



Coldstream Station Master Plan

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EXECUTIVE SUMMARY

Coldstream Station is a 2.7 hectare parcel of land that sits on the western edge of Coldstream township. The land is owned by Victrack and lay largely un-used between the early 1990s (when trains ceased to run on the line to Coldstream) and 2019. In 2019 the first stage of the Yarra Valley Trail was completed. The trail follows the former railway alignment, including passing through the Coldstream Station site. The trail currently links Lilydale to Yering via Coldstream. It will connect to Yarra Glen within a few years, with plans for connections to Healesville and beyond in the future.

The Coldstream Station site forms part of the area leased by Yarra Ranges Council from Victrack for the development of the Yarra Valley Trail. As a part of this lease, Yarra Ranges Council now has full management and maintenance responsibility for the whole site. The trail itself has a relatively small footprint within the site, running along the eastern boundary. The remainder of the site presents an opportunity to provide additional public open space for community use.

The Coldstream Station site includes some remnants of its former uses, including the station platform and a railway freight siding. The site also contains a range of scattered trees, including indigenous and exotic species.

The master plan recommends the development of facilities at site that are complementary to both the Yarra Valley Trail and the local community. The proposed facilities are:

- A **shelter with picnic tables and public toilet facilities**, which are intended to be used as a rest stop for trail users, as well as a focus for users of other facilities proposed for the site.
- A **sealed 'pump track'** (a circuit of mounds and berms designed for bicycle use, but also able to be used by other wheeled devices including scooters and skateboards). This proposal builds upon observed existing informal BMX use of the site by local children. It is proposed that the facility be designed to allow use by a wide range of users, including cyclists using the Yarra Valley Trail and locals of all ages.
- A mown **lawn** area. The proposed lawn creates a space large enough for a wide range of recreation activities, including ball-kicking, picnics, and kite flying. The lawn is slightly elevated, providing views across the surrounding farmland to the west.
- A **natural area** to be revegetated with indigenous species, building upon existing patches of vegetation. The space will include a network of **informal walking trails** offering a more natural experience.
- An **unsealed car park** at the northern end of the site for 30 vehicles, providing easy access to the site facilities.
- The master plan also supports the construction of a **shared path link** from the site to central Coldstream (a distance of approximately 600m), but these works are beyond the scope of this master plan.



INTRODUCTION

In 2019 the first stage of the Yarra Valley Trail opened, running along the former rail alignment between Lilydale and Yering. The trail has been developed by Yarra Ranges Council (YRC) on land leased from Victrack. As a part of the lease agreement relating to the trail, YRC is now also responsible for the maintenance and management of the Victrack land parcels that were the former station sites of Coldstream and Yering.

The Coldstream Station site is approximately 2.7 hectares in size as is located on the western edge of the Coldstream township. The site presents an opportunity to provide additional public open space for use by the community. This master plan document investigates the site conditions and context, identifies opportunities for developing the site into a recreation facility, and presents recommendations for the development of the site.



A photograph of the Coldstream Station site, including the Yarra Valley Trail running alongside the tracks retained from the railway siding.

STRATEGIC CONTEXT

The following is a summary of key relevant strategic documents that need to be considered as a part of the master plan process.

Coldstream Structure Plan 2016

The vision for Coldstream identified in this plan is:

In 2040 Coldstream will be:

- *A contained township, with commercial uses serving the day to day needs of the local community, coupled with a range of specialist commercial activities serving the tourism market accessing the wider Yarra Valley region.*
- *A township with inclusive, vibrant, active and highly utilised and patronised community facilities (including kindergarten, school, sporting clubs and social groups etc)*
- *A vibrant, inviting, attractive and clean township with well-designed, 'green' streetscapes and pedestrian connections linking community gathering nodes.*
- *A township with safe vehicle access.*

The plan recommends the construction of the Yarra Valley Trail (now completed) under the theme 'Enhance Coldstream's presence and regional connectivity'. The strategy does not provide specific direction regarding the Coldstream Station site.



Yarra Ranges Council Vision 2036

The following are extracts from this vision document of particular relevance to this project.

We inspire people to create a better future

At the heart of our vision is an authentic desire to listen to our community and respond to their needs and aspirations. We are visible and communicate clearly and honestly.

In 2036 Yarra Ranges is a wonderful place to live, and also a world-class destination for visitors and investors who make a significant contribution to prosperity within the region.

Yarra Ranges' natural beauty, stunning landscapes and reputation for exceptional local produce is enhanced, and has a significant influence on decisions made regarding growth and development in the region.

A focus on responsible eco-tourism projects, access to digital services/networks/infrastructure and balanced economic development has enhanced the region's reputation and improved quality of life for all.

Advocacy for innovative and state of the art transport solutions has improved access to important community services, new and upgraded facilities and infrastructure and jobs.

Our local planning approach enables us to recognise that each community is unique, and enables us to embrace the diversity and strength of local communities and support their health, safety and wellbeing needs.

People actively participate in recreational and cultural activities using the facilities and activities developed for all ages and abilities.

Council Plan 2017-2021

The Council plan calls for the development and implementation of a *'Health and Wellbeing Strategy with a focus on healthy eating, active living, reducing family violence, improving mental health and access to service and community, healthy ageing and Indigenous health.'*

The Coldstream Station site offers the potential to contribute to community health and wellbeing through the creation of new opportunities for active and passive recreation.

Health and Wellbeing Strategy 2017-2021

The Health and Wellbeing Strategy identifies three key focus areas:

- Water - everyone's drink of choice
- Walking - the way to go
- Indigenous health - close the gap

The Coldstream Station site is located on a shared path that connects Coldstream to Lilydale (a distance of 3 to 4 km), and that will ultimately also connect to Yarra Glen and Healesville. The presentation of the Coldstream site and the facilities provided there have the potential to positively contribute to the desirability of active transport modes, including walking.

Recreation and Open Space Strategy 2013-2023

The Coldstream Station site is a new open space opportunity that was not specifically identified in this document. However, the Recreation and Open Space Strategy (ROSS) does provide broad scale guidance relevant to this project, as well as strategies and actions for the Coldstream area.

Key goals of the ROSS include:

- *Quality and diverse sport and recreation facilities, parks and community spaces*, achieved by:
 - adopting *principles to maximise use of reserves and shared use facilities in master planning and building projects.*
 - Identifying opportunities to diversify open space functions or settings to offer greater variety in recreation opportunities.
- *Activate our community spaces*, achieved by:
 - Designing *spaces that encourage enhanced activity, social experiences and events in public spaces that include all people in a community.*

For the Coldstream, Gruyere and Yering area (identified as Precinct B in the ROSS), it is identified that *'there is a need to improve the quality of existing open space... to improve diverse recreation for residents'*.



One of the strategies for this precinct is to *'improve the quality and diversity of recreation opportunities at local social recreation parks'*, which there is the opportunity to directly address in master planning for the Coldstream Station site.

Playspace Plan 2019-2029

This plan recommends that Yarra Ranges Council *'provide a diversity of well-maintained playspaces that consider the natural beauty, unique natural environment and cultural features of the region as part of their design. These playspaces will be well utilised by residents and visitors and therefore valued by the community as a whole.'*

The Playspace Plan also identifies a number of areas beyond traditional swings and slides that should be considered in play space development, including nature-based play and multi-generational play.

Equity, Access and Inclusion Strategy 2013-2023

This strategy identifies that inclusion of people with disability in all aspects of community life is a human right that also brings many social, cultural and economic benefits to the whole community. In particular, it identifies that Council facilities (including anything developed at the Coldstream Station site) must be accessible to everyone within the community.

Child and Youth Strategy 2014-2024

This strategy identifies the need for Yarra Ranges to be a place where every child and young person can thrive, reach their potential and actively participate in decision-making. This includes the need to provide adequate infrastructure to meet the needs of children, young people and their families.

In addition to this strategy Yarra Ranges also has a *Youth Strategic Action Plan*. The plan includes 5 broad goals relating to health, relationships and employment.

One of the strategic actions under the health goal is:

Advocate for, and influence the consideration of, young people in the creation of spaces to ensure that they are youth friendly.

Provide opportunities to include young people in the planning, design and development of Council facilities and spaces. Youth Ambassadors and Indigenous Trainee to be involved in the process.

And under the relationships goal:

Promote and facilitate young people's engagement and connection in their community.

Deliver place based youth programs and initiatives that connect young people to their local community such as holiday programs, youth events, arts and cultural activities.

The Coldstream Station site offers the opportunity to provide new infrastructure to meet the needs of children and youth. There are also opportunities for youth to be involved in both the decision-making processes relating to the facility planning, as well as the programming and activation of it upon completion.

Creative Communities Strategy

This strategy recognises the cultural history of the Yarra Ranges (including pre and post-colonial aspects) and proposes that this be nurtured through engaging the community in cultural development.

The strategy notes: *'With an identified desire for increasing involvement of community, the key role of creativity and culture in shaping place and the importance of economy in our lives, we have identified three strategic areas that align with State and Federal initiatives and will guide out actions over the next 10 years. These are:*

- *People and Experience - a community active in shaping extraordinary cultural experiences*
- *Production and Industry - thriving creative industries attracting creative people*
- *Place and Environment - putting culture and creativity at the heart of our places.'*

SITE CONTEXT & HISTORY

Coldstream Station is located just to west of the town of Coldstream (refer to Figure 1). The station site is approximately 380 metres long and 70 metres wide, creating a parcel of around 2.7 hectares. It is located 600 metres from the Maroondah Highway, with which it runs parallel. The highway forms the spine of Coldstream and the main access route in an out.

Coldstream Station is the site of a former railway station on the Lilydale to Healesville line. The railway played an important role in the life of Coldstream for over 100 years until the line was permanently closed. Figure 3 provides a timeline of the history of the site.

Today, the site retains remnants of the former railway use, as can be seen in the photographs on this page. These include the station platform and railway tracks that were used as a railway siding. The siding was used to deliver superphosphate fertiliser to the shed that still exists on the eastern edge of the site.

In 2019 Council entered a 10 year community lease for the Victack railway corridor land including all of Coldstream Station land. This allowed the construction of the first stage of the Yarra Valley Trail, completed in 2019. This shared path runs along the former railway alignment and links Coldstream with Lilydale.

Lilydale Station (which is still a part of the metropolitan rail network) is 3.8km to the south of the Coldstream Station site, which is less than an hour's walk, or 15 minutes at a modest pace on a bicycle. A similar distance to the north is the former Yering Station site, which is the current extent of the Yarra Valley Trail.



Existing conditions photographs at the Coldstream Station site, including the Yarra Valley Trail running alongside the tracks retained from the railway siding (top), the remnant station platform (middle), and the northern edge of the site where it is bounded by Station Street (bottom).

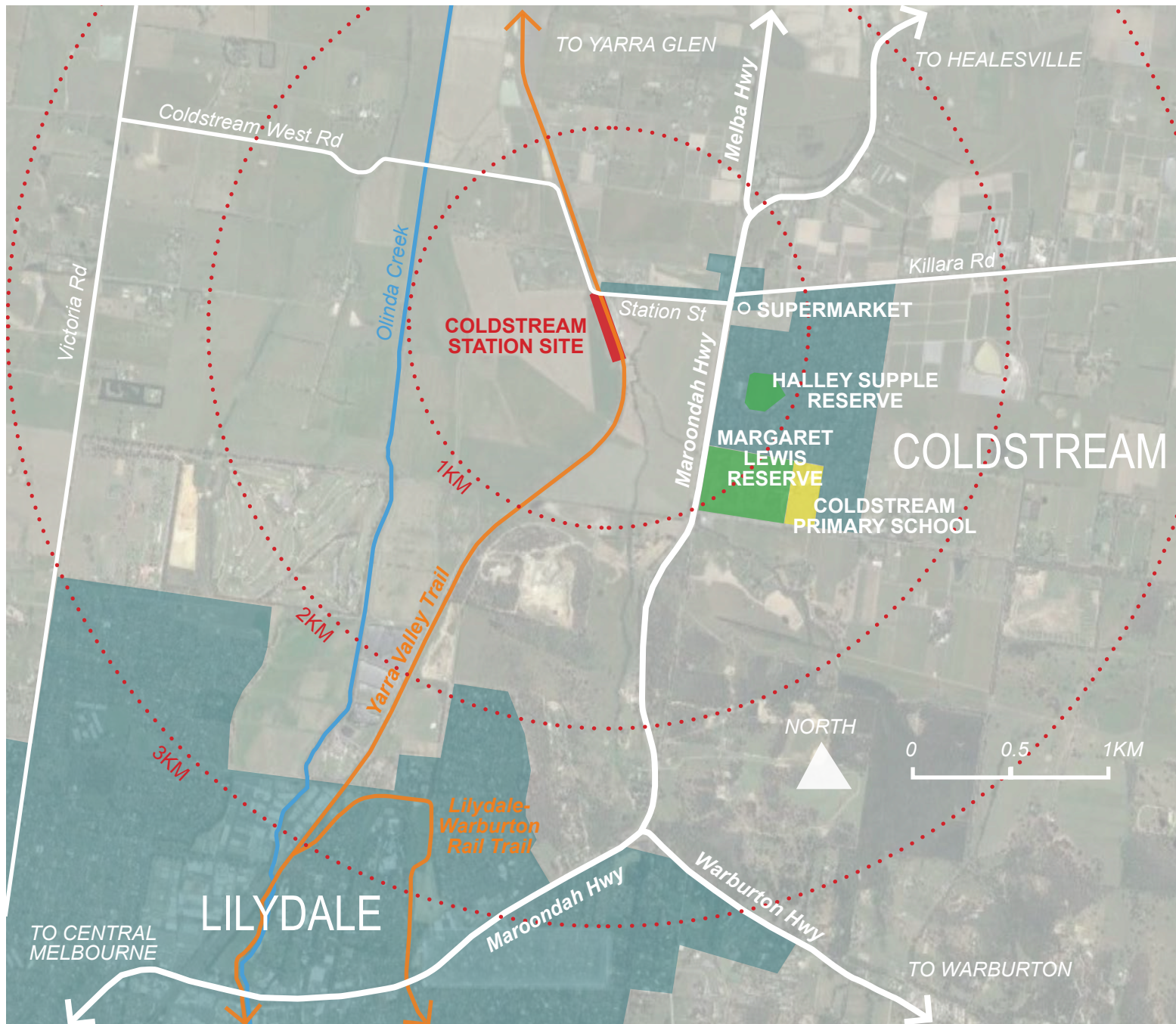


FIGURE 1
Site context map

The continuation of the trail to Yarra Glen will be completed within a couple of years (these works are already funded and the plans are well advanced). Planning is also underway for the Yarra Valley Trail to also link to Healesville and then to create a loop by joining up with the eastern reaches of the existing Lilydale to Warburton Rail Trail.

As can be seen in Figure 2, the Yarra Valley Trail runs along the eastern edge of the station site, following the former alignment of the railway tracks. To the west of the trail, the majority of the site currently has no defined purpose. There is a small informal car parking area abutting Station Street at the northern end of the site. There are also informal tracks through the site, including evidence of the construction of some modest jumps and berms for bicycle use, presumably by local children or teenagers.

Regarding the site topography, the site contours can be seen on figure 2. The site is generally higher on the western edge, sloping down (or stepping down in the case of the station platform) to the east. There is evidence that the western part of the site has been filled in the past, as parts of the western edge are elevated above the adjacent farmland.

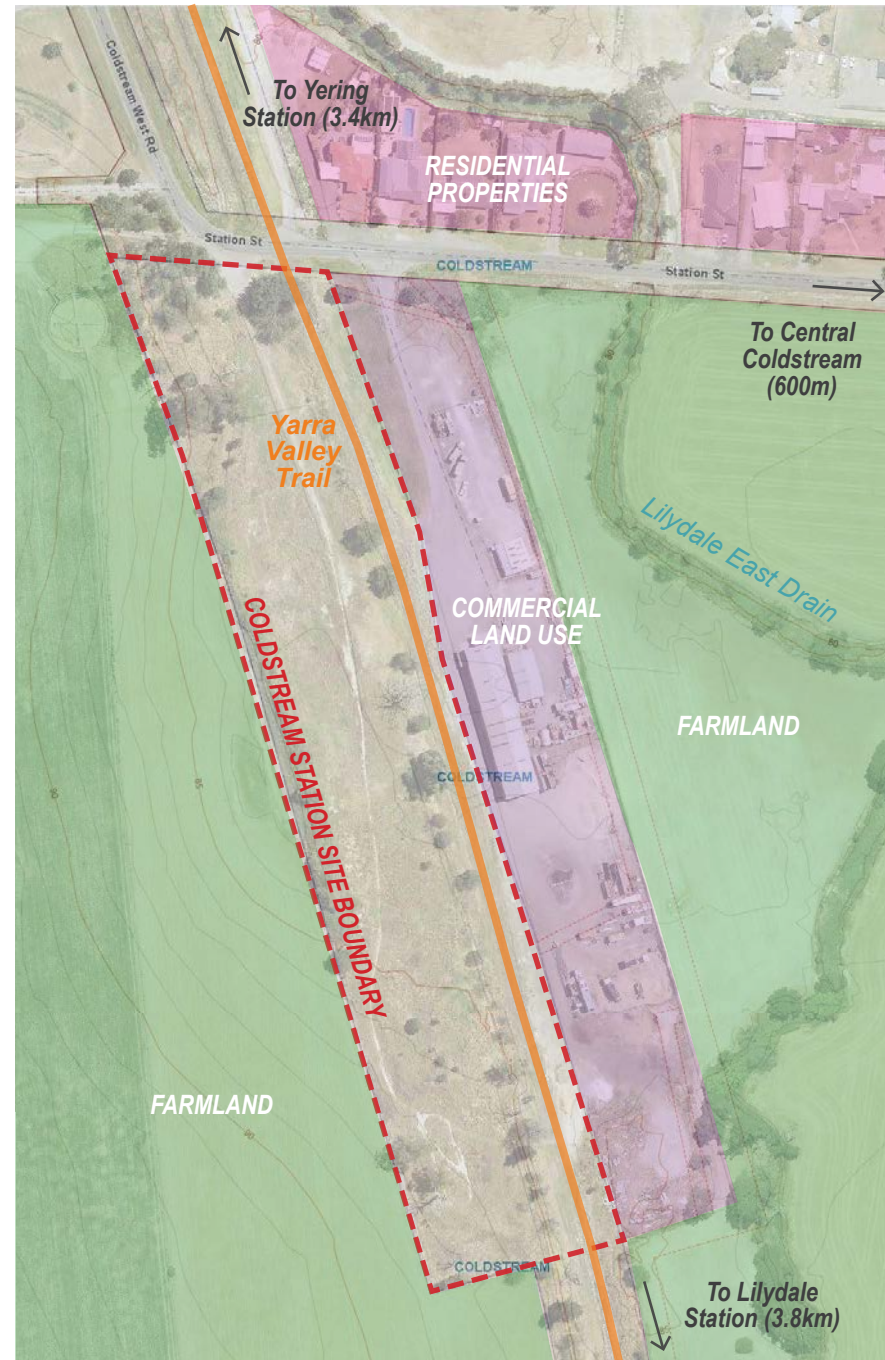


FIGURE 2
Site extent & existing conditions

FIGURE 3
Site history timeline

1889

2019

The Lilydale to Healesville Railway officially opened in 1889, with Coldstream being one of the 6 stations on the route (Lilydale, Coldstream, Yering, Yarra Glen, Tarrawarra, Healesville).

The land around Coldstream was developed for agricultural purposes as the European population spread out after Melbourne was founded in 1835.

The traditional owners of the land are the Wurundjeri, who have lived on this land for thousands of years.

Images from the 1930s (above) show modest station buildings, and facilities for the loading and unloading of goods. Steam trains continued to be used on the line until the mid 1960s.



Top: A steam passenger train at Coldstream Station in the 1930s. (Image: Yarra Ranges Regional Museum Collection)

Bottom: The Coldstream Station buildings in the 1930s. (Image: C Henshaw, Museums Victoria collection, <https://collections.museumvictoria.com.au/items/795743>)

Passenger services ceased on the Healesville line in 1980, but goods trains continued delivering superphosphate fertiliser to Coldstream until the early 1990s.



Top: The Coldstream Station platform in 1979, the year before passenger services ceased on the Healesville line. (Image: Weston Langford www.westonlangford.com)

Bottom: This 1979 photograph shows a freight train and the siding where fertiliser was unloaded. (Image: John Dare)

Although still reserved for railway use, the station land and most of the rail corridor was largely un-used between the early 1990s and 2019, when the first stage of the Yarra Valley Trail opened.



The Coldstream Station site in 2018, prior to the construction of the Yarra Valley Trail through the site. The trail has been built along the railway alignment, requiring the removal of the majority of the railway tracks, but the station platform remains.

DEMOGRAPHIC ANALYSIS

Population

The 2016 census recorded the suburb of Coldstream as having a population of 2,164. The population of the Coldstream area has been very stable in recent years. The Estimated Resident Population of the area has only increased by more than 1% once in the past 7 years (and has been negative for 2 of those years), while Victorian state average is growth of approximately 2.5% every year.

Coldstream is not identified as an area for urban growth in *Plan Melbourne 2017-2050*, as demonstrated in figure 4. The Urban Growth Boundary tightly encircles the current Coldstream township, and retains a gap between it and Lilydale to the south and Yarra Glen to the north. Coldstream will therefore retain its identity as a separate township in the medium to long term.

While the population of Coldstream is relatively low, there are larger urban areas in close proximity. This includes Lilydale and Chirnside Park (with 2016 populations 16,531 and 9,872 respectively).

Age

The 2016 census showed the residents of Coldstream as having a median age of 37 (the same as the Victorian median). Figure 5 shows the age breakdown of the population, including:

- significantly higher proportions of people in the 0-14 and 50-64 categories than the state average
- significantly lower proportions of people in the 15-24 and 75+ categories than the state average.

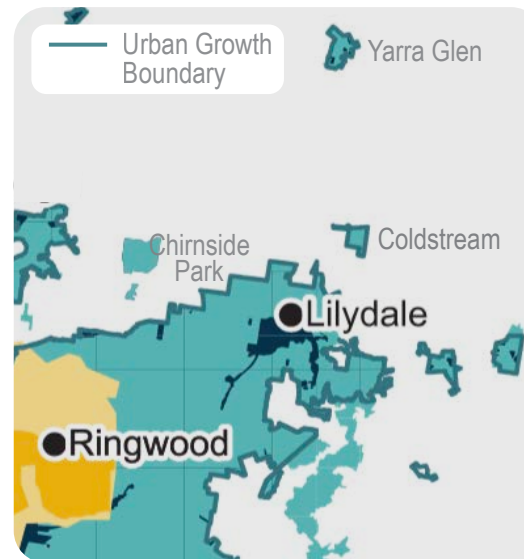


FIGURE 4

Urban growth planning (source: adapted from Plan Melbourne 2017-2050)

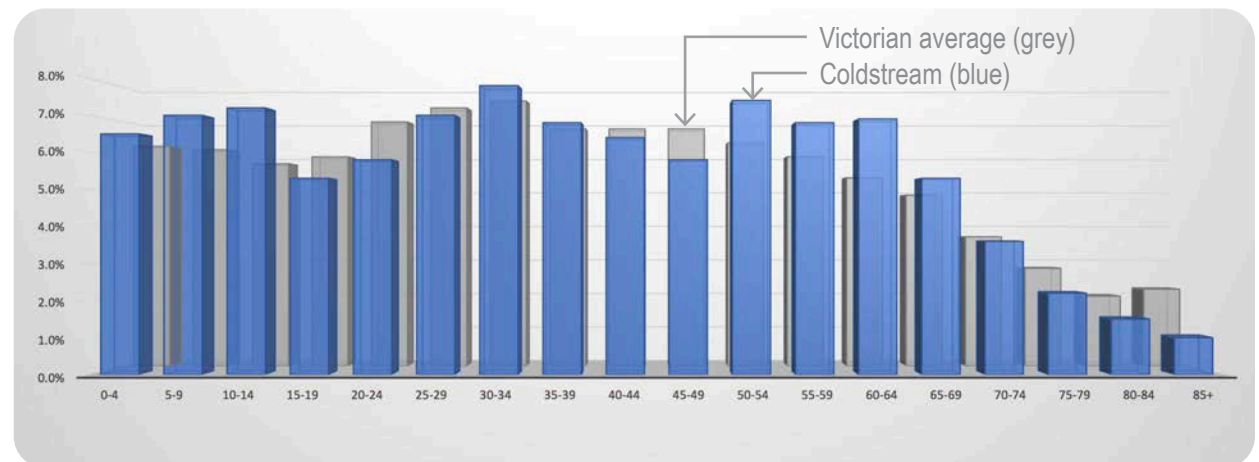


FIGURE 5

Population by age (source: ABS, 2016 census)

Ethnicity

The 2016 census recorded Coldstream as having a comparatively low ethnic diversity. 83.3% of the population was born in Australia (compared to the Victorian average of 64.9% and the Australian average of 66.7%). Of those not born in Australia, people were born in:

- England (4.9%)
- New Zealand (1.2%)
- Netherlands (1.0%)
- Scotland (0.8%)
- Italy (0.6%)

Education & employment

The 2016 census recorded a lower number of tertiary-educated people in Coldstream (11.3% of the population with a bachelor degree or above), compared to the Victorian State average (24.3%).

The most common occupation category for residents of Coldstream is 'Technicians and Trades Workers' (21.1%, compared to the Victorian average of 13.1%) while 'Professionals' account for 10.9% of the Coldstream population, compared to the state average of 23.3%.

Transport

The 2016 census recorded a higher number of people who travelled to work by car to work than the Victorian average (77.7% compared to 68.3%).

Analysis & implications

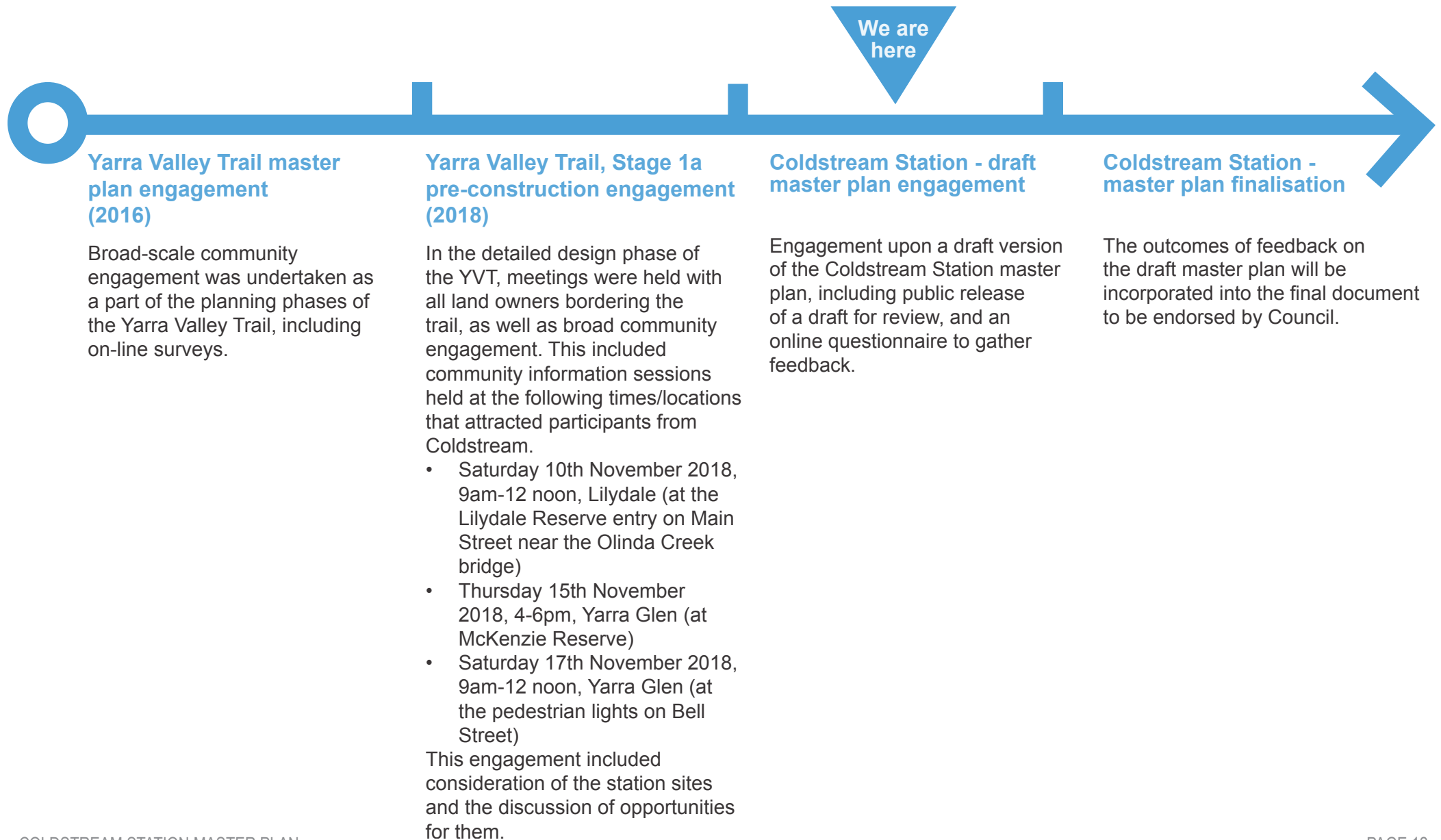
Analysis of population data reveals Coldstream to have many of the characteristics of a country/rural location compared to its close urban neighbours. This includes low ethnic diversity, relatively low numbers of professional occupations, and high levels of private vehicle use (with correspondingly low levels of public transport use and active transport modes).

The age data suggests that the area is home to a higher-than-average number of young families and people approaching or reaching retirement age. These two groups are both typically frequent users of open space assets and paths and trails (which are both of high relevance to the Coldstream Station site). Young families use them for children's play and recreation, while the older group often take up forms of exercise such as walking when they cease to be as active in their other day to day routines.

The Yarra Valley Trail opened in 2019, linking Coldstream with Lilydale via an off-road shared path. Previously there was no off-road route between the two, despite the relatively short distance. The opening of the trail has the potential to create positive opportunities for the residents of Coldstream, and change some of the data examined here. Potential changes include:

- a reduction in car dependency, based upon the availability of a safe and convenient walking/cycling route that links directly to public transport.
- an increase in tourism-related activity based upon visitors coming via the trail. While Coldstream doesn't feel far enough away from the suburbs for people travelling by car, people will have a different perception of the place when arriving on foot or by bicycle.

COMMUNITY ENGAGEMENT



SITE OPPORTUNITIES

The opportunities associated with the Coldstream Station site work at a number of different scales, as indicatively illustrated in figure 6. One of the challenges for this site is finding uses that provide benefits across these scales.

Local scale

While the site has long been used informally by local residents, this master plan seeks to formalise this as a new public open space for use by local residents. This new open space needs to relate to, and build upon the opportunities provided by existing open space assets within Coldstream.

The main existing public open space assets within Coldstream are summarised below (and are identified in the figure 1 context map):

- Halley Supple Reserve (approx 3.8 hectares)
 - Football/cricket oval
 - Cricket nets
 - Netball courts
 - Tennis courts
 - Local-scale play space
 - Small scale skate park
- Margaret Lewis Reserve (approx 12.2 hectares)
 - Large areas of passive recreation parkland
 - Local-scale play space
 - Picnic shelter & electric barbecue

Both are located on the eastern side of the Maroondah Highway, in close proximity to the majority of the residential population of Coldstream. Together they are likely to meet most of the active and passive recreation needs of the Coldstream community, and are conveniently located to do so.

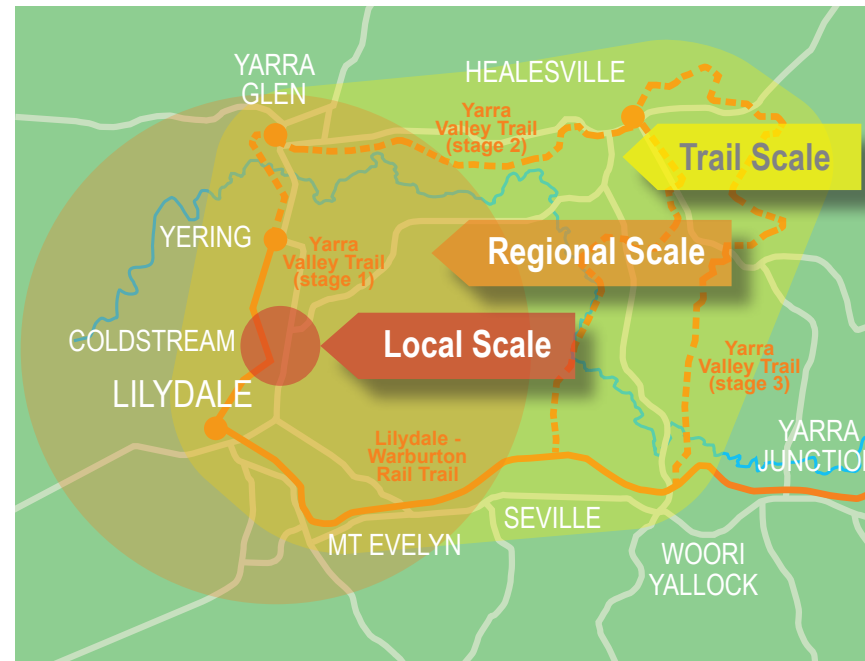


FIGURE 6
Scales of opportunity
diagram

As previously noted, the site is currently used informally by local residents. There is the option of developing the site in a way that retains and encourages these uses, for which there is already some demonstrated demand. The observed informal uses of the site currently are:

- Tracks and trails exist around the site, including walking trails where local residents have been observed walking dogs. Informal walking tracks should be considered for inclusion in the development of the site.
- There are also some informal tracks and trails that include jumps and berms (of a scale that suggests they have been constructed by children for bicycle use). There is the potential to create facilities to formalise this kind of use, particularly given the presence of a bicycle trail now running through the site.

Regional scale

Coldstream is located in close proximity, and is well connected to other larger population centres, particularly Lilydale. Facilities provided at Coldstream could be of interest to this larger group of users, if the facilities were unique or of a higher quality than was otherwise available.

In considering the kind of regional facility that might attract a wider group of users to this site, it should be noted that there are a number of constraints associated with the Coldstream Station site. Key among these is that the site is leased by Yarra Ranges Council from the land owner, Victrack. The lease conditions place some limitations upon the use of the site, including prohibiting sub-letting and commercial uses. Not owning the land also places limits upon the type and scale of investment that amount Council would sensibly commit to the development of the site.

Trail scale

Having the Yarra Valley Trail passing through the site provides a steady stream of walkers and cyclists as potential users of the space. Targeting these users is one way to ensure that any development of the station site has a ready-made audience.

In targeting trail users, it needs to be recognised that Coldstream Station is just one part of the broader trail experience. This applies both in the short term, as well as in the longer term when the ultimate extent of the Yarra Valley Trail is realised (creating the loop as shown in figure 6). Some opportunities available to this site may be better located elsewhere on the trail. Examples include:

- **Railway history:** While there are some remnants of the former railway use on this site, Yarra Glen provides a better opportunity to tell this story due to the presence of the restored station building, and the proposal to run tourist rail services from the station.
- **Indigenous history:** The ultimate extent of the Yarra Valley Trail will pass close to a number of important sites related to local Wurundjeri history, including Coranderrk and the site of the 'Battle of Yering'.
- **Natural environment:** The Coldstream Station site is quite heavily disturbed, especially compared to other parts of the trail. The Yering Station site, for instance, includes patches of relatively undisturbed remnant vegetation.

Identified opportunities

Based upon the analysis of different opportunities for the site, assessed against the different scales discussed here, it is proposed that the following ideas are incorporated into the master plan:

Trail facilities

There are already a number of trail-related facilities that have been installed at the site, including a drinking fountain, interpretive signs and wayfinding signs. It is proposed that additional facilities be added, including shelter, seating and a public toilet. It is noted that these facilities should be located so that they can be conveniently accessed by all users of the site (not just trail users).

The public toilet also needs to be located and designed to address the potential for it to attract anti-social activities. This includes being located in a way that is visible from the trail and Station Street (to maximise surveillance), a facility that automatically locks outside intended usage hours (eg. from 9pm to 6am daily), and is appropriately lit.

'Pump track'

Building upon the observed use of the site for bicycle jumps and berms, it is proposed that a larger, formalised version of this use be included at the site.

Photographs of examples of the kind of facility that might suit this site are included on this page. The kind of facility pictured is commonly known as a 'pump track'. This name derives from the ability for bicycle riders to move their way around the track generating momentum by pumping up and down on the handlebars over the obstacles, rather than pedaling. While they look a bit like a skate park, their design allows them to be used by a very wide range of users. They can be unpaved, however a sealed version is proposed to allow the widest range of user groups and ages, including scooters, skateboards, and bicycles.

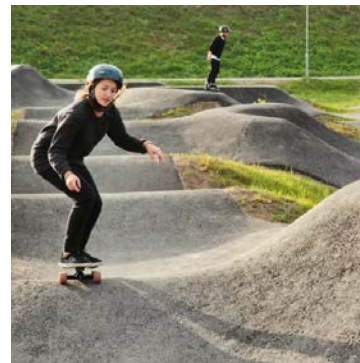
Yarra Ranges recently opened an unsealed pump track in Mount Evelyn, but sealed pump tracks are currently uncommon and would create a unique drawcard for the space. The first asphalt pump track in Victoria only opened in 2019.

A recent survey of YRC residents (undertaken as a part of the preparation of a new Recreation and Open Space Strategy, still in development) revealed that combined mountain bike/BMX has one of the highest participation levels amongst unstructured sport/recreation activities (19% of females and 26% of males), and higher than other categories including AFL football, soccer and cricket.

These surveys also revealed the desire for more informal recreation opportunities suitable for older children and teenagers. This group can be difficult to cater for, but pump tracks have proven to be popular among users in this age group.



Sealed 'pump tracks' provide opportunities for use by a wide range of user types and age groups, including adaptive mountain biking (bottom right).



The pump track envisioned will attract users from all of the three scales of opportunity identified.

- Local scale: It will provide an opportunity for local children and families to use it together, on any kind of wheeled device.
- Regional scale: while there are other pump tracks within Yarra Ranges, this one will be unique due to it being sealed (others in Yarra Ranges are not).
- Trail scale: The track will be designed so that it is suitable for use by most bicycle types and by riders of all levels of experience, thereby encouraging trail users to stop and have a go.

A pump track of this nature has also been identified as being a potential focus for a number of other organised activities and programs, including:

- She Can Ride. YRC coordinates this program that encourages female youth participation (7-17 years old) in cycling as a healthy and social activity. A facility of this nature would provide the ideal venue from which to run these kinds of programs.
- All-abilities mountain biking. YRC has engaged with local all-abilities riders, riding modified hand-cycle mountain bikes. Previous engagement has resulted in modifications to the Lilydale to Warburton Rail Trail road crossings to facilitate access by modified cycles. This venue provides an opportunity for skills training to broaden the access of this kind of cycling to more residents.
- Group access. This kind of facility provides a potential focal point for group use. Groups identified as potential users include:
 - Box Hill Institute (who has expressed their interest in using this kind of facility as a part of their mountain bike modules)
 - The Outdoor Education Group (who undertake outdoor education programs for high school students)
 - The Alpine School Leadership Program (servicing their facility currently being built in the Don Valley).

Car parking

The Yarra Valley Trail is a regional facility, meaning many users are likely to access the trail by vehicle. As noted above, there is also the potential for a pump track to attract users from beyond the local area. Additional car parking is therefore proposed at the site to accommodate these uses.

Informal walking trails

It is proposed that the experience offered by the existing pedestrian tracks around the site be retained, providing a contrasting experience to the wide shared trail running through the site. While parts of the site lend themselves to mown lawn, it is also proposed that parts of the site that these tracks pass through be kept looking natural and a bit wild.

Shared path link to Coldstream

Although sitting outside the Coldstream Station site, a shared path link to Coldstream is a critical opportunity for this site. It will provide easier access to the site for Coldstream locals, and will also allow trail users and people visiting the Coldstream Station site to easily access the shops and facilities within Coldstream.

MASTER PLAN VISION

The master planning process, summarised in the previous sections of this report, has established some objectives for the master plan, and some opportunities for the site.

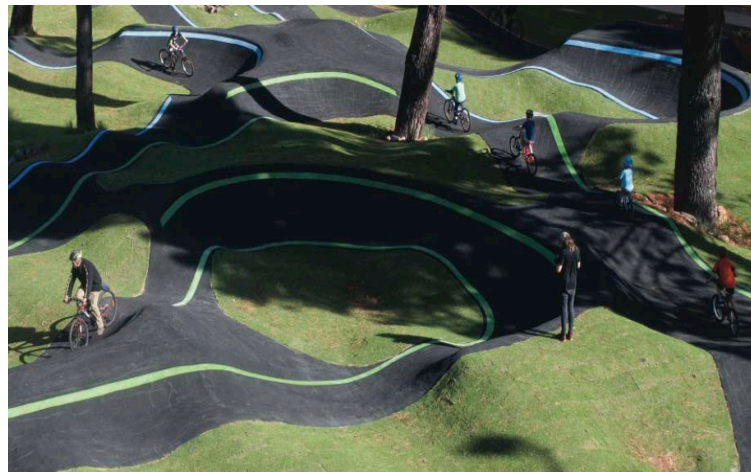
The objectives that have emerged include:

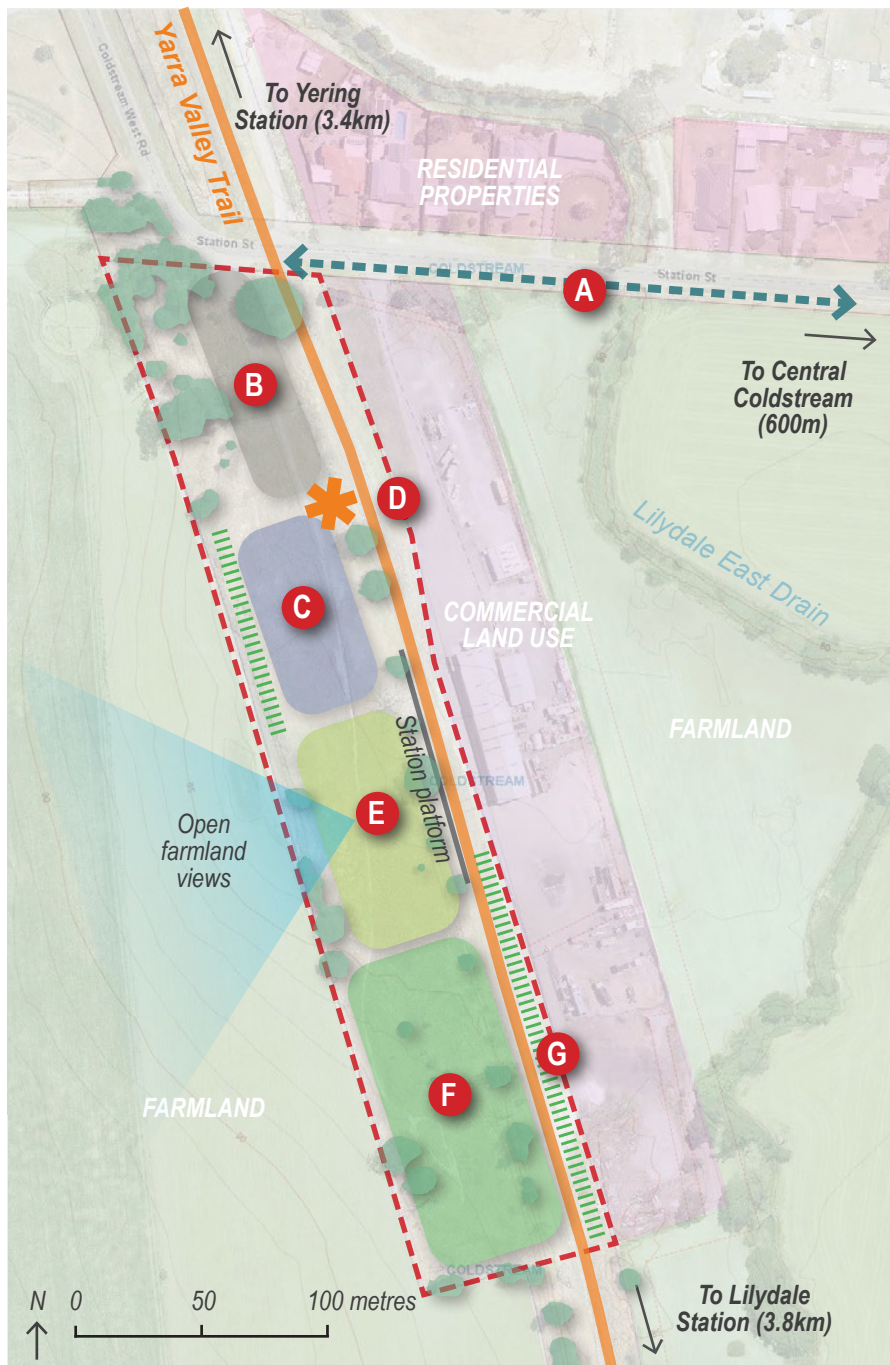
- the development of the site in a way that provides local benefit, regional benefit, and contributes positively to the experience of users of the Yarra Valley Trail.
- the development of the site in a way that is respectful of the history of the site, including the retention of key remnants of the past railway use.
- the development of the site in a way that improves the presentation and appeal of the Yarra Valley Trail to a wide range of users, particularly the encouragement of local residents to use the trail as a form of active transport.

The opportunities identified for the site that respond to these objectives were detailed in the previous section, and included:

- Trail facilities
- 'Pump track'
- Car parking
- Informal walking trails
- Shared path link to Coldstream

In this section, these opportunities are translated to the site (via a 'functional diagram'), incorporated into a site design on the Master Plan, and then are itemised with indicative costings in the Implementation Plan table. An artist impression of the site incorporating the master plan proposals is also provided.

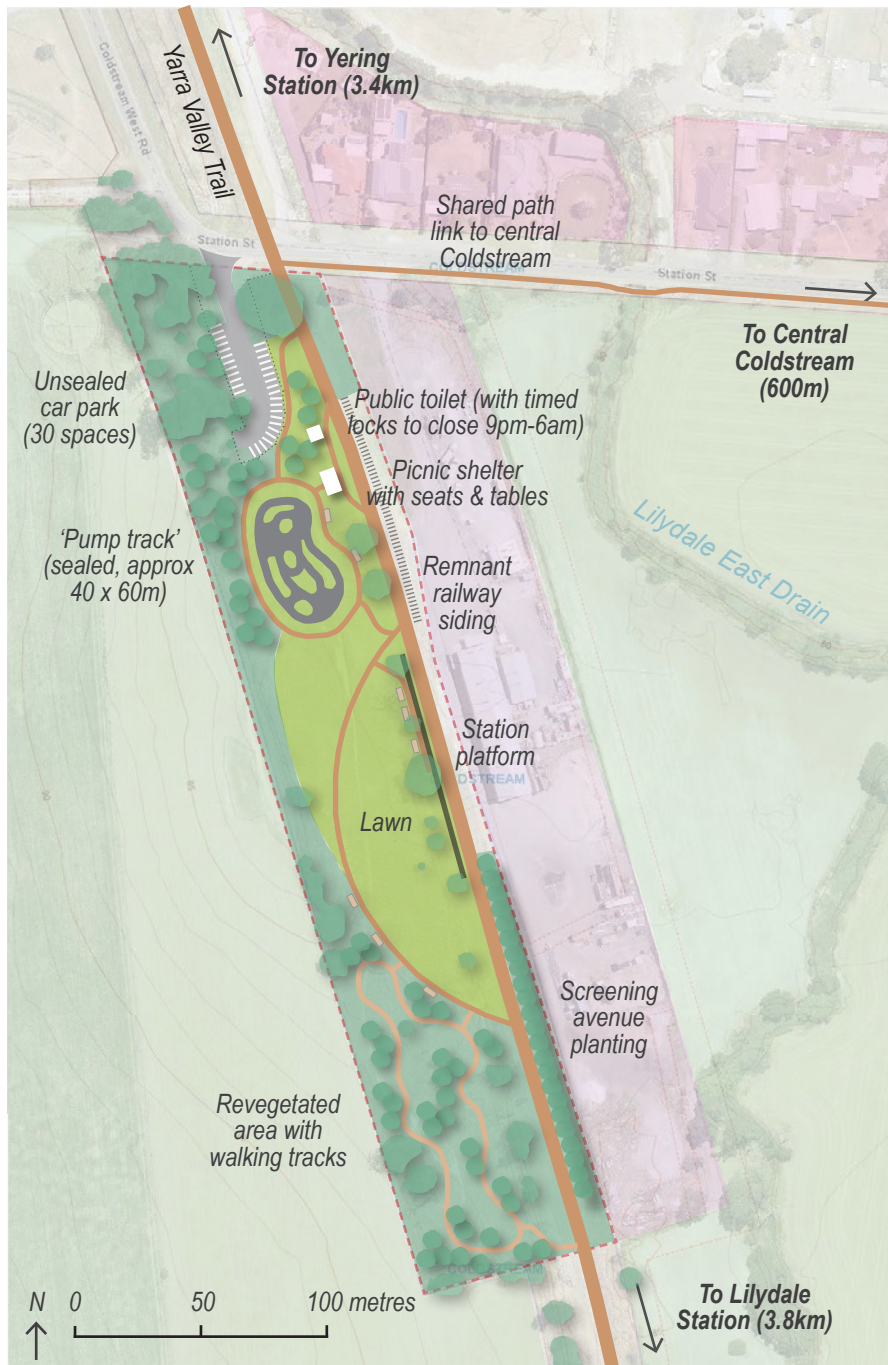




Key elements & location rationale

- A** Shared path connection along Station Street to central Coldstream. This link will allow local people to easily access the space, and will allow visitors to the space to access the facilities and shops in central Coldstream (600m away).
- B** Car parking, accessed via an existing informal access point on Station Street and to be designed to avoid existing vegetation.
- C** Sealed pump track, located for ease of access and visual surveillance from both the Yarra Valley Trail and Station Street. Planting to be undertaken to the west as a wind break and to provide afternoon shade.
- D** Shelter, seating and toilet facilities, located centrally so that they service users of all of the key elements of the site.
- E** Mown lawn, utilising the open flat area behind the station platform, which has views to the rolling farmland beyond. The space behind the platform is approximately 100m long and 40m wide, making this space large enough to accommodate a wide range of informal recreation activities, including ball sports. Given the proximity of the trail, this is not proposed to be a dog off lead area.
- F** 'Wild' natural area with walking tracks. This area is the least visible and accessible part of the site, making it less suited to more intensive uses.
- G** Proposed avenue planting to boundary to screen commercial/ industrial uses beyond, and to create a entry gateway experience for people accessing from the south.

FIGURE 7
Functional diagram



Legend

- Site boundary
- Yarra Valley Trail (existing)
- Proposed unsealed path
- Proposed unsealed track
- Proposed unsealed car park
- Vehicle exclusion fencing/bollards
- Proposed seats
- Mown lawn
- Revegetation area (indigenous species)
- Existing trees (to be retained)
- Proposed new tree planting

FIGURE 8
Master plan



FIGURE 9
**Artist impression - view of
Coldstream Station from the
Yarra Valley Trail looking south**

IMPLEMENTATION PLAN

The following table itemises the works required to implement the master plan recommendations, as presented in this document. The works are split into two delivery phases. The table includes indicative quantities and costs for each phase. This information is based upon master plan level design resolution, and costs and other factors will change in response to decisions made as the design is further resolved.

<i>item</i>	<i>indicative quantity</i>	<i>rate (\$)</i>	<i>item subtotal</i>	<i>Sub-group totals</i>
PRE-CONSTRUCTION				
Additional site investigations to facilitate implementation, including feature & level survey & arboricultural assessments (if required).				
Community engagement processes.				
Detailed design of the master plan proposals.				
STAGE ONE WORKS				
SITE WORKS				\$10,000
Site clean-up, including removal of weeds, rubbish and extraneous elements.	1		\$5,000	
Allowance for minor earthworks and grading to create the required levels across the site.	1		\$5,000	
PATHS & SURFACES				\$86,250
Unsealed path (2.5m wide compacted gravel)	350 lin.m	\$75	\$26,250	
Unsealed car park (vehicular grade gravel car park, 30 spaces). Includes allowance for vehicle exclusions works and drainage of car park surface.	30 spaces	\$2,000	\$60,000	
Shared path link to central Coldstream - costing of this item is outside the scope of this project			n/a	
STRUCTURES, SERVICES, FURNITURE & SIGNAGE				\$240,000
Picnic tables (YRC standard product, to be located under shelter)	2	\$3,500	\$7,000	
Seats (YRC standard product)	4	\$2,000	\$8,000	
Public toilet (2 cubicles, including one accessible, with automatic locking to close 9pm-6am) - costing includes sewerage connection. Water connection existing to site. Electrical connection allowed under lighting (below).	1		\$180,000	
Lighting. Note that the facility is not intended for night time use, and so lighting allowance is for security lighting to car park, shelter and toilet area. Allowance for additional security measures (potentially including cameras) to be considered in consultation with local police. Includes allowance for power connection/meter.	1		\$40,000	
Allowance for signs associated with the pump track (code of conduct, etc)	1		\$5,000	

PUMP TRACK				\$500,000
Asphalt sealed pump track within a 40 x 60 metre footprint, including all required earth forming and surfacing. It is proposed that the facility be delivered via a 'design & construct' procurement method by a specialist provider with experience in the design & installation of similar facilities.	1		\$500,000	
SOFTSCAPE				\$95,000
Allowance for the establishment of mown lawn, including surface preparation, soil amelioration, seeding and establishment water/maintenance as required.	4,000 m2	\$10	\$40,000	
Allowance for revegetation works to targeted areas, including weed control, indigenous species planting, and mulching.	1 item		\$34,110	
Tree planting (for screening, wind break, shade, environmental & aesthetic purposes). Allowance for installation of stock that is nom. 1.5m high, and establishment maintenance and watering.	20 no.	\$250	\$5,000	
STAGE 1 WORKS SUBTOTAL			\$915,360	
STAGE 2 WORKS				
PATHS & SURFACES				\$36,000
Unsealed path (2.5m wide compacted gravel)	300 lin.m	\$75	\$22,500	
Unsealed track (1.5m wide compacted gravel)	300 lin.m	\$45	\$13,500	
STRUCTURES, SERVICES, FURNITURE & SIGNAGE				\$63,000
Shelter (nom. 8 x 4m proprietary product)	1		\$50,000	
Seats (YRC standard product)	4		\$8,000	
Allowance for additional signs to assist visitors in navigating the space	1		\$5,000	
SOFTSCAPE				\$65,000
Allowance for revegetation works to targeted areas, including weed control, indigenous species planting, and mulching.	2000	\$25	\$50,000	
Tree planting (for screening, wind break, shade, environmental & aesthetic purposes). Allowance for installation of stock that is nom. 1.5m high, and establishment maintenance and watering.	60	\$250	\$15,000	
STAGE 2 WORKS SUBTOTAL			\$164,000	