off-road routes in the You Yangs and Otways.

Maintenance is a key issue that requires resources for physical infrastructure maintenance. It may be necessary to appoint a dedicated ranger to manage and maintain the routes.

Maintenance work on tracks and trails can be divided into two types of work:

- Standard maintenance – the cost of maintaining routes can be kept to a minimum by regular checking and small-scale maintenance works, thus avoiding the need for more extensive restoration works at a future date. Work includes regular path inspection, replacement of waymarkers and educational brochures, trimming of overhanging vegetation and on-going revegetation programs.

More frequent monitoring and maintenance will be required in reserve areas and those with previous land management issues. This will ensure the routes are sustainable and that the natural and cultural heritage assets are conserved.

- Furniture/Track and Trail Restoration – where large-scale work is required such as surface repair, replacement of furniture (picnic tables and horse holding yards) and addressing land management issues.

Costs of maintenance will need to be addressed with ‘multi-user’, and Landcare groups and City of Greater Geelong.
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<th>Ref</th>
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</tr>
</thead>
<tbody>
<tr>
<td>T1</td>
<td>Bellarine Rail Trail Drysdale Pony Club to Mannerim</td>
<td>Open to horseriders, cyclists and walkers. Regular use by steam trains. Continues to Queenscliff. User conflict exists. Eastern side of track sometimes accessed by four-wheel drive vehicles and motorbikes.</td>
<td>Well-maintained trail alongside train tracks on western side. Uneven, unsurfaced trail with areas of soil erosion, noxious weeds/gorse and overhanging branches. Well vegetated both sides of trail.</td>
<td>Rural cross-country track 3m wide. Suitable for horses (to address user conflict). Horse access according to train schedules. *Prevent access by four-wheel drive vehicles and motorbikes.</td>
<td>Surface repairs to address potholes, rabbit holes and areas of soil degradation. Removal of noxious weeds and trimming of overhead branches. Horse/cycle stile to access Sheppards Rd. Scenic Rest Area and user access point at Mannerim Station. Signage.</td>
<td>TBA</td>
<td>Geelong City Council, Bellarine Rail trail Committee Landcare groups, multi-user groups.</td>
<td>TBA</td>
<td>Yr 1-2</td>
</tr>
<tr>
<td>T4</td>
<td>Sheppards Road –west section</td>
<td>Unused Road linking Rail Trail to Banks Rd. DSE grazing licence.</td>
<td>Road set aside by council but never used. Extends through open farmland. Existing gate to Rail Trail. Gate at Banks Rd recently removed and fenced off. No existing vegetation.</td>
<td>Rural cross-country track 3m wide. Suitable for horses, off road bicycles and able walkers.</td>
<td>Fencing on one side for whole length. Small bridge/crossing over Yarram Creek. Horse and bicycle style at both ends. Total revegetation project. Signage</td>
<td>TBA</td>
<td>Geelong City Council, DSE, Landcare groups, multi-user groups.</td>
<td>TBA</td>
<td>Yr 1-2</td>
</tr>
<tr>
<td>T5</td>
<td>Old Farm Road. (Unnamed Rd – Mannerim)</td>
<td>Unused Road. (between Swan Bay Rd and Banks Rd rail crossing) linking Banks Rd to Rail Trail.</td>
<td>Road set aside by council but never used. Extends through open farmland to eastern side of Rail Trail. Noxious weeds/gorse. No existing fencing, access or vegetation.</td>
<td>Rural cross-country track 3m wide. Suitable for horses, off road bicycles and able walkers.</td>
<td>Fencing. Horse and bicycle style at both ends. Removal of noxious weeds. Total revegetation project. Signage</td>
<td>TBA</td>
<td>Geelong City Council, DSE, Landcare groups, multi-user groups.</td>
<td>TBA</td>
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<tr>
<td>T6</td>
<td>Knights Road</td>
<td>Open, rural road. Links Banks Rd to Swan Bay. Crosses Queenscliff Portarlington Rd.</td>
<td>Gravel surface. Small farms. Occasional traffic and farm vehicles. Well vegetated in most parts. 40mm crushed rock surface in parts – not suitable for horses or cyclists.</td>
<td>Rural road. Suitable for vehicles, horses, cyclists and walkers. *Restrict vehicles to access only. Bay end of Knights Rd – no vehicle access. Restrictions will apply to multi-users</td>
<td>Surface repairs as required. Finer gravel to cover 40mm crushed rock. Removal of noxious weeds. Revegetation in parts to link existing isolated areas of remnant vegetation. Fence at Swan Bay end to restrict access to foreshore. Scenic Rest area. Signage.</td>
<td>TBA</td>
<td>Geelong City Council, Landcare groups, multi-user groups.</td>
<td>TBA</td>
<td>Yr 1-3</td>
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<tr>
<td>T7a</td>
<td>Sheppards Road – middle section</td>
<td>Open, rural road. Links Banks Rd to Queenscliff Portarlington Rd.</td>
<td>Gravel surface. Small farms. Occasional traffic and farm vehicles. Moderate flora and fauna. Noxious weeds/gorse. 40mm crushed rock at eastern end not suitable for horses or cyclists.</td>
<td>Rural road. Suitable for vehicles, horses, cyclists and walkers. *Restrict vehicles to access only.</td>
<td>Surface repairs as required. Finer gravel to cover 40mm crushed rock. Removal of noxious weeds and revegetation of western end. Signage.</td>
<td>TBA</td>
<td>Geelong City Council, Landcare groups, multi-user groups.</td>
<td>TBA</td>
<td>Yr 1-2</td>
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<tr>
<td>T7b</td>
<td>Sheppards Road – east section /bay end</td>
<td>Unused Road linking Queenscliff Portarlington Rd to Swan Bay and/or Burrows Rd.</td>
<td>Old farm track through open farmland. Fenced both sides but now unused. Existing gate at Queenscliff Portarlington Rd. Overgrown – blocked by fallen trees. Passes Burrows Rd and extends to Swan Bay. Significant flora and fauna.</td>
<td>Rural cross-country track 3m wide. Suitable for horses, off road bicycles and able walkers. *Restrictions will apply to multi-users. Horse riders remove manure</td>
<td>Sympathetic trimming of ‘blocking’ vegetation with minimal disturbance. Replace gate with horse/cycle style. Fence at Swan Bay end to restrict access to foreshore. Scenic Rest Area. Open access to Burrows Rd. Signage.</td>
<td>TBA</td>
<td>Geelong City Council, Landcare groups, multi-user groups.</td>
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<td><strong>Mannerim to Swan Bay continued.</strong></td>
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<tr>
<td>T8c</td>
<td>Andersons Road-bay end</td>
<td>Open farm track. Links Burrows Rd /Manifold Rd intersection to Swan Bay.</td>
<td>Rough farm track through open farmland. Occasional farm vehicles requiring access. Part fenced. Isolated patches of remnant vegetation.</td>
<td>Rural cross-country track 3m wide. Suitable for horse, off-road bicycles and able walkers. *Restrict vehicles to access only. Restrictions will apply to multi-users –horse riders remove manure.</td>
<td>Surface repairs to address potholes, rabbit holes and areas of soil degradation. Fencing on one side for whole length. Removal of noxious weeds. Revegetation in parts to link existing isolated areas of remnant vegetation. Fence at Swan Bay end to restrict access to foreshore. Scenic Rest Area. User access point. Signage.</td>
<td>TBA</td>
<td>Geelong City Council, Landcare groups, multi-user groups.</td>
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<tr>
<td><strong>Swan Bay to St Leonards (rural)</strong></td>
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<td>T9</td>
<td>Burrows Road</td>
<td>Part open rural track for access. Links Sheppards Rd to Manifold Rd.</td>
<td>Track used for access to rural lifestyle properties. Fenced both sides but for southern end where connection to Sheppards Rd is unopened. No existing remnant vegetation.</td>
<td>Rural cross-country track 3m wide. Suitable for horse, off-road bicycles and able walker. *Restrict vehicles to access only.</td>
<td>Establish connection to Sheppards Rd. Significant revegetation project to linking conservation areas. *Liase with landholders to ensure revegetation does not compromise bay views. Signage.</td>
<td>TBA</td>
<td>Geelong City Council, Landcare groups, multi-user groups.</td>
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<td><strong>St Leonards (rural) to Coast</strong></td>
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<td>T11</td>
<td>Grassy Point Road south – Harvey Road and Coatsworth Road</td>
<td>Open, rural road. Links Manifold Rd to Salt Lake. Crosses old St Leonards Rd.</td>
<td>Gravel surface and fencing. Rural lifestyle properties and high horse density. Occasional traffic and farm vehicles. Well, vegetated in most parts. 40mm crushed rock surface not suitable for horses or cyclists.</td>
<td>Rural roads -suitable for vehicles, horses, cyclists and walkers. *Restrict speed limit of vehicles</td>
<td>Surface repairs as required. Provide a wider verge/trail for horseriders. Finer gravel to cover 40mm crushed rock. Removal of noxious weeds. Revegetation to link existing isolated areas of remnant vegetation. Signage.</td>
<td>TBA</td>
<td>Geelong City Council, VicRoads, Landcare groups, multi-user groups.</td>
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<td>T12</td>
<td>Grassy Point Road north</td>
<td>Open, rural road. Passes Portarlington Reuse Facility, crosses Church Rd and links to Batman Rd.</td>
<td>Gravel surface and fencing. Rural lifestyle properties and high horse density. Occasional traffic and farm vehicles. Well vegetated in most parts. 40mm crushed rock surface not suitable for horses or cyclists.</td>
<td>Rural road -suitable for vehicles, horses, cyclists and walkers. *Restrict speed limit of vehicles</td>
<td>Surface repairs as required. Provide a wider verge/trail for horseriders. Finer gravel to cover 40mm crushed rock. Removal of noxious weeds. Revegetation in parts to link existing isolated areas of remnant vegetation. Signage.</td>
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<tr>
<td>T14</td>
<td>Batman Road east</td>
<td>Open rural road. Links to Simson Street.</td>
<td>Rough farm track. Fenced both sides. Rural lifestyle properties, small farms-high horse density. 4WD access only. Well, vegetated in most parts.</td>
<td>Rural cross-country track 3m wide. Suitable for horses, off road bicycles and able walkers. *Restrict vehicles to access only.</td>
<td>Retain rough surface. Removal of noxious weeds. Revegetation in parts to link existing isolated areas of remnant vegetation. Signage.</td>
<td>TBA</td>
<td>Geelong City Council, Landcare groups, multi-user groups.</td>
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<tr>
<td><strong>Indented Head (rural) to Portarlington Pony Club</strong></td>
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<td><strong>St Leonards to Drysdale</strong></td>
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<tr>
<td><strong>St Leonards to Drysdale continued</strong></td>
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<tr>
<td>T18</td>
<td>Old Farm Road (Unnamed Rd – Drysdale) * Vital link to bypass Drysdale town centre.</td>
<td>Unused Road, links Martins Rd to Andersons Rd. User conflict exists crossing Murradoc Rd (traffic speed &amp; volume). Council road never used. Rural lifestyle properties. Area of very high horse density. Extends through open farmland to eastern side of Rail Trail. No existing fencing, access or vegetation.</td>
<td>Rural cross-country track 3m wide. Suitable for horses, off road bicycles and able walkers.</td>
<td>Fencing. Horse and bicycle stile at both ends. Total revegetation project. *Appropriate ‘multi-user’ crossing over Murradoc Rd. Signage</td>
<td>TBA</td>
<td>Geelong City Council, VicRoads, Landcare groups, multi-user groups.</td>
<td>TBA</td>
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<tr>
<td><strong>Curlewis to Corio Bay</strong></td>
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<td><strong>Swan Bay north to Point Lonsdale</strong></td>
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<tr>
<td>T20</td>
<td>Concessionary route</td>
<td>No set trail exists. Link Burrows Rd to Queenscliff Portarlington Rd at Knights Rd intersection. Continues to meet Rail Trail</td>
<td>Open farmland extending to crown land foreshore. Public conservation zone at Swan Bay. Highly significant flora and fauna – Ramsar site</td>
<td>2m wide track. Suitable for horses, cyclists and walkers. *Restrictions+ will apply to multi-users. Passage through this area must be at a slow pace so as not to disturb fauna. Horse riders must remove all manure.</td>
<td>Track to run alongside existing farmland. Fence along Swan Bay to restrict access to foreshore. Opportunity to benefit environment -track construction specifically designed to address current issues with storm water run off, provide filtration for liquid pollutants and litter. Revegetation program as appropriate. Signage</td>
<td>TBA</td>
<td>Geelong City Council, Landcare groups, multi-user groups</td>
<td>TBA</td>
<td>Yr3-6</td>
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Bellarine Horse Riders Tracks and Trails Strategy – Version 1, May 2007
### Bellarine Rural Tracks and Trails Strategy 2007-2012

**Swan Bay north to Point Lonsdale continued**

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<tr>
<td>T21</td>
<td>Queenscliff Portarlington Road / Concessionary Route</td>
<td>Open, rural/urban road. Links Murradoc Rd to Rail Trail at Point Lonsdale. Crosses Andersons Rd, Sheppards Rd, Swan Bay Rd, Knights Rd and links to Yarram Creek Lane. User conflict exists.</td>
<td>Bitumen surface, gravel edges - subject to flooding. Numerous 'blind bends' from Knights Rd – Yarram Creek Lane. Listed cycle training route. Small farms. Moderate traffic inc trucks, farm vehicles. Good-moderate flora and fauna. Noxious weeds/gorse. User conflict exists++ *Road gazetted for future upgrade to highway status –extra road width available</td>
<td>Rural cross-country track 2m wide with cycle lane 2m wide. Suitable for horses, cyclists and walkers.</td>
<td>Acquisition of gazetted extra road width. Fencing whole length to run parallel to existing road on western aspect. Maintain and revegetate existing roadside corridor to link isolated areas of remnant vegetation. Development of 2nd corridor on west, parallel to existing (as per Rail Trail between Banks Rd and Andersons Rd) Signage.</td>
<td>TBA</td>
<td>Geelong City Council, VicRoads, Landcare groups, multi-user groups.</td>
<td>TBA</td>
<td>Yr3-6</td>
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<tr>
<td>T22</td>
<td>Yarram Creek Lane</td>
<td>Open, rural road. Links Queenscliff Portarlington Rd to Rail Trail and proposed Stockland recreational area at Lakers Siding.</td>
<td>Narrow, bitumen surface. Track used for access to rural lifestyle properties. Vehicle access blocked prior to Rail Trail. Some rubbish/rubble. Well vegetated in most parts.</td>
<td>Rural road –maintain status to vehicle stop sign. Rural track /unused bitumen rd from vehicle stop sign to Rail Trail. Suitable for horses, cyclists, walkers inc those with disability.</td>
<td>Surface repairs as required. Scenic rest area. Access to toilet facilities at proposed Stocklands recreation area. User access point. Removal of noxious weeds and rubbish. Revegetation in parts to link existing isolated areas of remnant vegetation. Signage.</td>
<td>TBA</td>
<td>Geelong City Council, Landcare groups, multi-user groups.</td>
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### Point Lonsdale to Marcus Hill

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<tr>
<td>T24</td>
<td>Cresswell Road to Clows Road</td>
<td>Open, rural roads. Links area of high horse density to Shell Rd and Stocklands rural zone.</td>
<td>Gravel surface and fencing. Rural lifestyle properties and small farms. Moderate/occasional traffic and farm vehicles. Well, vegetated in most parts.</td>
<td>Rural road -suitable for vehicles, horses, cyclists and walkers *Restrict speed limit of vehicles. Set tonnage limit.</td>
<td>Surface repairs as required. Removal of noxious weeds. Revegetation in parts to link existing isolated areas of remnant vegetation. Signage.</td>
<td>TBA</td>
<td>Geelong City Council, Landcare groups, multi-user groups.</td>
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<tr>
<td><strong>Point Lonsdale to Marcus Hill continued</strong></td>
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<tr>
<td>T25</td>
<td>Lagoon Road</td>
<td>Unused Road, links Cresswell Rd to Clows Rd through area of public land</td>
<td>Road set aside by council but now unused. Area of public land for water access runs along eastern edge of lagoon. Rural lifestyle properties. Area of very high horse density. Trail. Isolated wetland area in poor condition. Other vegetation scarce.</td>
<td>3m track. Suitable for horses, cyclists and walkers. *Restrictions will apply to multi-users. Horse riders must remove all manure)</td>
<td>Track to run alongside existing farmland. Fence along lagoon to restrict access. Opportunity to benefit environment - track construction to storm water run off, provide filtration for liquid pollutants and litter. Revegetation program to link wetland to future corridors. Signage</td>
<td>TBA</td>
<td>Geelong City Council, Landcare groups, multi-user groups</td>
<td>TBA</td>
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<tr>
<td><strong>Marcus Hill to Buckley Park Reserve</strong></td>
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<td>T26</td>
<td>Concessionary route</td>
<td>No set trail exists. Links Shell Rd, which has an existing cycle lane, to Lake Victoria and foreshore.</td>
<td>Rural lifestyle properties, small farms. Area of high horse density. Area of public land runs along eastern edge of lake. Lagoons and large areas of land extending to crown land foreshore. Several active shell grit quarries. Poorly vegetated with some isolated areas of remnant vegetation. Some collapse of dune area. Dune embankment contains highly significant flora and fauna.</td>
<td>Rural cross-country track 3m wide. Suitable for horses, off road bicycles and able walkers. *Restrictions will apply to multi-users and may be subject to tide and/or season. Passage along beach must be at a leisurely pace and below high water mark. Horse riders must remove all manure.</td>
<td>Track on east of lake alongside existing urban development. Track construction designed to address storm water run off. 2 access points through dune areas (use collapsed dunes in need of repair) to create loop via 1-2km of beach. Fencing as required to protect dune area. Dune restoration. Revegetation of proposed track to create wildlife corridors linking dunes, lagoon areas, Lake Victoria and 'multi-user' trails. Scenic rest areas. User access points. Signage. *Appropriate 'multi-user crossing over Bellarine Highway.</td>
<td>TBA</td>
<td>Geelong City Council, Landcare groups, multi-user groups</td>
<td>TBA</td>
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<tr>
<td><strong>Buckley Park Reserve to Collendina</strong></td>
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<td>T27</td>
<td>Concessionary route Links concessionary route T26 to outskirts of Collendina.</td>
<td>Well maintained fenced access point at 6W. Steps leading from parking facility to foreshore. Compact shell-grit surface. Dune embankment contains highly significant flora and fauna.</td>
<td>Coastal track. Suitable for horses, off road bicycles and able walkers. *Restrictions will apply to multi-users and may be subject to tide and/or season. Passage along beach must be at a leisurely pace and below high water mark. Horse riders must remove all manure.</td>
<td>Modification of access point to include 2m wide ramp through dune area to facilitate access for users. Fencing as required to protect dune area. Dune restoration as appropriate. Signage.</td>
<td>Modification of access point to include 2m wide ramp through dune area to facilitate access for users. Fencing as required to protect dune area. Dune restoration as appropriate. Signage.</td>
<td>TBA</td>
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<tr>
<td>R1</td>
<td>Drysdale / Leopold Pony Club</td>
<td>Recreation area adjacent to Lake Lorne and Rail Trail at Drysdale Station. Popular with walkers. Route used by children at nearby school. Used for training and events by pony club and adult riding club and local riders.</td>
<td>Undulating grassed recreation area. Grade 2 x-country course, show jumps, holding yards, water trough, clubhouse, toilet facilities and parking. Sparse vegetation. Area of high horse density.</td>
<td>Maintain current status. Open space recreational area. Suitable for horses, off-road bicycles, walkers and leisure activities.</td>
<td>Improvements to grounds and facilities in accordance with Drysdale/Leopold Pony Club. Revegetation program as appropriate. Signage.</td>
<td>TBA</td>
<td>City of Greater Geelong, Drysdale/Leopold Pony Club</td>
<td>TBA</td>
<td>Y2-3</td>
</tr>
<tr>
<td>R3</td>
<td>Portarlington Flora and Fauna reserve</td>
<td>Reserve area alongside Old Portarlington Racecourse. Links to Point Richards Rd and Ramblers Rd. Rarely accessed by walkers.</td>
<td>Reserve area in moderate-poor condition. Well vegetated with dense shrubbery and scattered trees. Area of dumped rubbish. Slashed path.</td>
<td>2m wide maze of trails meandering through reserve area to connect with old racecourse. Suitable for horses, off road bicycles and able walkers. *restrict access to trails only.</td>
<td>Develop trails. Route location subject to existing vegetation and surface requirements. Removal of rubbish. Revegetation program as appropriate. Scenic rest areas. Signage.</td>
<td>TBA</td>
<td>City of Greater Geelong,</td>
<td>TBA</td>
<td>Y2-3</td>
</tr>
<tr>
<td>Ref</td>
<td>Name</td>
<td>Current Status</td>
<td>Land Description</td>
<td>Proposed Status</td>
<td>Works Required</td>
<td>Costs</td>
<td>Lead Partners</td>
<td>Funding</td>
<td>Proposed Completion</td>
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<td><strong>Recreation and Reserve Areas continued</strong></td>
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<tr>
<td>R5</td>
<td>Portarlington Reuse Facility</td>
<td>190 hectare water treatment plant. Irrigates over 100,000 trees.</td>
<td>Large established tree plantation divided by tracks. Northern aspect houses treatment ponds and pumping station. Surrounded by cyclone fencing. Bounded by Coatsworth Rd, Grassy Point Rd and Church Rd. Area of high horse density.</td>
<td>Tracks and trails network through tree plantations. Link to adjacent roads. Suitable for horses, off road bicycles and able walkers.</td>
<td>Use of existing tracks with development of network of connecting trails. Alterations to fencing to restrict access to operational plant and ponds; and permit access for horses, cyclists and walkers via horse/cycle style. Scenic rest area. User access point. Signage.</td>
<td>TBA</td>
<td>City of Greater Geelong</td>
<td>TBA</td>
<td>Y2-3</td>
</tr>
<tr>
<td>R6</td>
<td>Salt Lake, St Leonards</td>
<td>Reserve area alongside Harvey Rd. Rarely accessed by walkers.</td>
<td>Lagoon and reserve area. Links to Harvey Rd. Well vegetated with dense shrubbery. Some rubbish.</td>
<td>2m wide trail circuit meandering through south of reserve. Suitable for horses, off road bicycles and able walkers</td>
<td>Develop trail. Route location subject to existing vegetation and surface requirements. Removal of rubbish. Revegetation program as appropriate. User access point. Signage.</td>
<td>TBA</td>
<td>City of Greater Geelong</td>
<td>TBA</td>
<td>Y2-3</td>
</tr>
<tr>
<td>R7</td>
<td>Old Drysdale Waste Site</td>
<td>Disused landfill site. Links to Old St Leonards/Founds Rd User conflict exists - noise and odour from neighbouring waste disposal operations and quarry activities</td>
<td>Sloping site. No facilities. No existing remnant vegetation.</td>
<td>Future use as multiple facility equestrian centre. Consideration of racehorse training track in early development stage.</td>
<td>Stage 1 - Major landscaping and revegetation project to reduce noise, odour and litter carried in strong winds. Stage 2-Development of facilities for equine hub.</td>
<td>TBA</td>
<td>City of Greater Geelong</td>
<td>TBA</td>
<td>Y1-2 landscaping, Y3-5 facilities</td>
</tr>
<tr>
<td>R8</td>
<td>Stocklands on Rail Trail – Lakers Siding</td>
<td>Future recreation area links to Rail Trail and Queenscliff Portarlington Rd</td>
<td>4 acre parcel proposed for community recreation. Open grazing land. No existing remnant vegetation.</td>
<td>Open space recreational area. Suitable for horses, off-road bicycles, walkers and leisure activities. Possible training area for new pony club.</td>
<td>Landscaping and revegetation program. Scenic rest area. User access points. Pony Club facilities subject to proposal acceptance of are R9 (see below)</td>
<td>TBA</td>
<td>City of Greater Geelong</td>
<td>TBA</td>
<td>Y2-3</td>
</tr>
<tr>
<td>R9</td>
<td>Stocklands Pony Club / Equestrian Centre</td>
<td>Proposal for use of rural zoned land to accommodate demand for new pony club. Links to concessionary Stockland route from Point Lonsdale to Marcus Hill</td>
<td>Stockland ‘rural farming zone’, Area under development. Rural lifestyle properties, high horse density. Proposed housing development to east. Grazing land with areas of wetland in poor condition. Other vegetation scarce.</td>
<td>Open space recreation area with facilities as per Drysdale Pony Club. Consideration to Polo Club. Suitable for horses, off-road bicycles, walkers and leisure activities.</td>
<td>Landscaping and revegetation in accordance with site development</td>
<td>TBA</td>
<td>City of Greater Geelong</td>
<td>TBA</td>
<td>Y2-3</td>
</tr>
</tbody>
</table>
## Recreation and Reserve Areas

<table>
<thead>
<tr>
<th>Ref</th>
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<th>Proposed Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>R10</td>
<td>Barwon Heads and District Pony Club</td>
<td>Open space recreation area. Popular Pony Club training and eventing ground. Used for training by local riders. Adjacent to sporting grounds.</td>
<td>Location prevents link to network. Grade 2 x-country course, show jumps, toilet facilities and parking. Sparse vegetation.</td>
<td>TBA</td>
<td>TBA</td>
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<td>City of Greater Geelong</td>
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<tr>
<td>R11</td>
<td>Moolap Pony Club</td>
<td>Open space recreation area. Popular Pony Club training and eventing ground. Links to Rail Trail between Coppards Rd and Bellarine Highway. Grade 2 x-country course, show jumps, toilet facilities and parking. Sparse vegetation.</td>
<td>Maintain current status. Open space recreational area. Suitable for horses, off-road bicycles, walkers and leisure activities.</td>
<td>Improvements to grounds and facilities in accordance with Moolap Pony Club. Revegetation program as appropriate. Signage.</td>
<td>TBA</td>
<td>City of Greater Geelong, Drysdale/Leopold Pony Club</td>
<td>TBA</td>
<td>Y2-3</td>
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</tbody>
</table>

## User Access Points and Scenic Rest Areas

| A1 | User Access Points | Access points provide opportunities for car and horse float parking. Picnic benches, water troughs and horse holding yards should be constructed where appropriate. Access to toilet facilities should be considered. Horse manure must be removed in these areas. Provide educational brochures to promote environmental awareness. |
| A2 | Scenic Rest Areas | Scenic rest areas should provide picnic benches and small ‘holding yards’ to tie up horses. Horse manure must be removed in these areas. Provide educational brochures to promote environmental awareness. |

## Equestrian Training Centres

| R12 | Koombahla Park Riding School | Professional horse riding centre that provides tuition, coaching, horse education, holiday programs, pleasure rides, riding for the disabled and horse agistment. |
| R13 | Wallington Park Equestrian Centre | Professional horse riding centre that provides tuition, coaching, horse education, holiday programs, pleasure rides, ‘riding for the disabled’, horse agistment and horse and rider accommodation. |
| R14 | D Simons Horse Training Centre | Accredited horse and rider education centre that focuses on ‘natural horsemanship’. Provides weekend training camps. |
| R15 | Crystal Park Equestrian Centre | Horse agistment centre that provides training and hosts regular equine events. |
| R16 | Moke Manor | Bed and Breakfast rural ‘getaway’ that also provides horse agistment. |
| R17 | Spray Farm | Historic homestead and Vineyard. Hosts numerous concerts and festivals including International Horse Trials that traditionally attract many elite competitors from home and abroad to compete for a share of the $35,000 prize pool. The equestrian component includes dressage, showjumping and cross-country events. |
| R18 | Skyes Equestrian Centre | Professional horse riding centre that provides tuition, coaching, horse education, holiday programs, pleasure rides along Bellarine Rail Trail and horse agistment |

Bellarine Horse Riders Tracks and Trails Strategy – Version 1, May 2007