



# Upper Beaconsfield Bike Track

Upper Beaconsfield Recreation Reserve, Stoney Creek Rd, Upper Beaconsfield, VIC 3808

## Final Concept Design

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RevB

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DESIGN COMMENTARY

- 1. This design responds to the feedback received during both community consultations undertaken for the Project. Refer to the community consultation reports to understand what we heard from the community
- 2. The design provides usable and enjoyable track for all users including those like scooters and skate who cannot ride on dirt and are currently excluded from using the site
- 3. The design has provided a full range of skill leave features. The asphalt pump track provides for beginner to intermediate users while the revised dirt flow jump lines provide for intermediate and advanced users. The design allows for separate use of the skill levels when busy to avoid conflict of users but when numbers on the facility allow there are multiple cross use of the areas and transfer opportunities. Refer to the Diagram Plans page for further detail
- 4. The design has responded to the fall of the site to expose and capitalise on delivering a pump track without too much fall associated within it for younger/beginner users yet a dirt flow jump track that will allow riders to generate and maintain plenty of speed
- 5. The design responds to the existing vegetation to not require any tree to be removed
- 6. Drainage from the inside of the pump track is proposed to drain overland to the north and follow the existing fall of the site. The remainder of the site will drain to the lower western end and low (invert) points of the flow line will need accommodate overland flow. This will be resolved in detail during detail design

ENVIRONMENTAL RESPONSE

- 1. DELWP have requested that 3 features are to removed due to environmental constraints, refer to the consultation report. The charm of this site is the existing vegetation and the design is to be as responsive to retention of vegetation as possible.
- 2. This final concept addresses the requests from DELWP in the following ways:
  - Lower straight of existing jump line no longer subject to upgrade
  - The lower straight no longer being upgraded in conjunction with the hipped table top of the advanced line being removed has the advanced trail alignment not adding any value to the facility and as such has been removed
  - The final berm on the intermediate alignment has been stretched to the position of the existing berm and includes an additional double jump feature into the berm
  - Drainoid pipe removed as drainage strategy and replaced with subsurface rock drainage typically seen in trail networks

LEGEND

- Existing carpark
- Relocated bench seats
- Existing ground surface
- Existing dirt trail
- Reshaped dirt trail
- Dirt platforms (flat areas)
- Asphalt pump track (varying shapes)
- Asphalt platforms (flat surfaces)
- Existing concrete path

PUMP TRACK

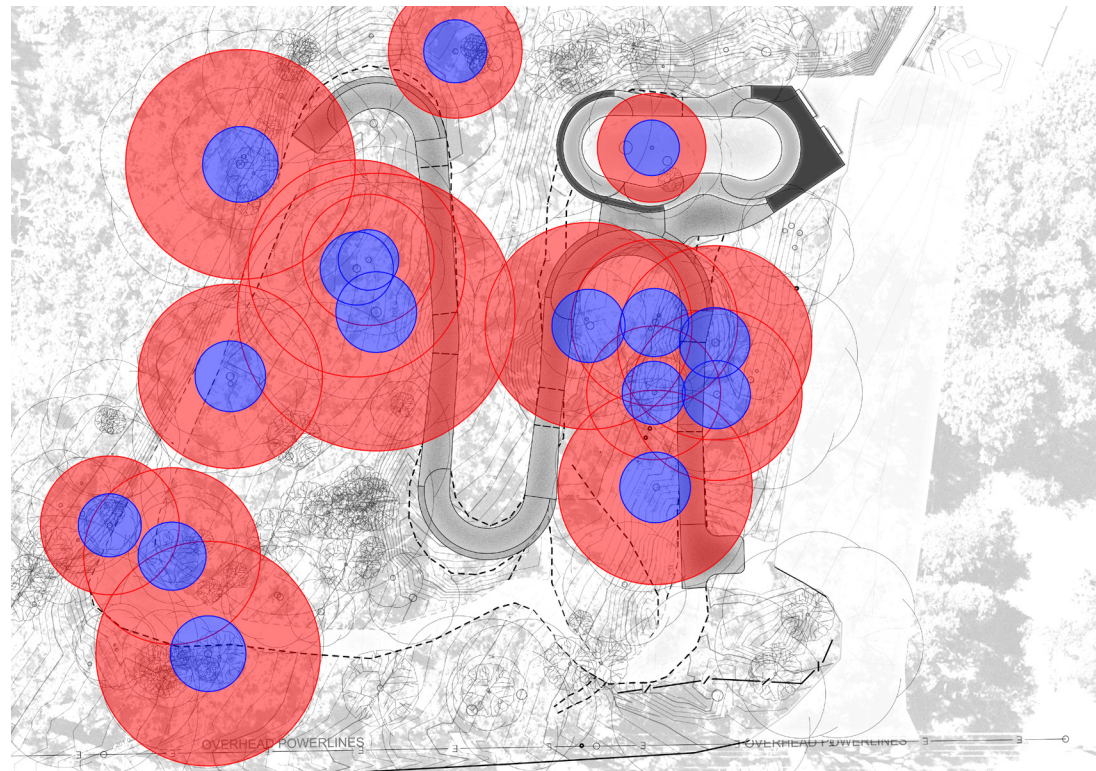
- 1 Start platform of pump track with bench seats and signage
- 2 Typical berm
- 3 Berm roller
- 4 Roller
- 5 Double Roller

FLOW JUMP TRACK

- 6 Existing start platform
- 7 Existing track requiring minor amendment
- 8 Existing tabletop requiring reshaping
- 9 Existing berm requiring reshaping into falling berm
- 10 Proposed roller
- 11 Proposed falling berm
- 12 Proposed tabletop
- 13 Stepup double into falling berm





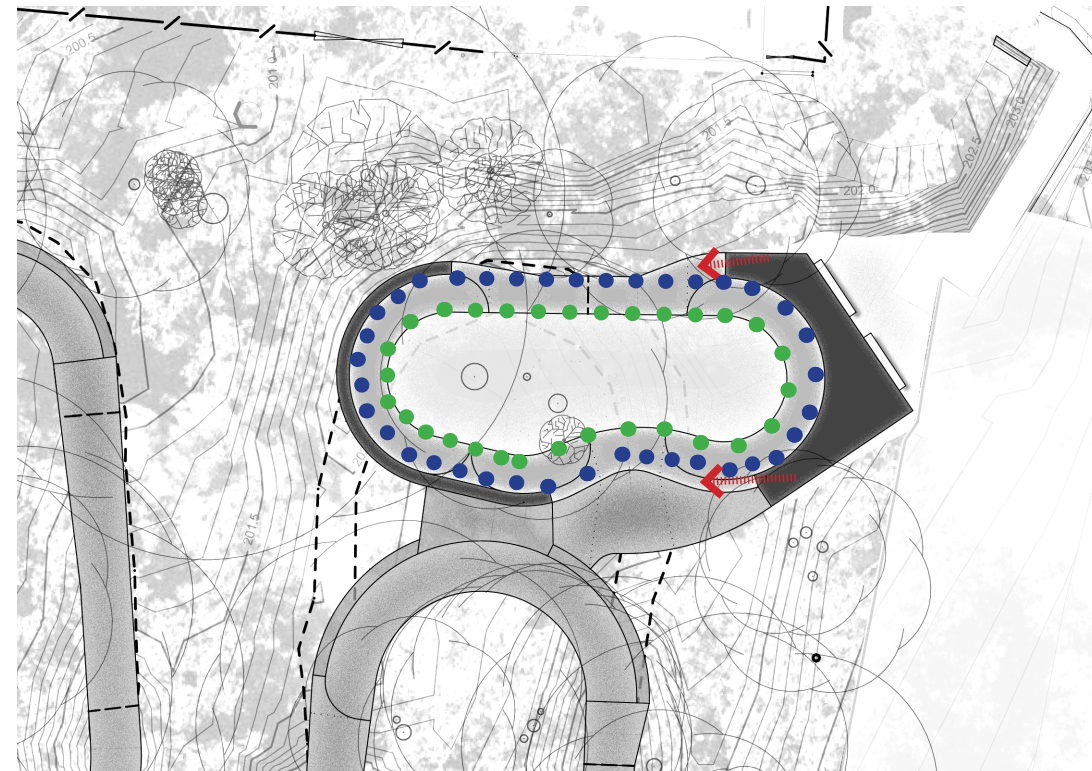


## TREE PROTECTION

The red circles indicate the Tree Protection Zones (TPZ) while the blue indicate the Structural Root Zones (SRZ).

The proposed design ensures new portions of the design are outside of the structural root zone. Where new elements of the design are within the TPZ the restrictions set by the arborist report and Australian Standard has been adhered to.

Portions of the existing facility run through SRZ. In these areas it is proposed reshaping of the features occur only. These will be done in accordance with the conditions of the arborist report and Australian Standards.

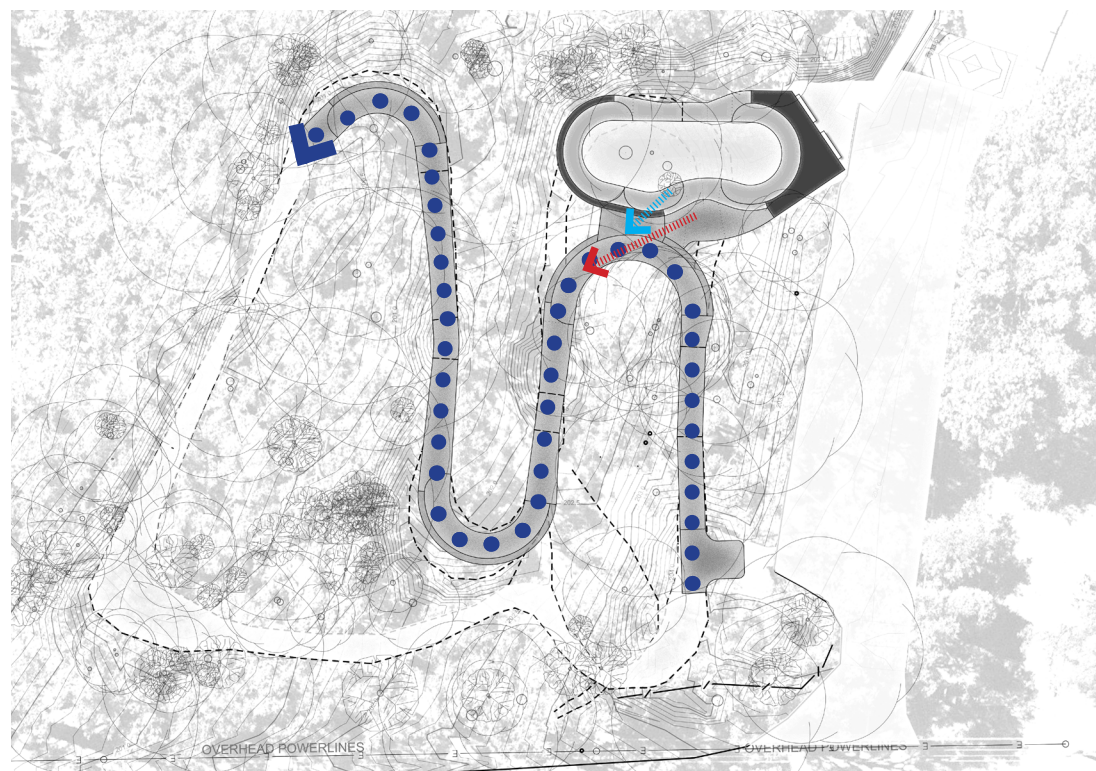


## PUMP TRACK

The pump track will be the main gathering area. The main platform has seating for users resting and those supervising / spectating. The roll into the pump track and the advanced dirt flow jump line is from this platform.

The pump track will have features with height from 400 - 1000mm and will accommodate both beginners and advanced users.

The track can be ridden in both directions although it is anticipated there will be a preference to be clockwise.

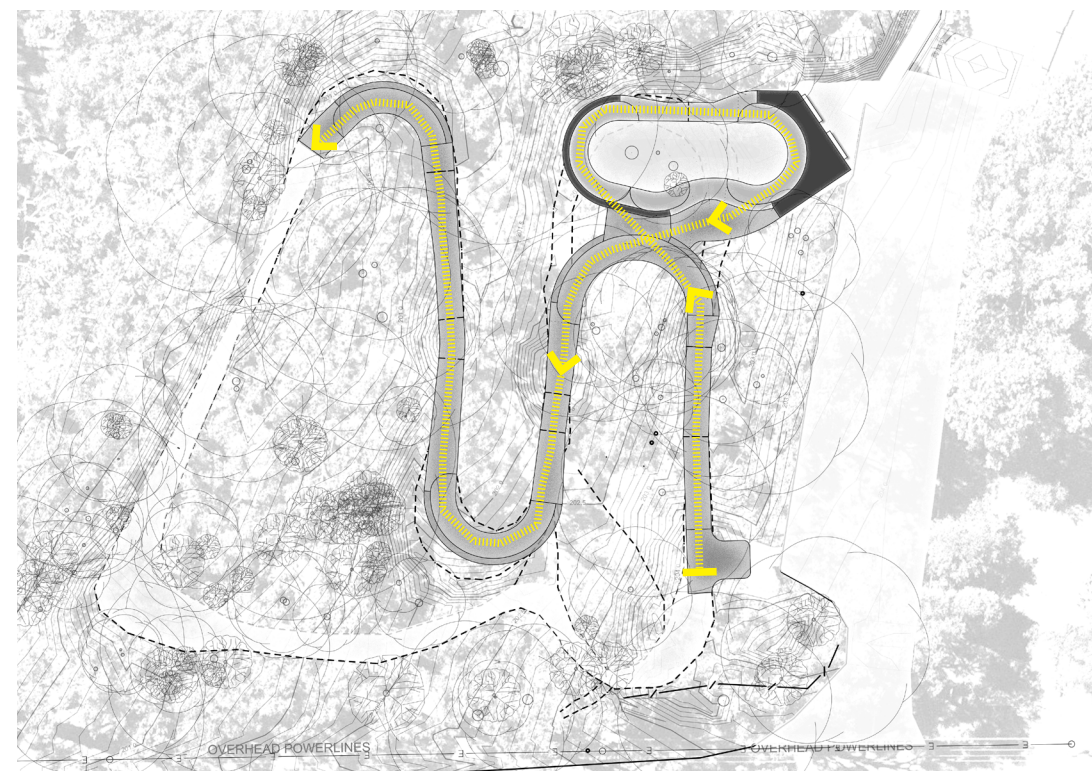


## DIRT FLOW JUMP TRACK

The flow jump track is predominantly intermediate shown in blue dots. The track utilises the existing track alignment and existing fill material. Reshaping of the features and alignment is to be completed to best capitalise on the fall of the site to create a true flow track.

The surface of the track will be a suitable imported material. The material on site is not suitable and provides a "skatey" finish.

There is a transfer option from the pump track into the flow trail. There is also a platform for viewing between the pump track and flow trail



## TRANSFERS AND FULL FACILITY USAGE

With the transfer lines taken into account as shown in the adjacent diagram it allows the full facility to be linked up and ridden in a more imaginative and full scale.

This alignment would not be marked on signage and typically would be for more advanced riders to discover while using the facility to create alternative alignments and mix up the obvious use of the various features.





Alternative user groups on asphalt track



Typical berm treatment with double roller



Mixed surface treatment - dirt and asphalt



Double tilted roller



Dirt berms and rollers



Platform for track roll-in and resting, supervision and spectating



Berm to berm feature



Straight and hipped tabletops/doubles



Pump track features scaled to be suitable for all users



Falling berms



Full size berms shaped suitably for beginner and intermediate users





Thank you

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