JUBILEE PARK, TOOWOOMBA

BRIDGE STREET TRAILHEAD - SITE ASSESSMENT & CONCEPT LAYOUT

COMMON GROUND

Prepared by Common Ground Trails Pty Ltd for Toowoomba Region.

Acknowledgements

The authors of this Jubilee Park, Bridge St Trailhead - Site Assessment respectfully acknowledge that this land on which the trail network is located is traditional land of the Western Wakka Wakka people who have a rich social, spiritual and historical connection to this country, which is as strong today, as it was in the past.

Common Ground Trails wishes to acknowledge the significant contribution from stakeholders, organisation representatives, users and individuals.

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While all due care and consideration has been undertaken in the preparation of this report, Common Ground Trails Pty Ltd advise that all recommendations, actions and information provided in this document is based upon research as referenced in this document.

Common Ground Trails Pty Ltd and its employees are not qualified to provide legal, medical or financial advice. Accordingly, detailed information in this regard will require additional professional consultation in order to adequately manage and maintain the facilities and reduce risk.

Revision	Description	Date
A	Draft for review	08/08/2025
B	Final for Community Consultation	14/07/2026

1. SITE ASSESSMENT 3
1.1 SITE OVERVIEW 4
1.2 SITE OVERVIEW MAP 5
1.3 EXISTING INFRASTRUCTURE 6
1.4 EXISTING INFRASTRUCTURE MAPS 7
1.5 EXISTING TRAIL NETWORK 9
1.6 EXISTING TRAIL NETWORK MAPS 10
1.7 VEGETATION 11
1.8 VEGETATION MAP 12
1.9 SLOPE 13
1.10 SLOPE MAP 14
1.11 STORMWATER 15
1.12 STORMWATER MAP 16
1.13 SERVICES 17
1.14 SERVICES MAP 18
1.15 CARPARK DETAIL MAPS 19
1.16 SITE ASSESSMENT - SUMMARY 22

2. CONCEPT DESIGN 23
2.1 CONCEPT DESIGN FRAMEWORK 24
2.2 SITE OVERVIEW 25
2.3 TRAILHEAD 26
2.4 MAIN CARPARK 27
2.5 OVERFLOW CARPARK (POSSIBLE FUTURE WORKS) 28
2.6 BRIDGE ST ENTRY 29
2.7 JUNIOR LOOP 30
2.8 JUMPS PARK 31
2.9 TRAIL D1 32
2.10 TRAIL D2 33
2.11 TRAIL D3 34

1. BRIDGE STREET TRAILHEAD - SITE ASSESSMENT

1.1 SITE OVERVIEW

The Bridge St Trailhead (Jubilee Park) is the primary entrance for most park users.

Signage at entrance driveway

Existing Jumps Park

Entrance driveway

Existing trail entrances

1.2 SITE OVERVIEW MAP

Existing Jumps Park

Existing Carpark

Project Area

Scale: 1:2,000

0 30 60 120 180 240 Meters

1.3 EXISTING INFRASTRUCTURE

The existing infrastructure is generally in good condition but is unsuitable for future expansion and visitation.

Entrance to the trailhead is from Bridge St via the existing driveway which was previously used to service the now decommissioned quarry. The interface with Bridge St has been designed to allow large trucks transporting quarry materials to turn in and out of the site. This configuration is no longer required.

At the eastern end of the driveway there is an automatic gate and security access panels to control access to the disused quarry site.

A small number of formal car parking spaces are provided, with the remainder of the car parking in the open grassed area to the south of the main quarry driveway.

A modest entrance to the network is provided to the north of the formal car parks. This entrance provides toilet facilities, drinking water, map boards and some seating. The trailhead serves as one of the park's access points for emergency services and fire management vehicles, with access controlled via a locked gate.

Once entering Jubilee Park from the carpark location, there are numerous trails and access roads presented to the park user. This tight access is used by mountain bike riders, walkers, trail runners, horse riders and management vehicles.

The entrance to the trail system is poorly defined and there isn't a logical separation between mountain bike specific infrastructure and the shared use/management infrastructure.

To the north of the sprawled trail entrance there is a significant existing jumps park facility consisting of jumps graded at varying difficulties. There is a substantial excavation adjacent to the jumps park facility which allows for a lower gradient management road. The area suffers from poor visual appeal as the significant impact of the jumps park and management trail construction are apparent. Insufficient landscaping works have exaggerated this effect.

There is a water tank and associated high volume outlet nearby to the Jumps Park. This is used for fire management purposes only.

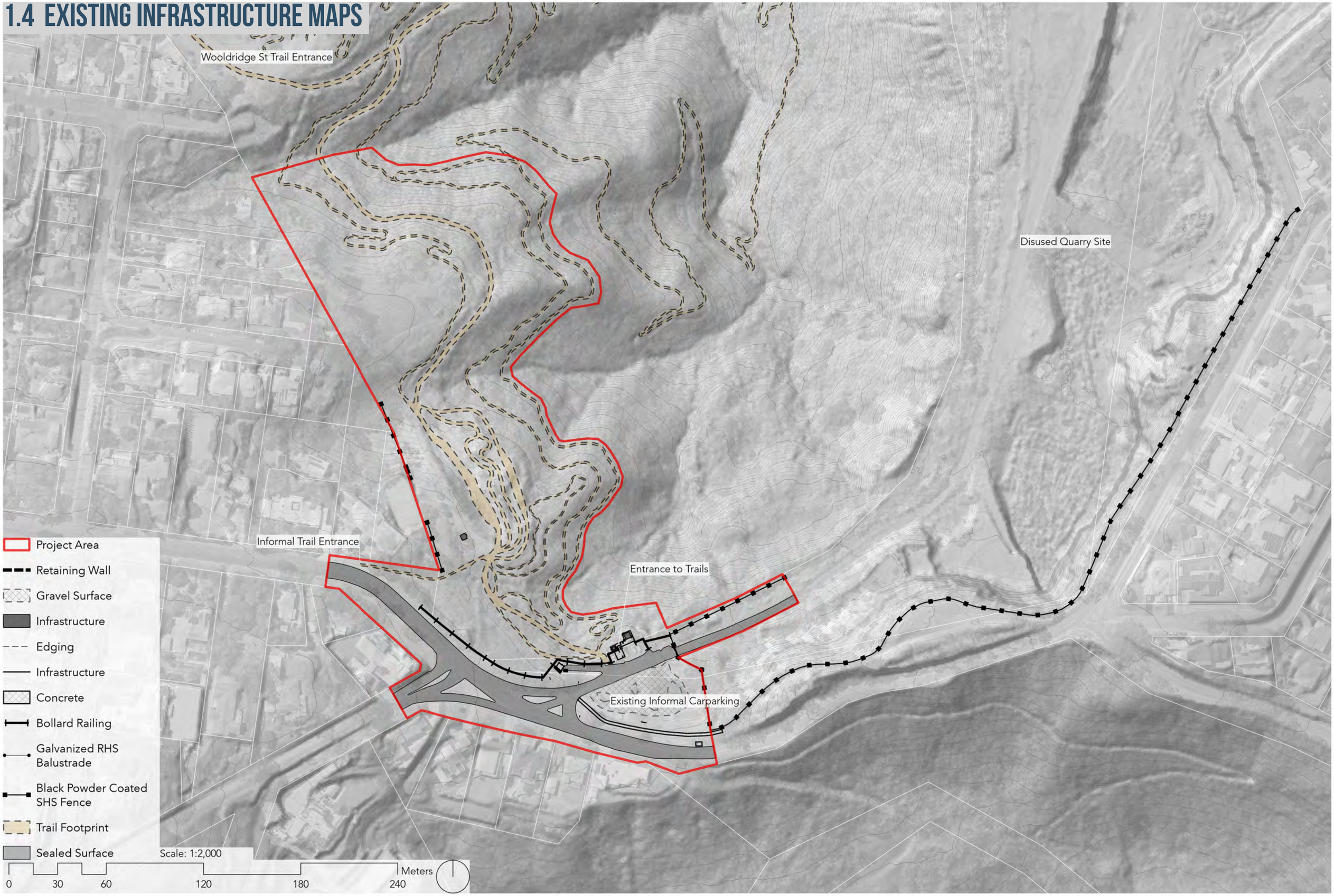
Water tank and outlet for bushfire management

Sewer pumping station

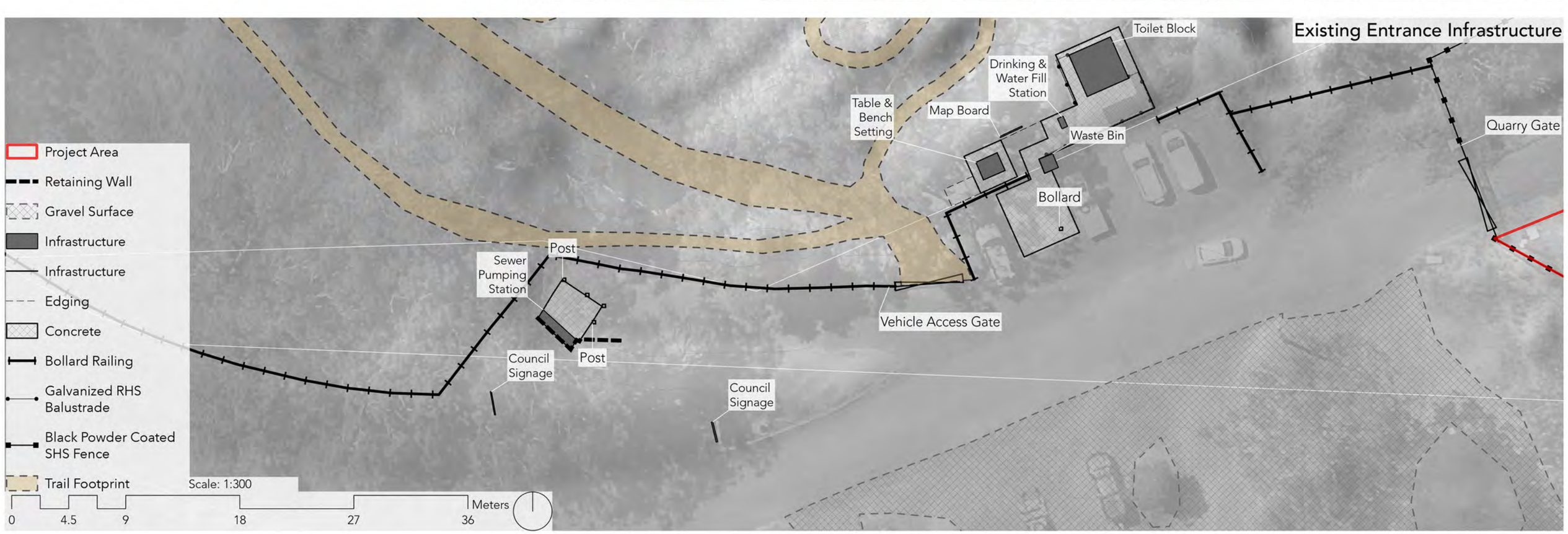
Existing entrance amenities and map boards

Existing automated gate at quarry entrance

1.4 EXISTING INFRASTRUCTURE MAPS



Existing Jumps Park Infrastructure
Jumps Park Infrastructure
Entrance Infrastructure
Existing Jumps Park
Water Tank
Scale: 1:1,000
0
15
30
60
90
120
Meters


Existing Entrance Infrastructure
Toilet Block
Drinking & Water Fill Station
Table & Bench Setting
Map Board
Waste Bin
Quarry Gate
Bollard
Post
Sewer Pumping Station
Post
Vehicle Access Gate
Council Signage
Council Signage
Project Area
Retaining Wall
Gravel Surface
Infrastructure
Infrastructure
Edging
Concrete
Bollard Railing
Galvanized RHS Balustrade
Black Powder Coated SHS Fence
Trail Footprint
Scale: 1:300
0
4.5
9
18
27
36
Meters

1.5 EXISTING TRAIL NETWORK

Access to the greater Jubilee Park Trail Network.

There are 2 potential options for riders when entering the network:

- Enter the 'Defibrillator' trail descent to begin a downwards trajectory into the park.
- Ride through or past the Jumps Park to the 'Top Shelf' trail to traverse across the top of the escarpment, heading north.

Wayfinding to these trail entrances is somewhat vague and lacks definition with users entering and crossing the existing management trail infrastructure to navigate to their destination.

When returning to the trailhead riders have similar options:

- Use the dedicated 'Defibrillator' climb trail which deposits the rider adjacent to the current entrance infrastructure.
- Use the 'Top Shelf' trail in reverse as it is a 2-way trail.

The return via 'Top Shelf' results in a similar wayfinding conundrum as it merges and departs from the existing management trail infrastructure as it approaches the Bridge St trailhead from the Jumps Park finish.

There is a small beginner loop offering in the bushland behind the Jumps Park, accessible from beside the Jumps Park entrance.

The Jumps Park itself provides 4 levels of skills-based offerings from Green (Easy) through to Double Black (Expert). The return path from the bottom of the Jumps Park utilises the existing management trail, however there are two steep pitches in the alignment that make the climb more difficult than is desirable. Riders can utilise the Jumps Park lines as connectivity to 'Top Shelf' as all lines converge to a single exit and the rider has the option to continue into the network from here.

An opportunity has been identified within the project area for an additional beginner loop. This would ideally be positioned on the grassy slope near to the existing beginner loop.

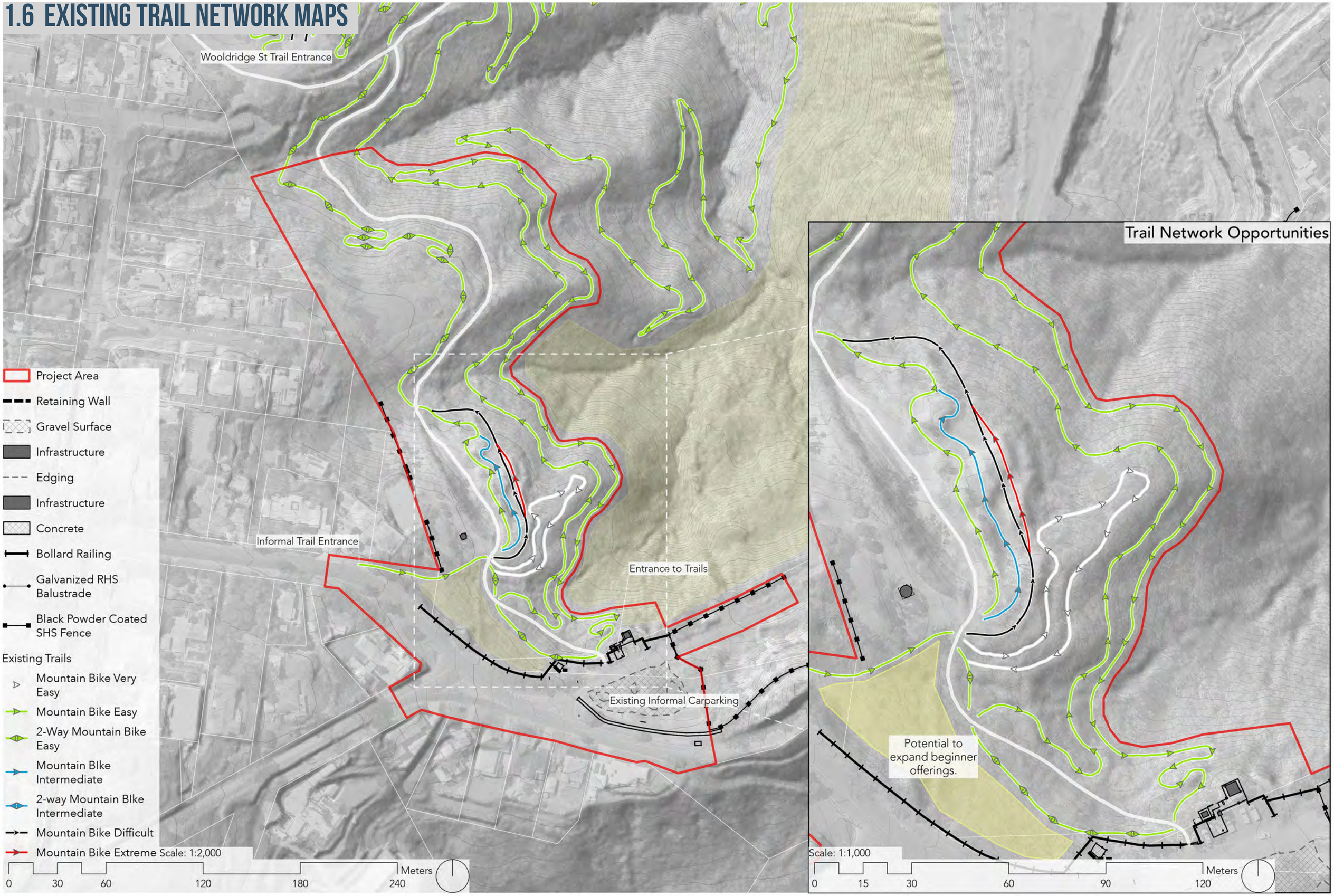
Jumps park finish to existing trail infrastructure

Jumps park trails entrance

Highly visable berm at park entrance

'Top Shelf' trail

1.6 EXISTING TRAIL NETWORK MAPS



1.7 VEGETATION

All areas at the top of the park are currently managed by Toowoomba Region with slashers and mowers.

Most areas above and immediately adjacent to the existing management trail are heavily disturbed and previously cleared. The areas are sparsely wooded with native eucalypts and are devoid of native understory. Grass is the only ground cover in these areas, and it is frequently slashed by Toowoomba Region staff and/or contractors.

Beyond the management trail, the vegetation becomes heavily wooded and presents as a mix between a eucalypt canopy and a weed infested understory.

In the existing informal carpark area, there are only a few trees and large grassed sections. Over 50% of the space is exposed dirt and gravel from cars parking in the space and excluding the growth of vegetation. This results in significant sediment runoff in heavy downpour rain events.

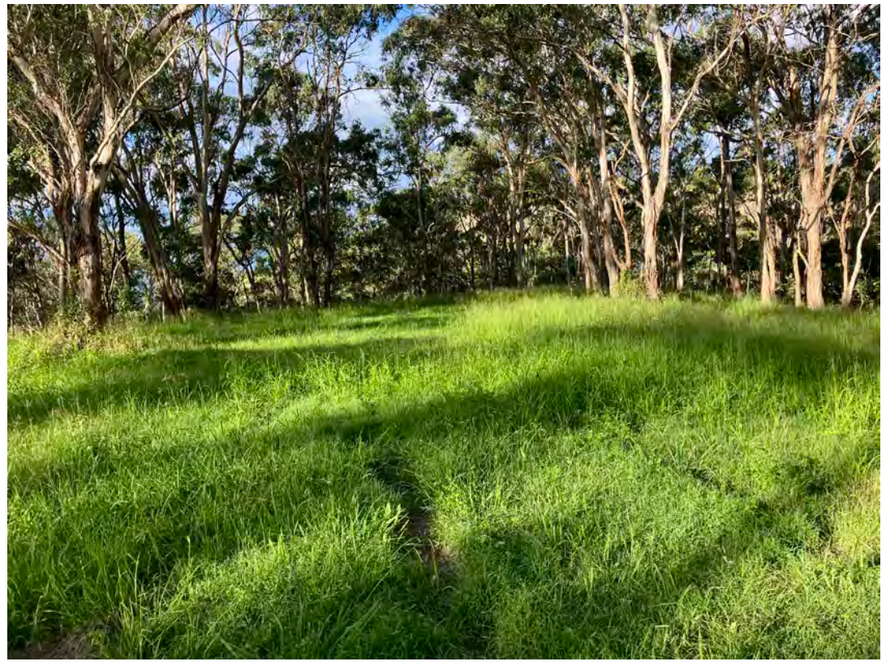
The design and construction of the new infrastructure should seek to utilise these heavily disturbed, slashed areas only.

It is conceivable that the construction of the new infrastructure could achieve a net-positive environmental outcome by:

- Planting of new vegetation through thoughtful landscape design.
- Reduced requirement for slashing within the park with infrastructure and landscaping designed to reform the space without the need to manage broad grassed areas.
- Improved revegetation outcomes by replanting the areas between the existing bushland and new infrastructure with sympathetic native species characteristic of the surrounding open forest and woodland communities.

Grassed area adjacent to entrance looking towards the existing jumps park.

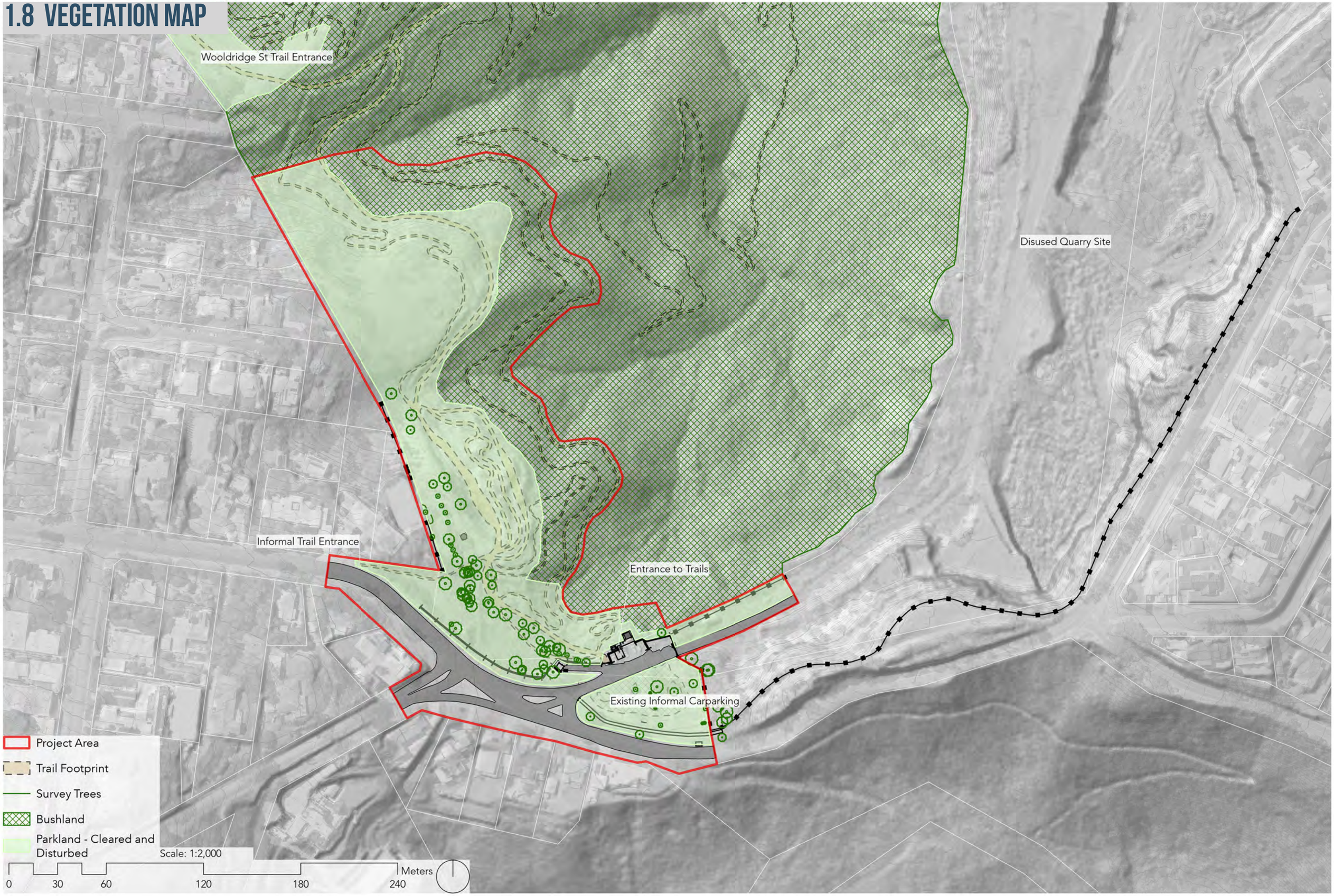
Existing carpark has minimal vegetation.



Council maintained grass area

Management trails merge with mountain bike trails and the jumps park entrance trails

1.8 VEGETATION MAP



1.9 SLOPE

The Bridge St Trailhead is on the edge of the escarpment of the Great Dividing Range. This means that the site is frequently engaged with steep slopes and flat areas are uncommon.

This means that the site is heavily constrained by the local topography and limits the ability for certain types of infrastructure to be designed and constructed. The site is not suitable for a pump track as these are only appropriate on flat and level sites. Whilst some of the slopes are excessively steep, most are usable for facilities catering to the intended target market of mountain bikes. The slopes create unique opportunities for the site to design facilities that would otherwise be impossible at other locations.

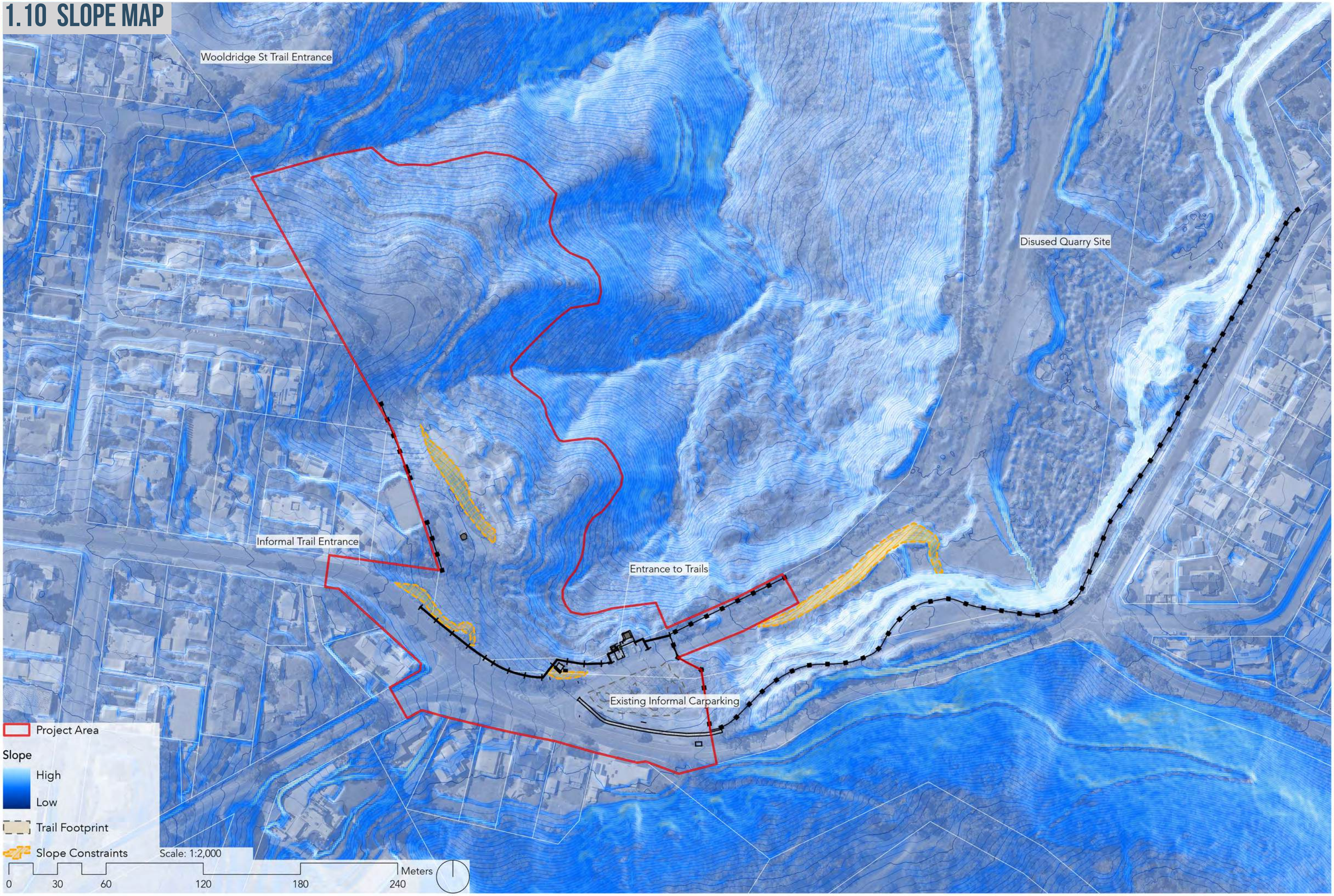
For this investigation, only the areas in the disturbed, open grass areas have been assessed. The bushland areas are generally steep and unsuitable for any of the proposed infrastructure other than trails.

There are several locations in the area that are too steep and should be avoided:

- The terraced batter cut for the management trail alignment.
- The roadside batter adjacent to Bridge Street near the informal entrance.
- The roadside batter adjacent to the sewer pumping station.

Steep, terraced batter cut adjacent to jumps park

1.10 SLOPE MAP



1.11 STORMWATER

Jubilee Park is on the eastern side of the Great Dividing Range watershed making it susceptible to heavy sheet water flows.

All urban infrastructure on the eastern side of the watershed discharges its stormwater into the escarpment to connect with the coastal river systems and flow to the Pacific Ocean. As the local infrastructure is upgraded, the increased water flow from hardened surfaces is noticeable within the local environment of Jubilee Park.

There is a large erosion incision which has caused damage to the 'Defibrillator' climb trail and is likely to cause further damage upstream if the effects are not addressed and mitigated. At time of assessment, Common Ground Trails has been made aware of an impending engineering design to be undertaken specifically on this area. The design will be incorporated into the final trailhead design.

Significant water flows are evident across the existing informal carpark space with water flowing from the installed drainage structures and unmanaged from the existing interface between the driveway and Bridge Street. Existing drainage structures are generally overwhelmed, and the effects of erosion are noticeable throughout the area with sections of asphalt becoming undermined and damaged.

Substantial overland flows are being captured by a swale drain on the western side of the existing Jumps Park. Rock check dams have been installed at regular intervals to capture the sediment from the management trail construction. A bridge has been installed at the exit of the jumps park to cross the drainage swale, and the swale converges with the natural drainage line at the end of the Jumps Park.

Other overland flows converge on the low point near the end of the Jumps Park and result in a generally wet and boggy area which impacts the start of the existing 'Top Shelf' trail and the existing management trail in the space.

Existing drainage is causing major erosion damage to the existing trails in the area

Swale drain with rock check dams being used to protect the existing jumps park from overland flows

Ineffictive drainage structures are unable to cope with the volume of water moving through the existing carpark

Existing asphalt is being undermined by unmanaged water flows through the existng carpark

1.12 STORMWATER MAP

Stormwater

Wooldridge St Trail Entrance

Informal Trail Entrance

Entrance to Trails

Existing Informal Carparking

Project Area
Trail Footprint
Drainage Infrastructure
Water Flows
Pit
Stormwater End Structure
Retaining Wall
Kerbing
Stormwater Pipe

Scale: 1:2,000

0 0.03 0.06 0.11 0.17 0.22 Kilometers

Erosion Remediation Project

Erosion remediation and mitigation project being designed by others.

Scale: 1:1,000

0 0.01 0.03 0.05 0.08 0.1 Kilometers

1.13 SERVICES

There are numerous services interacting with the Bridge Street trailhead due to the Prince Henry Heights suburb nearby.

Prince Henry Heights is connected to the greater Toowoomba area by a narrow saddle. Bridge Street runs across this saddle and therefore is the only ingress/egress to the suburb. All services for this suburb run through this area and most services run through the proposed carpark site and trail entrance area.

Careful consideration needs to be given to all elements with many power poles and underground service access points in the area.

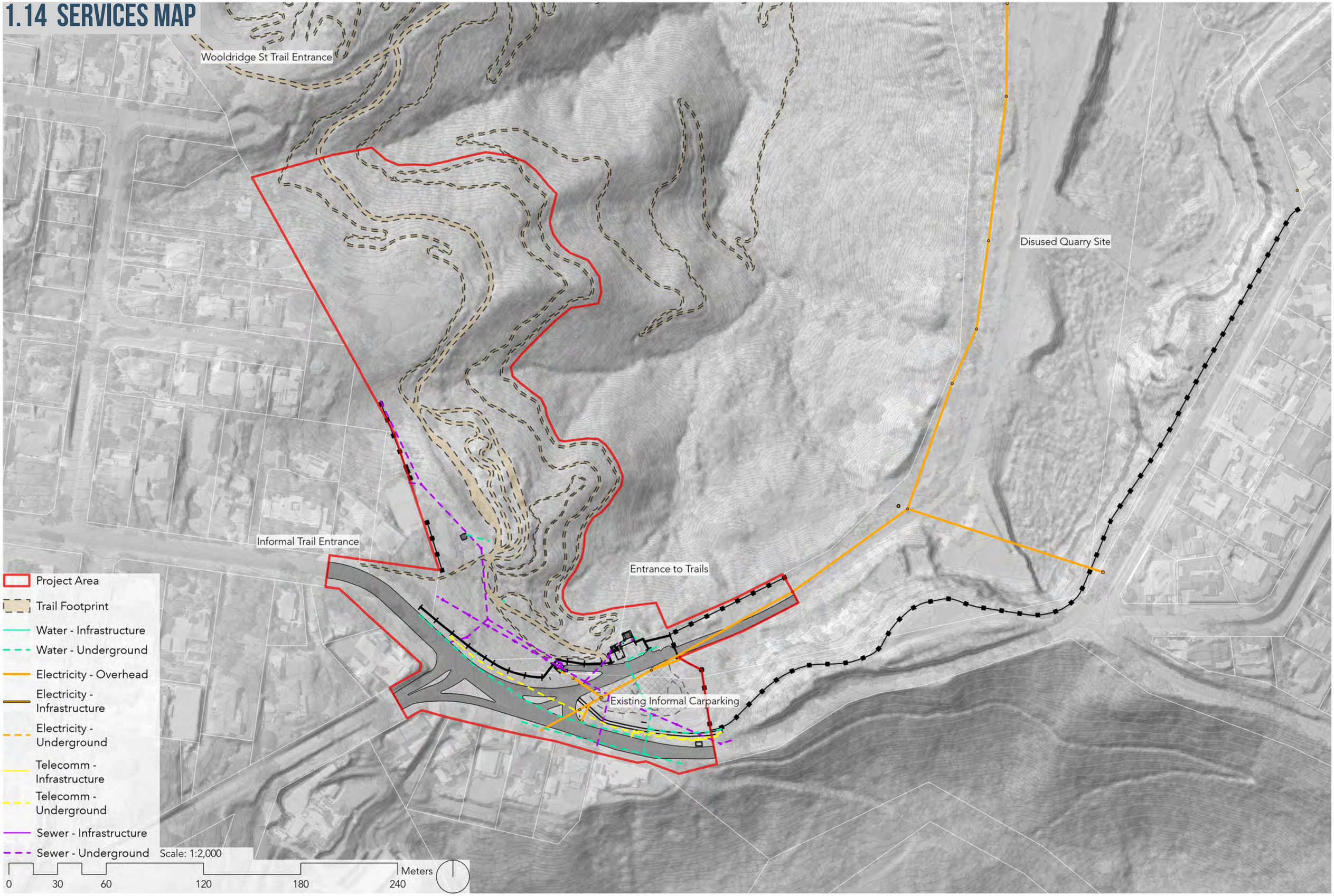
Existing sewer pumping station and access driveway

Power poles running through carpark site

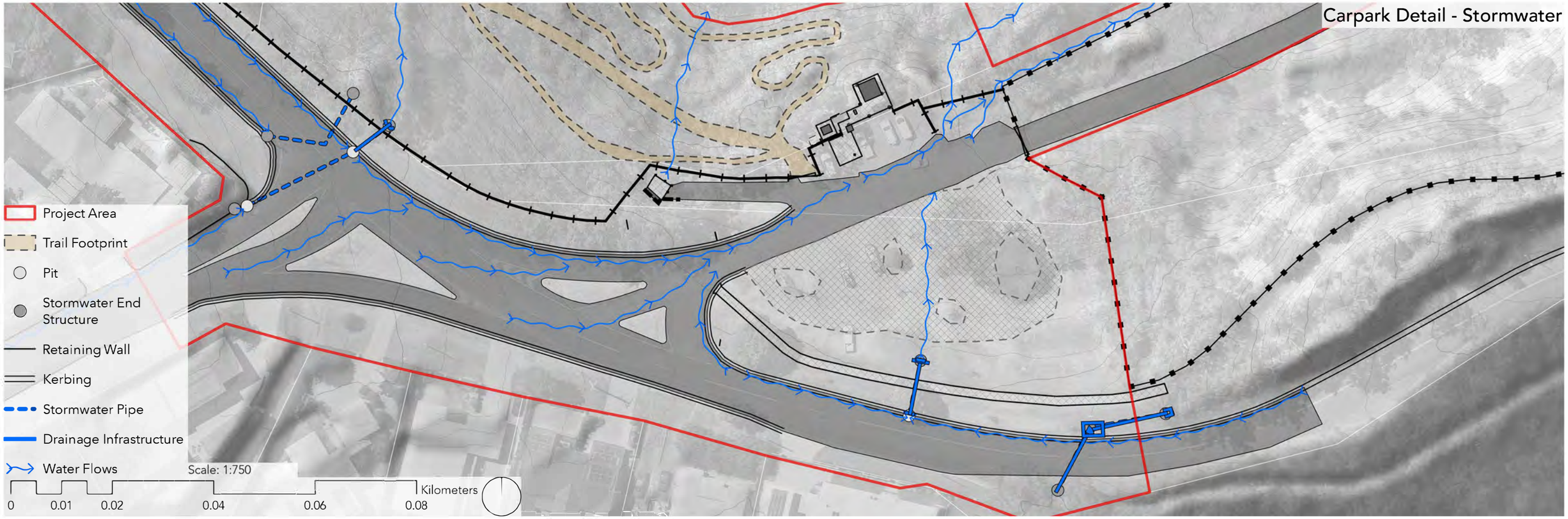
Power lines running into disused quarry site

Existing automatic gate infrastructure

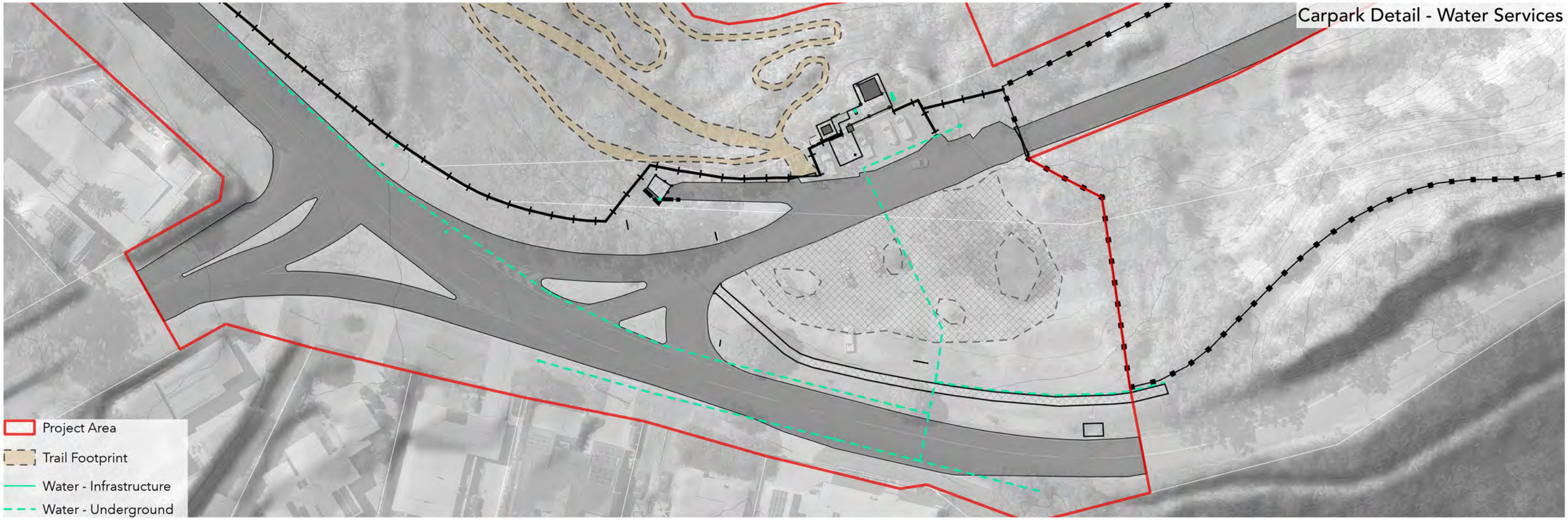
1.14 SERVICES MAP



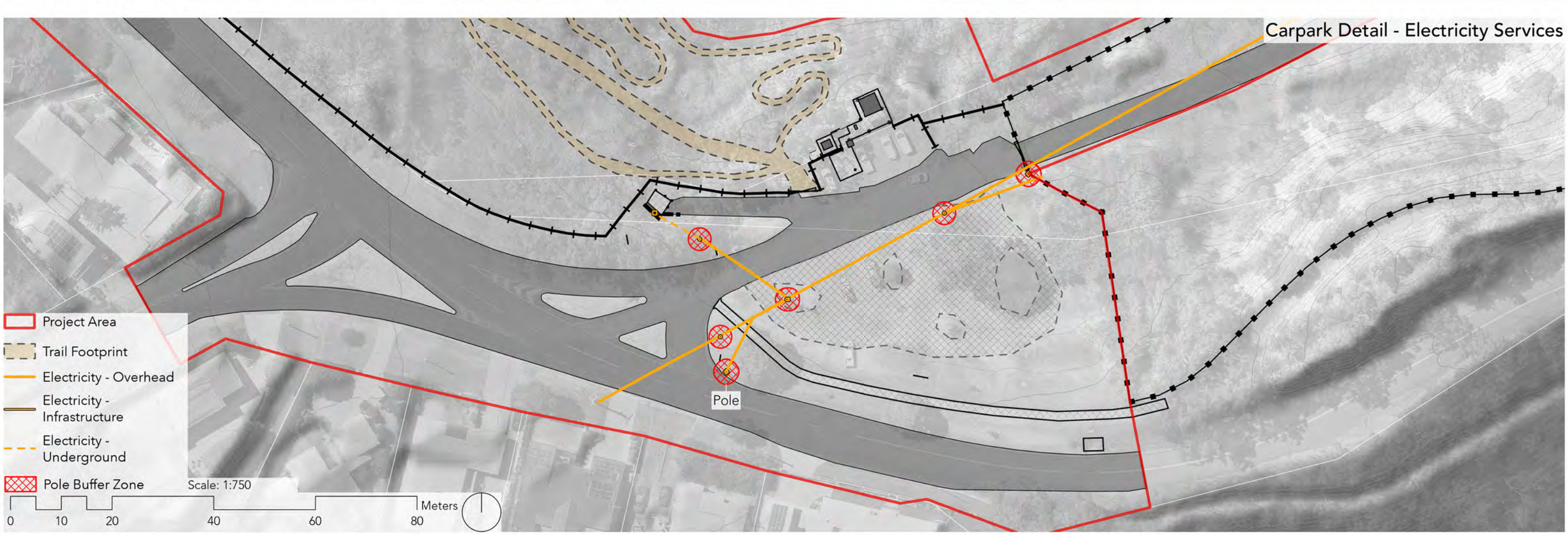
1.15 CARPARK DETAIL MAPS



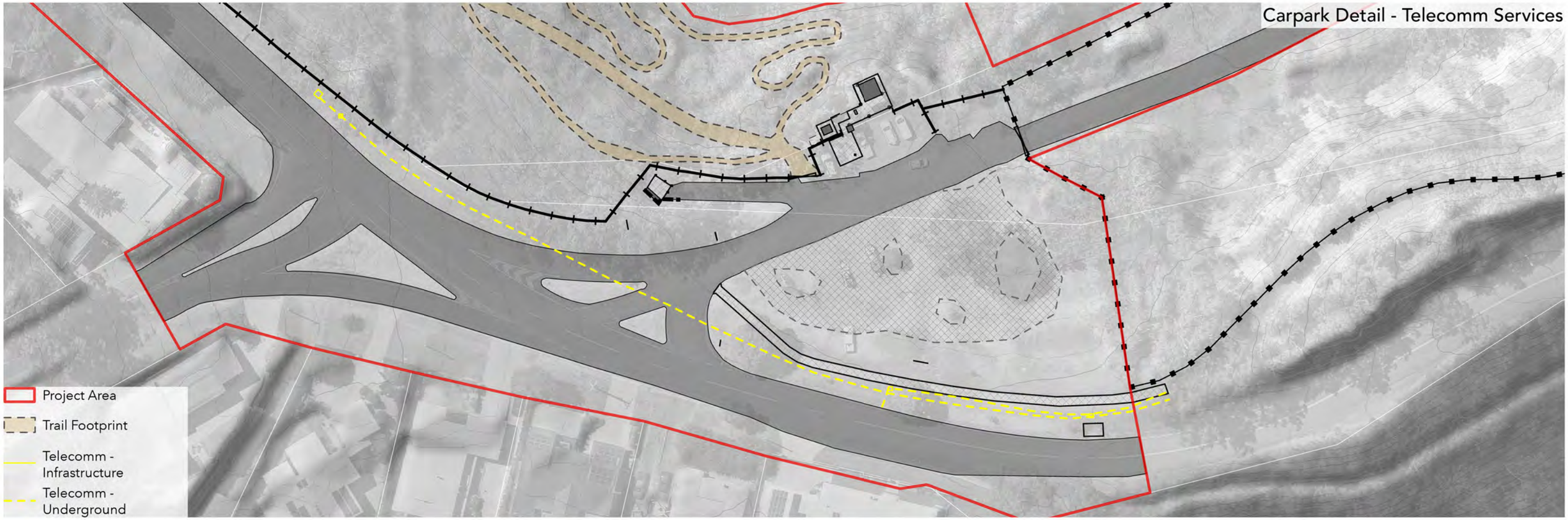
Carpark Detail - Water Services



Carpark Detail - Electricity Services



Carpark Detail - Telecomm Services



Carpark Detail - Sewer Services

1.16 SITE ASSESSMENT - SUMMARY

The Bridge Street site is both complicated and unique. The heavy constraints spawn the greatest creations. The Toowoomba Region can create a class leading trailhead which engages tourists and locals alike.

The entrance area of the facility is constrained for space and would also benefit from a redesign to change alignment and maximise the space. Having additional space would help to better integrate the trail network to entrance area and simplify wayfinding for tourists and new riders. There is also potential to adjust alignments to create better separation for management vehicle access.

The numerous constraints in the carpark area mean that extension into the disused quarry space is proposed to provide adequate carparking for current use and future growth. The implementation of a statement feature and meeting space nearby to the entrance area will allow park users to safely separate from shuttle bus and car traffic while waiting for friends. The space will also accommodate a small commercial facility with easy access to the required services for implementation.

The existing Jumps Park currently provides an adequate level of service, however the un-sealed surface means that ongoing maintenance will be required. The central location of the steep management road results in poor utilization of the space and a poor experience for the users undertaking repeat laps. This also results in a disconnection from the trail network as the management road severs the connection of the 'Top Shelf' trail.

A reconfiguration of the entire space allows for a sustainable, low maintenance community space that will provide the entryway for generations of future riders to participate in the sport. This facility would support economic growth and provide enhanced community outcomes if completed to a high standard.

2. BRIDGE STREET TRAILHEAD - CONCEPT LAYOUT

2.1 CONCEPT DESIGN FRAMEWORK

DESIGN BASIS & APPROACH

- The design has evolved through onsite investigations, initial sketch layouts, and client feedback, refining the four key project zones: Trailhead + Carpark, Junior Loop, and Jumps Park.
- The concept responds to the site's opportunities and constraints identified during the early project stages, ensuring all components function as a cohesive and integrated mountain bike facility.
- While the current project budget does not allow delivery of all four components, the concept design establishes a broader precinct vision that can be delivered progressively as future funding or grant opportunities arise.
- The Trailhead and Carpark form the foundation of Stage 1, with CGT recommending inclusion of the asphalt Jumps Park to deliver a durable, high-use facility that replaces the existing degraded jumps area and provides a strong community asset aligned with the upgraded trailhead.

CONCEPTUAL TRAIL ALIGNMENTS

- All proposed trail alignments have been assessed onsite by Brett Cotter on Tuesday, 24 February 2026.
- Trail alignments were captured using high-sensitivity GPS equipment, with the data imported into ArcGIS Pro before being processed and documented in Vectorworks 2026.
- Final trail alignments and associated Technical Trail Features (TTFs) are to be confirmed on site by a suitably qualified and experienced trail builder during the next detailed design phase, and refined as required to ensure safety, alignment with the nominated trail difficulty ratings, and optimal flow and ride quality.
- All proposed trail alignments and lengths are indicative only and will be confirmed through detailed design process.

KEY ASSUMPTIONS & DESIGN CONSIDERATIONS

- The following concept design package is intended to act as a guiding document for client and stakeholder discussions and does not provide the level of detail typically associated with a detailed design package.
- This package does not include detailed investigations or design relating to drainage, ecological values, cultural heritage, traffic management, or other specialist consultant inputs, other than Common Ground Trails' design input as trail specialists and the high-level advice provided by RMA Engineers regarding the car park layout and entry configuration from Bridge Street.
- It is assumed that the detailed design phase will undertake the relevant specialist assessments and investigations, including detailed site surveys of the project study area, to further refine the design and resolve the specific elements and components proposed in this concept.
- A separate concept design for stormwater runoff from Bridge Street, prepared by a third party, currently exists and will require coordination during the detailed design phase to ensure continuity between the proposed civil infrastructure and the trail network, resulting in a practical and integrated outcome minimising the potential adverse impacts on the user experience.

AUSTRALIAN TRAIL DIFFICULTY RATING SYSTEM (TDRS)

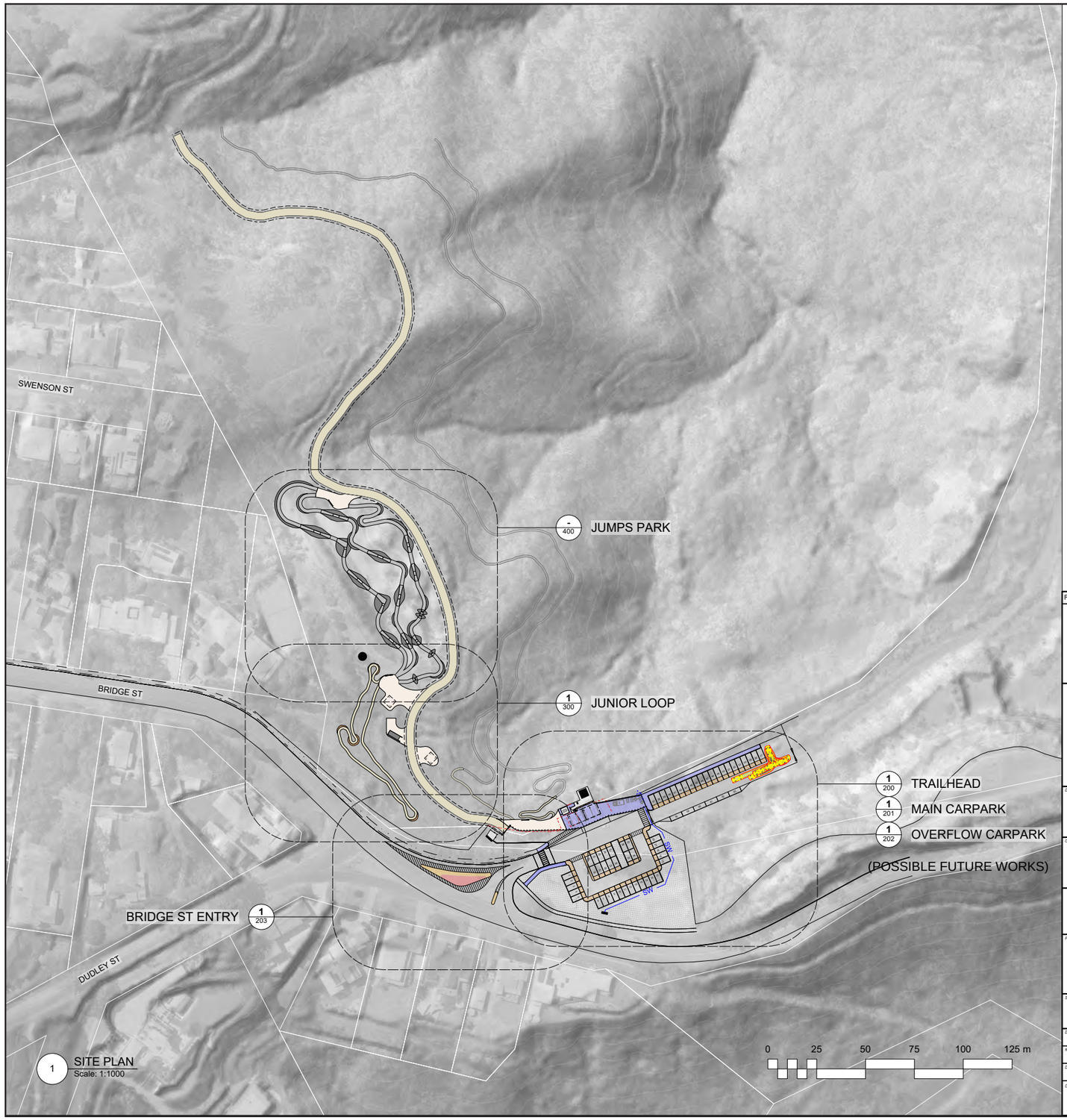
All trails shown in this concept plan have been designed in accordance with the Australian Trail Difficulty Rating System, as outlined in the table below.

Difficulty Symbol	*Short Description*
	Very easy Wide trail with a gentle gradient smooth surface and no obstacles Suitable for beginner cyclists with basic bike skills, and most bikes
	Easy Wide trail with a gentle gradient smooth surface Some obstacles such as roots, logs and rocks Suitable for beginner cyclists with basic mountain bike skills, and off-road bikes
	Easy with Intermediate Sections Likely to be single track with a moderate gradient, variable surface and some obstacles Some obstacles such as roots, logs and rocks Suitable for mountain bikers with mountain bikes
	Intermediate Single trail with moderate gradients, variable surface and obstacles May include steep sections Suitable for skilled mountain bikers with mountain bikes
	Intermediate with Difficult Sections Suitable for competent mountain bikers, used to physically demanding routes Expect large and unavoidable obstacles and features Challenging and variable with some steep climbs or descents and loose surfaces
	Difficult Suitable for experienced mountain bikers, used to physically demanding routes Navigation and personal survival skills are highly desirable Expect large, dangerous and unavoidable obstacles and features Challenging and variable with long steep climbs or descents and loose surfaces Some sections will be easier to walk
	Extreme Suitable for highly experienced mountain bikers, used to physically demanding routes Navigation and personal survival skills are highly desirable Severe constructed trails and/ or natural features, all sections are challenging Includes extreme levels of exposure and / or risk Expect large and unavoidable obstacles and features Some sections will be easier to walk

2.2 SITE OVERVIEW

CONCEPT DESIGN

The final concept design for the Bridge Street Primary Access Trailhead/Hub builds upon the Site Assessment and Preliminary Concept Layout report previously prepared by Common Ground Trails (CGT) for Toowoomba Regional Council. Building on the onsite investigations and initial sketch layouts of the distinct zones (Trailhead + Carpark, Junior Loop, and Jumps Park), along with subsequent client feedback, CGT has further developed and refined these concepts with a clear and cohesive vision for the entire study area. The design carefully responds to the site's opportunities and constraints identified during the early stages of the project, ensuring each component works together as part of an integrated and well-considered facility.



Rev.	Date	By	Issue
A	06/03/2026	JL	CLIENT REVIEW
B	20/03/2026	JL	FINAL REVIEW
C	01/04/2026	JL	FINAL CD ISSUE
D	13/07/2026	JL	COMMUNITY CONSULTATION

COMMON GROUND

Design Firm
COMMON GROUND PTY LTD
69 BUSSELL HWY
MARGARET RIVER
WA 6285

Client
TOOWOOMBA REGIONAL COUNCIL
PO Box 3021, Toowoomba QLD 4350

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Project Title
Concept Design of Bridge St (Jubilee Park) Trailhead / Hub
Jubilee Park Lot 310 SP285247

Sheet Title
SITE PLAN

Drawn By: LEAD DESIGNER	Project ID: 2507	North
Reviewed By: DESIGN MANAGER	Scale: 1:1000	
Date: April 2026	Sheet No.: DD-100	Rev:
CAD File Name: 2507_Bridge St Trailhead CD.vwx		

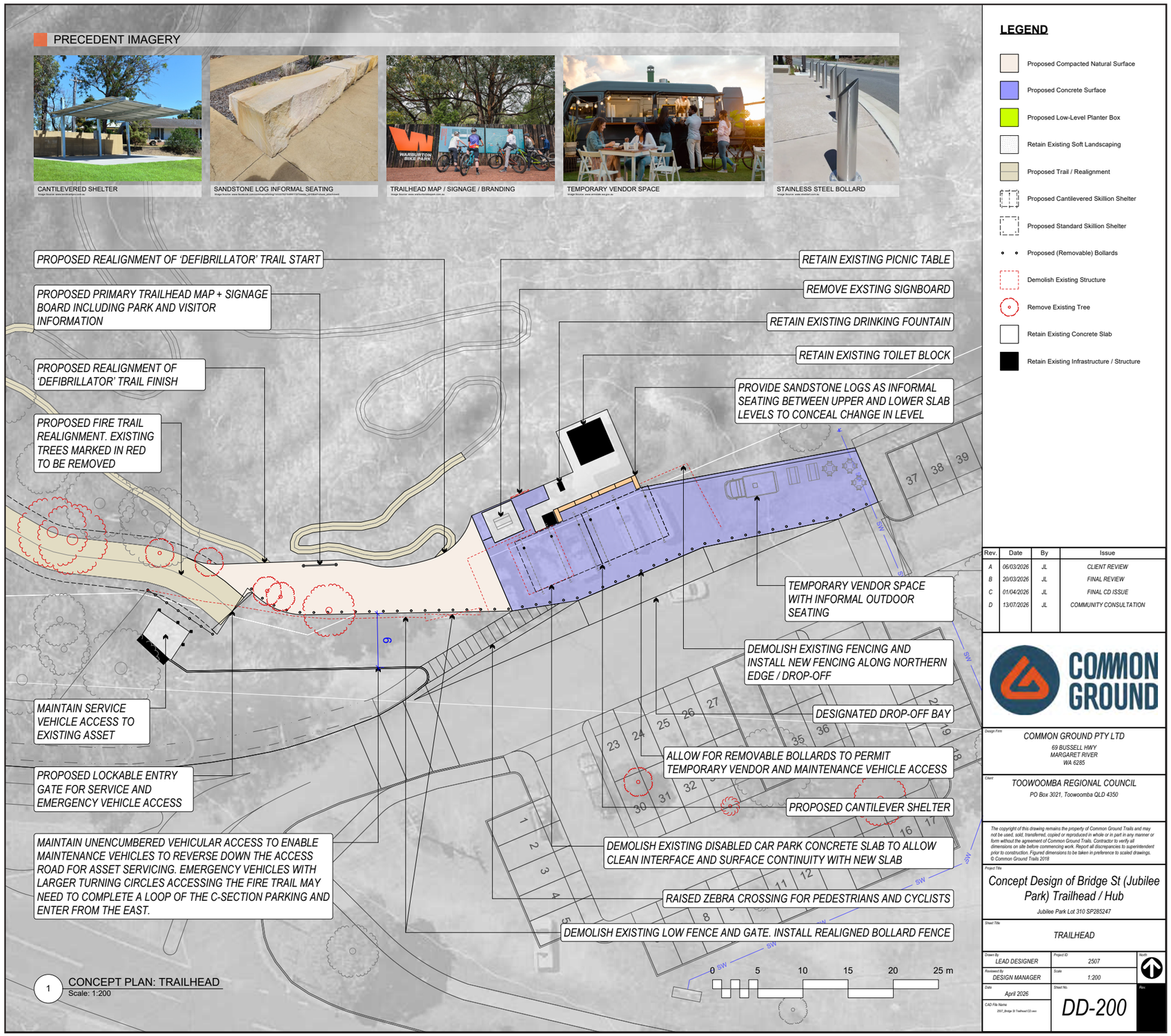
2.3 TRAILHEAD

DESIGN INTENT

The trailhead has been redesigned to reuse and repurpose as much of the existing infrastructure as possible to minimise overall construction costs, while maintaining the functionality and aesthetic expected of the formal entry point into Jubilee Park. As a key landing point for mountain bikers and a diverse range of park users, the existing space was too constrained to allow for the functional congregation of users and lacked the sense of arrival and gravitas that the primary trailhead to the park and trail network deserves.

The concept redesign provides generous movement space and gathering opportunities for groups of riders, walkers and runners alike. The space has been reimagined to be more inviting and welcoming to park visitors. Users are redirected through two formal zebra crossings across adjacent vehicular paths, actively separating pedestrian and cyclist movements from the main thoroughfares. Visitors are then strategically funnelled from the covered entry and gathering space directly in front of the dedicated drop-off bay toward the west, encouraging users to interact with the primary trail signage. This signage plays an important role in making visitors aware of the inherent risks associated with the park and recreational activities, while also familiarising themselves with the park layout and surrounding trail network — a key element currently lacking, with the existing small signboard easily overlooked.

Hard surfacing in the form of concrete has been used sparingly and limited to high-traffic areas that would otherwise require significant ongoing maintenance if left as natural surface. The main arrival area beneath the cantilevered shelters, along with the temporary vendor spaces, are hardened to accommodate service and vendor vehicle access. Toward the western portion of the landing area, the surface transitions to a compacted natural material, creating a softer interface and clear transition into the surrounding natural spaces and recreational environments that extend beyond the trailhead.



2.4 MAIN CARPARK

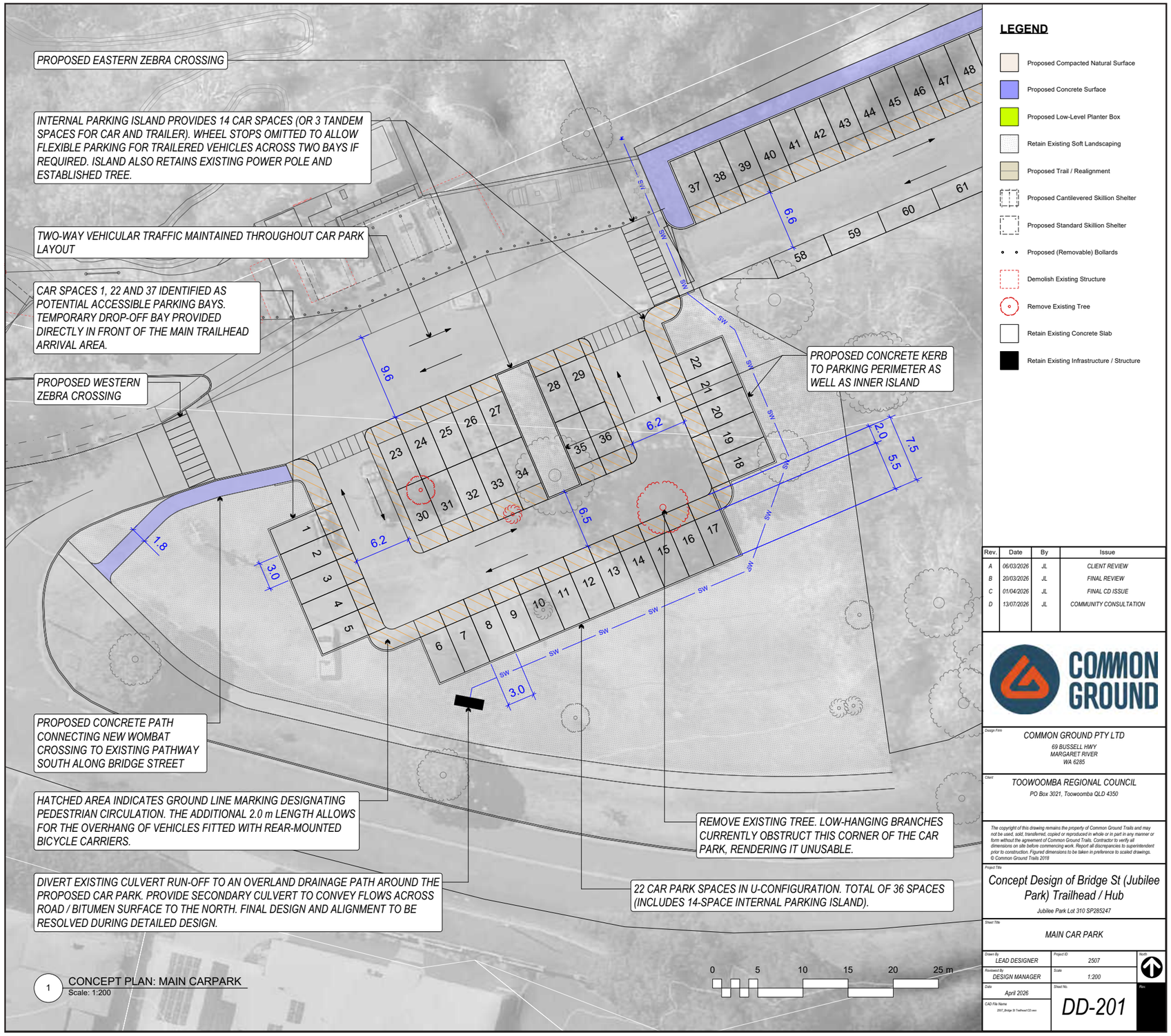
DESIGN INTENT

Following the initial conceptual sketch layout presented by CGT, the design has been refined in collaboration with traffic management and car parking consultants, RMA Engineers. The underlying concept remains unchanged, maintaining clear separation between vehicular circulation and pedestrian and cyclist movement between the car park and trailhead. The primary axis has been straightened along an east–west alignment to create a clearer and more legible layout.

Car park bays are deliberately oversized at approximately 7.5 m long and 3 m wide to accommodate mountain bike users and the overhang of rear-mounted bicycle carriers. These areas also function as informal pedestrian circulation zones while visitors unload bikes and equipment. Should site constraints identified during detailed design require adjustment, some bays may be reduced to standard AS/NZS parking dimensions without affecting overall functionality.

The primary car park is configured in a U-shape to improve vehicle manoeuvrability and simplify parking movements. Two-way circulation allows flexibility for standard vehicles and those towing trailers. The layout also enables larger emergency and service vehicles to enter from the eastern end and circulate anti-clockwise through the car park before accessing the realigned fire trail service road, avoiding a sharp 180° turn immediately off Bridge Street. The central parking island accommodates vehicles with trailers, with bays capable of functioning as tandem spaces where required.

Overall, the layout optimises parking capacity while maintaining flexibility for cars, trailers and a dedicated drop-off / pick-up bay. The arrangement integrates with the reconfigured trailhead to create a cohesive arrival experience, with overflow parking supporting periods of higher visitation and events..



1 CONCEPT PLAN: MAIN CARPARK
Scale: 1:200

Rev.	Date	By	Issue
A	06/03/2026	JL	CLIENT REVIEW
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MARGARET RIVER
WA 6285

Client
TOOWOOMBA REGIONAL COUNCIL
PO Box 3021, Toowoomba QLD 4350

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Project Title
Concept Design of Bridge St (Jubilee Park) Trailhead / Hub
Jubilee Park Lot 310 SP285247

Sheet Title
MAIN CAR PARK

Drawn By: LEAD DESIGNER	Project ID: 2507	North
Reviewed By: DESIGN MANAGER	Scale: 1:200	
Date: April 2026	Sheet No.: DD-201	Rev:
CAD File Name: 2507_Bridge St Trailhead CD.vwx		

2.5 OVERFLOW CARPARK (POSSIBLE FUTURE WORKS)

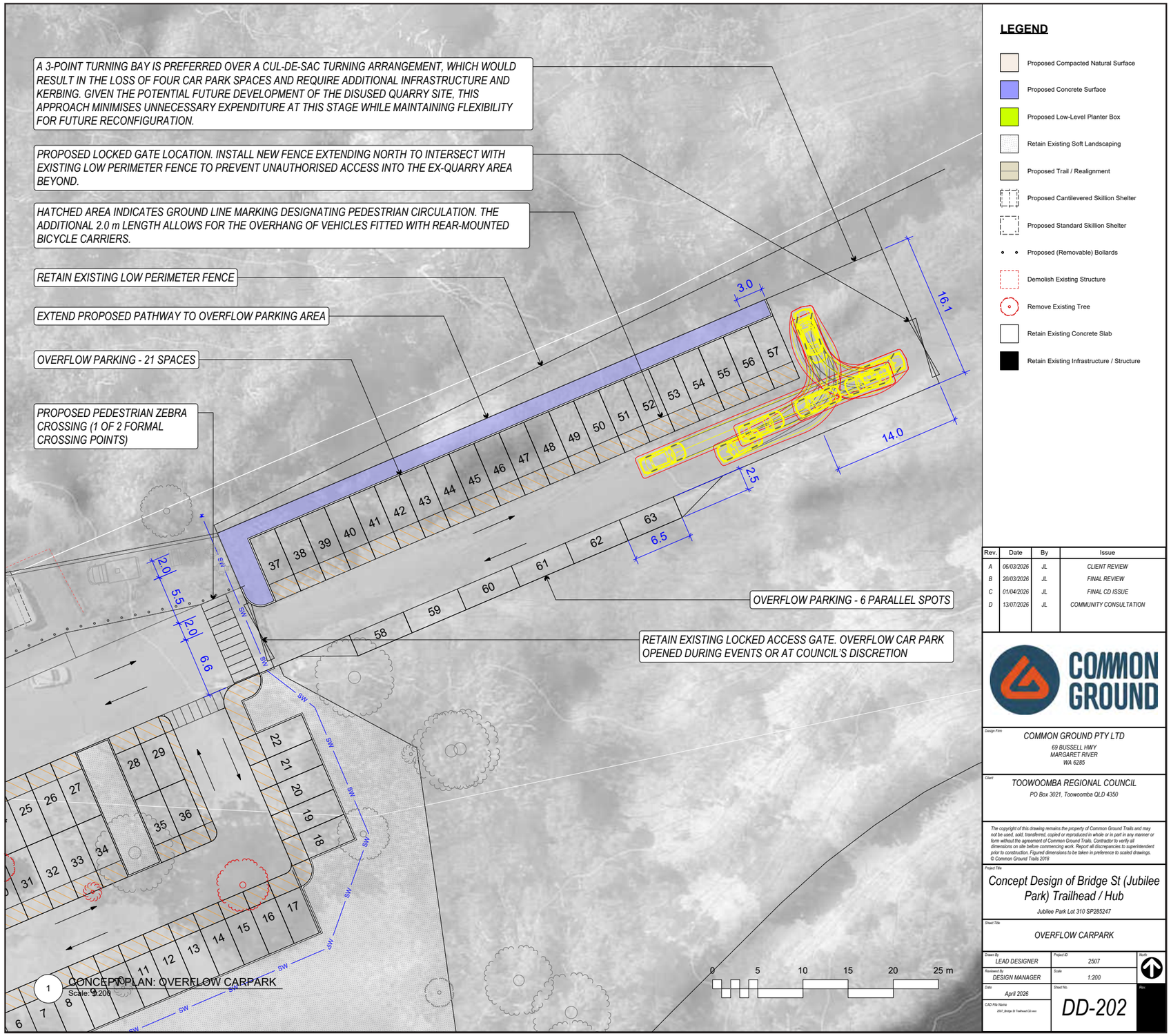
DESIGN INTENT

The long, narrow strip to the east beyond the existing locked gate has been identified as the designated overflow parking area. The eastern end of the space incorporates a 3-point turning arrangement designed to accommodate vehicles up to approximately 7.5 m in length, allowing for the additional 2 m typically required for rear-mounted bicycle carriers. While the turning arrangement makes the space unsuitable for vehicles towing trailers, the ability to open this area during special events at Council's discretion provides an effective use of an otherwise underutilised space.

The concept design seeks to optimise the use of this area while avoiding unnecessary expenditure on permanent infrastructure such as a cul-de-sac turning arrangement, which would likely be removed should access to the former quarry site be developed in the future. Given the size and location of the adjoining land, it is considered likely that the site may be redeveloped over time. The trailhead and car park layout have therefore been carefully planned to ensure the works proposed as part of this project do not constrain potential future access or development opportunities.

The overflow parking area has the capacity to accommodate approximately 27 additional car spaces, representing a significant increase in parking capacity during peak visitation periods and events. This is particularly important given the limited parking available within the immediate trailhead area and the absence of suitable overflow parking along Bridge Street or surrounding streets.

Consistent with the primary car park layout, the concept design seeks to maximise parking capacity while maintaining safe vehicle circulation and clearly separating cyclist and pedestrian movements from vehicular paths wherever possible.

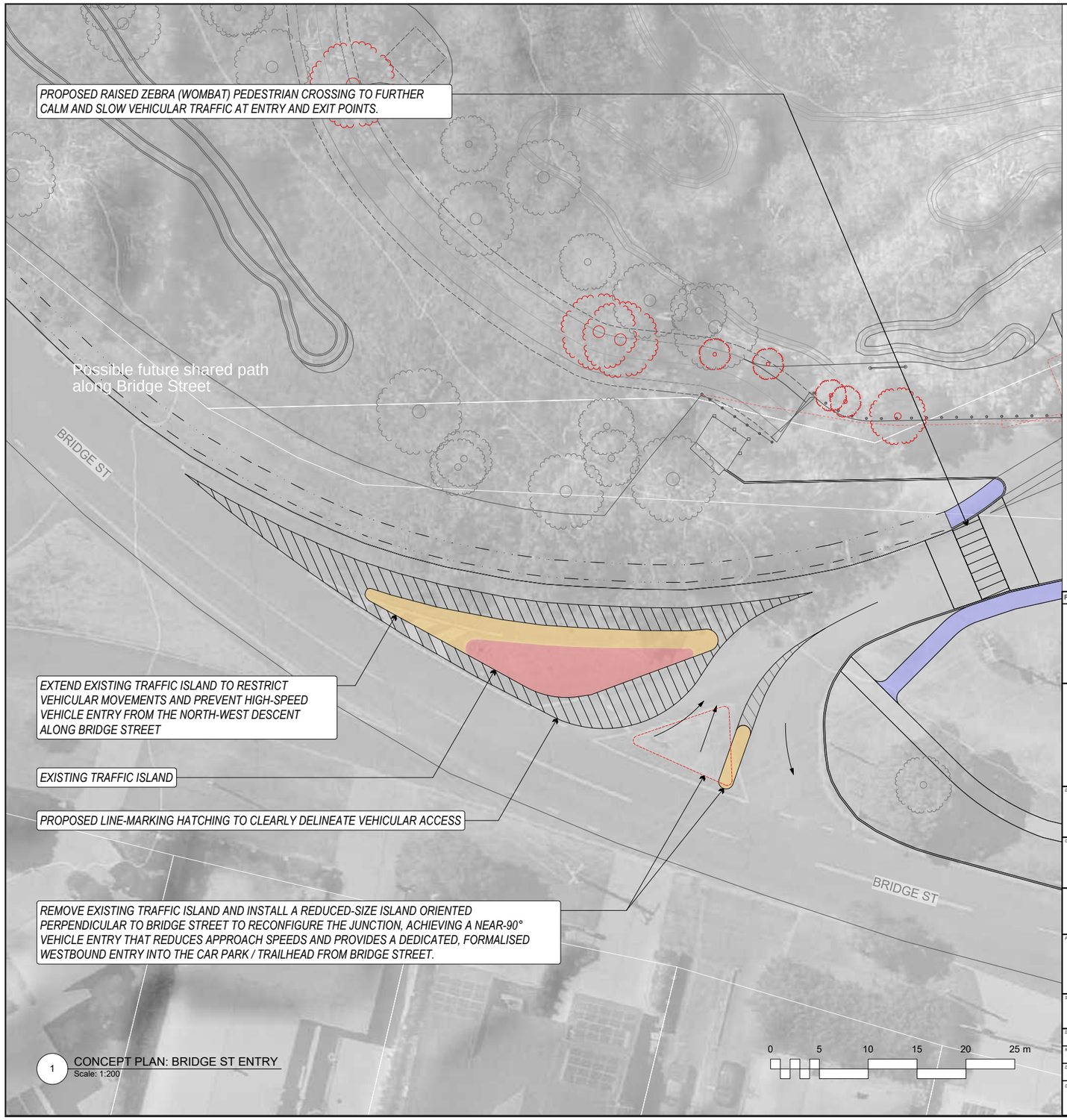


2.6 BRIDGE ST ENTRY

DESIGN INTENT

Following CGT's engagement of RMA Engineers as the project's traffic management and car parking consultant, their scope was extended to review the existing Bridge Street entry to the trailhead and car park and provide advice regarding safety and functionality.

The concept design reconfigures the entry to address several safety concerns associated with the current arrangement. The revised intersection introduces a near-90° entry from Bridge Street, replacing the existing sweeping bend into the car park. This approach slows vehicles travelling downhill from the north-west while creating a clearer and more legible access point. The outcome can be achieved with relatively minor works through the adaptation and reuse of the existing traffic islands. Establishing a perpendicular entry also enables vehicles travelling from the east to formally undertake a right-turn movement into the trailhead car park, which is currently not safely accommodated.



1 CONCEPT PLAN: BRIDGE ST ENTRY
Scale: 1:200

2.7 JUNIOR LOOP

TRAIL DESCRIPTION / INTENT

The Junior Loop is designed as a single-direction trail that provides a gentle introduction to riding off-road on unsealed singletrack. With mellow gradients, the alignment accommodates young children on strider (pedal-less) bikes, as well as those learning to pedal or riding smaller 14”–16” wheel bikes. The gentle gradients ensure riders on strider bikes do not gain excessive speed on descents, while remaining achievable and enjoyable for those learning to pedal.

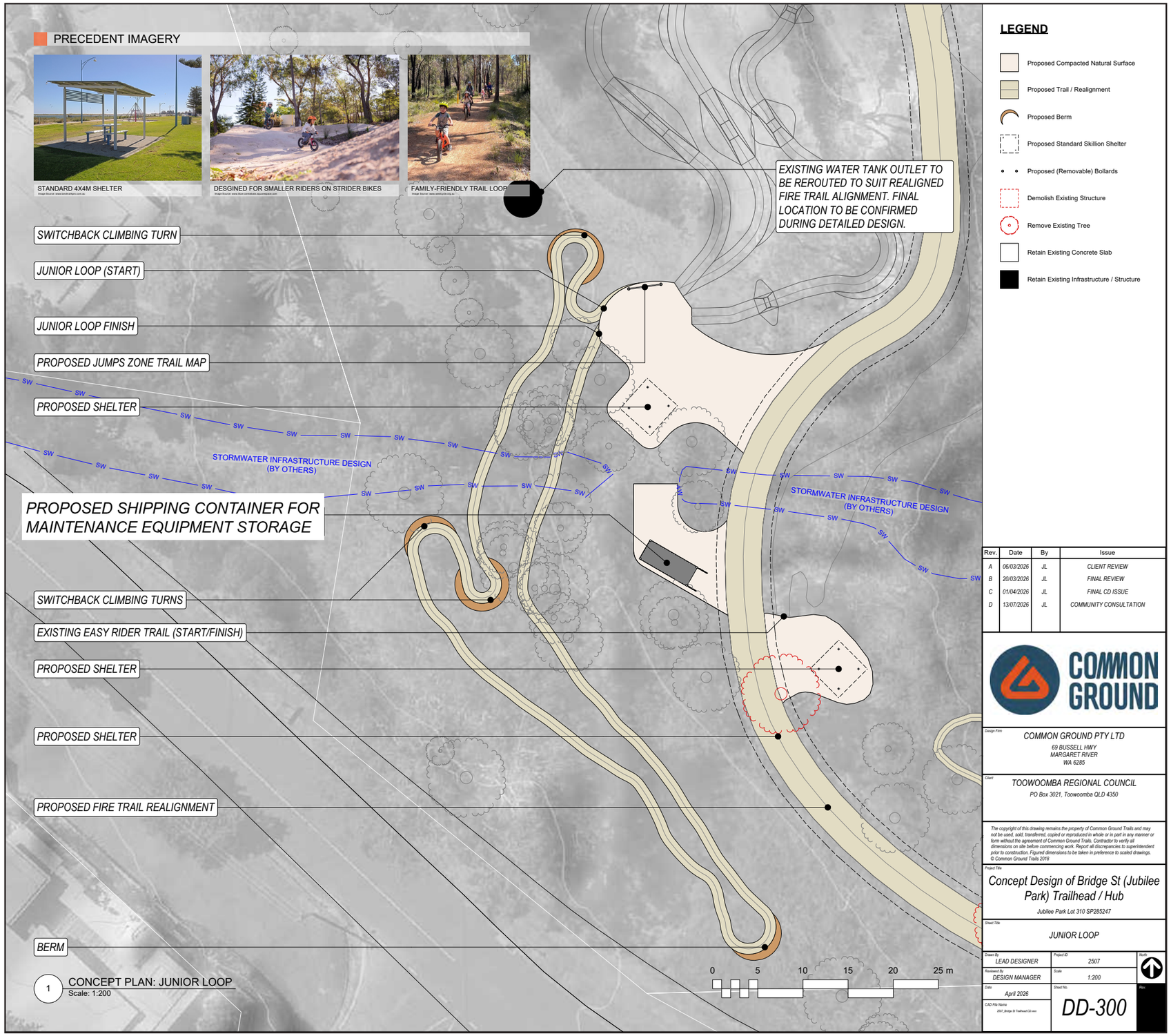
The trail introduces riders to a series of smooth rollers, berms, and narrow singletrack, offering an experience they may not have previously encountered. It helps bridge the gap between traditionally flat “learn to ride” facilities, typically characterised by asphalt surfacing and line marking, and pump tracks or mountain bike trails, which often feature steeper gradients that can be too challenging for younger riders.

The proposed Junior Loop provides an opportunity for grassroots riders to participate in outdoor recreational riding in a supportive and approachable environment. The trail is located within an area naturally shaded by established trees, while remaining close to the main trailhead and car park for easy access and passive supervision.

TRAIL DETAILS

Classification: Very Easy
(White Circle)

Trail Length	:	~214m (+/- 10%)
Trail Width:		Min. 1.2m
Trail Style:		XC / Flow
Use:		Mountain Bike Only
Direction:		Single



2.8 JUMPS PARK

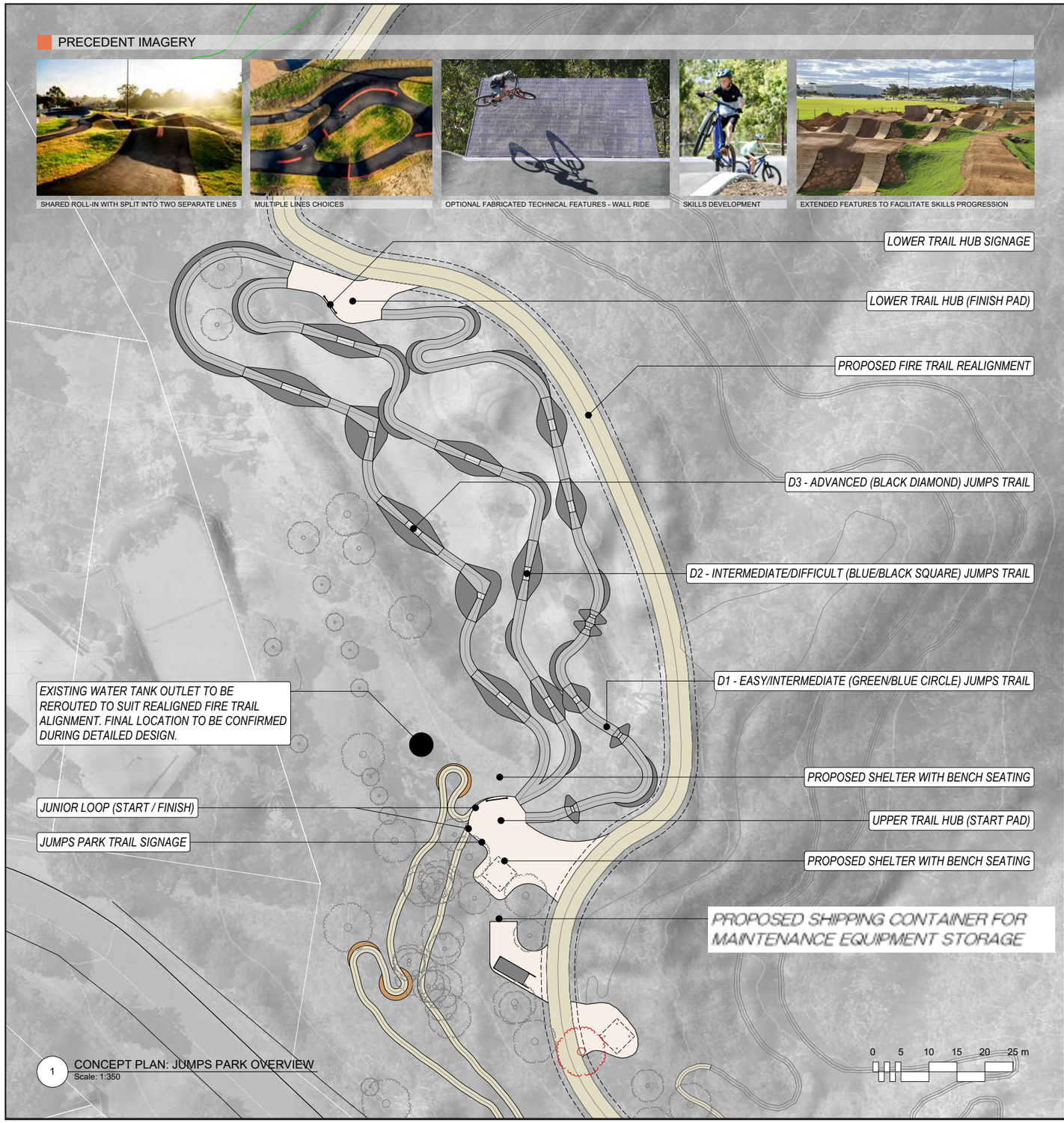
DESIGN INTENT

The proposed Jumps Park consists of three progressive freeride trails designed to teach and challenge riders of varying abilities to jump. The facility replaces the existing jumps area and reconfigures the trails to better align with the site's natural topography and intended trail difficulty ratings. Common Ground Trails has identified this facility as a high priority element of the project, reflecting its importance alongside the proposed primary trailhead and car park.

A key change to the layout is the removal of the existing fire trail that currently runs through the centre of the facility. The shared-use trail is proposed to be realigned to the eastern perimeter, allowing the three independent jump lines sufficient space to weave through the terrain and make the most of the available elevation. This approach also clearly separates riders from pedestrians and service vehicles, reducing the potential for user conflict.

The trails are proposed to be hard surfaced with asphalt to significantly reduce ongoing maintenance requirements Hardening the critical riding surfaces—particularly the jump lips and landings—improves durability, consistency and rider safety, while eliminating the need for regular reshaping by specialist trail builders. Minor surface repairs can be readily undertaken by standard civil contractors or council maintenance teams.

The redundant fire trail alignment to the south is proposed to the repurposed to accommodate a shipping container for secure storage of maintenance equipment.



Rev.	Date	By	Issue
A	06/03/2026	JL	CLIENT REVIEW
B	20/03/2026	JL	FINAL REVIEW
C	01/04/2026	JL	FINAL CD ISSUE
D	13/07/2026	JL	COMMUNITY CONSULTATION

COMMON GROUND

Design Firm
COMMON GROUND PTY LTD
69 BUSSELL HWY
MARGARET RIVER
WA 6285

Client
TOOWOOMBA REGIONAL COUNCIL
PO Box 3021, Toowoomba QLD 4350

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Sheet Title
JUMPS PARK OVERVIEW

Drawn By: LEAD DESIGNER	Project ID: 2507	North
Reviewed By: DESIGN MANAGER	Scale: 1:350	
Date: April 2026	Sheet No.: DD-400	Rev:
CAD File Name: 2507_Bridge St Trailhead V23.vwx		

2.9 TRAIL D1

TRAIL DESCRIPTION / INTENT

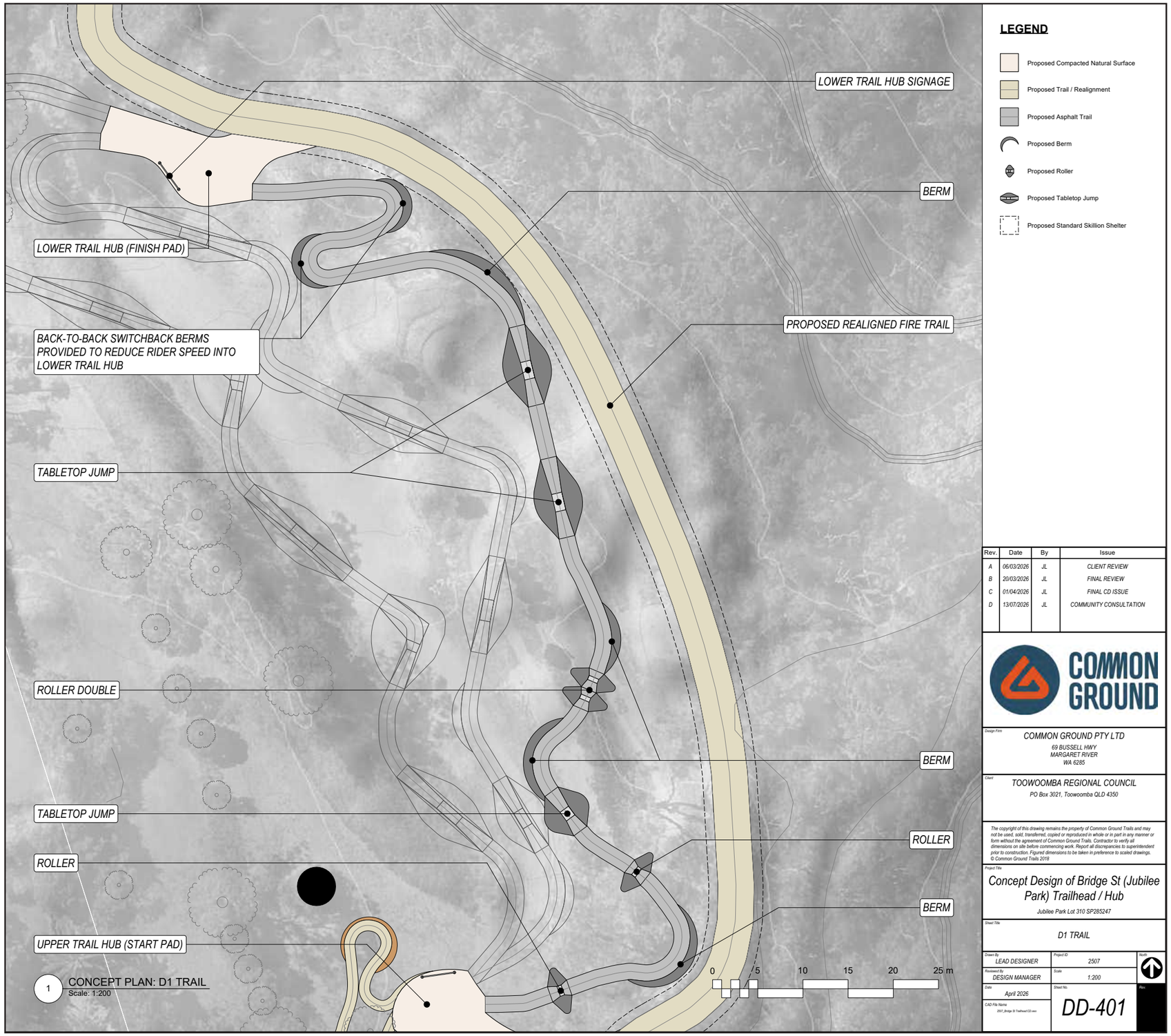
D1 is an Easy to Intermediate (Green / Blue Circle) descending flow trail that begins at the start pad and gently weaves downhill to the north. Designed as the easiest descent within the Jumps Park, D1 provides an accessible and approachable introduction to jumping.

The trail utilises a series of smooth rollers, berms, roller doubles, and limited tabletop jumps to create consistent flow while naturally regulating rider speed through the available terrain. The alignment works with the site's natural topography rather than against it, resulting in a fun, predictable, and highly repeatable riding experience.

D1 promotes the development of fundamental mountain bike skills, including body position, speed control, and pressure management, allowing riders to build confidence and progress through repetition and flow rather than technical difficulty.

TRAIL DETAILS

Classification:	Easy to Intermediate (Green / Blue Circle)
Trail Length:	~159m (+/- 10%)
Trail Width:	Min. 1.8m
Trail Style:	Freeride
Use:	Mountain Bike Only
Direction:	Single
Orientation:	Descent



2.10 TRAIL D2

TRAIL DESCRIPTION / INTENT

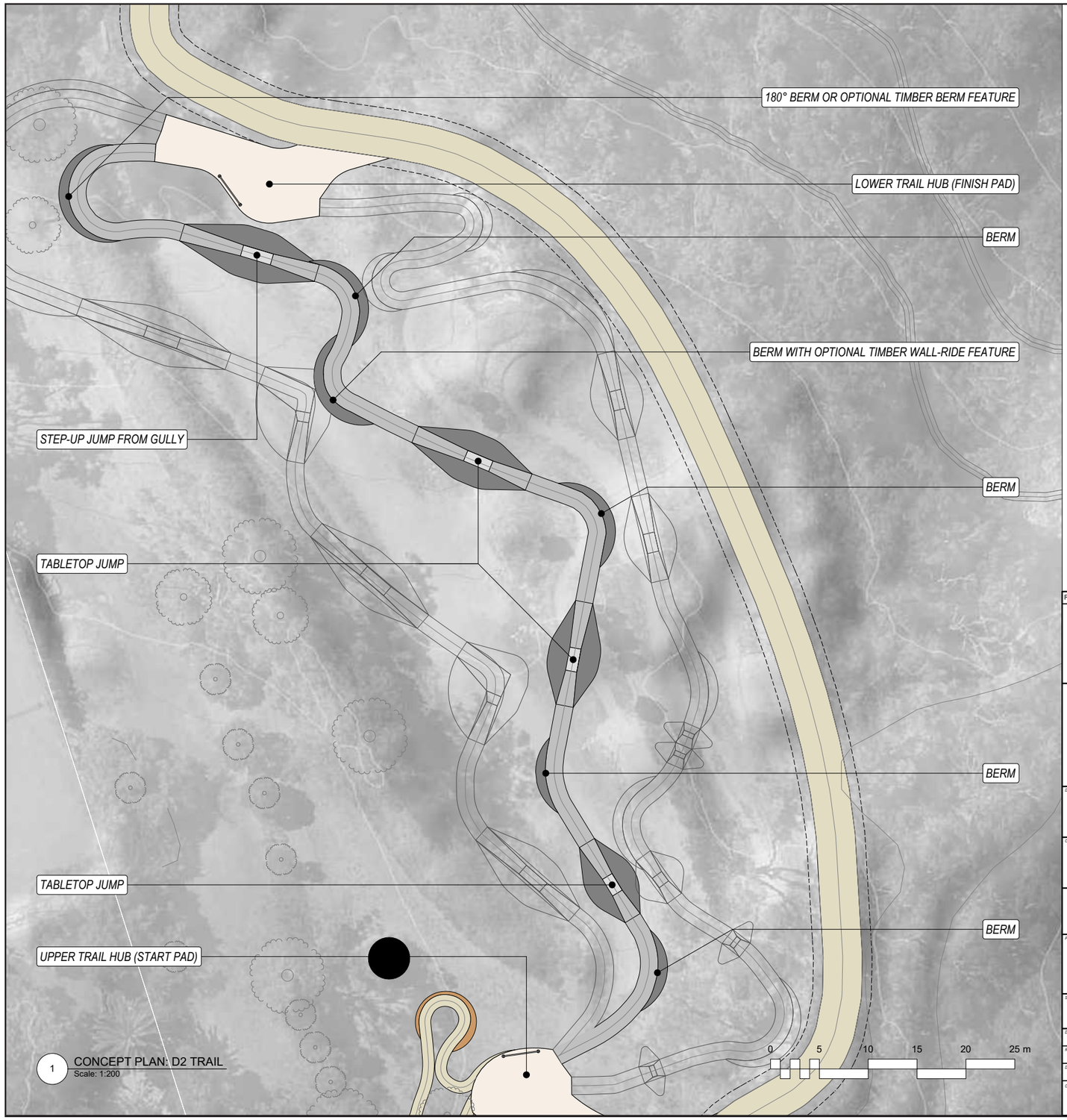
D2 is an Intermediate to Difficult (Blue / Black Square) freeride trail that descends from the start pad to the lower trail hub. Designed as a progressive jumps trail, it builds directly on the adjacent D1 trail, allowing riders to transition from rollers and berms into a sequence of approachable roller-double and tabletop jump features.

The alignment weaves strategically to the north to manage natural trail speed by reducing the overall average gradient. Jump features are designed to be straight, with minimal direction change, and no off-axis jumps are proposed. Feature spacing allows riders sufficient time to prepare for and recover from each tabletop, without the requirement to link features together, distinguishing D2 from the more demanding D3 descent.

Speed is managed through the shaping of rollers, berms, and jumps, minimising the need for excessive pedalling or braking. Each jump feature is followed by a berm, providing a moment for riders to reset, relax, and prepare for the next feature. The result is an approachable, relaxed rhythm that caters to beginner through to intermediate riders, creating a highly repeatable environment for riders to practise, refine, and progressively develop their jumping skills.

TRAIL DETAILS

Classification:	Intermediate - Difficult (Blue / Black Square)
Trail Length:	~145m (+/- 10%)
Trail Width:	Min. 1.8m
Trail Style:	Freeride
Use:	Mountain Bike Only
Direction:	Single
Orientation:	Descent



1 CONCEPT PLAN: D2 TRAIL
Scale: 1:200

LEGEND

- Proposed Compacted Natural Surface
- Proposed Trail / Realignment
- Proposed Asphalt Trail
- Proposed Berm
- Proposed Roller
- Proposed Tabletop Jump
- Proposed Standard Skillion Shelter

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A	06/03/2026	JL	CLIENT REVIEW
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Sheet Title
D2 TRAIL

Drawn By: LEAD DESIGNER	Project ID: 2507	North
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Date: April 2026	Sheet No.: DD-402	Rev.
CAD File Name: 2507_Bridge St Trailhead CD.vwx		

2.11 TRAIL D3

TRAIL DESCRIPTION / INTENT

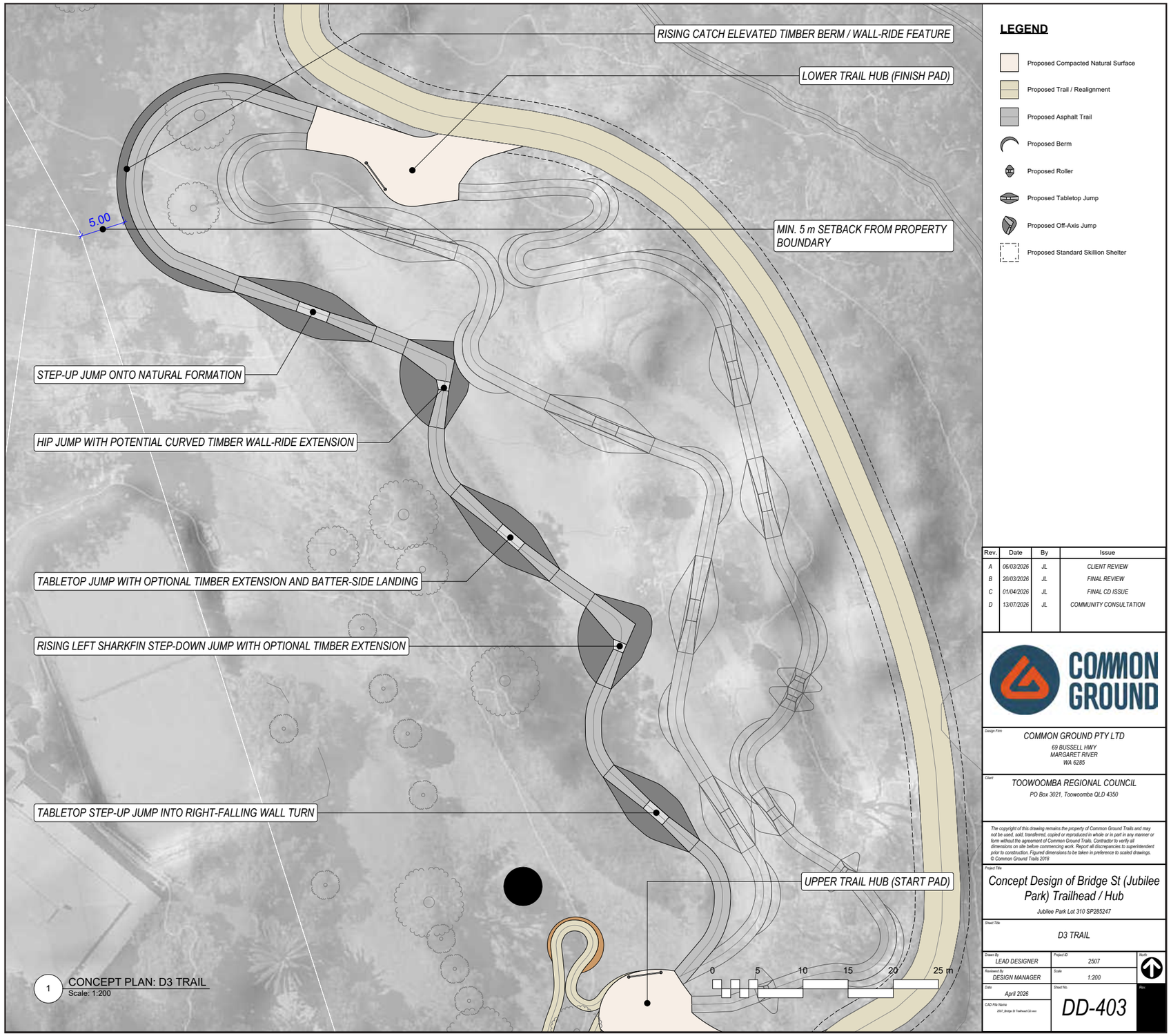
D3 is an Advanced (Black Diamond) freeride trail that descends from the start pad to the lower trail hub. The trail is designed to challenge experienced riders through a sequence of larger jump features, including off-axis (hip) jumps and optional timber elements that provide additional progression and technical challenge.

The alignment has been carefully tuned to work with the site's natural topography, utilising the steep embankment along the western edge of the site. This approach allows the trail to blend naturally into the hillside while minimising the need for imported material. The final step-up jump makes effective use of the existing landform, avoiding the need to import large volumes of material. This feature also helps regulate rider speed before the final arc leading into the finish area. At this location, the trail has been set back approximately 5 m from the boundary at the client's request to provide adequate separation from neighbouring properties.

Jump features are spaced similarly to the adjacent D2 intermediate trail, maintaining a consistent rhythm and timing between features. This provides riders with adequate time to prepare, set up, and recover between successive jumps while maintaining overall trail flow.

TRAIL DETAILS

Classification:	Advanced (Black Diamond)
Trail Length:	~154m (+/- 10%)
Trail Width:	Min. 1.8m
Trail Style:	Freeride
Use:	Mountain Bike Only
Direction:	Single
Orientation:	Descent



PO box 122 Margaret River WA 6285
www.commongroundtrails.com
info@commongroundtrails.com