

TRAIL MASTER PLAN

2024 UPDATE



MYSTIC

BIKE PARK

Report prepared by Elevation Parks Group Pty Ltd and Dirt Art Pty Ltd



Report prepared for Elevation Mystic Operations Pty Ltd, trading as Mystic Bike Park

MYSTIC

BIKE PARK

Report Version	Version Date	Author
INTERNAL DRAFT V1	03/10/2024	Simon French
KEY STAKEHOLDER DRAFT	10/10/2024	Simon French
FINAL DRAFT	25/10/24	Simon French

Table of Contents

1	Executive Summary	6
2	Background Analysis	8
2.1	2014 Trail Master Plan – Dirt Art Pty Ltd	8
2.1.1	Master Plan Overview.....	8
2.1.2	Implemented infrastructure.....	8
2.1.3	Key Updates.....	8
2.2	Mystic Master Plan- Urban Enterprise 2022	8
2.3	2023 Mystic Park Master Plan- Elevation Parks	9
2.3.1	Master Plan Overview.....	9
2.3.2	Implemented Infrastructure.....	9
2.3.3	Key Updates.....	10
3	Site Context	11
3.1	Location	11
3.2	Land Tenure	11
3.3	Geology	12
3.4	Timber Harvesting Considerations	12
3.4.1	Timber Plantation Context.....	12
3.5	Harvest Schedules	13
3.6	Topography	13
3.7	Park Management	13
3.8	European Mining Heritage	13
3.9	Tourism Infrastructure	14
4	Current Trail Network	15
4.1	Overview	15
4.2	Strengths	15
4.3	Weaknesses	15
4.4	Trail Summary Data- Mystic Park	16
4.5	Trail Summary Data- Trails Outside Mystic Park	16
4.6	Gap Analysis	16
4.7	Current Trails- Map	17
5	Consultation	19
5.1	User Survey	19
5.2	Stakeholder Consultation	19
5.3	Community Consultation	20
6	New Proposed Trails	21
6.1	Trail Network Vision	21

6.2	Summary Data	22
6.3	New Trails Map	22
6.4	Stage 1- Pre-Approved Trails	24
6.4.1	N1.....	24
6.4.2	N2.....	25
6.4.3	N3.....	26
6.4.4	N4.....	27
6.4.5	N5.....	28
6.4.6	N6.....	29
6.5	Stage 2- Trails pending Approval.....	30
6.5.1	N7.....	30
6.5.2	N8.....	31
6.5.3	N9.....	32
6.5.4	N10.....	33
6.5.5	N11.....	34
6.5.6	N12.....	35
6.5.7	N13.....	36
6.5.8	N14.....	37
6.5.9	N15.....	38
6.5.10	N16.....	39
6.5.11	N17.....	40
6.5.12	N18.....	41
6.5.13	N19.....	42
6.5.14	N20.....	43
6.5.15	N21.....	44
6.5.16	N22.....	45
6.5.17	N23.....	46
6.5.18	N24.....	47
6.5.19	N25.....	48
6.5.20	N26.....	49
6.5.21	N27.....	50
6.5.22	N28.....	51
6.5.23	N29.....	52
6.5.24	N30.....	53
6.5.25	N31.....	54
6.5.26	N32.....	55
6.5.27	N33.....	56
6.5.28	N34.....	57
6.5.29	N35.....	58
6.5.30	N36.....	59
6.5.31	N37.....	60
6.5.32	N38.....	61
6.5.33	N39.....	62
6.5.34	N40.....	63
6.5.35	N41.....	64
7	<i>Uplift Operations</i>	65
7.1	Overview	65
7.2	Uplift Routes and Drop Off Areas	65
8	<i>Implementation</i>	67
8.1	Design Considerations	67
8.2	Approvals Considerations	67

8.3 Staging..... 67
8.4 Implementation Budget 67
9 Conclusion..... 68

1 Executive Summary

Long hailed as one of Australia's favourite mountain bike destinations, Mystic Park (MP) (and the surrounding area) offers a wide variety of trails for riders of all abilities. The ~40km of trails located within MP have hosted a number of national-level race events, and include iconic trail experience such as Hero Trail (Australia's first full-scale public freeride/jump trail).

MP is critically important to the regional economy of the Alpine Shire, delivering strong year-round visitation, and acting as a major driver of economic development. With annual rider visitation estimated at 60k+ p.a., MP is one of Australia's busiest destination mountain bike trail networks.

Following several years of management changes and challenges, MP is now managed by a single commercial entity, Elevation Mystic Operations Pty Ltd (EMO). EMO is a management company formed by the team at Elevation Parks, who were successful in securing the contract to manage the park for the next 5-10 years. EMO is a sister company of Maydena Bike Park and Dirt Art Pty Ltd, allowing the management team to leverage the experience of some of Australia's leading mountain bike destination development and management professionals.

As a component of EMO's tender submission for future management of the park, a strong commitment was made to undertake large-scale trail improvements, diversify the commercial operations on site, and invest heavily in future trail development. This trail master plan (TMP) is intended to provide a clear pathway to developing MP as one of Australia's leading mountain bike destinations, underpinned by proposed development of over 54km of new trails. This world-class trail development has been designed to cater to key user demands and market trends, and leverages the natural attributes of the site to provide one of Australia's most diverse and high quality trail destinations. The proposed trail network offers trails of all styles and abilities, including a focus on the following strategic objectives;

1. Improve trail safety, minimising the likelihood and severity of incidents through improved trail progressive, and well-considered trail design and construction.
2. Expand trail opportunities across the eastern area of the park to facilitate optimal trail access during upcoming harvesting.
3. Provide high-quality trail experiences (including uplift opportunities) for beginner riders.
4. Retain and expand classic single track trail riding.
5. Expand gravity-focused flow and freeride trails as one of the key points of difference for the trail network, including development of a Freeride Zone, offering a market-leading jump trail experience.
6. Improve network functionality with more structured trail nodes.
7. Improve and expand trail riding opportunities with a network of new climbing trails that are strategically dispersed across the park.
8. Provide opportunities for community-led trail development.

9. Design trails and schedule construction to minimise disruption to timber harvesting, while maximising trail lifespan and trail access during harvesting operations.
10. Expand uplift trail opportunities for a wide audience of riders, including development of trails suitable for downhill training and racing.

The proposed trail development will be combined with planned establishment of the following general infrastructure and commercial services (subject to relevant approvals);

- Social hub: landscaped seating area with shade structures
- Guest Services: on site Guest Services team to assist with check in and general information
- Bike Patrol: on site Bike Patrol to assist with first response and general assistance in the park
- Bike Rental Fleet: fleet of rental bikes
- Bike School: a wide range of guiding and coaching offerings
- Retail: a retail area offering merchandise and other retail products
- Repair: repair shop assisting riders with minor repairs and maintenance
- Food and beverage: a hospitality offering that will eventually expand to include a wide range of menu items, and alcohol service

The TMP currently provides trail concept designs. All trail designs are conceptual, and will require detailed on site design. The current trail concepts will be subject to approval by HVP as land owners, and may require modification to meet other statutory requirements.

The TMP proposes a diverse network of trails at a concept design stage. Trails N1-N6 have received approval, and are currently under construction. Through a process of consultation with land managers, key stakeholders, and the general public, EMO will prioritise then progress an initial 25k of trails beyond N1-N6 through to a detailed design stage, with the intention of beginning construction of these trails in late 2025.

2 Background Analysis

2.1 2014 Trail Master Plan – Dirt Art Pty Ltd

2.1.1 Master Plan Overview

In 2014, *Dirt Art* was contracted by Alpine Community Plantation (ACP) to develop a trail master plan (TMP) for the Mystic area. The TMP proposed over 60km of new trails, some of which have since been implemented.

Since the development of the 2014 master plan, the mountain bike market has grown significantly, and has also undergone some significant changes. The 2014 rider market had a much stronger representation from stronger/more advanced riders, while there is now a significantly larger number of beginner riders in the market.

2.1.2 Implemented infrastructure

Since the development of the 2014 master plan, the primary project that has been implemented is the Hero Trail, developed by *Dirt Art*. The trail attracted a whole new market of riders to Mystic and resulted in significant demand for uplift-assisted riding. When the lower section of the Hero Trail was closed for harvesting, a new replacement trail, Shred Kelly was developed by Trailscapes.

While several smaller projects have been implemented based on the 2014 master plan, larger proposed projects remain uncompleted.

2.1.3 Key Updates

Key updates to the 2014 plan include;

- Addition of new trails to offset current and planned harvesting losses
- Addition of further beginner and intermediate jump trails
- New climbing and link trails to match current trail network gaps
- Addition of a replacement DH race track

2.2 Mystic Master Plan- Urban Enterprise 2022

Urban Enterprise were engaged to develop a master plan for all users of the Mystic site, with a final plan completed in January 2022. The plan acknowledges that the site is valued by a wide range of users, including but not limited to; paragliders, walkers, dog walkers, and trail runners. The report acknowledges that over recent

years, mountain bike riders have become a predominant user group, which has brought both challenges and opportunities.

Key report elements include the below;

- Acknowledgement of the need for improved access point/s into Mystic, which manage traffic and other considerations (some of this has been addressed via the relocated trail head away from Mystic Lane)
- Acknowledgement of the importance of timber harvesting in both a legislative and commercial sense.
- States potential for development of some commercial spaces/opportunities at the Coronation Avenue trail head.
- States a preference to move commercial shuttling away from Mystic Lane residential areas (this is in process via a proposed move to base shuttles out of Whitestar Road).
- States a suggestion to increase green and blue difficulty trails across the park.
- States a suggestion to explore development of the next iconic flow trail.
- States the need for a new trail strategy (being addressed through this TMP).
- States a need for improved signage (being addressed currently through a parallel process).
- Proposes a high level trail development plan

EP is broadly supportive of key recommendation in the master plan, and has developed a trail master plan that is in line with key objectives for both trails and infrastructure from this report.

2.3 2023 Mystic Park Master Plan- Elevation Parks

2.3.1 Master Plan Overview

The 2023 Master Plan developed by Elevation Parks proposed 64.3km of trails catering to a wide range of rider preferences and abilities. The proposed trail network aimed to offset planned timber harvesting schedules, which have changed since the development of the plan.

2.3.2 Implemented Infrastructure

Since the plan was completed, three new trails have been developed on Emily Spur by Trailscapes; Stairway to Shreddin', Flowmingo, and Old English. These trails have begun the process of offsetting trail losses associated with planned 2025 trail harvesting, and also allowed for a new uplift drop off point.

Minor works associated with the master plan includes the development of Short and Sweet, and the upgrade of Flying Solo, which provide the key connectivity to into and out of the park at Whitestar Road.

Finally, a new uplift area has been developed on Whitestar Road, which removes the need for vehicles to travel on public roads.

2.3.3 Key Updates

This 2024 master plan includes the following key updates;

- Adjusted for harvesting schedules: the trail plan and delivery schedule has been optimised for revised harvesting schedules.
- Adjusted for current rider wants and needs: the plan has been adjusted to meet user preferences stated in the recent user survey.
- Network optimisation: the plan has been adjusted to optimise trail network functionality for both uplift and pedal access riders.
- Uplift operations: the plan has been optimised for current uplift plans, including the development of a beginner-focused lower mountain uplift.

3 Site Context

3.1 Location

The Mystic Bike Park is located approximately 2km from the township of Bright. Bright is located within the Alpine Shire Region, approximately 3.5hr drive from Melbourne.

A location map can be found below.



3.2 Land Tenure

The MP site resides on land owned by Hancock Victorian Plantations (HVP). Notably, some sections of trail (including informal trails) are located on areas of land that are managed by DEECA. These areas and trails do not form part of MP, and are not managed by EMO. EMO has specifically focused on land within the MP lease area for all proposed new trails. A separate process will be pursued for any additional trails that may be sought outside of HVP land tenure.

HVP holds the Land under Plantation Licence granted pursuant to Part 3A of the *Victorian Plantations Corporation Act 1993* ("the VPC Act"). The VPC Act and the

Plantation Licence contain limitations as to the allowable uses of the Land which include:

- to establish, maintain and manage timber plantations; and
- to take or convert forest produce;
- and to do all things necessary or convenient to be done for or in connection with or as incidental to the above uses.

The North East Victoria Hang Gliding Club (NEVHGC) have an active license agreement for areas of the MP site, including a launch zone at the summit, and a landing zone at the base of the park.

3.3 Geology

The geology at MP is generally conducive to the development of high-quality, sustainable trails, which will function in most weather conditions. The soil on site is predominantly shaley clay, with areas of more significant bed rock, typically at higher elevations.

The soil in the lower Mystic Bowl area is generally less rocky, and therefore more conducive to development of flow and freeride/jump trails. Due to the nuances in geology on site, the development of this style of trail has been prioritised through this area.

3.4 Timber Harvesting Considerations

3.4.1 Timber Plantation Context

The MP site is primarily managed for plantation timber, with recreation (and therefore mountain biking) a second-tier use of the site. The site is managed under a perpetual license, held by HVP. Use of the site, including the development of new infrastructure is governed by the VPC Act.

While the use of the site for plantation purposes does pose some challenges for trail development and management, the way in which forest allotments on the site are scheduled promotes a typically gradual turnover of trails as areas of the forest are clear felled. EMO generally consider standard trails to have a service life of ~10 years before major renewal or redevelopment, with moderate renewal required every 1-2 years within this period. The ~25-30 year clear felling, and ~7 year thinning schedule is typically conducive to working within the trail renewal and replacement periods. With this in mind, the key challenge for MP relates to ensuring that key experiences, trail diversity, and connectivity is maintained as parcels are periodically clear felled. The most significant challenge faced by the park in this context will be the 18 months, with the scheduled harvest of the remainder of Mystic bowl through late 2025. EMO has worked to address this through the current TMP.

3.5 Harvest Schedules

Timber harvesting schedules are frequently changing due to a wide range of local and broader market factors. Currently, the next major harvest is due to be undertaken in MP from October 2025. This harvest will impact the following trails; Hero, Elevation, World Cup, Shred Kelly's Last Stand, Avid Way, Hades, Curtain, Lockdown, Up DJ, Down DJ, and Corkscrew. In total, approximately 12km of trails will be closed as a result of this harvest.

EMO will structure the trail implementation schedule to ensure the trail experience at MP is optimised during harvesting. EMO will also work to ensure that key trails are replaced within the harvest area as quickly as possible.

EMO is currently working with stakeholders to establish a secondary uplift access option, which can be utilised during this major 2025 harvest period.

3.6 Topography

MP has an excellent elevation opportunity of ~450m. While higher elevations typically feature steeper (50%+) gradients, lower elevations typically feature moderate gradients that are conducive to high quality trail development.

3.7 Park Management

Following ~10 years of management by Alpine Community Plantations (ACP), on July 1 2024, the management of Mystic Park was transferred to Elevation Parks following a competitive tender process. Elevation Parks developed a special purpose operating company to manage the park, Elevation Mystic Operations Pty Ltd (EMO).

EMO now manage all park operations under a lease with Alpine Shire Council, who in turn hold a lease for the park with Hancock Victorian Plantations (HVP). EMO currently operate an uplift service, bike patrol, and manage trail maintenance and development. EMO intends to bring online a range of new products and services in late 2025, including retail, bike hire, guest services, food and beverage services, and bike school.

3.8 European Mining Heritage

The MP site is home to a number of sites that have historically significant mining heritage. Much of the site has been surveyed as part of harvesting operations. EMO will work with existing survey data, along with developing discovery protocols to ensure that heritage values can be retained and protected.

A number of mine shafts pose safety risks across the site. These shafts will be located utilising historical GIS data, with known sites to be avoided where possible. A discovery protocol will assist in managing the risk of undiscovered sites.

3.9 Tourism Infrastructure

MP is located in the township of Bright, a thriving tourism hub that services alpine resorts, amongst a number of other tourism attractions. Bright has a well-established hospitality industry, with a wide range of food and beverage options on offer. While accommodation becomes scarce in peak times, generally the town has excellent capacity to support the visiting rider population associated with MP.

4 Current Trail Network

4.1 Overview

MP has a current trail network of approximately 37.8km, though notably a number of additional popular trails connect to the park's trail network, but are located outside the MP boundary. A number of logging roads through the park are also commonly utilised by riders. The current trail network offers a diverse suite of trail experiences, though notably there is a lack of beginner friendly trail access into the park, particularly for those seeking climbing, descending, or uplift-assisted trails.

The current trail network will be heavily impacted by timber harvesting from late 2025, which will affect a number of key trails, including Hero Trail. Approximately 12km of trails are expected to be impacted by the upcoming harvest operation.

4.2 Strengths

The current MP trail network has the following key strengths;

- Diversity: the current trail network features a diverse range of trail styles and difficulty levels. MP has a range of machine and hand-built trails, with additional machine-built flow trails added in more recent years.
- Connectivity: connectivity through the current network is good, with a range of options available to connect to a variety of trails in the network.
- Uplift opportunities: the current trail network provides access to a range of uplift opportunities, which typically maximise the available elevation.

4.3 Weaknesses

The current MP trail network has the following key weaknesses;

- Lack of beginner/intermediate summit descent: there is currently no intermediate descending trails from the summit of Mystic, which forces two shuttle drop off points and limits uplift opportunities for intermediate riders.
- Lack of beginner/intermediate jump trail options: the current Hero and Shred Kelly trail combination is the most popular trail combination in the area. These trails are geared towards intermediate/advanced riders, with some of the larger jumps not suitable for beginner/intermediate riders.

4.4 Trail Summary Data- Mystic Park

A total of 37.9km of purpose-built trails are currently located within MP. Notably, riders also frequently utilise the network of logging roads and access tracks to connect areas of the purpose-built trail network.

Summary data for the current trail network within the formal MP boundary can be found below. Notably, a significant network of trails adjacent to MP also connect with the trails within the park (these trails are not included in the table below).

Trail difficulty	Volume	%
Green Circle	730	2
Blue Square	24600	65
Black Diamond	9405	25
Double Black Diamond	3155	8

As can clearly be seen above, the volume of green circle/beginner trails in MP is extremely limited, and no easy connectivity exists to utilise these trails. Other percentages of trails are broadly in line with general industry standards.

4.5 Trail Summary Data- Trails Outside Mystic Park

A total of 19.8km of trails are located adjacent to MP and connect directly with the MP trail network.

Summary data for current trails outside but adjacent to MP can be found below. Only trails that directly connect to, and/or are regularly ridden in combination with trails in MP have been included.

Trail Difficulty	Volume	%
Green Circle	6354	32
Blue Square	10986	55
Black Diamond	2541	13
Double Black Diamond	0	0

4.6 Gap Analysis

One of the clear gaps within the MP trail network is the lack of beginner friendly trail access. Additional key gaps identified can be found below.

- Lack of progression in jump trail difficulty (including easier, and more challenging jump trails)
- Lack of an intermediate trail to/from the summit/launch area
- Lack of higher elevation connectivity between the eastern and western ridgelines of Mystic Bowl

- Lack of trail connectivity to/from Wandiligong
- Limited options for downhill racing and downhill training
- Lack of a beginner friendly uplift opportunity

4.7 Current Trails- Map

A map of current trails within MP can be found over the page.

Existing Trails

- Black Diamond
- Blue Square
- Double Black Diamond
- Green Circle



5 Consultation

5.1 User Survey

During the finalisation of the lease for MP, EMO undertook a user survey for the park. In total, 1,041 responses were received for the survey.

Key survey findings are summarised below.

- Gender demographics: 77% male / 23% female
- Age demographics: most common age brackets 25-54
- Top five riding style preferences (multiple answers allowed): Enduro (79%), Downhill (66%), Cross Country (49%), Freeride (32%), Pump Track (17%)
- Uplift preferences: I use an uplift every time I ride (35%), I occasionally use an uplift (30%), I don't currently use an uplift, but I am interested (11%), I don't ever use an uplift (14%)
- Top five trail development preferences: Blue Square Flow/Jump Trails (5.97 weighting score), Blue Square Technical Trails (5.71 weighting score), Advanced Jump Trails (5.32 weighting score), Advanced Technical Trails (5.06 weighting score), Beginner Flow Trails (4.32 weighting score)
- Top three general infrastructure priorities: toilets (5.29 weighting score), seating/social space (4.83 weighting score), bike work area/tools (3.65 weighing score)
- Top five new service priorities: café/bar (71%), bike workshop (47%), bike school (42%), bike patrol (41%), kids bike camps (20%)

5.2 Stakeholder Consultation

Key stakeholders will be consulted as the master plan process progresses. Key stakeholder groups include;

- Alpine Shire Council
- Hancock Victorian Plantations
- Alpine Cycling Club
- North East Victoria Hang Gliding Club
- Commercial Skills Providers
- Local Bike Stores

5.3 Community Consultation

Community consultation will include;

- Public survey
- Invite for email comment
- Public info session/s

Community consultation may result in the addition and/or removal of proposed trails from the plan. The community consultation process will also assist in prioritising the trail development process.

6 New Proposed Trails

6.1 Trail Network Vision

The proposed new trail network aims to provide a truly world-class mountain bike experience, which caters for a full spectrum of riding styles, rider preferences, and rider abilities. The completed trail network capitalises on the key natural attributes of the Mystic site to create a suite of riding experiences that is unrivalled in Victoria and provides a facility of national and international significance.

The proposed trail network has focused on addressing the following strategic objectives.

1. Improve trail safety, minimising the likelihood and severity of incidents through improved trail progressive, and well-considered trail design and construction.
2. Expand trail opportunities across the eastern area of the park to facilitate optimal trail access during upcoming harvesting.
3. Provide high-quality trail experiences (including uplift opportunities) for beginner riders.
4. Retain and expand classic, technical single track trail riding.
5. Expand gravity-focused flow and freeride trails as one of the key points of difference for the trail network, including development of a Freeride Zone, offering a market-leading jump trail experience.
6. Improve network functionality with more structured trail hubs and intersections
7. Improve and expand trail riding/cross country opportunities with a network of new climbing trails that are strategically dispersed across the park.
8. Provide opportunities for community-led trail development.
9. Design trails and schedule construction to minimise disruption caused by timber harvesting, while maximising trail lifespan and trail access during harvesting operations.
10. Develop trails that provide opportunities for new national and world-level event hosting.

A total of 51.4km of trails are proposed, catering to a full suite of rider abilities and trail preferences. The proposed trail network capitalises on the natural landscape to provide the blueprint for what will become one of Australia's leading mountain bike experiences. The overall trail volume proposed in this plan is broadly in line with the 2023 trail master plan, which proposed 64.3km of trails.

The new proposed trails supersede existing trails for all areas of the park that will be impacted by the scheduled October 2025 Harvest.

EMO will prioritise ~25km of trails for detailed design and approval by the land manager HVP. The priority for these trails will be influenced from the public consultation associated with this master plan.

Notably, trails N1-N6 form part of a Stage 1A development, and hold prior approval from HVP. A number of these trails are already under construction, with the majority of these trails expected to be completed in early 2025.

6.2 Summary Data

Summary data for the proposed new trail network can be found below;

	Metres	%
Green Circle	10550	21
Blue Square	28550	56
Black Diamond	10080	20
Double Black Diamond	1450	3
Pro Line	750	1

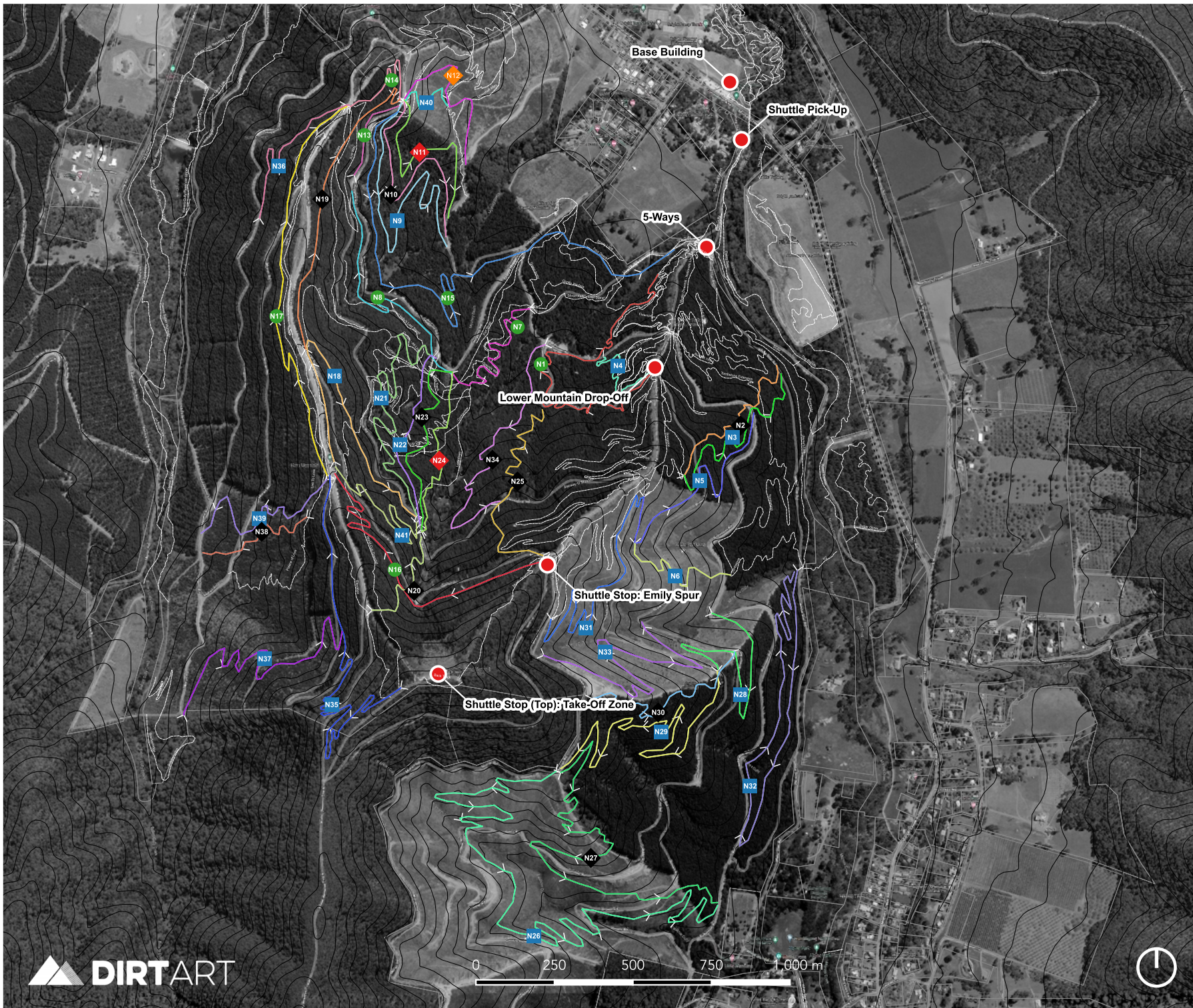
6.3 New Trails Map

A map showing new proposed trails can be found over the page.

Mystic Mountain Bike Park

TRAIL CONCEPT OVERVIEW MAP

24.10.24



6.4 Stage 1- Pre-Approved Trails

6.4.1 N1

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Green Circle	Flow	2,000

Construction Methodology	5t excavator
Nominal Trail width	2m
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N1 connects with existing trail, Up and At 'Em to provide a beginner friendly loop trail. Up and At 'Em will be re-worked to provide a beginner friendly climbing trail in line with N1 trail construction.</p> <p>N1 connects down into existing trail, Short and Sweet. Short and Sweet will be reworked to establish green circle difficulty, providing a beginner friendly trail from Brown Road all the way to the park base and shuttle pick up.</p> <p>N1 is also accessible via a proposed new ATV uplift service, which will establish the first beginner-friendly uplift trail in the park.</p>

Trail Description
<p>N1 is a beginner-friendly flow trail descent, departing from Brown Road on Emily Spur. The trail is designed to offer a predominantly contouring trail experience, suitable for entry-level riders. N1 will feature large berms and rolling terrain features.</p> <p>Importantly, N1 will provide the first beginner-friendly uplift trail in the region, which will reduce traffic on Hero trail, subsequently lowering injury rates in the park.</p>

6.4.2 N2

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Black Diamond	Tech	630

Construction Methodology	Hand built
Nominal Trail width	0.9m
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N2 connects off existing trail, Flowmingo, diversifying options from this arterial existing trail.</p> <p>N2 terminates on White Star Rd, where riders can exit the park, or continue on to a variety of other trails. An opportunity exists at Brown Road to transition between N2 and N3.</p>

Trail Description
<p>N2 is an advanced technical trail through semi-mature pine forest. The key purpose of the trail is to offset technical trails closed due to harvesting operations, while providing an experience of riding under tree cover.</p> <p>N2 will be hand built in a minimalistic style, utilising natural terrain features.</p>

6.4.3 N3

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Tech	800

Construction Methodology	Hand built
Nominal Trail width	0.9m
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N3 connects off existing trail, Flowmingo, diversifying options from this arterial existing trail.</p> <p>N3 terminates on White Star Rd, where riders can exit the park, or continue on to a variety of other trails. An opportunity exists at Brown Road to transition between N2 and N3.</p>

Trail Description
<p>N3 is an intermediate technical trail, running parallel to N2. The purpose of the trail is similar to that of N2, though focuses on catering to intermediate riders. By locating these trails next to each other, riders have a clear skill progression opportunity.</p> <p>N3 will be hand built in a minimalistic style, utilising natural terrain features.</p>

6.4.4 N4

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Freeride	550

Construction Methodology	3.5t excavator
Nominal Trail width	2500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N4 provides an alternative intermediate trail option to the lower section of Flowmingo, providing a progression opportunity off Flowmingo.</p> <p>N4 is accessible via the Up and At 'Em climbing trail, or via the proposed new ATV Lower Mountain Uplift service.</p>

Trail Description
<p>N4 is an intermediate freeride trail, designed as an alternative option to Flowmingo (existing), and N1. The trail is designed as an entry level jump trail, allowing riders to learn to jump in a safe environment, before venturing out onto existing jump trails such as the Hero Trail. This trail plays an important role in managing risk, and will contribute to reducing the likelihood of incidents in the park.</p> <p>The trail will be built with larger machine, on a wider footprint, ensuring riders are provided with enough trail tread width to safely navigate jumps.</p>

6.4.5 N5

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Freeride	1,800

Construction Methodology	3.5t excavator
Nominal Trail width	2500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N5 is effectively an extension of N4, providing a progressive jump trail experience through higher elevations.</p> <p>N5 connects off Hazeldine Road, and is accessible via a short commute through Flowmingo utilising the uplift service, or via the Stairway to Shreddin' climbing trail.</p>

Trail Description
<p>N5 is proposed as an intermediate freeride trail, which will act as a natural extension of N4. The trail will provide progressive, safe jumps, which cater to riders with minimal jumping experience. The key purpose of this trail is to create opportunities for alternative uplift drop off zones, which will reduce the impacts of harvesting on trail network functionality.</p>

6.4.6 N6

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Blend	1,010

Construction Methodology	1.7t excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N6 provides descending connectivity into the descending section of Tombstone Extension (existing trail), which allows this trail to be accessed by a wider range of riders, including opening up access to uplifting riders.</p> <p>N6 can also be accessed via the Stairway to Shreddin' climbing trail.</p>

Trail Description
<p>N6 is designed as an intermediate blend trail, featuring elements of both technical and flow terrain. The key purpose of this trail is to create opportunities for alternative uplift drop off zones, which will reduce the impacts of harvesting on the trail network.</p>

6.5 Stage 2- Concept Trails (Pending Approval)

6.5.1 N7

Format	Trail Difficulty	Trail Style	Trail Length (M)
Climb	Green Circle	Flow	1900

Construction Methodology	1.7t excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N7 is one of the arterial climbing trails in Mystic Park, providing key connectivity from Robinson Road up into the western area of the park.</p> <p>N7 provides connectivity into N8, the climbing trail that services a wide range of trails through Mystic Bowl and beyond.</p>

Trail Description
<p>N7 is designed as a climbing flow trail, featuring a gently ascending gradient. Bermed corners will ensure that the trail also suits eMTB bikes, who will typically ascend at a faster rate.</p>

6.5.2 N8

Format	Trail Difficulty	Trail Style	Trail Length (M)
Climb	Green Circle	Flow	1000

Construction Methodology	1.7t excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N8 is one of the arterial climbing trails in Mystic Park, providing key connectivity ascending through the western area of the park.</p> <p>N8 allows the freeride zone trails (N9, N10, N11, N12, N15) to be ridden in a loop format.</p>

Trail Description
<p>N8 is a beginner-friendly climbing flow trail. The trail will feature a mellow gradient, which essentially mirrors the neighbouring shuttle road. This trail will assist in reinforcing compliance in removing all bikes from the uplift road due to improve park safety.</p> <p>N8 will suit a full spectrum of riders and bike types, including full powered eMTB riders.</p>

6.5.3 N9

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Freeride	1100

Construction Methodology	5t excavator
Nominal Trail width	2500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N9 is accessible via the N8 climbing trail (via a short link), or may also be accessed via a range of descending trails from above. The trail is primarily designed as an extension of the ever-popular Hero Trail, providing intermediate jump trail continuity through the lower areas of the park.

Trail Description
N9 is an intermediate freeride trail, designed to feature a range of progressive jumps, and large banked corners. The trail is designed to act as the easiest of a range of freeride trails through the lower part of Mystic Bowl.

6.5.4 N10

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Black Diamond	Freeride	800

Construction Methodology	5t excavator
Nominal Trail width	2500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N10 is located in the freeride zone, and is accessible via the N8 climbing trail. The trail is also accessible via a number of high elevation gravity trails, including N9, N11, N12, and N13.

Trail Description
N10 is an advanced freeride trail, designed to feature a range of progressive jumps, and large banked corners. The trail is provide a larger, more progressive jump experience for more advanced riders. Jumps will remain in a tabletop format to maximise rider safety.

6.5.5 N11

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Double Black Diamond	Freeride	800

Construction Methodology	15t excavator
Nominal Trail width	3500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N11 is located in the freeride zone, and is accessible via the N8 climbing trail. The trail is also accessible via a number of high elevation gravity trails, including N9, N11, N12, and N13.

Trail Description
N12 is an expert-level freeride trail, designed to feature a range of large progressive jumps, and large banked corners. The trail is designed to provide a safe outlet for expert level riders to engage in larger jumps than would typically be found in a public trail network.

6.5.6 N12

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Pro Line	Freeride	750

Construction Methodology	20t excavator
Nominal Trail width	4000mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity

N12 is located in the freeride zone, and is accessible via the N8 climbing trail. The trail is also accessible via a number of high elevation gravity trails, including N9, N11, N12, and N13.

Trail Description

N12 is a professional level freeride trail, designed to feature a range of progressive jumps, and large banked corners. The trail is provide the largest jump experience in the park, allowing riders to ride an international standard trail in Victoria.

N12 is expected to entice international riders, and form a core component of marketing content to an international rider audience.

6.5.7 N13

Format	Trail Difficulty	Trail Style	Trail Length (M)
Link	Green Circle	Flow	300

Construction Methodology	3.5t excavator
Nominal Trail width	2000mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N13 provides a two-way link trail connecting riders into and out of the freeride jumps zone. This trail increases optionality by allowing riders to construct multiple different riding loops.

Trail Description
N13 is a short dual directional link trail that facilitates access to and from a range of trails. Rather than duplicating two single directional trails in this area, this short, wider link maximises spaces and reduces unnecessary trails that do not add value to the network.

6.5.8 N14

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Green Circle	Flow	500

Construction Methodology	3.5t excavator
Nominal Trail width	2500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N14 provides key connectivity out of the existing Hero Trail, and the new proposed beginner flow trail (N19).

Trail Description
N14 is designed as an extension of N19, while also facilitating access from Hero Trail (existing) into the freeride zone. This beginner friendly flow trail will feature large berms and rolling terrain features.

6.5.9 N15

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Green Circle	Flow	2400

Construction Methodology	5t excavator
Nominal Trail width	2500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity

N15 is a component of the freeride zone, and is accessible via the N8 climbing trail, or via the N17 beginner flow trail from above. Future operating plans will consider if an uplift drop off at the top of this trail are viable.

Trail Description

N15 will be built to provide one of Australia's best beginner flow trail experiences. The trail will feature large berms and rolling terrain features, with a focus on maintaining safe rider speeds, and promoting maximum fun.

6.5.10 N16

Format	Trail Difficulty	Trail Style	Trail Length (M)
Link	Green Circle	Flow	1300

Construction Methodology	3.5t excavator
Nominal Trail width	2000mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N16 provides key connectivity between the Flowmingo/Old English shuttle drop off and the top of Hero Trail.

Trail Description
This link will allow riders to offload at this shuttle drop without waiting for the full shuttle loop to the current Hero Trail drop off. By opening the trail as a two way link, riders will have increased optionality to switch from one side of the mountain to the other.

6.5.11 N17

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Green Circle	Flow	1500

Construction Methodology	5t excavator
Nominal Trail width	2500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity

N17 essentially mirrors the existing Hero Trail, and is accessible via uplift, or via the N41 climbing trail. N17 terminates in the freeride zone, where riders can continue on down N15, or climb back up through other trails.

Trail Description

N17 will be built to provide one of Australia's best beginner flow trail experiences. The trail will feature large berms and rolling terrain features, with a focus on maintaining safe rider speeds, and promoting maximum fun.

6.5.12 N18

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Flow	1500

Construction Methodology	3.5t excavator
Nominal Trail width	2500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N18 provides connectivity from the Hero Trail start down into a cluster of multiple descending trails, including N21, N22, N23, N24. The trail is designed to naturally continue through N21 as another intermediate flow trail.</p> <p>N18 may also be ridden as a loop with the N41 climbing trail.</p>

Trail Description
<p>N18 provides a high-quality intermediate level flow trail on the western side of the park. Combined with N21, N18 will provide a fast, fun trail experience for a broad range of riders.</p> <p>N18 will feature large berms and rolling terrain, while avoiding any jump features.</p>

6.5.13 N19

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Flow	1500

Construction Methodology	3.5t excavator
Nominal Trail width	2500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity

N19 essentially mirrors the upper section of Hero Trail, on the eastern side of the uplift road. The trail provides connectivity from the Hero Trail drop off through to the freeride zone for riders seeking an advanced freeride experience.

Trail Description

N19 is designed as a natural progression in difficulty from Hero Trail, offering larger table top jumps, and higher rider speeds. The trail location adjacent to the road provides good access for incident management, while providing a showcase for passing uplift vehicles.

N19 will feature large jumps, berms and rolling terrain, while avoiding any gap jump features.

6.5.14 N20

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Black Diamond	Technical	950

Construction Methodology	Hand built
Nominal Trail width	900mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N20 is a new lower section for the existing Elevation Trail. This trail provides connectivity from upper Elevation through to a cluster of trails including N21, N22, N23, N24.

Trail Description
<p>N20 is designed to replace the previous lower section of Elevation Trail, better aligning the trail entry and exit points with the revised trail network, and improving the safety of road crossings. The trail will be a raw hand built trail with multiple line choices, and will suit a broad range of riding styles (including downhill).</p> <p>N20 provides key connectivity to allow a range of technical gravity trails to be linked through this area of the trail network.</p>

6.5.15 N21

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Black Diamond	Technical	1400

Construction Methodology	Hand built
Nominal Trail width	900mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N21 is a new lower section for the existing Elevation Trail. This trail provides connectivity from upper Elevation through to a cluster of trails including N20, N22, N23, N24.

Trail Description
<p>N21 is designed to replace the previous lower section of Elevation Trail, better aligning the trail entry and exit points with the revised trail network, and improving the safety of road crossings. The trail will be a raw hand built trail with multiple line choices, and will suit a broad range of riding styles (including downhill).</p> <p>N21 provides key connectivity to allow a range of technical gravity trails to be linked through this area of the trail network.</p>

6.5.16 N22

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Technical	700

Construction Methodology	Hand built
Nominal Trail width	900mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N22 is a component of a technical trail hub connecting the end of Elevation, or N18 Trails through to the base are of the park.

Trail Description
<p>N22 is designed as a progressive intermediate tech trail, designed as an entry point into steeper, more technical riding. Utilising hand built construction, the trail will feature steeper sections, roots, and natural technical terrain features.</p> <p>Within a hub of black and double black technical trails, riders will be presented with a clear avenue for progressing their technical riding.</p>

6.5.17 N23

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Black Diamond	Technical	700

Construction Methodology	Hand built
Nominal Trail width	900mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N23 is a component of a technical trail hub connecting the end of Elevation, or N18 Trails through to the base are of the park.

Trail Description
<p>N23 is designed as a progressive advanced tech trail, designed as a progression from neighbouring N22. Utilising hand-built construction, the trail will feature steeper sections, roots, and natural technical terrain features.</p> <p>Within a hub of black and double black technical trails, riders will be presented with a clear avenue for progressing their technical riding.</p>

6.5.18 N24

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Double Black Diamond	Technical	650

Construction Methodology	Hand built
Nominal Trail width	900mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N24 is a component of a technical trail hub connecting the end of Elevation, or N18 Trails through to the base are of the park.

Trail Description
<p>N24 is designed as a progressive double black diamond tech trail, designed as a progression from neighbouring N23. Utilising hand-built construction, the trail will feature steeper sections, roots, and natural technical terrain features.</p> <p>Within a hub of black and double black technical trails, riders will be presented with a clear avenue for progressing their technical riding.</p>

6.5.19 N25

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Black Diamond	Technical	950

Construction Methodology	Hand built / Machine built sections
Nominal Trail width	2500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N25 connects the Flowmingo/Old English uplift drop off point with the lower part of the park. The trail can also be accessed via the upper section of Mystic DH.

Trail Description
N25 is designed as a downhill race training track, offering an alternative to Mystic Downhill and World Cup trails for those interested in a wider, race focused track, with multiple line choices.
N25 will be built utilising a combination of both machine and hand built methodologies, allowing for a mix of technical and jump sections.

6.5.20 N26

Format	Trail Difficulty	Trail Style	Trail Length (M)
Adventure	Blue Square	Blend	4500

Construction Methodology	1.7 tonne excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N26 departs from the Flowmingo/Old English uplift drop off, before taking riders on a journey all the way down into Wandiligong.

Trail Description
<p>N26 is an iconic, long format adventure ride designed to provide an engaging ride, which includes some short climbs and contouring sections as part of a long descending trail ride.</p> <p>N26 will be built to accommodate strong intermediate riders, and will include a mix of both technical and flow focused trail features.</p> <p>N26 will be one of the icon/feature trails of Mystic Bike Park.</p>

6.5.21 N27

Format	Trail Difficulty	Trail Style	Trail Length (M)
Adventure	Black Diamond	Blend	4500

Construction Methodology	1.7 tonne excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N27 departs from the Flowmingo/Old English uplift drop off, before taking riders on a journey all the way down into Wandiligong.

Trail Description
<p>N27 is an iconic, long format adventure ride designed to provide an engaging ride, which includes some short climbs and contouring sections as part of a long descending trail ride.</p> <p>N27 will be built to accommodate advanced riders, and will include a mix of both technical and flow focused trail features.</p> <p>N27 will be one of the icon/feature trails of Mystic Bike Park.</p>

6.5.22 N28

Format	Trail Difficulty	Trail Style	Trail Length (M)
Climb	Blue Square	Blend	1100

Construction Methodology	1.7 tonne excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N28 connects Robinson Road to Hazeldine Roads, providing an intermediate climb on the eastern side of the park.</p> <p>N28 connects into N29 to provide a complete climb at the eastern side of the park.</p>

Trail Description
<p>N28 is an intermediate climbing trail, combining both technical and flow features. N28 provides the first stage of a two-part climb at the eastern edge of the park. These combined climbs service a wide range of trails, allowing riders to ride near infinite loop combinations.</p>

6.5.23 N29

Format	Trail Difficulty	Trail Style	Trail Length (M)
Climb	Blue Square	Blend	1100

Construction Methodology	1.7 tonne excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N29 connects Hazeldine Road to Moran Roads, providing an intermediate climb on the eastern side of the park.</p> <p>N29 connects from N28 to provide a complete climb at the eastern side of the park.</p>

Trail Description
<p>N29 is an intermediate climbing trail, combining both technical and flow features. N28 provides the second stage of a two-part climb at the eastern edge of the park. These combined climbs service a wide range of trails, allowing riders to ride near infinite loop combinations.</p>

6.5.24 N30

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Black Diamond	Blend	800

Construction Methodology	1.7 tonne excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N30 connects Moran Road with Brown Road, providing an alternative descending options for strong intermediate riders and above.

Trail Description
N30 is an intermediate blend trail, providing a progressive technical riding experience with some flow features. N30 diversifies the trail offering across the eastern area of the park.

6.5.25 N31

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Freeride	1450

Construction Methodology	3.5 tonne excavator
Nominal Trail width	2500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N31 departs from the initial section of Flowmingo, continuing down to Hazeldine Road.</p> <p>N31 is designed to connect into N5, providing a complete intermediate freeride descent on Emily Spur.</p> <p>N31 is accessible via Stairway to Shreddin', or via the uplift service.</p>

Trail Description
<p>N31 is designed to provide one of the easiest jump trail experiences in the park. With accessibility from the Flowmingo/Old English shuttle drop off point, this trail will be very important to offset trail losses associated with the planned 2025 harvest above Mystic Bowl.</p>

6.5.26 N32

Format	Trail Difficulty	Trail Style	Trail Length (M)
Loop	Blue Square	Blend	2600

Construction Methodology	1.7 tonne excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N32 is designed as a traditional cross country-style loop trail, which will act as an extension of neighbouring existing trails, Tombstone and Buddah Hood.</p> <p>N32 also provides relatively flat connectivity to/from Wandiligong for those wanting to avoid service tracks/roads.</p>

Trail Description
<p>N32 is designed to expand upon the classic cross country loop trails of Buddah Hood and Tombstone. The trail will feature a mix of technical and flow trail features, in amongst a mix of climbing, descending, and contouring trail sections.</p> <p>N32 is designed to cater to a wide range of rider abilities and rider preferences.</p>

6.5.27 N33

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Blend	1400

Construction Methodology	1.7 tonne excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N33 departs from Moran Road near the Flowmingo shuttle drop off, connecting down into Brown Road.</p> <p>N33 is accessible via uplift, or via Stairway to Shreddin’.</p>

Trail Description
<p>N33 is designed as an intermediate tech trail, suitable for riders beginning their journey into more technical riding. This trail has been placed at the Flowmingo shuttle drop off point to provide further diversity of descents from this trail hub.</p> <p>N33 is an important trail for safe skill development for technical mountain bike riding.</p>

6.5.28 N34

Format	Trail Difficulty	Trail Style	Trail Length (M)
Climb	Blue Square	Blend	1200

Construction Methodology	1.7 tonne excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N34 departs from Brown Road, ascending all the way to Moran Road. Most riders will access the trail via Up and At 'Em.

Trail Description
<p>N34 is designed as a steep, eMTB optimised climb, designed to get riders directly from Brown Road to Moran Road. The trail mirrors Stairway to Shreddin', but aims to provide a more direct climb, that will reduce speed conflict on other climbing trails.</p> <p>As an eMTB optimised trail, N34 will feature banked corners and steeper gradients.</p>

6.5.29 N35

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Flow	2400

Construction Methodology	2.5 tonne excavator
Nominal Trail width	1500mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N35 provides highly-valuable connectivity between the summit/launch and the start of the existing Hero Trail for intermediate riders.</p> <p>N35 leads into the existing Hero Trail, along with several other new proposed trails.</p> <p>At this stage this trail is only planned to be accessible via uplift. A separate approvals process will be pursued to seek approval for a climbing trail via alternative land managers.</p>

Trail Description
<p>N35 is a highly important trail that provides access to descend from the summit/launch for intermediate riders for the first time ever. N35 will open up Mystic Bike Park's full elevation to a much broader segment of riders, while optimising rider safety through more trail choices.</p> <p>N35 will be designed in a flow style, ensuring the widest possible audience can ride the trail safely, before connecting into a wide range of trails in the park.</p>

6.5.30 N36

Format	Trail Difficulty	Trail Style	Trail Length (M)
Climb	Blue Square	Flow	750

Construction Methodology	1.7 tonne excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N36 provides a short climbing link trail, taking riders from Bakers Gully back into the main park area.

Trail Description
N36 is designed to assist riders climbing out of the Bakers Gully trail network back into the main trail network.
N36 is designed as an intermediate flow trail, optimising accessibility for a broad range of riders.

6.5.31 N37

Format	Trail Difficulty	Trail Style	Trail Length (M)
Adventure	Blue Square	Blend	1400

Construction Methodology	1.7 tonne excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N37 provide an adventure trail experience connecting down into Breckenridge Trail in Bakers Gully.

Trail Description
<p>N37 diversifies riding options ion the park, by connecting riders down into Bakers Gully via an adventure format descent.</p> <p>N37 is designed to feature a blend of technical and flow trail features, suitable for intermediate riders. As an adventure trail, N37 will feature a predominantly descending alignment, with some contouring and short ascents.</p>

6.5.32 N38

Format	Trail Difficulty	Trail Style	Trail Length (M)
Adventure	Blue Square	Blend	1400

Construction Methodology	1.7 tonne excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N38 provide an adventure trail experience connecting down into Breckenridge Trail in Bakers Gully.

Trail Description
<p>N38 diversifies riding options ion the park, by connecting riders down into Bakers Gully via an adventure format descent.</p> <p>N38 is designed to feature a blend of technical and flow trail features, suitable for intermediate riders. As an adventure trail, N38 will feature a predominantly descending alignment, with some contouring and short ascents.</p>

6.5.33 N39

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Black Diamond	Technical	650

Construction Methodology	Hand built
Nominal Trail width	900mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
<p>N39 essentially mirrors the existing trail, Palace of Love.</p> <p>N39 provides connectivity into Bakers Gully and associated trails.</p>

Trail Description
<p>N39 provides a more diverse trail experience connecting down into Bakers Gully.</p> <p>N39 will capitalise on natural terrain features to create an engaging technical trail, suitable for more advanced riders riders.</p>

6.5.34 N40

Format	Trail Difficulty	Trail Style	Trail Length (M)
Descent	Blue Square	Blend	300

Construction Methodology	1.7t excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N40 connects the Mystic Bowl trail hub down into existing trail Dreamweaver.

Trail Description
N40 diversifies the trail experience at the Mystic Bowl trail hub, providing connectivity into existing trail, Dreamweaver.
N40 is designed as an intermediate blend trail, featuring both technical and flow trail elements.

6.5.35 N41

Format	Trail Difficulty	Trail Style	Trail Length (M)
Climb	Green Circle	Flow	850

Construction Methodology	1.7t excavator
Nominal Trail width	1200mm
Trail Surface	Endemic
Bridges and Platforms	NA
Built Trail Features	NA

Connectivity
N41 provides climbing access to the existing Hero Trail, and a number of other trails in this area. The trail is accessed off Hazeldine Rd.

Trail Description
N41 is a key climbing trail, providing critical connectivity through the park. N41 essentially replaces the Hades Trails, with a more direct, higher quality climbing experience that better connects key trails in the network.
N41 is designed as a beginner flow trail climb, suitable for a wide range of riders.

7 Uplift Operations

7.1 Overview

Uplift-assisted riding is a core component of the MP experience for many riders. Traditionally, MP has offered two uplift drop off locations, the launch/summit, and the start of Hero Trail. As new trails such as Flowmingo and Old English have come online, EMO has commenced a new uplift drop off option at this trail head. Notably, these three uplift options all currently offer opportunities for strong intermediate riders only. The current uplift options all feature a total descent of at least 300+ vertical metres.

EMO intends to expand uplift operations in capacity and breadth of uplift options across the coming year, including the launch of a new Lower Mountain Uplift Service. Notably, all new uplift routes and services will be at the discretion of HVP.

7.2 Uplift Routes and Drop Off Areas

Emo intends to operate two primary public uplift services, a general uplift product servicing the higher elevations of the park, and a Lower Mountain Uplift. The general uplift service will feature two drop off locations (with riders utilising a new link trail to get to Hero Trail), including the top of Flowmingo and the launch/summit.

The Lower Mountain Uplift service is currently planned to drop riders at Brown Road, with a proposed ATV vehicle fleet.

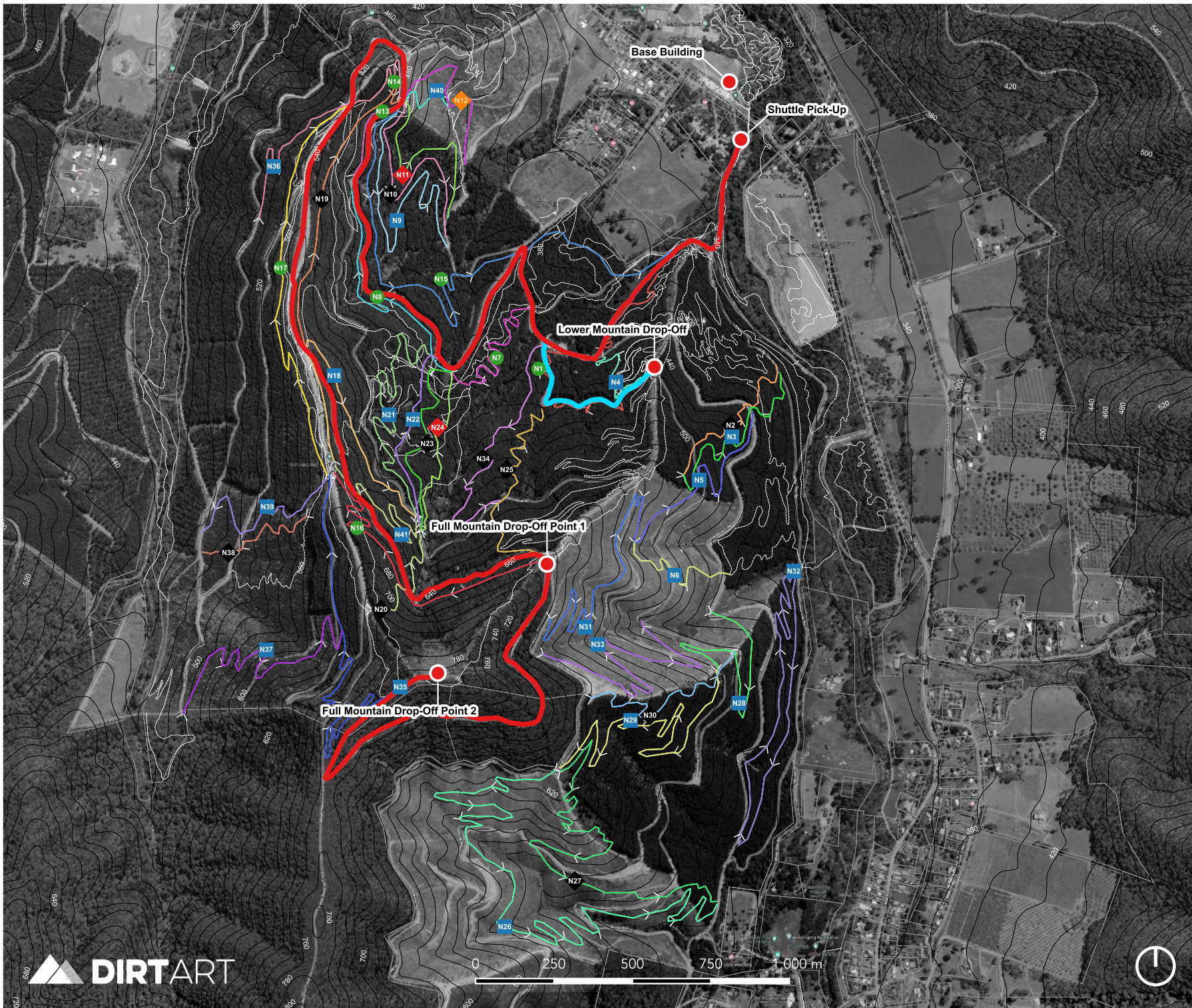
A range of private uplift options will be brought online through the next 12 months, which will allow riders to book a vehicle privately, and be picked up and dropped off in a wide range of locations across the park.




A map showing uplift routes and proposed drop off locations can be found over the page.

Mystic Mountain Bike Park

FULL MOUNTAIN UPLIFT MAP

10.10.24



-  Points
-  Full Mountain Uplift
-  Lower Mountain Uplift

8 Implementation

8.1 Design Considerations

All trail designs provided in this report (other than trails N1- N6) are conceptual only, and in most cases have not been extensively ground truthed. Trail designs represent an approximately 50m development corridor, with alignments likely to change to adapt to on site conditions during detailed trail design. Trail designs may also be subject to change pending land owner approvals, and other potential statutory approvals. Detailed trail design will be the next design stage, where all alignments are walked in the field, adjusted as required, then GPS mapped and flagged with survey tape.

8.2 Approvals Considerations

Final approval for all trails will reside with landowner, HVP. Trails will be required to meet all statutory standards as a component of this approvals process.

8.3 Staging

Staging for the master plan will be based on stakeholder and public feedback, along with current harvest scheduling. A general principal will be to offset trail losses associated with the 2025 harvesting program.

EMO will initially prioritise approvals of ~25km of new trails (excluding the previously approved N1-N6 trails).

8.4 Implementation Budget

A more detailed implementation budget will be developed as trail designs are finalised. It is anticipated that the development cost for trails will be an average of \$40/m, requiring capital investment of \$2.5m once ancillary infrastructure and on costs are factored into works costs.

EMO intends to resource construction internally, with support from grant streams as they become available.

9 Conclusion

This TMP builds upon and updates the 2023 plan, providing a pathway to establish MP as one of Australia's leading mountain bike destinations. The proposed ~51.4km of new trails diversify and expand the current trail network, filling critical gaps in connectivity and trail progression, while expanding the network into a viable 5–7-day tourist destination.

MP has several unique attributes that contribute to its potential and strength as a mountain bike destination. Many of these attributes will contribute to its potential to retain and grow its market position against new and emerging destinations such as Warburton. While most new destinations are in areas with high environmental values, MP's plantation location allows for a style and intensity of trail development that will never be viable in most destinations.

The TMP currently provides trail concept designs. All trail designs are nominal, and will require detailed on site design. The current trail concepts will be subject to approval by HVP as land owners.

The proposed ~51.4km of new trails proposed in this master plan will establish MP as one of Australia's top tier mountain bike destinations, opening a range of new and expanded event opportunities, and significantly increasing visitation and regional economic benefit.