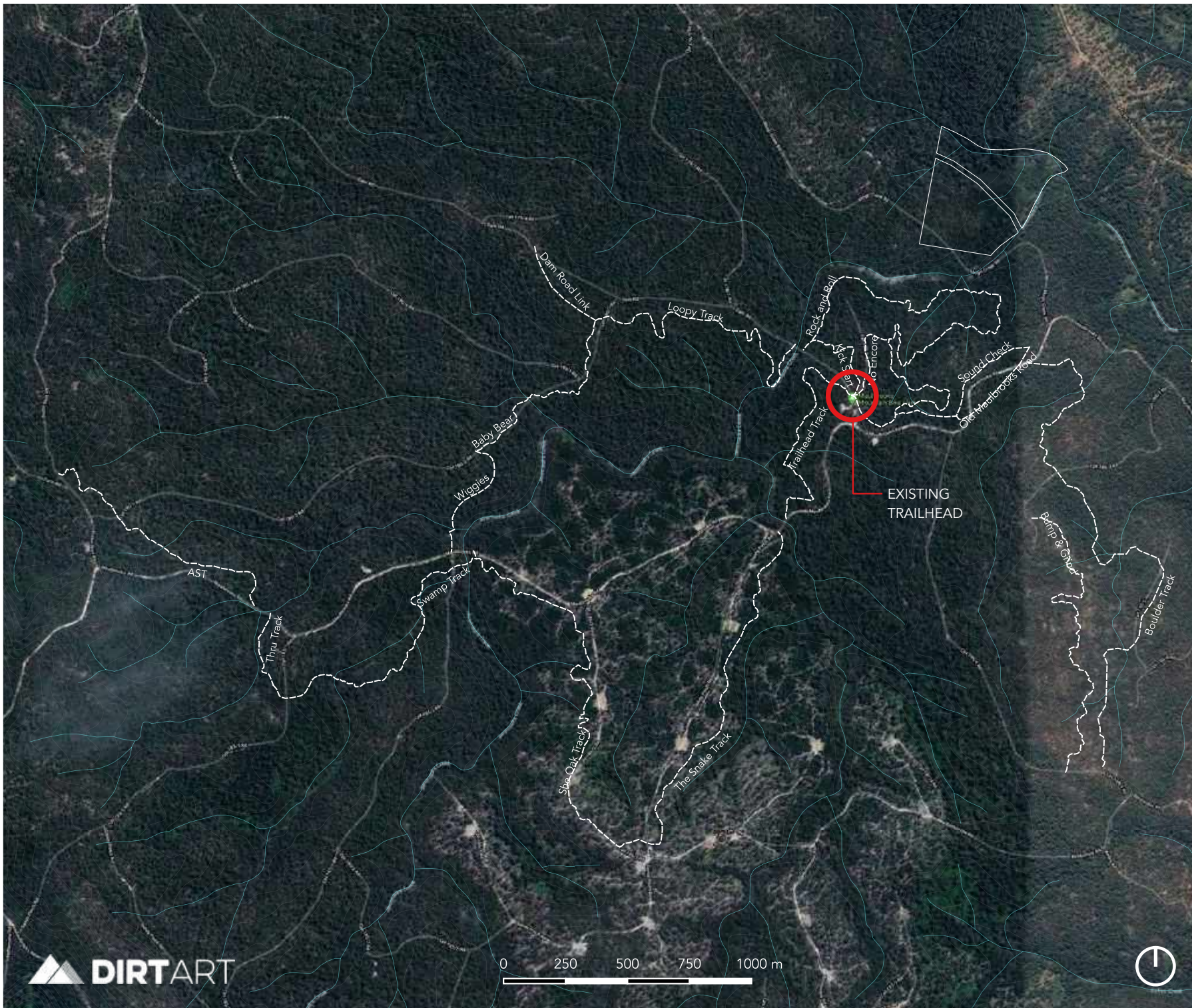


# Mogo MTB Masterplan Project

## EXISTING TRAILS MAULBROOKS RD

11.03.20



Existing Trails

----- Existing Trails

— hydroline

□ Lot

## 11.4 Auditing Process

*Dirt Art* employ the below methodology to assess all trails. The step-by-step process provides a broad analysis of the trails key characteristics and includes both a desktop and in field assessment.

1. Desktop analysis- This stage involves a desktop analysis of the trail, with the view to establishing environmental values, gradients, and fit within the broader trail network (if relevant). Desktop analysis will generally establish larger, more fundamental flaws in the trail.
2. In field analysis- All trails are reviewed in detail during a field assessment. The assessment may be completed on foot or on bicycle. The in-field analysis aims to establish trail issues such as; alignment, drainage issues and safety concerns.
3. Network analysis- Using desktop and in field analysis, *Dirt Art* will assess the trails value to the broader trail network.
4. Signage analysis- *Dirt Art* will assess the adequacy and appropriateness of trail signage during in field analysis.
5. Budget scope of works- The trail audit will conclude with an overview of key works required (if any) and a suggested market rate budget for these works

## 11.5 Aims and Objectives

In undertaking any trail audit, *Dirt Art* are working to the following key objectives;

1. Improve user safety- trails should wherever possible be predictable, and minimise the consequence should a crash occur. Trails must need the criteria for their difficulty grading.
2. Improve the trail experience- trails should provide high-quality user experience.
3. Improve environmental performance of the trail- trails should minimise environmental impacts, including minimising vegetation impact and erosion.
4. Provide objective advice around trail closure/s and network rationalisation- trail networks should be functional and limit duplication and braiding. Low quality trails that are not practical to repair should be closed and rehabilitated.
5. Provide advice that allows land managers to effectively invest in priority trail projects- the trails audit will assist land managers in programming and budgeting priority trail upgrades.



## 11.6 Ranking Criteria

### 11.6.1 Overview

To provide objectivity and clarity to the trail audit process, *Dirt Art* has developed an attribute ranking system for trail auditing. Each trail audited is ranked against 10 key criteria, which assess its performance against a wide range of qualitative and quantitative metrics. These 10 criteria are provided a score of 1-5, which results in a total score from 50 for each trail.

*Dirt Art* recommend that trails scoring less than 25 should in most cases not be included in a formalised trail network.

## 11.7 Overview of Ranking Criteria

**Sustainability:** This criteria refers to the sustainability of the trail in the short, mid and long term. The trail is assessed for its capacity to manage water and rider traffic, with a focus on gradient versus soil type and rider behaviour. The capacity of the site to manage the trail use in the local climate is also considered. A low sustainability score does not necessarily mean that a trail should be closed, rather the sustainability issues in some cases may be easily and cost effectively addressed.

**Ride Experience:** This criteria refers to the trails capacity to provide a high-quality riding experience. This qualitative criteria assesses the ride quality across a wide range of trail types- no one trail style is considered to provide a higher quality experience than any other trail style.

**Broad market appeal:** This criteria refers to the capacity for the trail to cater for a broad market of riders. A low score for this criteria does not necessarily mean a trail is low quality, rather that the trail will cater only for a smaller market segment (notably small market segments may translate to strong visitation if that market segment is poorly catered for in the market)

**Environmental Experience:** This criteria refers to the environmental experience that the trail provides for the user. A trail with a higher environmental experience ranking may include unique and appealing vegetation, views points and vistas, rivers and creeks and related attributes. A weaker environmental experience may include heavily disturbed areas, generic vegetation types and logged areas. This criteria does not reflect a trails compatibility with natural values.

**Value to Network:** This criteria ranks the trail on the value it adds to the broader trail network. Trails that provide key connectivity and/or provide diversity in the network will score higher, whereas trails that are duplicated in alignment and style will generally score lower.

**Environmental compatibility:** This criteria refers to the compatibility of the trail with the natural values of the site. Trails that have a significant detrimental impact on natural values will score low, whereas trails that do not impact on natural values will score higher. This criteria also analyses a broad spectrum of natural values, including rare and endangered flora and fauna on site.

Notably, this criteria has been assessed at a high-level only during this stage of the project. Further assessments will be undertaken during the next stage/s of the project, with trail alignments adjusted as required.

**Social Compatibility:** This criteria assesses the trails impact on the social values of the site. Trails that negatively impact on other trails and user groups, and/or trails that impact negatively on local residences will score low. Trails that do not negatively affect any other users or residents will score highly.

**Heritage Compatibility:** This criteria assesses the impact the trail may have on any known Indigenous or European cultural heritage values of the site. Importantly, this criteria only assesses against known rather than potential values.

Notably, this criteria has been assessed at a high-level only during this stage of the project. Further assessments will be undertaken during the next stage/s of the project, with trail alignments adjusted as required.

**Lifecycle Cost Rating:** This criteria assesses the lifecycle costs of the trail. Trails will score low where lifecycle costs are higher, which may be due to a number of factors such as poor soil types, poor maintenance access and climatic factors.

**Emergency Access:** This criteria assesses the complexity of emergency access to the site, should it be required. A range of access methodologies are considered, including on trail, road and via air.



## 11.8 Trails Assessed – Deep Creek Dam

Although the trails in Deep Creek Dam network sustained significant damage from the recent fires, they have fared well in comparison to their neighbouring trails at Maulbrooks Road. This is partly to the clean-up efforts by local trail builders witnessed along the primary loop around the dam. There was evidence of large fallen trees cleared from the trail tread and community members recounted stories of group efforts immediately post fires to clear the dam loop of debris that had fallen and blocked the trail since.

The trails assessed in this network were primarily focused around the primary loop around Deep Creek Dam. The majority of the trails in the periphery and adjoining areas were not distinguishable at the time of our field investigations as documented in Figure 1 below.

The general character of the trails was noted as being well built along sound alignments that typically ran parallel to existing access roads. The contouring trails follow mellow gradients with a good mix of flowing descents linked into short undulating climbs. The style of trails akin to this network would undoubtedly appeal to a broad rider demographic given the naturally flowing trail dynamic being suited to a range of riding abilities. Ride faster and the trail becomes instantly more challenging. Ride slower and the trail becomes infinity more manageable for less confident riders with no major technical features to note other than the occasional tighter radius corner.

*Dirt Art* noted the lack of vegetation has most definitely had an effect on the ability of the rider to look much further ahead than usual and help predict the upcoming demands of the trail. The reduction in trail side vegetation has likely opened up trail corridors, and reduced the perceived technicality of some trails in the network.



Figure 2 - Example of a barely distinguishable trail



Figure 3 - Example of an existing trail that has been cleared

### 11.8.1 Tinnie Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	Not assessed
--------------------	--------------

Key Stats	
Length	309m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

#### Trail Overview

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.



## 11.8.2 Blair Witch

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	Not assessed
--------------------	--------------

Key Stats	
Length	309m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

### Trail Overview

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

### 11.8.3 Snakepit

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	712m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

### Trail Overview

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

#### 11.8.4 Porno Hill

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	40/50
--------------------	-------

Key Stats	
Length	696m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Retain and upgrade
Weather notes	Recent rain

#### Trail Overview

Porno Hill is a short linking trail, providing connectivity to the dam trails from Batemans Bay. The trail provides useful connectivity and should be retained and formalised.



### 11.8.5 Wombat Loop

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	270m
TDRS	Green Circle
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

#### Trail Overview

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

The location and alignment of the trail suggests it does not provide a significant contribution to the functionality of the overall network other than taking riders to top of a small knoll. The Green Circle difficulty rating is a desirable characteristic of the trail but can be replicated in a more practical and accessible location for less confident riders.

### 11.8.6 Spiders from Mars

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	34/50
--------------------	-------

Key Stats	
Length	388m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Retain and upgrade
Weather notes	Recent rain

#### Trail Overview

Spiders from Mars is predominately used as a climbing trail to gain access to Armchair when riding from the dam wall. The trail follows a generally sound alignment, contouring along a mellow gradients after a steep pinch at the start.

The trail forms a critical component of the main loop in the area, and as such should be upgraded and formalised.

### 11.8.7 Hammer from Gods

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	35/50
--------------------	-------

Key Stats	
Length	339m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Retain and upgrade
Weather notes	Recent rain

#### Trail Overview

Hammer of the Gods is a component of the main dam loop. The trail provides a good quality riding experience on a generally sustainable and functional trail alignment.

The trail forms a critical component of the main loop in the area, and as such should be upgraded and formalised.



### 11.8.8 Armchair

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	45/50
--------------------	-------

Key Stats	
Length	519m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Retain and upgrade
Weather notes	Recent rain

#### Trail Overview

Armchair is a descending trail section that forms part of the main dam loop circuit. The trail provides a good quality riding experience on a generally sustainable and functional trail alignment.

The trail forms a critical component of the main loop in the area, and as such should be upgraded and formalised.

### 11.8.9 | Ttouch Myself

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	45/50
--------------------	-------

Key Stats	
Length	434m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Retain and upgrade
Weather notes	Recent rain

### Trail Overview

I Ttouch Myself is a predominantly contouring section of trail that forms part of the main dam loop. The trail provides a good quality riding experience on a generally sustainable and functional trail alignment.

The trail forms a critical component of the main loop in the area, and as such should be upgraded and formalised.

11.8.10 Little Andrew

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	45/50
--------------------	-------

Key Stats	
Length	842m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Retain and upgrade
Weather notes	Recent rain

**Trail Overview**

Little Andrew is a predominantly contouring section of trail that forms part of the main dam loop. The trail provides a good quality riding experience on a generally sustainable and functional trail alignment.

The trail forms a critical component of the main loop in the area, and as such should be upgraded and formalised.



11.8.11 Abalone

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	45/50
--------------------	-------

Key Stats	
Length	2254m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Retain and upgrade
Weather notes	Recent rain

**Trail Overview**

Abalone is a component of the main dam loop trail network. The trail is generally well-built and features a sustainable trail alignment.

The trail forms a critical component of the main loop in the area, and as such should be upgraded and formalised.

11.8.12 Jack Hammer

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	2162m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.8.13 Joan of Arc

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	909m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.8.14 Vietnam

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	999m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.8.15 Ho Chi Min Climb

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	401m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.8.16 Dog Trap Road Climb

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	1399m
TDRS	Black Diamond
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

## 11.8.17 Torque Convertor

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	42/50
--------------------	-------

Key Stats	
Length	643m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Retain and upgrade
Weather notes	Recent rain

### Trail Overview

Torque Convertor is a gradually climbing trail that takes riders towards the summit of the high point of the area, Mogo Hill. The trail does feature some steeper sections that would benefit from minor realignment, though the trail generally follows a sound alignment.

The trail forms a critical component of the main loop in the area, and as such should be upgraded and formalised.



Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	44/50
--------------------	-------

Key Stats	
Length	1584m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Retain and upgrade
Weather notes	Recent rain

**Trail Overview**

RA:50 is one of the primary descending trails in the network, also forming part of the main dam loop. The trail features a predominantly descending alignment, with a mostly sound alignment. The trail importantly captures the longest available descending opportunity in the area.

The trail forms a critical component of the main loop in the area, and as such should be upgraded and formalised.

11.8.19 Naughty Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	931m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	2019m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.8.21 Tomahawk Creek Downhill

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	1054m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.8.22 Ring-A-Ding-Ding-Ding

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	505m
TDRS	Black Diamond
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.8.23 Tomahawk Underpass

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	/50
--------------------	-----

Key Stats	
Length	668m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.8.24 Two Bridges

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	2331m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.



11.8.25 Mitchells

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	1728m
TDRS	Blue Square
Style	Technical
Formalisation status	Informal
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

## 11.9 Trails Assessed – Maulbrooks Road

The trails in this network were badly damaged by the recent fires in the region with the majority of trails barely distinguishable albeit a few remnants of old trail benches and occasional signage. The heavy rainfall experienced throughout NSW post-fires have further impacted the existing trails in a negative way, most notably causing a major section of the primary access road, Maulbrooks Road, to be washed away and rendering the route inaccessible at the time of *Dirt Art's* preliminary ground assessments.

The only exception to the above-mentioned current situation would be the popular Snake Track, which *Dirt Art* noted as having received recent repair works by an unnamed and passionate individual according to the local mountain bike community. The trail has a reputation of its own in the area and is largely revered by the community due to its highly desirable riding experience. *Dirt Art* attributes this primarily due to the fact the trail presents a freer flowing riding experience akin to those of modern day flow trails.



Figure 4 - Jeremadra Creek during site inspections



Figure 5 - The remnants of the Bump & Grind trail

### 11.9.1 Bump & Grind

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	1641m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

#### Trail Overview

This trail was not distinguishable on the ground during Dirt Art’s field assessments.

*Dirt Art* walked the alignment of the trail and noted the area shows the most potential in the Maulbrooks Road network in terms of soil type, orientation, and rocky outcrops for natural technical features. The soil type was noticeably different when compared with the network’s western counterparts with the north-easterly orientation and greater elevation playing into its favour for better drainage.

## 11.9.2 Boulder Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	2545m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

### Trail Overview

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

*Dirt Art* walked the alignment of the trail and noted the area shows the most potential in the Maulbrooks Road network in terms of soil type, orientation, and rocky outcrops for natural technical features. The soil type was noticeably different when compared with the network's western counterparts with the north-easterly orientation and greater elevation playing into its favour for better drainage.

Several large rock slabs were sited in this area and could be utilised to provide more challenging technical trails different to the current offerings in the Mogo network.

### 11.9.3 Old Maulbrooks Road

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	431m
TDRS	Green Circle
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

#### Trail Overview

As the name suggests, this trail utilises the pre-existing alignment of Old Maulbrooks Road. As such, the trail does not exhibit any real value or worth to the network in creating a rich riding experience other than being separated from the main access road.

#### 11.9.4 Sound Check

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	/50
--------------------	-----

Key Stats	
Length	700m
TDRS	Green Circle
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

#### Trail Overview

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

Like Old Maulbrooks Road, this trail does not exhibit any real value or worth to the network in creating a rich riding experience other than being separated from the main access road.



### 11.9.5 Rock and Roll

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	3056m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

#### Trail Overview

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

The trail alignment weaves its way in and around a depressed gully that showed evidence of dampness and erodible soils. Our observations on the ground suggested the area does not dry out easily and not particularly suited to further trail development given its proximity to Jeremadra Creek, which was particularly full during our visit. Noted, this may not be a regular occurrence given the significant rainfall in the weeks preceding our site visit.

### 11.9.6 No Encore

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	374m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

### Trail Overview

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

The trail alignment weaves its way in and around a depressed gully that showed evidence of dampness and erodible soils. Our observations on the ground suggested the area does not dry out easily and not particularly suited to further trail development given its proximity to Jeremadra Creek, which was particularly full during our visit. Noted, this may not be a regular occurrence given the significant rainfall in the weeks preceding our site visit.

### 11.9.7 Kick Start

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	474m
TDRS	Green Circle
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

### Trail Overview

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

The trail alignment weaves its way in and around a depressed gully that showed evidence of dampness and erodible soils. Our observations on the ground suggested the area does not dry out easily and not particularly suited to further trail development given its proximity to Jeremadra Creek, which was particularly full during our visit. Noted, this may not be a regular occurrence given the significant rainfall in the weeks preceding our site visit.

### 11.9.8 Trailhead Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	1072m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

#### Trail Overview

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

The trail alignment weaves its way in and around a depressed gully that showed evidence of dampness and erodible soils. Our observations on the ground suggested the area does not dry out easily and not particularly suited to further trail development given its proximity to Jeremadra Creek, which was particularly full during our visit. Noted, this may not be a regular occurrence given the significant rainfall in the weeks preceding our site visit.

### 11.9.9 Loopy Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	1642m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

#### Trail Overview

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

The trail alignment runs parallel to the Dam Road with sections that look too steep to be sustainable given the erodible soils.

11.9.10 Dam Road Link

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	404m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.9.11 Baby Bear

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	694m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.



11.9.12 Wiggies

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	545m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

### 11.9.13 The Snake Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	31/50
--------------------	-------

Key Stats	
Length	1684m
TDRS	Blue Square
Style	Flow
Formalisation status	Formalised
Recommendation	Retain and formalise
Weather notes	Recent rain

#### Trail Overview

The Snake Track is one of the most popular trails in the Maulbrooks Road trail network. The predominantly descending trail features a number of flow-focused trail features such as berms and rollers that are enjoyed by local riders.

While Maulbrooks Road is not a major focus of the first stage of the project, this trail is proposed to form the end of the Wandera Descent trails, so should be retained and upgraded.

11.9.14 She Oak Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	1908m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.9.15 Swamp Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	1331m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.9.16 Thru Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	333m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

This trail was not distinguishable on the ground during *Dirt Art's* field assessments.

11.9.17 AST

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

<b>Total Score</b>	NA
--------------------	----

Key Stats	
Length	1152m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Not assessed
Weather notes	Not assessed

**Trail Overview**

While Maulbrooks Road is not a major focus of the first stage of the project, this trail is proposed to form the end of the Wandera Descent trails, so should be retained and upgraded.

## 12 New Development Concepts

### 12.1 Primary Trail Head

The primary access for the trail network is proposed to be directly from Mogo's town centre with a suite of less formal entrances along the peripheries of the network to foster the open synergy that currently exists with the urban areas that surround the project area to the east. Many local riders already access the Deep Creek Dam network via an assortment of informal trails or short off-road links between established suburban streets/roads along the coastline.

The Mogo trail head will act as the primary entry point to the trails. The entire trail network has been structured to begin and end at Mogo, with the proposed Wandera wilderness trail set to pass through the town, or optionally terminate on Mogo.

Facility	Current	New Proposed
Toilets	Green	Red
Parking	Green	Green
Bike wash	Red	Green
Beginner trails	Red	Green

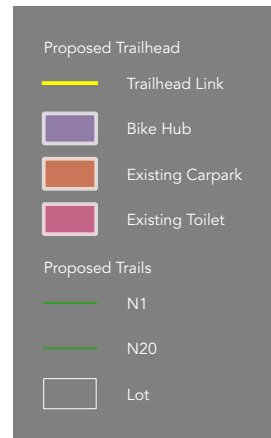
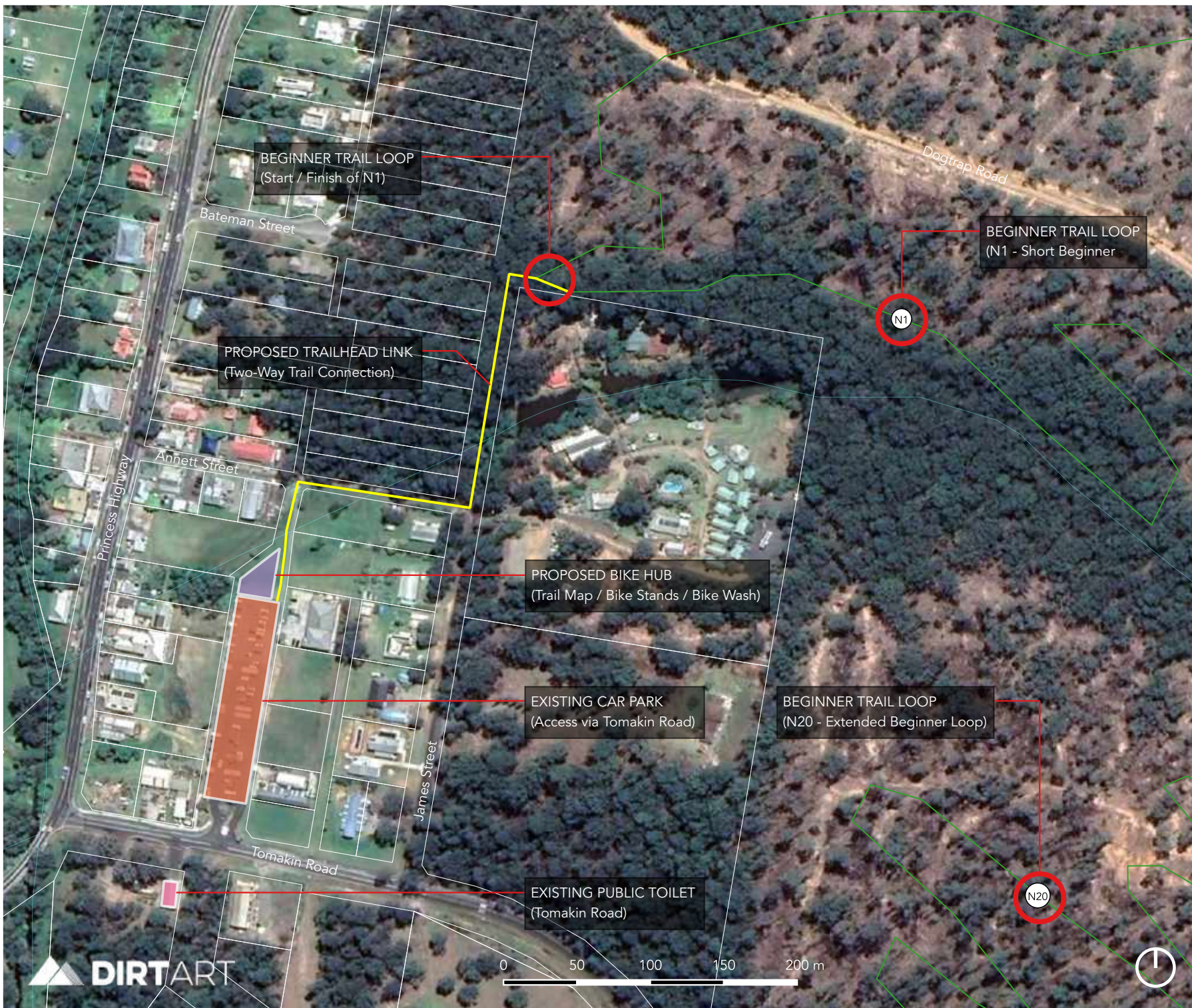
Concept plans for the proposed Mogo Trail Head can be found over the page.



# Mogo MTB Masterplan Project

## TRAILHEAD CONCEPT MOGO

24.04.20





## 12.2 Secondary Trail Head

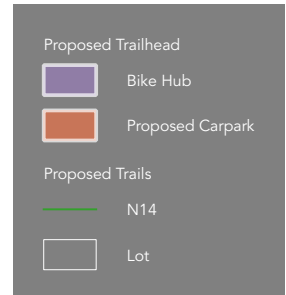
The secondary trail head for the area will be located at Batemans Bay. This trail head will only feature signage and minor infrastructure, providing a clear and functional entry/exit to the trails at Batemans Bay.

A concept plan for this trail head can be found over the page.

# Mogo MTB Masterplan Project

## TRAILHEAD CONCEPT BATEMANS BAY

24.04.20



## 12.3 Existing Trails Upgrades and Realignment

### 12.3.1 Overview

The existing trail network within the target area has grown somewhat organically over the past several years, which has in some cases resulted in sub-optimal connectivity between trails. The existing trails are also generally not in optimal condition.

*Dirt Art* has proposed a works plan for the existing trails, which includes upgrades, realignments and trail closures. Details of the proposed works plan can be found below.

Budgets for all works can be found at **Appendix 1**.

## 12.4 Existing Trails

### 12.4.1 General Works

#### 12.4.1.1 Overview

Given the general condition of trails in the network, *Dirt Art* suggest that a general works program is undertaken across all trails proposed for formal conclusion in the trail network. This works program will bring all trails up to a modern, high-quality trail standard, consistent with relevant guidelines and standards, while significantly improving the riding experience and the sustainability of the trails.

The below works are proposed for all trails.

#### 12.4.1.2 Re-Profiling

*Dirt Art* has suggested that all key existing trails undergo complete re-profiling, which will include realignment within +/- 5m. The fundamental principal of re-profiling will first be that all alignments must be correct or should be realigned as required. Re-profiling should then follow the below key principles;

1. Realign as required before upgrade
2. Maintain trail gradients inside 15% unless rock armouring is installed
3. Remove organic matter as required
4. Establish in-slope where required to maintain rider confidence and flow
5. Establish out slope for drainage as required in low spots. Culverts should not be installed unless strictly required
6. Utilise a rolling contour construction approach, which features frequent (~20m interval) gradient changes to shed water
7. Realign trails from wet areas before treating the wet area. Only treat the wet area if realignment not possible
8. Re-bench trails to a suitable depth

9. Utilise the excavator tracks and bucket to compact the trail surface and all batters and spoil
10. Utilise a full bench construction approach where possible
11. Avoid using burrow pits below 1,000mm depth unless strictly required
12. All burrow pits should minimise peripheral disturbance, and to be completely rehabilitated, including packing in organic material to fill the pit, and brushing over with organic material once filled

#### *12.4.1.3 Realigning Trails*

Trails should be realigned where required and possible. Realignment should be utilised for managing a range of issues, including but not limited to; steep gradients, wet areas, limited cross slope, network functionality and ride experience.

When realigning trails, the following methodology should be employed;

- All realignments should adhere to relevant approvals and conditions
- Wet areas should be avoided
- Riparian areas should be avoided
- Trails should be placed in areas with 20-40% cross slope where possible
- Closed trail sections should be aerated (breaking up of the trail tread), before being brushed in organic material

#### *12.4.1.4 Drainage*

Drainage should be managed wherever possible through the use of passive drainage measures, such as grade reversals to remove water from the trail. The use of culvert pipes should be avoided unless strictly necessary.

##### *12.4.1.4.1 Installing Rolling Contour Drainage Measures*

A genuine rolling contour trail type should be established, where gradient is reversed based on the following specifications;

- Gradient change should be installed every <20m
- Waterbars and knicks should be avoided
- A rolling contour high point should be a minimum of 500mm (target minimum is 1,000mm) above the low point
- The total length of the high point should be a minimum of 5m
- Low points should be out sloped with a minimum gradient of 5%
- Low points should allow water to be completely removed from the trail (avoiding construction off trail sumps/pits)



#### 12.4.1.4.2 Culvert Pipe Installation

Wherever possible, culvert pipes should be avoided. Where strictly required, the following methodology should be employed;

- Minimum 150mm pipe size should be utilised
- Pipe intakes should be a minimum of 500mm from the trail edge
- A minimum sump hole size of 500mm x 500mm should be utilised, with a minimum depth of 250mm
- Pipe intakes should be raised a minimum of 100mm from the base of the sump
- Soil around the sump should be compacted extensively to minimise the risk of pipe blockage

## 12.5 Proposed New Trails

### 12.5.1 Overview

Approximately 125.6km of new trails have been proposed, which seek to address key trail network gaps, while capitalising on areas with generally low development constraints. The new proposed trails provide a diverse range of trail experiences, which cater for riders of all abilities.

The proposed development of 125.6km of new trails will add to the existing trail network proposed for formalisation, to create a total trail network of approximately 150km.

New trail concepts have focused on addressing local wants and needs but have also considered the attributes required for creating trail experiences that will appeal to visiting riders.

Development budgets for all proposed new trails can be found at **Appendix 1**.

### 12.5.2 Key Objectives

Key objectives when analysing priority new trail developments were as follows;

1. Address key network gaps
2. Develop a stacked loop trail system where possible
3. Provide opportunities for a wide range of riding styles, including shuttle uplift riding
4. Increase trail diversity
5. Place trails in areas with lower environmental values
6. Place trails in areas with reduced social conflicts
7. Place trails in areas that eliminate or reduce heritage conflicts
8. Place trails in areas that provide cost effective construction conditions

### 12.5.3 Trail Summaries- New Trails

Green	Blue	Black
66.3km	42.7km	11.3km
54%	35%	11%

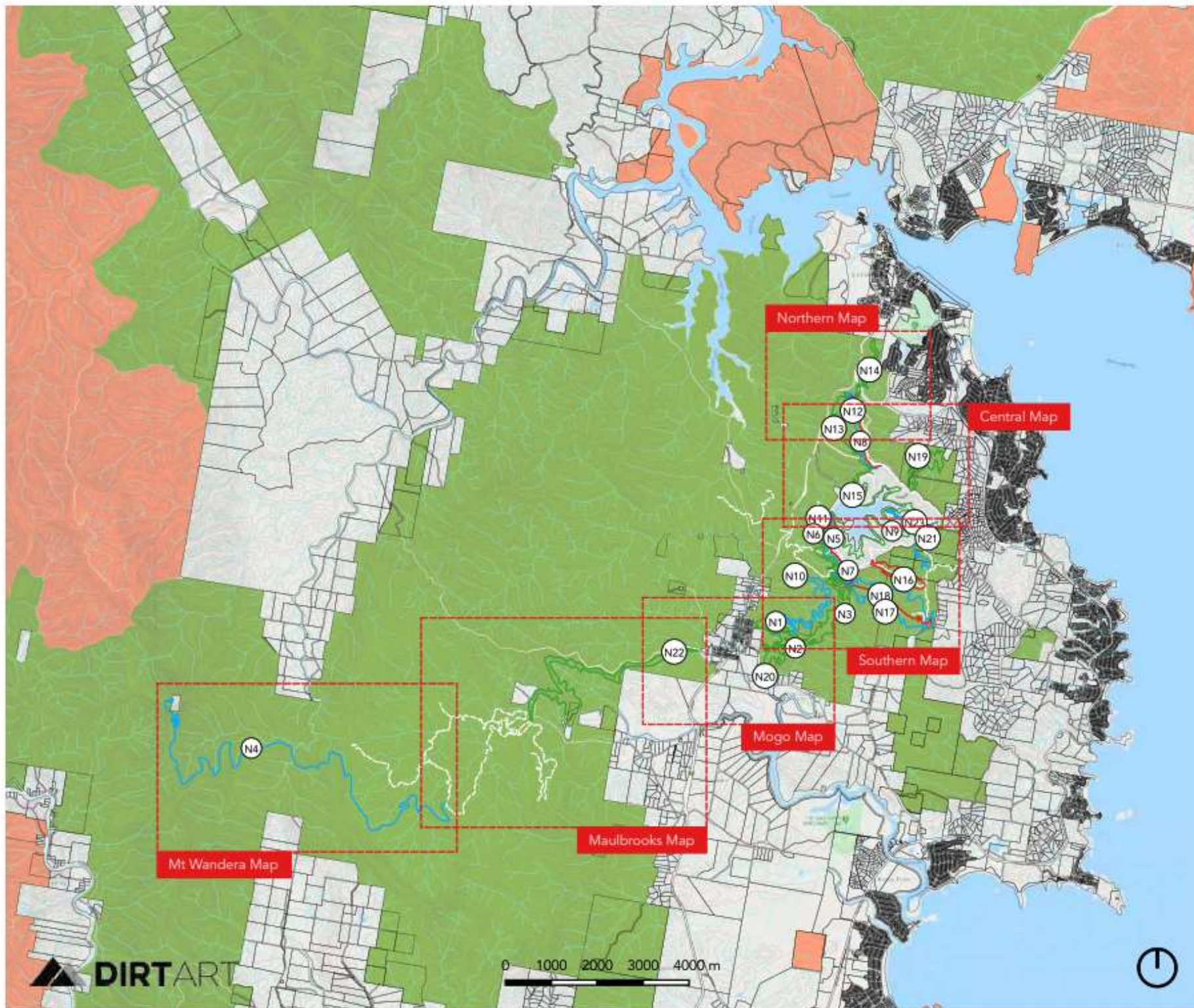
### 12.5.4 Proposed New Trails Maps

Trail maps for all proposed new trails can be found over the page.

# Mogo MTB Masterplan Project

## TRAIL CONCEPT OVERVIEW MAP

22.04.20

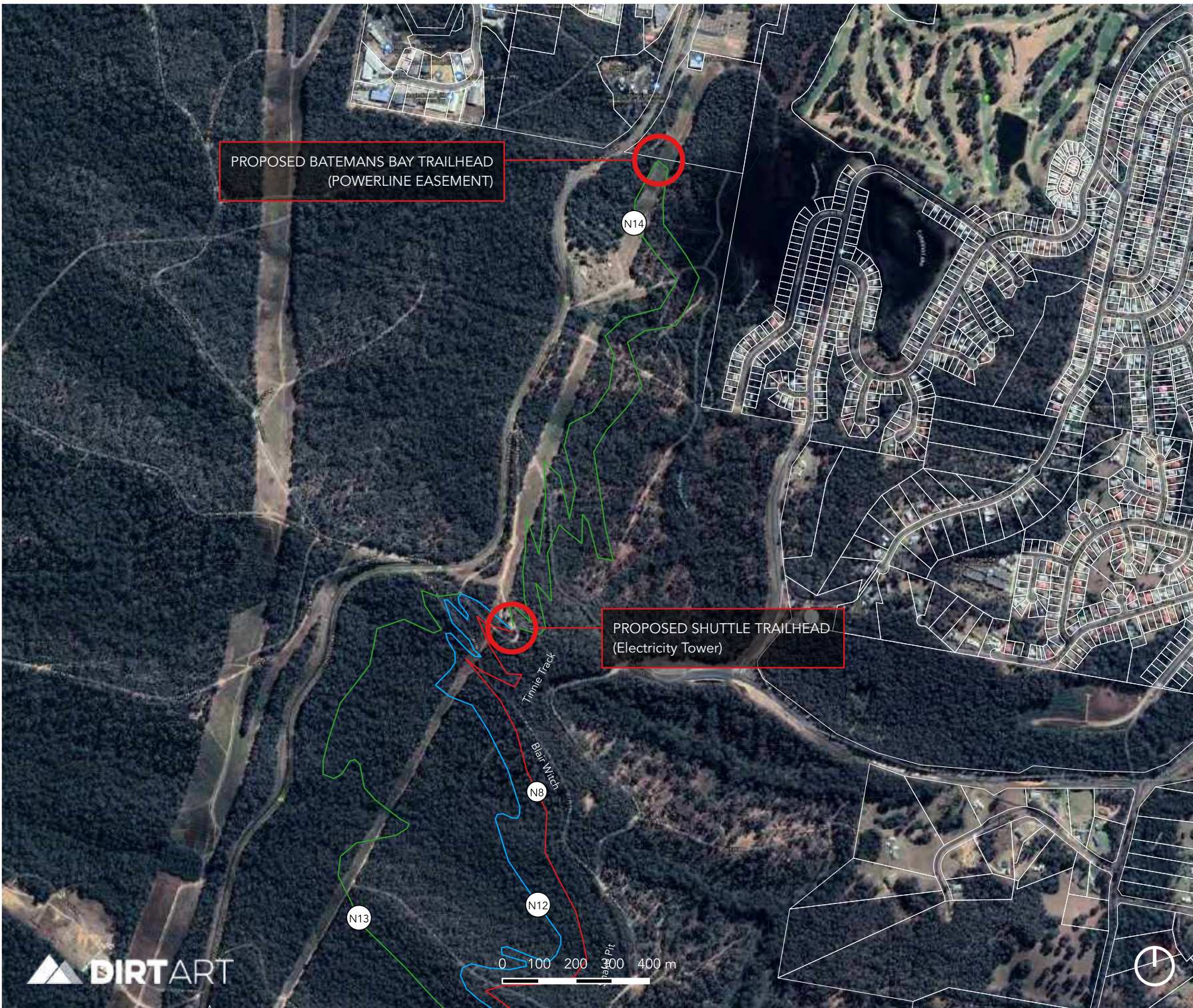




# Mogo MTB Masterplan Project

## TRAIL CONCEPT NORTHERN MAP

22.04.20



**Trail Difficulty**

- Green Circle
- Blue Square
- Black Diamond

**Proposed Trails**

- N8
- N12
- N13
- N14

**Existing Trails**

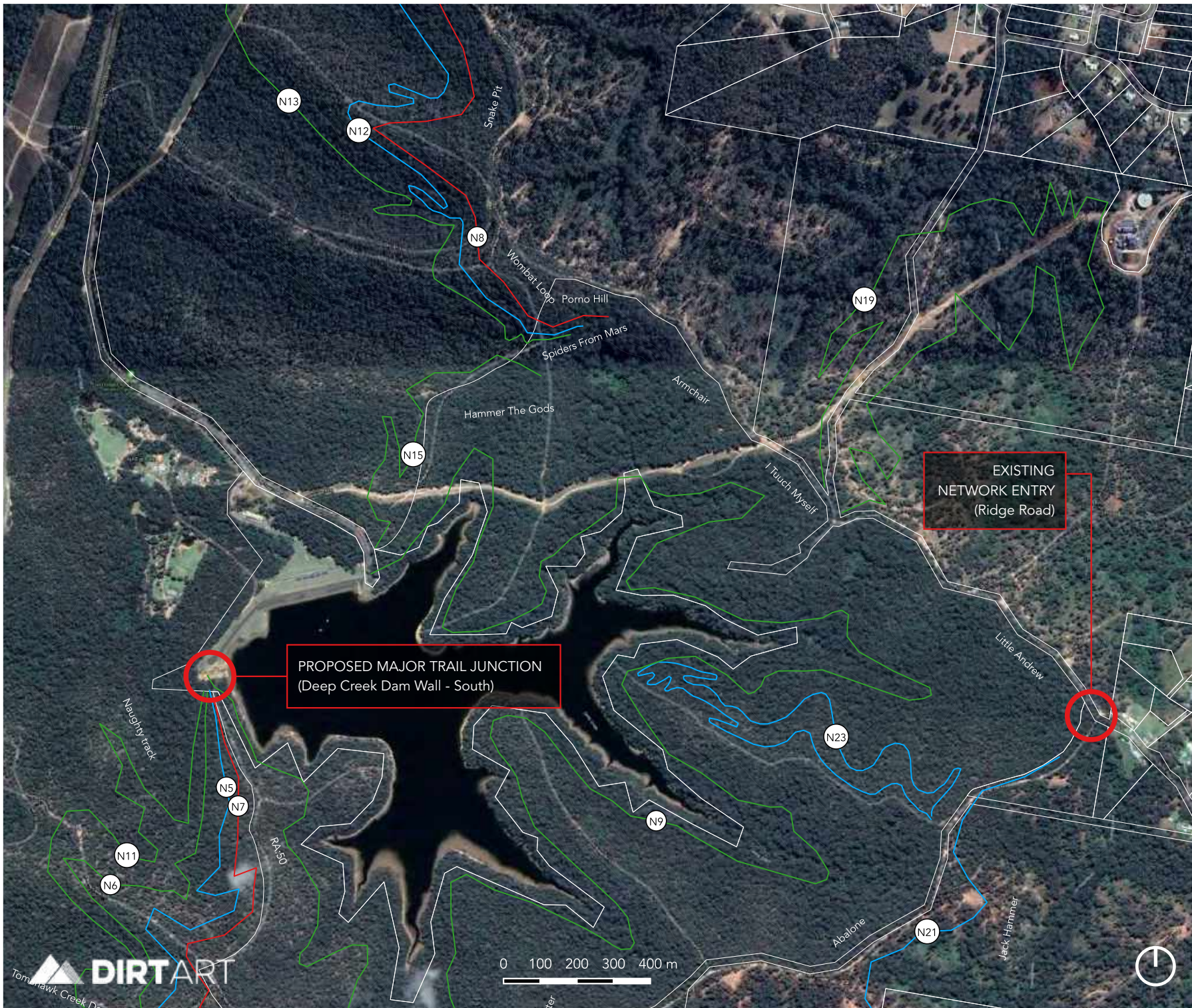
- Existing Trails
- Lot



# Mogo MTB Masterplan Project

## TRAIL CONCEPT CENTRAL MAP

22.04.20



EXISTING NETWORK ENTRY (Ridge Road)

PROPOSED MAJOR TRAIL JUNCTION (Deep Creek Dam Wall - South)

Trail Difficulty	
	Green Circle
	Blue Square
	Black Diamond

Proposed Trails	
	N5
	N6
	N7
	N8
	N9
	N11
	N12
	N13
	N15
	N19
	N21
	N23

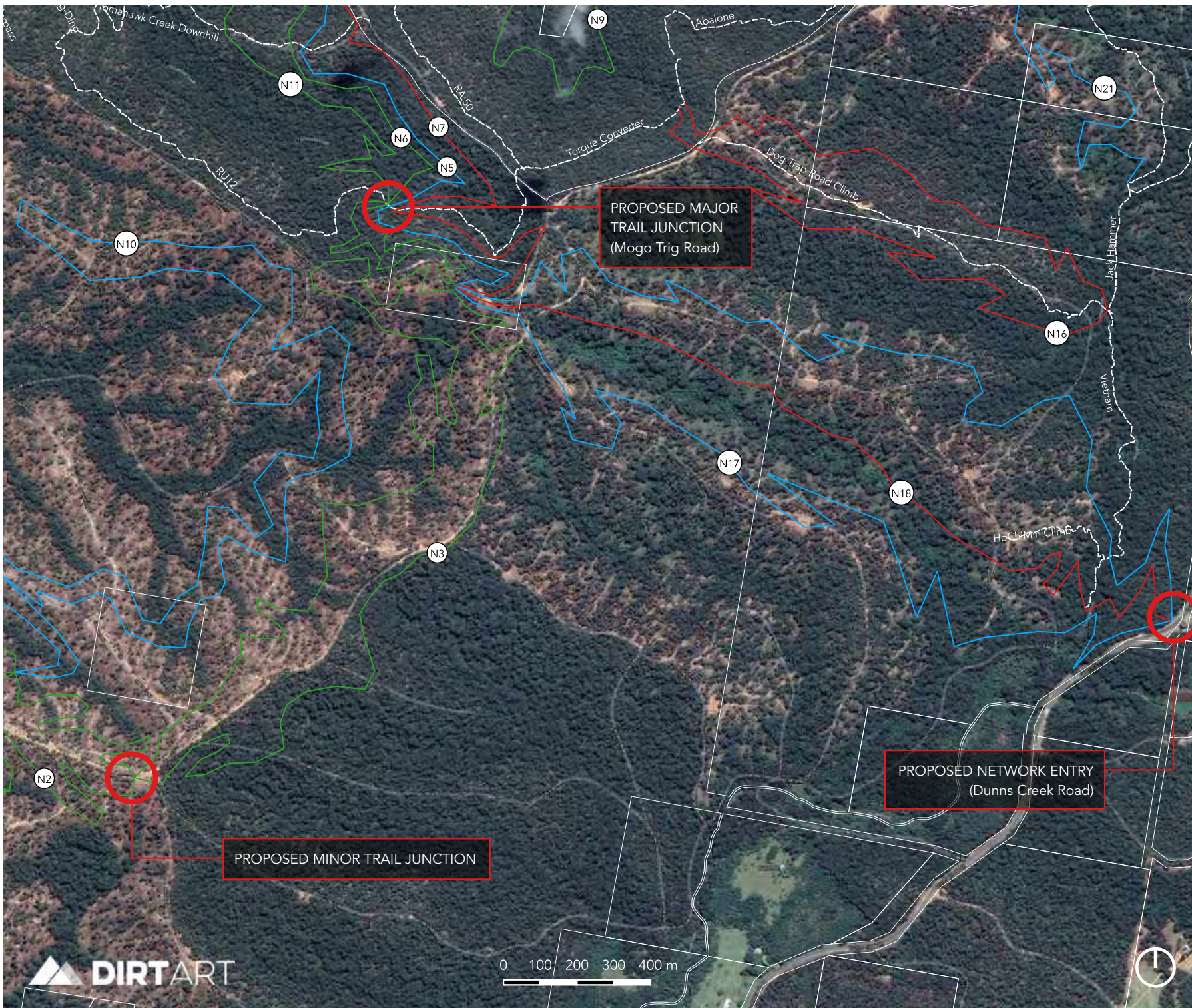
Existing Trails	
	Existing Trails
	Lot



# Mogo MTB Masterplan Project

## TRAIL CONCEPT SOUTHERN MAP

11.03.20



Trail Difficulty

- Green Circle
- Blue Square
- Black Diamond

Proposed Trails

- N2
- N3
- N5
- N6
- N7
- N9
- N10
- N11
- N16
- N17
- N18
- N21

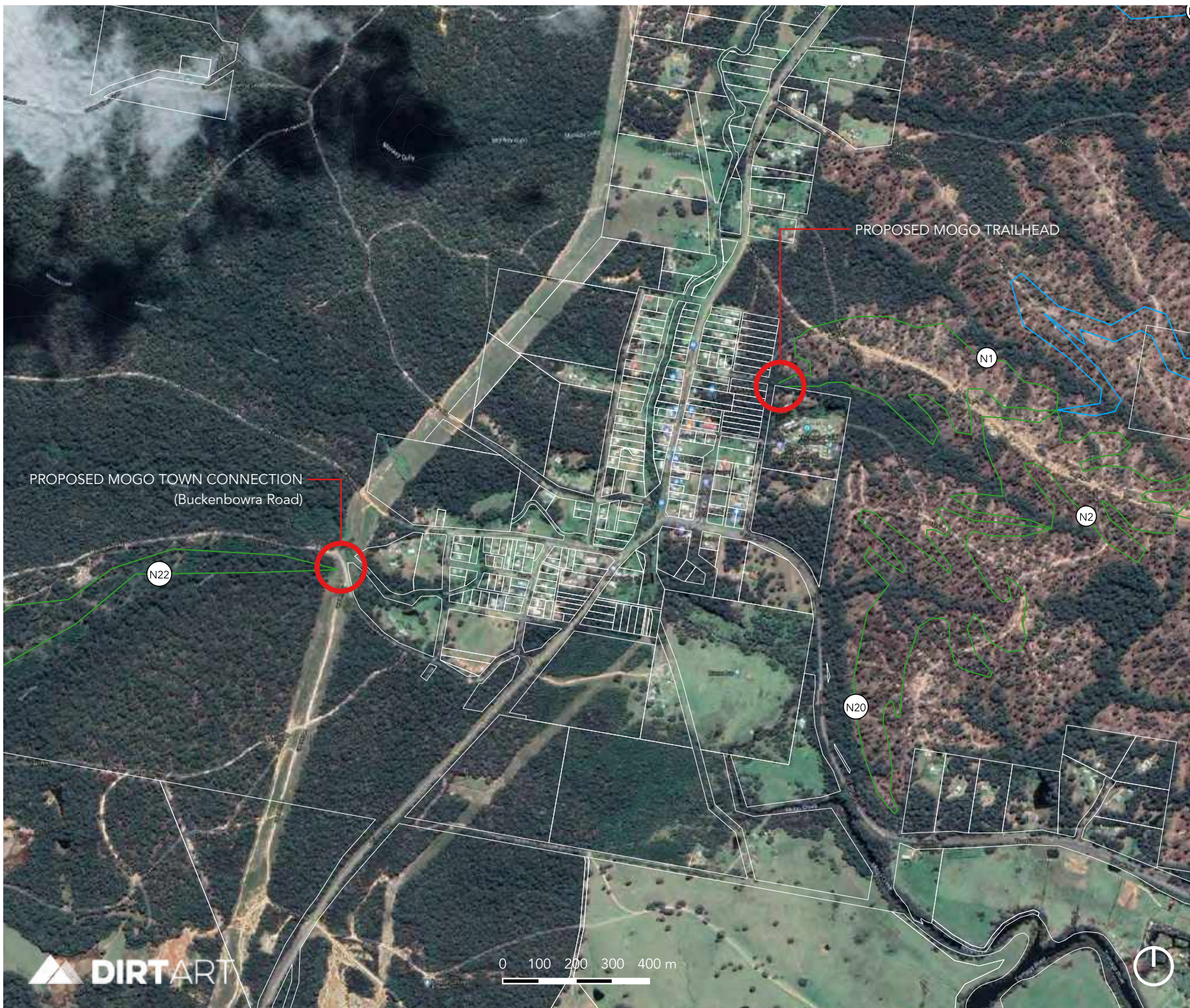
--- Existing Trails



# Mogo MTB Masterplan Project

## TRAIL CONCEPT MOGO MAP

11.03.20



- Trail Difficulty
- Green Circle
  - Blue Square
  - Black Diamond
- Proposed Trails
- N1
  - N2
  - N20
  - N22
  - Existing Trails



## 12.6 Trail One

Key Stats	
Length	2543m
TDRS	Green Circle
Construction Style	Flow
Format	Loop
Width	1,200mm
Surface	Natural

### Trail Overview

Trail 1 is a beginner-friendly loop trail, that introduces riders to the primary trail network. The short loop starts and finishes in the centre of town and provides the basis for exploring the rest of the network proposed around the Deep Creek Dam area. The trail will receive high traffic as it will become the major thoroughfare for riders entering or departing the Mogo Trailhead.

Trails 1, 2, 3, and 20 can be ridden interchangeably to cater for shorter or longer riding options depending on the individual/groups' ability and fitness.

## 12.7

### 12.7 Trail Two

Key Stats	
Length	3391m
TDRS	Green Circle
Construction Style	Flow
Format	Loop
Width	1,200mm
Surface	Natural

#### Trail Overview

Trail 2 is a short loop that is directly accessed by Trail 1. It provides a perfect beginner loop for riders basing themselves out of the Mogo Trailhead.

Trails 1, 2, 3, and 20 can be ridden interchangeably to cater for shorter or longer riding options depending on the individual/groups' ability and fitness.

## 12.8 Trail Three

Key Stats	
Length	7051m
TDRS	Green Circle
Construction Style	Flow
Format	Loop
Width	1,200mm
Surface	Natural

### Trail Overview

Trail 3 is one of the longer Green Circle loops proposed in the development and caters for beginner riders looking to extend their ride to the northern point of Mogo Hill. For first timers, the trail is easily accessible from the Mogo Trailhead and has the added benefit of a scenic viewpoint down to the dam midway through their ride.

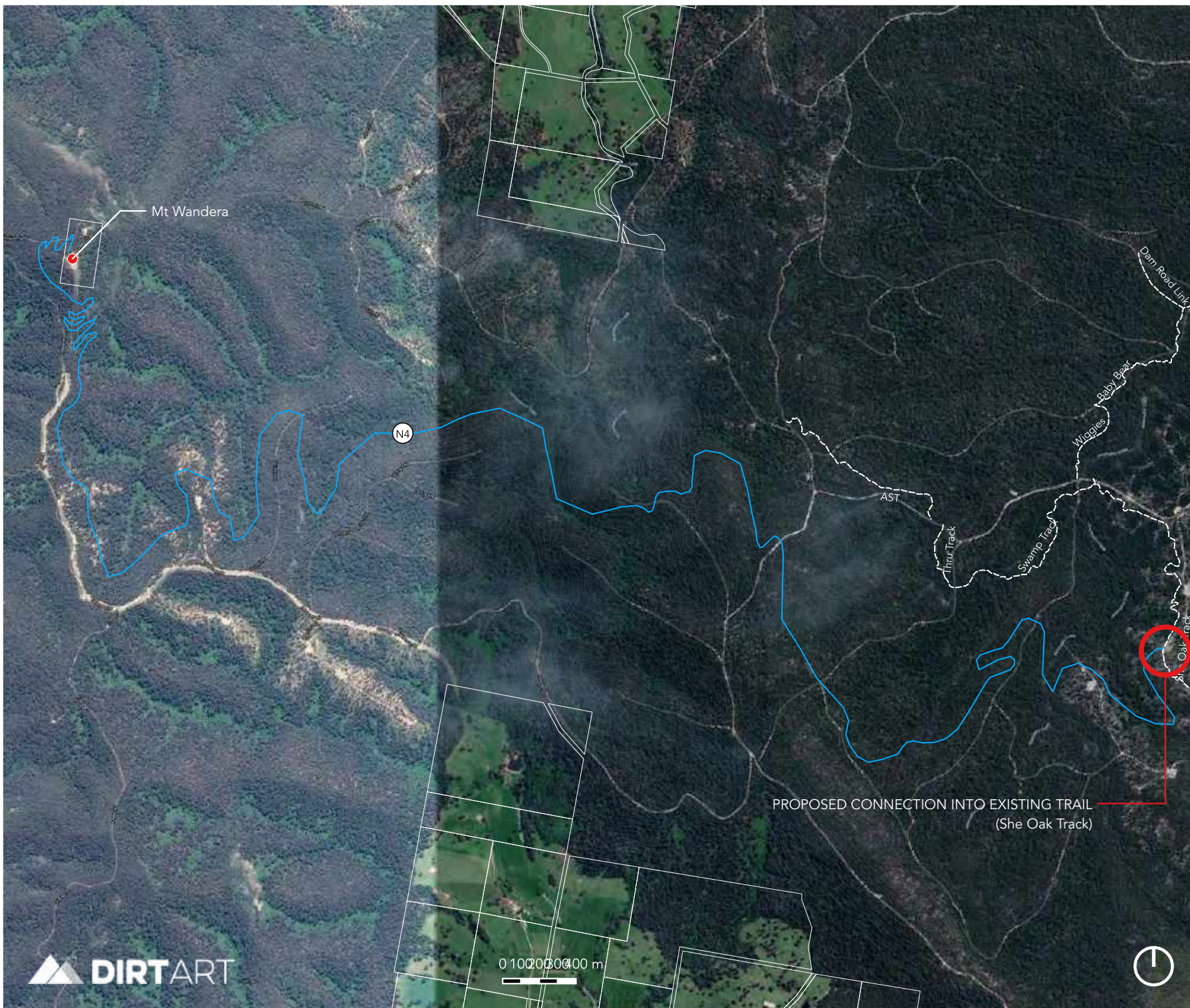
Trails 1, 2, 3, and 20 can be ridden interchangeably to cater for shorter or longer riding options depending on the individual/groups' ability and fitness.



# Mogo MTB Masterplan Project

## TRAIL CONCEPT MT WANDERA

11.03.20



PROPOSED CONNECTION INTO EXISTING TRAIL  
(She Oak Track)

- Trail Difficulty
- Green Circle
  - Blue Square
  - Black Diamond
- Proposed Trails
- N4
  - Existing Trails
- Mt Wandera



## 12.9 Trail Four

Key Stats	
Length	16802m
TDRS	Blue Square
Construction Style	Wilderness / Adventure
Format	Descent (Shuttle Drop-off)
Width	900mm
Surface	Natural

### Trail Overview

Trail 4 represents a unique and novel riding experience in the proposed trail development. As a point to point trail, the proposed Trail 4 utilises the elevational opportunity of Mt Wandera and puts forward a predominately descending experience for riders back towards the Maulbrook Road trail network and eventually into Mogo itself.

Mt Wandera is currently accessible by vehicles via forestry access roads that are generally in good condition as observed at our time of visit. The Wandera Trig Road leading up to the summit would require some resurfacing works prior to operating commercial shuttle services, but notwithstanding, be feasible given the potential it would unlock.

The trail concept offers a remote wilderness experience and adventure product different to the rest of the trails proposed in the development, but complimentary to the tourism offering that this project seeks to generate. For most riders, the ride will take a full day with the shuttle trip out to Mt Wandera and the subsequent ride back to Mogo, or onwards to Batemans Bay. Importantly, this trail product presents an instant reason for visiting riders to stay another day or two, in order to explore the rest of the trail network proposed in and around Mogo.

With Batemans Bay as a finish point, the trail provides a unique mountains-to-beach riding opportunity, which will appeal strongly to the tour and/or e-bike markets.

It will be a major drawcard for visiting riders but be equally appreciated by locals who are already familiar with Mt Wandera and its trail development potential. The proposed trail offering is unlike anything else offered in New South Wales and holds great merit as a trail product that may drive local businesses in providing commercial shuttle or guiding services.



## 12.10 Trail Five

Key Stats	
Length	3098m
TDRS	Blue Square
Construction Style	Flow
Format	Descent
Width	900mm
Surface	Natural

### Trail Overview

Trail 5 is proposed to be a fast and flowing descent from Mogo Hill down to the dam wall. The trail will offer riders one of the more sustained descending opportunities within the Deep Creek Dam network.

The trail will give riders the option of pedaling back up to Mogo Hill via Trail 11 or alternatively, utilising a shuttle service to take them up to the start on the access road. Trail 5 presents the intermediate descending option in the three gravity trails proposed from Mogo Hill down to the Deep Creek Dam wall.

## 12.11 Trail Six

Key Stats	
Length	3115m
TDRS	Green Circle
Construction Style	Flow
Format	Descent
Width	1200mm
Surface	Natural

### Trail Overview

Trail 6 is proposed to be beginner-friendly descent from Mogo Hill down to the dam wall. The trail will introduce less confident riders to a gravity style trail format and allow them to enjoy a sustained descending experience with the option to pedal back up via Trail 11 or alternatively, to utilize a shuttle service back up to Mogo Hill.

The trail provides a starting point for beginner riders to later progress to more challenging trails such as Trail 5 and Trail 7, which start and finish at the same respective points.

## 12.12 Trail Seven

Key Stats	
Length	3214m
TDRS	Black Diamond
Construction Style	All-Mountain
Format	Descent
Width	900mm
Surface	Natural

### Trail Overview

Trail 7 is proposed to be challenging descent from Mogo Hill down to the dam wall. The trail will offer riders one of the more sustained descending opportunities within the Deep Creek Dam network and will cater for the enthusiast market.

The trail will give riders the option of pedaling back up to Mogo Hill via Trail 11 or alternatively, utilising a shuttle service to take them up to the start on the access road. Trail 7 presents the advanced descending option in the three gravity trails proposed from Mogo Hill down to the Deep Creek Dam wall.

## 12.13 Trail Eight

Key Stats	
Length	2916m
TDRS	Black Diamond
Construction Style	Flow
Format	Descent
Width	900mm
Surface	Natural

### Trail Overview

Trail 8 provides an all-mountain trail experience catered towards the enthusiast market and offer advanced riders a more challenging descent following by a climb out of the gully towards the ridgeline located to the north of Deep Creek Dam. The trail starts at the existing electricity tower.

Trails 8, 12, and 13 have an enduro focus and can be utilized for potential future races/events alongside a variety of the other trail offerings within this trail development proposal.

## 12.14 Trail Nine

Key Stats	
Length	11130m
TDRS	Green Circle
Construction Style	
Format	Two-Way / Loop
Width	1200mm
Surface	Natural

### Trail Overview

Trail 9 provides a beginner's loop of Deep Creek Dam and suitable alternative for less confident riders to the existing intermediate focused assortment of trails that circumnavigate the upper ridgelines adjacent to the dam. The proposed Green Circle trail will take on a wider trail width and be suited to shared use with walkers and trail runners alike.

The proposed alignment follows high water mark around the dam, giving ample provision for when the water levels are at their highest. As a result, the proposed trail will have minimal elevation gain/loss and be more approachable for those short on time or fitness. The loop seeks to target a user group that has limited off-road riding experience and caters for families with young children. It will be one of the easiest and most scenic trails in the proposed development.

## 12.15 Trail Ten

Key Stats	
Length	8263m
TDRS	Blue Square
Construction Style	Cross-Country
Format	Loop
Width	900mm
Surface	Natural

### Trail Overview

Trail 10 utilises the undulating terrain that sits between Mogo Trig Road to the north, and Dog Trap Road to the south. The proposed loop provides a challenging ride that steadily climbs up towards the north before descending back down to the south again.

## 12.16 Trail Eleven

Key Stats	
Length	4681m
TDRS	Green Circle
Construction Style	N/A
Format	Climb
Width	1,200mm
Surface	Natural

### Trail Overview

Trail 11 presents an easy climbing trail for riders preferring to pedal back up to Mogo Hill after descending any of the proposed gravity trails in this zone (Trails 5, 6 and 7). The trail presents an extended ride option for those looking to link the proposed Trail 9 or existing upper dam loop all the way into the cluster of trails that are proposed to the south of Mogo Trig Road.

## 12.17 Trail Twelve

Key Stats	
Length	3798m
TDRS	Blue Square
Construction Style	All-Mountain
Format	Descent
Width	900mm
Surface	Natural

### Trail Overview

Trail 12 provides an all-mountain trail experience catered towards the enthusiast market and offer intermediate riders with a challenging series of descents and climbs. The trail starts at the existing electricity tower and makes its way to the ridgeline located to the north of Deep Creek Dam.

Trails 8, 12, and 13 have an enduro focus and can be utilized for potential future races/events alongside a variety of the other trail offerings within this trail development proposal.



## 12.18 Trail Thirteen

Key Stats	
Length	3506m
TDRS	Green Circle
Construction Style	All-Mountain
Format	Descent
Width	1,200mm
Surface	Natural

### Trail Overview

Trail 13 provides an all-mountain trail experience catered towards beginners and offers a more remote riding experience. The trail starts at the existing electricity tower and makes its way to the ridgeline located to the north of Deep Creek Dam.

Trails 8, 12, and 13 have an enduro focus and can be utilized for potential future races/events alongside a variety of the other trail offerings within this trail development proposal.

## 12.19 Trail Fourteen

Key Stats	
Length	4732m
TDRS	Green Circle
Construction Style	All-Mountain
Format	Loop
Width	1,200mm
Surface	Natural

### Trail Overview

Trail 14 presents the northern-most point of the proposed trail development. The trail loop creates a connection to the southern fringe of Batemans Bay with the highpoint of the existing electricity tower, where several enduro trails have been proposed.

## 12.20 Trail Fifteen

Key Stats	
Length	1412m
TDRS	Green Circle
Construction Style	N/A
Format	Climb
Width	1,200mm
Surface	Natural

### Trail Overview

Trail 15 provides a more sustainable climbing trail alignment from the end of Deep Creek Dam Road to the existing Spiders from Mars trail, which is located on the ridgeline directly to the north of the dam.

## 12.21 Trail Sixteen

Key Stats	
Length	4143m
TDRS	Black Diamond
Construction Style	All-Mountain
Format	Loop
Width	900mm
Surface	Natural

### Trail Overview

Trail 16 proposes to loop around the existing Dog Trap Road Climb and following a more sustainable gradients on either side of the saddle. The trail will offer a challenging descent and climb for riders looking to extend their normal loop around the dam on the existing trails.

## 12.22 Trail Seventeen

Key Stats	
Length	8151m
TDRS	Blue Square
Construction Style	All-Mountain
Format	Loop
Width	900mm
Surface	Natural

### Trail Overview

Trail 17 provides a closed loop between Mogo Hill and Dunns Creek Road. The proposed climb will also act as a return for those wishing to ride the proposed Trail 18 descent.

## 12.23 Trail Eighteen

Key Stats	
Length	3056m
TDRS	Black Diamond
Construction Style	Flow
Format	Descent
Width	900mm
Surface	Natural

### Trail Overview

Trail 18 offers a challenging descent for advanced riders from Mogo Hill down to Dunns Creek Road. The descending trail utilises the climbing portion of the proposed Trail 17 to bring riders back to its starting point.

## 12.24 Trail Nineteen

Key Stats	
Length	5023m
TDRS	Green Circle
Construction Style	Cross-Country
Format	Loop
Width	1,200mm
Surface	Natural

### Trail Overview

Trail 19 is a cross-country loop proposed to the north-east of Deep Creek Dam.

## 12.25 Trail Twenty

Key Stats	
Length	4555m
TDRS	Green Circle
Construction Style	Cross-Country
Format	Loop
Width	1,200mm
Surface	Natural

### Trail Overview

Trail 20 forms part of a beginner-friendly network of trails close to the Mogo Trailhead. Trails 1, 2, 3, and 20 can be ridden interchangeably to cater for shorter or longer riding options depending on the individual/groups' ability and fitness.



## 12.26 Trail Twenty-One

Key Stats	
Length	2581m
TDRS	Blue Square
Construction Style	N/A
Format	Climb
Width	900mm
Surface	Natural

### Trail Overview

Trail 21 provides a dedicated climbing trail for those wishing to ride the popular Jack Hammer trail in the Deep Creek Dam network. Riders currently have to ride back up a steep and unsustainable Dog Trap Road Climb.

## 12.27 Trail Twenty-Three

Key Stats	
Length	3217m
TDRS	Blue Square
Construction Style	All-Mountain
Format	Loop
Width	900mm
Surface	Natural

### Trail Overview

Trail 23 provides a looped descent and climb starting from the popular Abalone trail. The trail gives riders the option to link the popular Ridge Road entry into the proposed lower dam perimeter loop. The sustained descent makes use of the available elevation available from the Dogtrap Road ridgeline situated to the east of the Deep Creek Dam.

This particular zone has been identified by the local riding community as holding good potential for trail development. The subsequent trail concept explores this notion and will add great value and benefit to the overall trail masterplan by creating a variety of intermixed loops amongst the existing and proposed trail network.