



CONCEPT REPORT

2025

MAY

BASS COAST MOUNTAIN BIKE PARKS

URBAN MTB PARKS AND MICRO TRAILS

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CONNECTING TO COUNTRY THROUGH MOUNTAIN BIKING

OUR COMMITMENT TO RECONCILIATION

World Trail acknowledges and respects Aboriginal and Torres Strait Islander Peoples across Australia as the Traditional Custodians of our lands, waters, seas and skies. We recognise their deep spiritual connection and unique ability to care for Country.

We continue to learn from and honour Elders past, present and emerging, whose knowledge and wisdom will ensure the continuation of Aboriginal and Torres Strait Islander cultures, and the values which uphold them.



1

URBAN MTB PARKS AND MICRO TRAILS

PROJECT OBJECTIVES

World Trail has been engaged by Bass Coast Shire to work closely with the Bass Coast Mountain Bike Association (BCMBA) to develop concept designs for four unique sites in the Shire.

As identified in the Bass Coast Mountain Bike/BMX/Pump Strategy, the focus for bike park development is to serve residents and collectively enhance visitor experiences – rather than aspire to be a major destination facility.

The scale of the four sites – two ‘urban’ and two ‘micro’ – supports this aspiration, with the collective of sites representing an exciting opportunity to create diverse offering of engaging riding opportunities.

The four sites are:

THE STATE COAL MINE

A distinctive location featuring preserved bushland alongside areas significantly altered by mining activities. The site boasts established walking trails, remnants of machinery, and mullock heaps, all of which offer possibilities to incorporate heritage elements and landscape features to celebrate its local history and give the park a unique identity. The size of this site lends itself to be established as an urban bike park, to include different ride experiences including pump track, jumps, and mountain bike trails.

GAP ROAD

A large cleared site with good access off Gap Rd and the shared-use trail. The long gentle slope and flat area towards the front of the site are suitable for establishment of jump lines and a pump track, while the undulating terrain further into the site, and within the potential parcel of land managed by Western Port Water, provide opportunity for development of MTB trails. Future landscaping by Bass Coast Council and Western Port Water on their respective management areas will enhance the attractiveness of the site.

5-WAYS NATURE RESERVE

This is a potential micro site to be considered for a short gently descending MTB trail.

Managed by Phillip Island Nature Parks (PINP), the site has a good cover of native vegetation so any trail development here will have to be sympathetic to these values. To provide a point of difference, BCMBA has suggested incorporating timber skills features into the trail.

SUNSET STRIP

Managed by Regional Roads Victoria, this is another potential micro site with established trees and little under-story. The slope and natural start mound give opportunity for this site to be considered for a couple of short jump lines and a cross-country trail through the trees.

Project Implementation

Delivery of trails at the four sites will be dependent on available agency and grant funding so a staged delivery is intended. The preference is that the sites are delivered in a priority order that will provide the greatest benefit.

1. Gap Road – Jumps and supporting infrastructure
2. Gap Road – MTB trail network (including those on Western Port Water land).
3. State Coal Mine – Hybrid pump track (regional scale)
3. Gap Road – Pump track
4. State Coal Mine – MTB trail network
5. Sunset Strip – Jump lines and micro trails
6. 5 Ways – Micro trail

A small asphalt pump track is also proposed at **Sunnyside Reserve in Cape Woolamai**, complementing the four sites mentioned earlier. This initiative has strong community backing, as it will enhance recreational opportunities and offer convenient access for local residents.



2

URBAN MTB PARKS AND MICRO TRAILS

DESIGN CONSIDERATIONS

Along with BCMBA's aim to develop sustainable, high-quality mountain bike trails and facilities that cater to riders of all ages and skill levels, the key drivers of Bass Coast Mountain Bike/BMX/Pump Strategy will form the guiding principles for this project:

1. More people enjoying cycling and adopting it as a lifelong physical and social activity
2. A more planned approach to the provision of off-road cycling (other than touring, rail trails and shared paths), in what is feasible for Council to resource and manage
3. A diversity of MTB, BMX and pump opportunities accessible to people of all ages, gender identities and abilities
4. A partnership between land management agencies, schools, residents, riders and representative associations, retail and trail builders, to plan, design, and manage MTB trails, skills areas, and pump tracks, and deliver associated services and programs
5. Less occurrence of bike jumps being constructed that pose unacceptable risks to unintended users and are in inappropriate locations
6. Bass Coast to be an attractive place for visitors to ride through a network of facilities linked by off-road trails
7. A range of small MTB facilities suited to the land and natural features available, close to population and visitor centres, and in line with Victorian State Public Land Mountain Bike Guidelines (VSPLMTBG) 2020.



STATE COAL MINE



THE GAP



FIVE WAYS



SUNSET STRIP

3

DESIGN APPROACH

DIRT JUMP FEATURES

1

Berms

- Enables riders to corner faster without braking
- Variable sizes to suit different rider ability/speed
- Small 'snake run' berms a fun beginner feature



2

Rollers

- Safe beginner feature
- Good for practicing 'pumping'
- Used between jumps to generate speed



3

Table Top with reinforced jump lips

- Reinforced lips provide a predicable and robust jump ramp
- Option for concrete or timber
- Table top provide flat safe landing suitable for all abilities



4

Gap Jumps

- Used on larger intermediate and advanced jumps
- Suitable for advanced riders as can't be rolled
- Step-up landings (landing higher than ramp) often used to reduce risk



5

Hip Jump

- Hip jumps are used where a change of direction is required and for variety
- Landing ramp is different direction to take-off ramp
- Suitable for intermediate and advanced riders



6

Cannon Drop

- Suitable for advanced riders
- Riders jump off 'cannon' and land on ramp lower than takeoff.



7

Shark Fin

- Riders can exit low and high depending on ability
- Used for variety and changing direction



8

Wall Ride

- Suitable for riders of all levels
- Riders progress higher up wall as they improve
- Good at end of run and for sharp changes of direction



9

Transition Jumps

- Enables riders to move between two jumps lines
- Adds variety and rider creativity



10

Whale Tail

- Unique timber feature for more experienced riders
- Requires clearing a gap that can be designed to different levels of difficulty and risk



11

Asphalt Flow Trail

- Suitable to riders of all abilities
- Low maintenance option for shorter fun flowy trails
- Well suited on gradual descents



12

Timber Trail Features

- Suitable to riders of all abilities
- Low maintenance option for skill development
- Well suited on gradual descents



STATE COAL MINE

STATE COAL MINE

DESIGN STRATEGIES

GENERAL

This large site includes a natural forested setting on the slopes while the lower areas are largely modified from the site's previous life as the State Coal Mine. These two distinct areas support the design intent for an urban bike park that is able to accommodate a variety of different elements such as jumps, pump track and mountain bike trails.

Rather than undertake large civil works to 'reshape' the hummocks into a suitable slope for jumps lines, the spurs of the hummock rows could be used for a variety short, fun MTB trails while maintaining the site's unique character and identity.

Without a natural fall line for dedicated jumps lines, a hybrid pump track is proposed on the flat grassy area near the car park. Hybrid tracks provide the best of both worlds, with jumps and fun features incorporated into the pump lines.

The site currently supports a range of existing walking trails. It is proposed to maintain the perimeter trail (incorporating the old carriage route) as a shared-use trail, to provide access to the descending MTB trails, and walking trails deeper into the site.

Key design elements are:

- Hummocks to be used for short MTB trails with fun rollers and berms.
- Beginner and Intermediate MTB trails descending from the highest point.
- Old carriage route to be maintained as part of a dual direction shared-use trail for general use and access around the site.
- Hybrid pump / jumps track on cleared flat area near car park
- Central visitor node for spectating and general use
- Landscaping including shade trees, access trails, etc.
- Visitor facilities including seating and bike rack. Toilets not required as these are available in the nearby town centre.
- Event space in available flat grassy area.

HYBRID PUMP / JUMPS TRAIL

Conveniently positioned on the grassy area adjacent to the park entry, the long site is well suited for a hybrid jumps / pump track.

With a significant track length of approximately 380m, the hybrid track can offer multiple loops for different abilities, transition zones and an exhilarating jumps straight with table tops and a wall ride.

MOUNTAIN BIKE TRAILS

MULLOCK TRAILS

The two main mullock heaps or ridges have a fall line of 5–8%. These natural lines could support short fun trails with berms, small kickers (quark knuckles) and rollers.

The nearest mullock could potentially have a dual slalom trail, pending soil stability.

The mullock trails would be accessed by a climbing trail up the gentlest slope, with the two mullock heaps connected by a short single-span bridge.

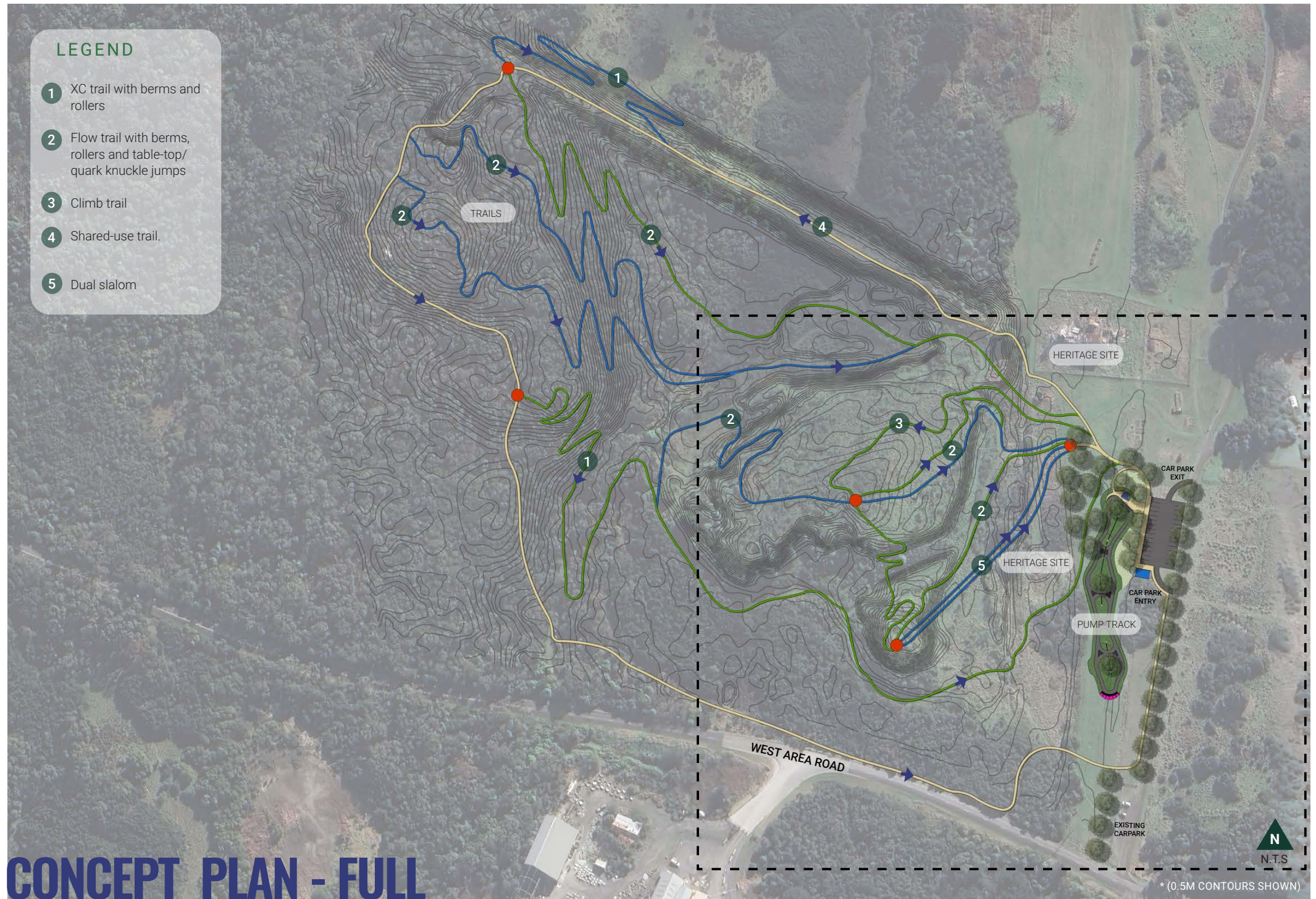
XC / FLOW TRAILS

Using the available slope from the high point at 37m dropping to 17m over 200m (10%) there is opportunity to incorporate some fun technical sections of flow trail.

A selection of beginner and intermediate MTB trails is proposed that can be continually lapped using the shared-use trail to climb back to the start.

LEGEND

- 1 XC trail with berms and rollers
- 2 Flow trail with berms, rollers and table-top/quark knuckle jumps
- 3 Climb trail
- 4 Shared-use trail.
- 5 Dual slalom



CONCEPT PLAN - FULL

* (0.5M CONTOURS SHOWN)



LEGEND

-  Shared-use trail (2m wide)
-  Beginner MTB trail
-  Intermediate MTB trail
-  Low native planting
-  Long bench seat and optional shelter
-  Shade tree
-  Trail intersection node
-  (A) Trail orientation and arrival point
-  (B) Bike racks
-  (C) Drinking Tap
-  (D) Rubbish Bins
-  (E) Carpark
-  (F) Signage and safety information
-  (G) Proposed public toilet location
-  (1) Berms
-  (2) Rollers
-  (3) Table tops
-  (4) Gap jumps
-  (5) Hip jumps
-  (6) Cannon drop
-  (7) Shark fin
-  (8) Wall ride
-  (9) Transition jump
-  (10) Whale Tail
-  (11) Asphalt Flow Trail
-  (12) Timber Trail Features

* Drainage / WSUD to be resolved in Design Development

* 0.5m contours shown



THE GAP

THE GAP

DESIGN STRATEGIES

GENERAL

Design Intent

The large open site of Gap Road is intended to be developed as an urban bike park incorporating jumps lines, a small pump track and mountain bike trails.

Key features of the site are:

- A range of beginner and intermediate mountain bike trails
- MTB flow trails on slopes of Western Port Water land
- Shared-use trail for general use and access through site
- Trail connection to north-east corner
- Jumps lines with beginner to expert lines
- Option for asphalt flow trail
- Small asphalt pump track
- Visitor node for spectating and picnicking
- Event spaces
- BCMBA club house / shared pubic shelter

Spectator / Visitor Area

Clearly defined spectator zones provide opportunities for families, groups of young people or riders to gather, watch, picnic and socialise. A central spectator zone offers good visibility to both jumps and pump track.

Amenity

Visitor facilities including bike racks, seating and shade trees are proposed near the main entry and new visitor node.

Park Entry

The existing entry is maintained for vehicle access, with a new exit at the end of the car park that runs adjacent to Gap Rd.

A separated entry for cyclists and pedestrians is provided off the Gap Road shared-use trail.

A second entry is proposed at the northern end of the site off Ventor Beach Road to provide more direct connectivity to these communities.

JUMPS LINES

Jumps Orientation

The jumps area takes advantage of the natural slope that has good proximity to the park entry and proposed car park. At approximately 135m in length with a five per cent gradient, this area is perfectly suited for a range of jumps lines to accommodate all levels of ability.

Beginner to Expert Dirt Jump lines

Catering to all skill levels and for continued rider engagement and progression, there are four distinct jumps lines offering different features and experiences.

The main jump lines are grouped close together to provide opportunity for transitioning between lines. All the jumps lines have different features suitable for their difficulty, and merge into a single return line, that also provides a link to the pump track.

The beginner line uses dirt treatments to shape features including table top jumps, rollers, some options for transition lines (with intermediate jumps line) and a berm to finish.

The intermediate line incorporates timber/concrete jump ramps to ensure continued reliable performance and reduced maintenance. Other jumps features include table tops, rollers, option to transition with advanced or beginner line, and finishes at the wall-ride.

The advanced line has similar features to the intermediate line at a larger scale and includes some gap jumps. The pro-line is reserved for highly experienced riders, with larger gap jumps and advanced features including a cannon drop, left to right wall-rides, and a whale tail.

Asphalt Flow Trail

As an optional extra and point of difference, an asphalt flow trail is included. Suitable for all rider abilities, this trail provides a fun, 'flow' experience incorporating fast berms and small rollers and jumps. This trail can be used in all weather conditions and requires minimal maintenance.

PUMP TRACK

A small asphalt pump track (track length of approximately 150m) will complement the jumps lines and cater to beginner to intermediate riders. Located on the flat area just south of the jumps lines the site provides convenient access from the car park and good visibility and natural surveillance from Gap Road.

MOUNTAIN BIKE TRAILS

XC Trails

The large open paddocks have minimal fall, but are suitable for a range of beginner and lower-intermediate cross-country trails. There is opportunity to integrate a variety of dirt and timber features to increase difficulty and add interest to these trails.

Flow Trails

The area of Western Port Water land in the north-west corner has slopes with a gradient of approximately ten per cent, which are not available on the Council owned land. These slopes are highly suited for development of some fun flow trails with tight berms, and have the added benefit of providing access into the site from Ventor Beach Road.

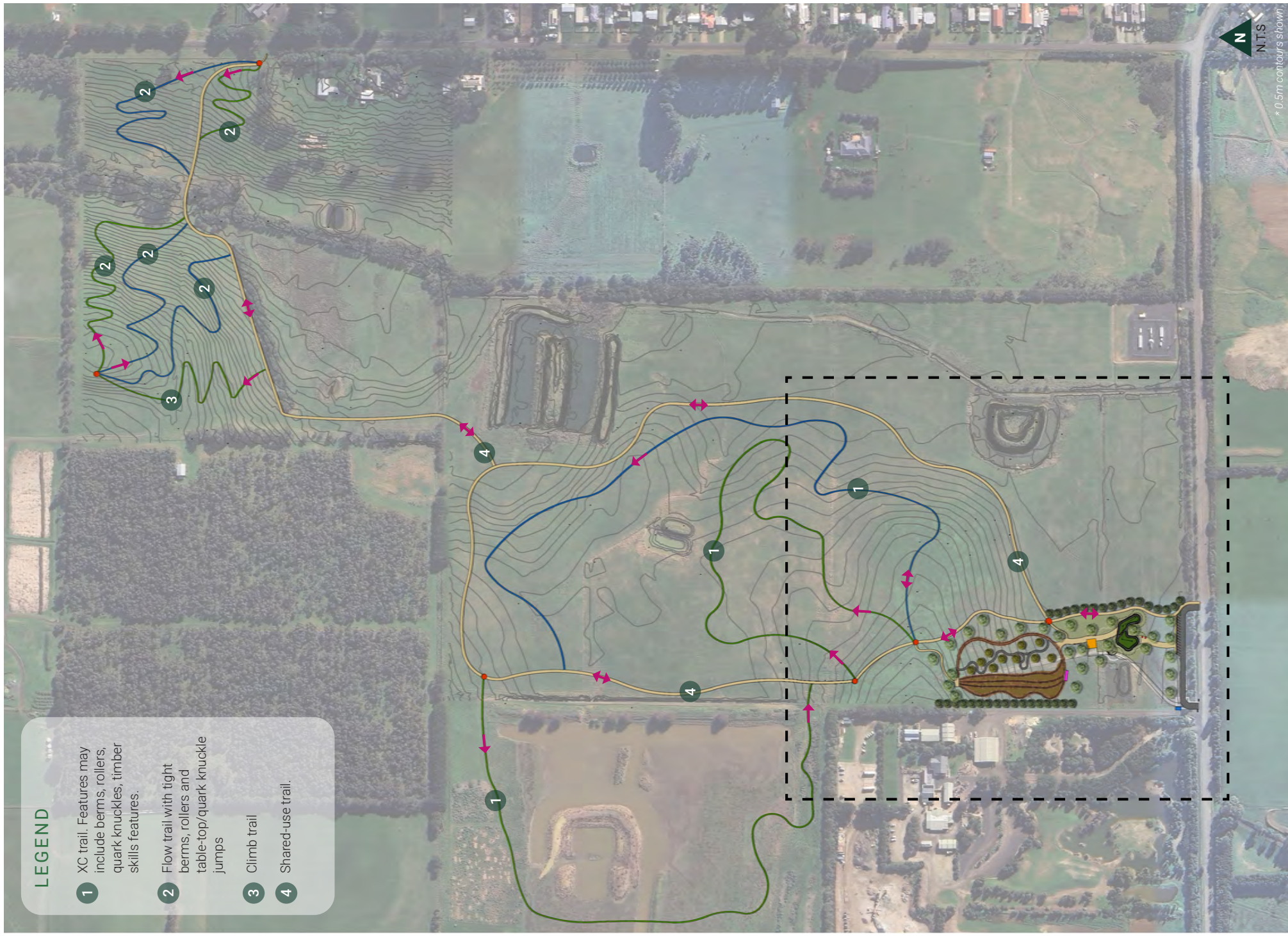
Shared-Use Trail

The site is connected by a shared-use trail to facilitate easy movement across the site and use by walkers.



LEGEND

- 1 XC trail. Features may include berms, rollers, quark knuckles, timber skills features.
- 2 Flow trail with tight berms, rollers and table-top/quark knuckle jumps
- 3 Climb trail
- 4 Shared-use trail.



CONCEPT PLAN





LEGEND

- Shared-use trail
- Beginner MTB trail
- Intermediate MTB trail
- Platform seats
- Windbreak trees
- Shade tree
- Trail intersection node
- (A) Trail orientation and arrival point
- (B) Bike racks
- (C) Drinking Tap
- (D) Rubbish Bins
- (E) Carpark
- (F) Signage and safety information
- (G) Proposed public toilet location
- (1) Berm
- (2) Roller
- (3) Table top
- (4) Gap jump/Step up
- (5) Hip jump
- (6) Cannon drop
- (7) Shark fin
- (8) Wall ride
- (9) Transition jump (Table Top)
- (10) Whale Tail
- (11) Asphalt Flow Trail
- (12) Timber Trail Features
- Beginner Jump Line
- Intermediate Jump Line
- Advanced Jump Line
- Pro Jump Line



FIVE WAYS

FIVE WAYS

DESIGN STRATEGIES

GENERAL

Design Intent

Five ways is managed by Phillip Island Nature Parks (PINP). The site has a good cover of native vegetation and is actively being revegetated in areas. Potential trail development at this site is intended to have minimal impact or disturbance so a single cross-country trail with minimal footprint is preferred at this site.

PINP will need to be involved in all design and management decisions to ensure any trail in this location meets their legislative and operational requirements.

XC Trail

A short 'easy' graded cross country loop trail is proposed through this natural landscape, utilising the existing shared-use pathway along Phillip Island Road as the return trail. To take advantage of the gentle five per cent slope the trail climbs gently from the shared-use pathway to the highest point. The trail then winds its way down the slope through the vegetation, incorporating features such as small table-top jumps, dirt or timber berms and timber skills features for interest and skill development.

The timber features could include skinnies (varying widths), drop-offs (two height options), and ramps.





LEGEND

-  Shared-use trail
-  Beginner MTB trail
-  Intermediate MTB trail
-  Existing shared use trail
-  Trail intersection node
-  (A) Trail orientation and arrival point
-  (B) Rubbish Bins
-  (C) Signage and safety information
-  (D) Proposed public toilet location
-  1 Berm
-  2 Roller
-  3 Table top
-  4 Gap jump
-  5 Hip jump
-  6 Cannon drop
-  7 Shark fin
-  8 Wall ride
-  9 Transition jump (Table Top)
-  10 Whale Tail
-  11 Asphalt Flow Trail
-  12 Timber Trail Features

* Drainage / WSUD to be resolved in Design Development

* 0.5m contours shown

FIVE WAYS



SUNSET STRIP

SUNSET STRIP

DESIGN STRATEGIES

GENERAL

Design Intent

Sunset Strip is a very small triangular reserve managed by Regional Roads Victoria. The site has a good cover of native vegetation with a cleared area through the middle. The site has had informal trail and jump development in the past.

The grassed high point adjacent to the road/car parking provides a natural entry point and roll-in to one or two short jumps trails. Further into the vegetation, there are informal walking/riding trails, that could be upgraded to offer a short, easy cross-country loop.

Vic Roads will need to be involved in all design and management decisions to ensure any trail in this location meets their legislative and operational requirements.

Jumps Trail/s

Two short jumps trails are proposed – easy and intermediate difficulty. Each trail is to have 2–3 dirt jump features including table-top jumps, berms and rollers.

Due to the small offering at this site, it is recommended that construction of the dirt jump features be from dirt only, to allow for periodic modifications, which could either be done professionally or by partnering with the local riders for their active involvement.

XC Trail

To increase the variety and offering at the site, a short 'easy' graded cross country loop trail through the trees is proposed, incorporating the existing footpath as a return trail to the start mound.

This trail could be designed with some small features including dirt rollers and timber skills features.





LEGEND

-  Shared-use trail
-  Beginner MTB trail
-  Intermediate MTB trail
-  Low native planting
-  Long bench seat and platform seats
-  Feature tree
-  Existing Footpath
-  (A) Trail orientation and arrival point
-  (B) Bike racks
-  (C) Drinking Tap
-  (E) Car-parking
-  (F) Signage and safety information
-  1 Berm
-  2 Roller
-  3 Table top
-  4 Gap jump
-  5 Hip jump
-  6 Cannon drop
-  7 Shark fin
-  8 Wall ride
-  9 Transition jump (Table Top)
-  10 Whale Tail
-  11 Asphalt Flow Trail
-  12 Timber Trail Features

* Drainage / WSUD to be resolved in Design Development

* 0.5m contours shown



SUNNYSIDE RESERVE

DESIGN STRATEGIES

GENERAL

Design Intent

Sunnyside Reserve is a local reserve in Cape Woolamai. Managed by Bass Coast Shire, the small reserve (approximately 80m x 70m) currently provides residents with a playground and grassed open space for passive and active recreation.

The area of open space is sufficiently large to accommodate a small asphalt pump track while still providing adequate open space. An asphalt pump will enhance the recreational offering of the park, and can be used by bikes, scooters, skateboards.

Pump Track

A small pump track with a track length of approximately 105m (area of 30 x 25m) is proposed to ensure adequate open space is maintained for general passive and active recreation. The pump track includes soft landscaping such as mulch and native grasses in the internal track areas and batters around the track.

As a small local facility, this track is intended to appeal more to beginner riders.





LEGEND

-  Turfed batters
-  Planted areas
-  1 Roller berm
-  2 Large Berm
-  3 Roller
-  4 Doubles
-  5 Transition
-  6 Dragonback

SUNNYSIDE RESERVE



8

DESIGN APPROACH

PRELIMINARY COST ESTIMATES

COST ESTIMATES

This cost estimation is intended to provide a preliminary, high-level indication of costs for detailed design and construction only. Costings are based on construction rates from similar recent projects, however there are numerous unknowns and exclusions that need to be considered. More accurate costings will need to be established during the detailed design phase.

Costings have been grouped into the various project elements to assist with future project funding for a staged delivery.

All costs are exclusive of GST.

Gap Road

Project element	Construction Cost (\$)	Design & Construction costs (percentage of construction cost)				Total cost (\$)
		Detailed design (10%)	Design contingency (5%)	Construction preliminary expenses & project management (7%)	Construction contract contingency (10%)	
MTB Trails	341,882	34,188	17,094	23,932	34,188	451,285
Shared use trails (340m of 2.5m compacted gravel & 2,543m of 1.5m compacted earth)	271,547	27,155	13,577	19,008	27,155	358,441
Jumps trails* and engineered features	433,197	43,320	21,660	30,324	43,320	571,821
Asphalt Flow Trail	225,000	22,500	11,250	15,750	22,500	297,000
Asphalt Pump Track (approx. dimensions: track length 150m, track area 420m2)	336,000	33,600	16,800	23,520	33,600	443,520
Hard landscaping (picnic setting x 2, seating platform x 1, trail head sign x 4)	35,000	3,500	1,750	2,450	3,500	46,200
Soft landscaping (trees only)	30,000	3,000	1,500	2,100	3,000	39,600
					Total	2,207,867

*Allows for compacted earth track and mounds with engineered steel and timber jumps features. Polypave surfacing can be provided as alternative surfacing at an estimated rate of \$160/m2



State Coal Mine

Project element	Construction Cost (\$)	Design & Construction costs (percentage of construction cost)				Total cost (\$)
		Detailed design (10%)	Design contingency (5%)	Construction preliminary expenses & project management (7%)	Construction contract contingency (10%)	
MTB Trails	419,706	41,971	20,985	29,379	41,971	554,011
Shared-use trails (350m of 2.5m compacted gravel)	70,000	7,000	3,500	4,900	7,000	92,400
Asphalt Pump Track (inc. wall ride) (approx. dimensions: track length 350m, track area 1100m ² . Inc. wall ride)	936,404	93,640	46,820	65,548	93,640	1,236,053
Hard landscaping (picnic setting x 1, seating platform x 1, trail head sign x 2)	19,000	1,900	950	1,330	1,900	25,080
Soft landscaping (trees only)	18,750	1,875	938	1,313	1,875	24,750
					Total	1,934,294

5 Ways

Project element	Construction Cost (\$)	Design & Construction costs (percentage of construction cost)				Total cost (\$)
		Detailed design (10%)	Design contingency (5%)	Construction preliminary expenses & project management (7%)	Construction contract contingency (10%)	
MTB Trails	40,930	4,095	2,048	2,867	4,095	54,054
Timber trail features (x4)	16,000	1,600	800	1,120	1,600	21,120
Hard landscaping (trail head sign x 1)	5,000	500	250	350	500	6,600
					Total	81,774

Sunset Strip

Project element	Construction Cost (\$)	Design & Construction costs (percentage of construction cost)				Total cost (\$)
		Detailed design (10%)	Design contingency (5%)	Construction preliminary expenses & project management (7%)	Construction contract contingency (10%)	
MTB Trails	25,020	2,502	1,251	1,751	2,502	33,026
Compacted earth features (x4)	16,000	1,600	800	1,120	1,600	21,120
Hard landscaping (seating platform x 1, trail head sign x 1)	10,000	1,000	500	700	1,000	13,200
					Total	67,346



Sunnyside Reserve

Project element	Construction Cost (\$)	Design & Construction costs (percentage of construction cost)				Total cost (\$)
		Detailed design (10%)	Design contingency (5%)	Construction preliminary expenses & project management (7%)	Construction contract contingency (10%)	
Asphalt Pump Track	196,000	19,600	9,800	13,720	19,600	258,720
(approx. dimensions: track length 105m, 245m2 track surfacing)	196,000	19,600	9,800	13,720	19,600	258,720
Concrete edging	10,500	1,050	525	735	1,050	13,860
Line marking around berms	3,500	350	175	245	350	4,620
					Total	277,200

EXCLUSIONS

- Clubhouse
- Access road and car parking
- Turf and mulch outside pump track areas
- Drainage design and implementation
- Abnormal ground conditions
- Site decontamination and remediation
- Soil testing or geotechnical investigation
- Detailed site level and features survey
- Construction works insurance
- Assumes access to on-site water
- Artwork
- Cultural heritage assessments
- Environmental assessments
- Planning permits and approvals
- Maintenance





BASS COAST SHIRE

URBAN MTB TRAILS AND MICRO TRAILS

Disclaimer:

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