

Submission 1

**MacDougall, Georgia**

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**From:** [REDACTED]  
**Sent:** Tuesday, 4 September 2018 12:28 PM  
**To:** Info  
**Subject:** 20180904 - Query - Hume and Hovell Walking Track Draft Mountain Bike Master Plan - [REDACTED]

To whom It may Concern

I have recently read the Hume and Hovel Draft mountain Bike master plan. As a Landholder of a section of the Hume and Hovell Walking track. It is my concern of crossings that may occur on our property [REDACTED]. Currently there is a crossing that people can walk over using foot ladders over the fences that do not interfere with the day to day running of the grazing property. This particular laneway is a main thoroughfair from one end of the property to the other and we do not welcome the consideration of opening and closing gates by public access. Therefore, I would like to know what your intentions are in regards to stock crossings. I also would like to point out that there is also several environmental aspects to this site that will need to be considered such as The Tunnell and several endangered species that have already been identified. We have already given permission for people to access the track through the property, and have not had any issues in the past. However a bike track my need a bit of a plan to ensure that our stock management is not compromised  
Cheers

[REDACTED]

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Submission 2

## MacDougall, Georgia

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**From:** [REDACTED]  
**Sent:** Tuesday, 4 September 2018 8:36 PM  
**To:** Info  
**Subject:** 20180904 - Submission - Draft Hume and Hovell MTB Master Plan - [REDACTED]

Hello,

Some comments on the Draft Hume and Hovell MTB Master Plan.

I like the Tumbarumba loop as it provides for offroad access to the track head which is one of the weaknesses of the Hume and Hovell Track. Why not have a Tumut loop? It's 15km of road from Tumut to Blowering Dam wall, most of it 100km/h.

Why can't the trail go through Batlow and/or Talbingo? Or at least options to visit? This is another weakness of the Hume and Hovell Track.

[REDACTED]

Submission 3

## MacDougall, Georgia

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**From:** [REDACTED]  
**Sent:** Thursday, 6 September 2018 1:00 PM  
**To:** Turner, Libby  
**Subject:** 20180906 - Submission - Hume & Hovel MTB Master Plan - Tumut MTB  
**Attachments:** SVC Copy of guidelines for trail planning design management Barwon Victoria.pdf; SVC IMBATrailDifficultyRatingSystem.pdf; SVC MTB proposal.doc; SVC Trail Design Guidelines Bicycle South Australia.pdf; SVC wereboldera-state-conservation-area-plan-of-management.pdf

hi lexie

sent on at james hayes request

**From:** [REDACTED]  
**Sent:** Wednesday, September 05, 2018 5:11 PM  
**To:** [James Hayes SVC](#)  
**Cc:** [REDACTED]  
**Subject:** Tumut MTB - trail network Wereboldera

Hi James

Attached – MTB proposal, IMBA trail rating information, Wereboldera management plan and two documents that we feel are a good example of trail design guidelines one ex Barwon Victoria and on ex Bicycle SA.

[REDACTED] and I have spent a significant amount of time and energy to come up with the attached proposal. We have collected a lot of data, information and worked through that to come up with the concise details attached, including mapping.

We understand that SVC has already collected significant statistics and other relevant information during the consultancy for the shared use of the Hume and Hovell trail Tumbarumba to Tumut. It was clear in the draft that it will contain information that SVC can use to support this project. We do not have the resources to repeat that work and can not see the need given SVC has already paid for that data/information.

We appreciate you want a shovel ready project however to take the proposal to that level will require trail design – and trail design will require funding and selection of a trailer designer. We have discussed in the proposal that we consider choosing a trail designer of repute is integral to the wider success of the project when it is an open and functioning network. For a shovel ready project, that team needs to be in place as they will contribute to the development of guidelines similar to the two attached, survey, trail planning including meeting specific objectives and types of trail desired set out in the strategic plan for the network. They will complete negotiation with stakeholders/landholders specific to land areas proposed which we are not in a position to complete. We have mapped out where we expect a trail designer would consider appropriate for flow trails in Wereboldera and there is basically unlimited potential for trail network inside that area.

We are very happy to work with council to complete additional planning and to provide expertise to whichever member of the council team will be working on this project. We are all committed to MTB in Tumut and want to see the network and style of trails expand. We appreciate council is interested in developing the trail network and also seek to ensure that the volunteers who maintain and build the current network are considered in longer term trail maintenance planning.

Please get back to us with questions, including anything more specific that we can provide.

[REDACTED]

[REDACTED]

[REDACTED]

Submission 3 attachment

## TUMUT MTB PARK – EXECUTIVE SUMMARY

Tumut has the opportunity to be the mainland equivalent or better of Derby or Maydena. Capitalising on this opportunity requires a specific design objective to achieve a strategic planned outcome. The strategic plan will guide the project – it could be a one time significant project that achieves all objectives which include trail and infrastructure to support use of the network including maintenance or several staged projects to achieve a final overall outcome.

With land managers approval and financial support for development and ongoing management of the network being proposed, there is scope to develop a large network of trails within the Wereboldra Conservation area and Tumut State Forest that can link up with existing and proposed trails, including the Hume and Hovell trail. Snowy Valleys Council is currently working to develop the use of Hume and Hovell as a cycling trail.

The trail network could cater for a variety of MTB disciplines including cross country, flow and adventure riders and would need to incorporate IMBA (International Mountain Bicycling Association) or equivalent trail design and grading. This requires dedicated trails for each type of riding and is not a one trail suits all disciplines outcome. The network that is created would also be suitable for use by walkers and trail runners.

## HISTORY

The current Tumut MTB park located in Tumut State Forest is a convenient 2.2km from the centre of town via Wynyard Street or 2.7km via Capper and Herbert Streets.

Tumut State Forest is approximately 3800 hectares, with tracks currently constructed in approximately 80 hectares. Planning and construction of trails on this long term established network continues to this day, with consultation between IMBA trained volunteers and the land manager. This is a well respected relationship established over many years and all trails are built and maintained to IMBA standards.

New South Wales National Parks and Wildlife Services (NPWS) are the land manager for Wereboldra State Conservation Area. There is currently an informal network of trails in this area that border the Tumut MTB park/Forestry Corporation. These trails do not all meet IMBA standards and there is currently no trail building and maintenance happening in this area. The trails are suitable to be upgraded and/or updated to meet the IMBA standard and this would not require significant work or financial input.

The MTB trails in Wereboldra are acknowledged by NPWS in the Wereboldra Management Plan.

The trail network was originally established by Forestry Corporation with construction commencing 2003. The objective was to create a multi use recreational trail network in an essentially unmanaged area of forest to encourage responsible recreation. The area was subject to mis-use, and subsequent damage, by illegal use by 4WDs, motorbikes, and firewood collection. Although the mis-use activities continue to be a management concern, more community involvement and ownership of the area has reduced the incidence and impact.

## TUMUT MTB CURRENT SITUATION

Tumut Mountain Bike Park contains a complex and varied network of trails (see attached map) with a total distance of approx. 25km within Tumut State Forest.

The trails, established in 2003, have been hand built and continue to be maintained by a group of volunteers, with support from Forestry Corporation. The network continues to evolve and grow, with new trails being added via consultation and planning processes.

The trails have been designed, built and are maintained in accordance with IMBA standards, with a focus on integrating and enhancing the existing environment in a sustainable and durable manner, with minimal impact on flora and fauna.

The trail network is currently used by mountain bike riders, bush walkers, trail runners and families. Local school programs are using the trail network for the sport of mountain bike riding and bush walking. There are social groups of people, retired and working, regularly using the network to walk and run.

During organised events, trail use and trail maintenance activities, volunteers regularly discuss the trails with visitors. Volunteers have met people from a diverse and expanding demographic including Wagga, Canberra, Albury, the Riverina, Orange, Bathurst, Tathra, Bright, Beechworth and Wangaratta. The network is well documented on the web and social media including forums for riders, walkers and trail runners.

Tumut MTB host the Tumut 3 Hour Enduro as part of Tumut's Festival of the Falling Leaf. The event attracts up to 200 riders and has been well supported over the past 14 years with many riders returning annually.

## THE PROPOSAL

MTB is a varied and diverse sport and is not a one trail suits all solution.

Tumut MTB has predominantly cross country/enduro trails. These trails are intended to be multi directional and follow the natural contour of the land.

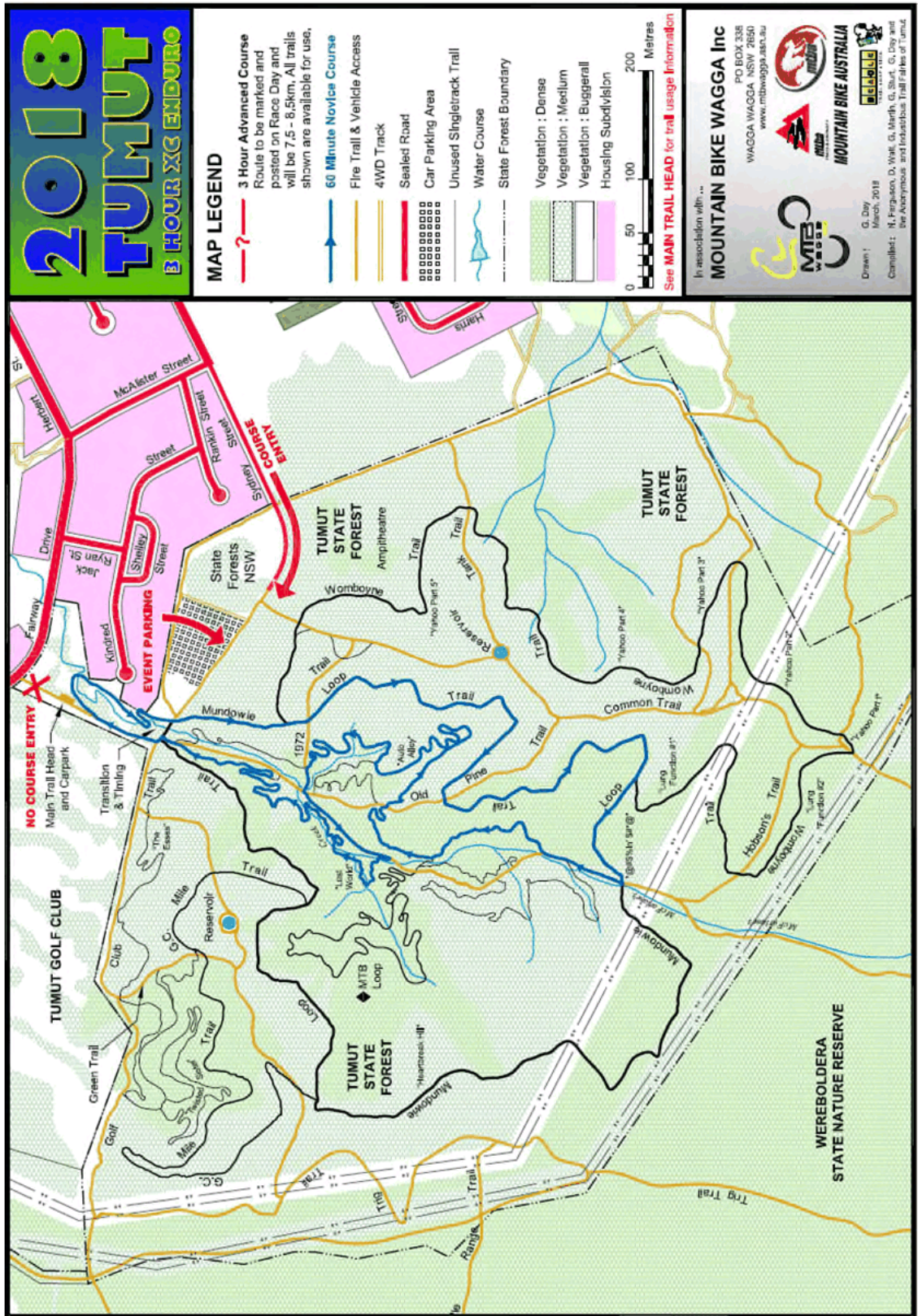
Tumut does not have flow track. Flow trails are designed predominantly as uni directional, following a gentle gradient downhill, constructed so riders can "flow" down the trail.

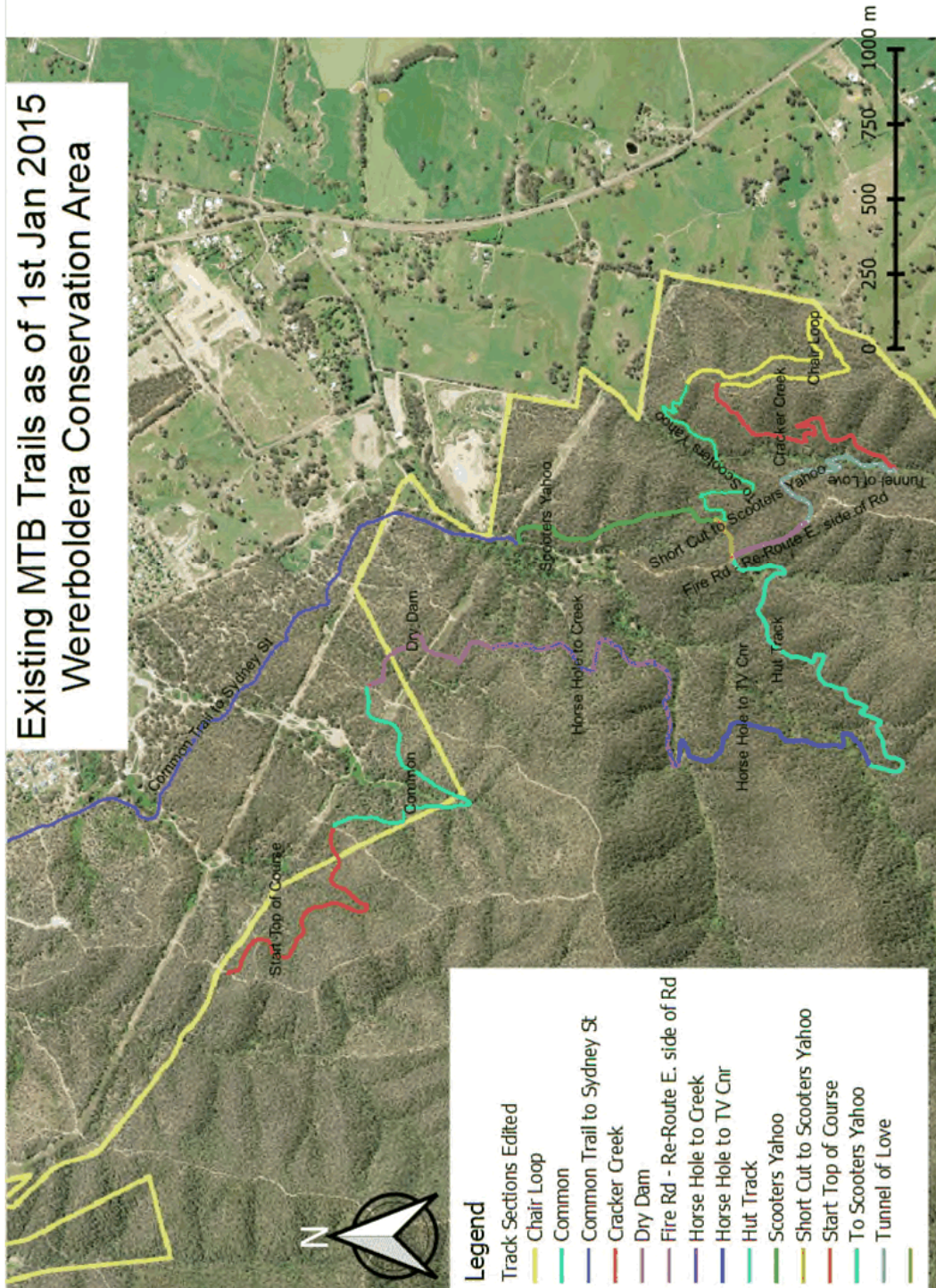
**The objective is to expand the cross country trails and incorporate flow trail where the topography dictates that flow is possible.**

Flow is desirable by many types of MTB riders and having well planned and well made trail will attract more riders to the Tumut MTB network.

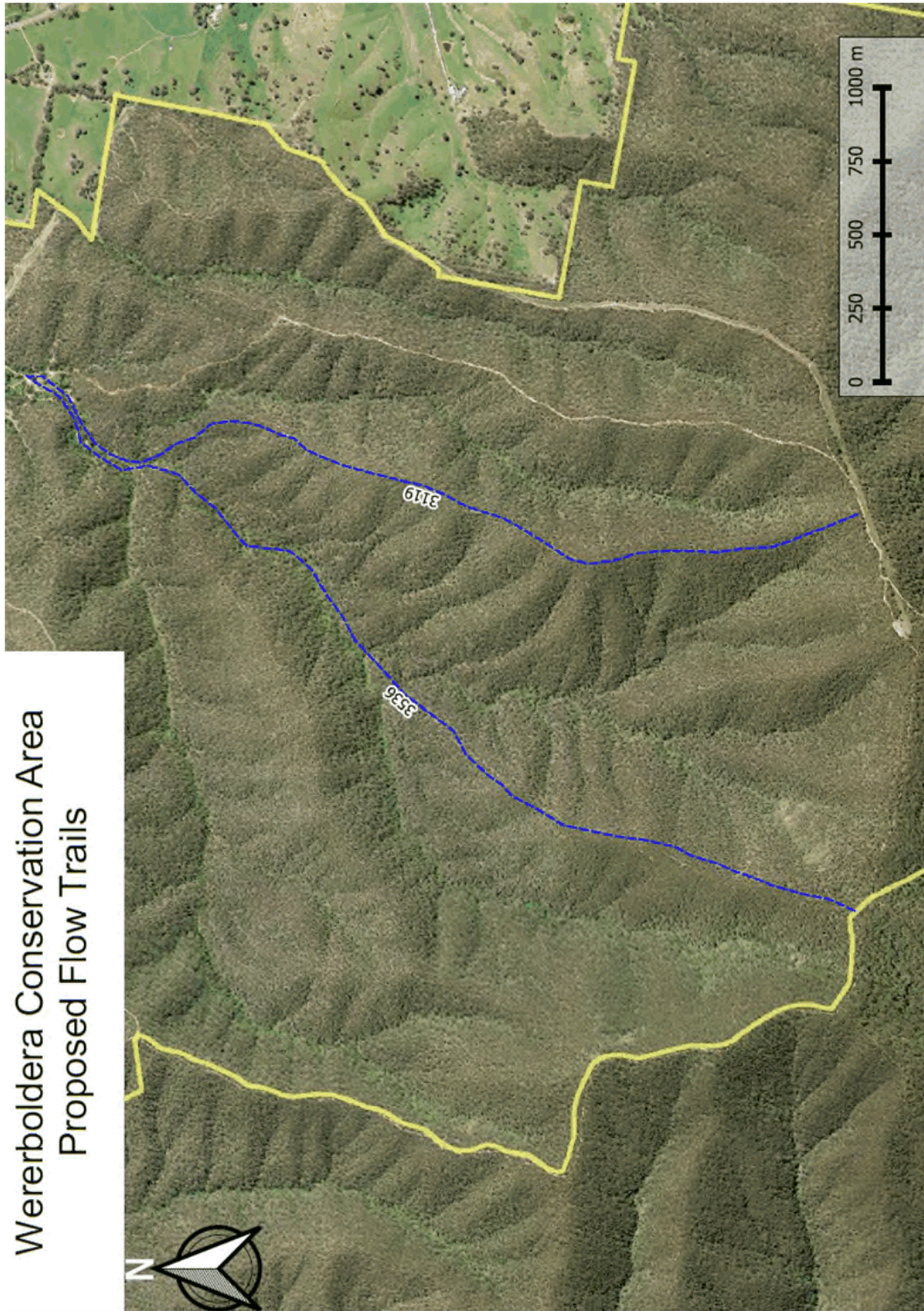
To ensure trails constructed are desirable to the larger MTB audience, it would be advantageous that trails are designed by a reputable, recognised trail designer. A well known trail designer/builder will provide immediate credibility to the design.

Adding trails to the existing network will require consideration regarding infrastructure and ongoing maintenance. Funding for additional trails needs to consider provision for ongoing and future upkeep, maintenance and development. There will be opportunity for private enterprise to grow or expand by providing services to support the increased use of the network.









Submission 3 reference document  
links

## Tumut MTB

### Submission – Hume and Hovell Track Mountain Bike Master Plan Attachments

*Due to the large volume of pages in the attachments to the Tumut MTB public submission, reference documents supplied with the submission have been summarised here and a web address link provided.*

Guidelines for trail planning, design and management – Barwon Victoria

[https://www.mtba.org.au/wp-content/uploads/guidelines\\_for\\_trail\\_planning\\_design\\_and\\_management\\_280515.pdf](https://www.mtba.org.au/wp-content/uploads/guidelines_for_trail_planning_design_and_management_280515.pdf)

Recreation SA Guidelines for the planning, design, construction and maintenance of recreational trails in South Australia

<http://www.southaustraliantrails.com/wp-content/uploads/2017/03/Trail-Design-Guidelines.pdf>

IMBA Trail Difficulty Rating System

[http://www.ccmhc.com.au/uploads/kentishlatrobe/IMBA\\_Australia\\_Trail\\_Difficulty\\_Rating\\_System-July\\_2012.pdf](http://www.ccmhc.com.au/uploads/kentishlatrobe/IMBA_Australia_Trail_Difficulty_Rating_System-July_2012.pdf)

Werboldera State Conservation Area Plan of Management

<https://www.environment.nsw.gov.au/resources/planmanagement/final/Werboldera.pdf>

Submission 4

**MacDougall, Georgia****Subject:** FW: 20180907 - Submission - Hume and Hovell Masterplan comments - [REDACTED]

Hi Trudy,

I just spotted a cycling specific question in the supplementary section of the NVS and thought I'd take a peak for you. Data is only available for the first QTR of this year so far. Hopefully they keep the question running for a full year. I've filtered this table so it ONLY relates to Regional NSW.

	(000)	%
Mountain biking (includes cross country)	101	32%
Rail trails	20	6%
Road cycling	125	39%
Cycling tour (independent or guided)	10	3%
Cycling for sightseeing using own bike	94	30%
Cycling for sightseeing using hire/share bike	23	7%
Attend a cycling event, as a participant or spectator	18	6%
BMX cycling	8	3%
None of these/other	16	5%
<b>Total</b>	<b>318</b>	<b>100%</b>

The total visitor volume in Regional NSW for the relevant QTR was 6.3 million which means an 'uptake' level of around 5%. Road Cycling uptake 2.0% and mountain biking around 1.6%.

Cheers

Submission 5

## MacDougall, Georgia

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**From:** [REDACTED]  
**Sent:** Saturday, 8 September 2018 10:12 PM  
**To:** Info  
**Subject:** 20180908 - Submission - Hume and Hovell MTB master plan - [REDACTED]

To whom it may concern

I have read the Hume and Hovell MTB master plan and applaud the initiative to increase the value of the trail by making sections of it more mountain bike friendly

I am one of the new recruits to mountain biking and in the last few years my partner and I have traveled all around the country to enjoy riding bikes; we spend thousands of dollars a year on bikes and bike holidays

I have walked and ridden sections of the Hume and Hovell trail and I fully agree it offers the potential to become a major attraction for bike riders with a relatively small funding input

This region in general has the potential to become another Mountain bike tourism centre like Derby in Tasmania, Bright in Victoria or Rotorua in New Zealand due to our central location, incredible mountain landscape and existing infrastructure

I hope short sightedness doesn't prevent this incredible opportunity from being taken up

Regards

[REDACTED]

Submission 0

**MacDougall, Georgia**

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**From:** [REDACTED]  
**Sent:** Sunday, 9 September 2018 9:12 PM  
**To:** Info  
**Subject:** 20180909 - Submission - Hume and Hovel Cycle Track - [REDACTED]

I hope this proposal comes to fruition. It would be a sensational asset to our community, draw numerous people to our region and support local businesses. Cycling is taking off in our community, it is a positive, pro social activity with vast benefits for health and social cohesiveness.

[REDACTED]  
Tumbarumba Resident

Sent from my iPad

Submission 7

## MacDougall, Georgia

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**From:** [REDACTED]  
**Sent:** Sunday, 9 September 2018 9:21 PM  
**To:** Info  
**Subject:** 20180909 - Submission - Hume and Hovell MTB Master Plan - [REDACTED]

I make the following comments on the Hume and Hovel MTB Master Plan

- The plan deserves full Council support to proceed to the next stage(s)
- The trails will complement perfectly the development of Rail Trails and other cycling opportunities in the area. The area without this component cannot become a premium hub for NSW cycling.
- Many towns will reap direct economic benefit as hubs for the trails. Tumut, Tumbarumba, Talbingo, Batlow.
- The description of the trail as a Blowering to Mannus Dam unit will miss many prospective participants and visitors.
- Better to also present a series of adventure rides that avoid the extreme uphill sections.
- The uphill sections of the trail as described is suited only to very fit MTBikers.
- The establishment of businesses providing 'vehicular lifts for riders' will assist access for many to higher HHWT areas. This will attract a very much greater number of 'less extreme' riders who can in addition utilise the many forestry trails in the Bago Forest area heading down to the surrounding towns - Tumbarumba, Talbingo, Batlow, Tumut. *See Mountain Bike Rides in the Tumbarumba Area. Frew & Harris 1995.*
- These 'lift' businesses will only be viable if a wider range of users is catered for.
- The link from HHWT and Paddys River Dam to Tumbarumba via Pipeline Track and Parsons Gully needs to be a priority as this run finishes an ideal half or one day riding experience for families. We used it regularly with school students.
- The separation on large sections of rider and walker is good but maintenance of both paths must be assured. One cannot be neglected at the expense of the other.

I commend the proposal

[REDACTED]

Submission 8
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**Matthew Hyde**

General Manager  
Snowy Valleys Council  
76 Capper St  
Tumut NSW 2720

10 September 2018

**Draft Hume and Hovell MTB Masterplan – Cycle Tumbarumba Submission**

Dear Matthew,

Thank you for the opportunity to comment on the Hume and Hovell Track MTB Masterplan drafted by TRC consulting.

Cycle Tumbarumba is strongly in favour of the HH MTB Masterplan and congratulates Snowy Valleys Council on delivering the draft plan. This represents a very positive accomplishment for the region.

The HH MTB Masterplan will assist Council to secure infrastructure funding for the project, which will deliver a significant benefit to the whole region, with the masterplan modelling suggesting a benefit/cost ratio of 1.4 as a conservative estimate.

We believe Cycling offers one of the greatest opportunities for driving visitation growth in the Snowy Valleys Region. The HH MTB project will create an iconic visitor experience with strong links to both Tumut and Tumbarumba.

The Masterplan modelling shows a robust case for investment in the project. With the Bicentenary of the Hume and Hovell expedition coming up in 2024, the Snowy 2.0 project, and State Government funding for significant regional projects, we believe there will be good chances the iconic nature of this project will attract funding.

Our club is committed to seeing the successful development of Cycle Tourism through projects such as this. Our motivation and commitment to creating and maintaining successful trails is demonstrated by the trail developments we have created or been instrumental in creating, including:

- the Police Paddock Trail;
- the Mason's Hill trail network;
- the Tumbarumba Pump Track;
- the Town Common trail plan, and
- helping to drive the development of this plan.

We have a very active and dedicated membership who take maintenance, trail stewardship and the protection of natural assets seriously. We have upskilled our membership by delivering training and certification in trail building, chemical use, chainsaw use and risk management. In the last 18 months the club has delivered over 1500 hours of voluntary labour in club projects.

We are committed to promoting and fostering a cycling culture and are actively developing coaching and skills development opportunities, youth opportunities and are in the process of bringing a new MTB event to Tumbarumba in 2019.

We believe that we can play a positive role in the maintenance and stewardship of the HH MTB trail, and in its promotion and uptake.

In summary, we believe the HH MTB plan is a very positive Snowy Valleys Council project which will deliver significant benefits that both the communities of Tumut and Tumbarumba will get behind.

Attached to this letter is some feedback on the draft text of the document for the authors consideration.

Please get in contact if you wish to discuss.

Kind Regards,

**Peter Marshall**  
President  
Cycle Tumbarumba  
[REDACTED]



Submission 9
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Thank you for the opportunity to provide feedback on the Final Draft of the Hume and Hovell Mountain Bike Masterplan.

In general, this draft is a great improvement from the previous one. It is great to see many of our previous comments have been incorporated.

Please see below our comments on the current draft, roughly in page order.

**Pg. 26** “Lessees who occupy Crown Land subject to future MTB access were consulted in the development of this plan and have indicated that ... they have no objection to the changes in land use proposed”

Is it possible to append (or provide to Council separately) a copy of these consultations for future reference?

**Pg. 33** Figure 9 – please use a screen shot from Trail Forks as it shows all the regional trail networks. <https://www.trailforks.com/region/australia/>

**Pg. 36** – Opportunities: the HH expedition Bicentenary in 2024 could represent a significant opportunity for funding and profile elevation. This should be listed and included in the exec summary.

As mentioned previously we believe that IMBA Epic Classification, represents a significant opportunity for promotion also, and consideration if this could be applied should be listed.

**Pg. 40 – s4.5 Economic Impact Assessment**

Section 4.1 Construction Phase jobs is the same number as previous draft despite higher cost? Appendix B infers construction phase jobs is based on construction costs. Given new cost, do you need to re-run model based on new cost estimates?

The construction impacts modelling should be included in appendix, as it is for track users/spending.

**Pg 59. Trail Segment Maps**

The trail maps could better correspond to Day 1, Day 2 etc. Eg. Day 1, include Tumut. Make sure everything mentioned in description is marked on the map, such as campsites and roads.

Recommend showing on map where Day 1 etc starts and finishes such as coloured segment and the proposed loops shown (as colour segment) and labelled.

Would be useful if the maps showed landholder boundaries. Eg where private land starts

**Pg. 62 – 5.16** (and pg 69 and 71) Project mgt cost should be \$534,960, fortunately total is correct.

**Pg. 66 and 69.**

Budgets: Envir/Cult/Heritage assessment \$70k and Promo/marketing consultant \$50k...

Is the 5k internal mgt fee still relevant? This doesn't appear to be included in the costs table as the 15% project management is applied?

**Pg. 70 – Table 10.** Day 1: need to make clear the \$500k for bridge is not included in the project costings. Recommend as separate project perhaps.

**Pg. 71 – s6.3 Maintenance Cost**

We agree that the \$100k/pa maintenance cost should be sufficient if managed well and have spoken with experienced trail builders who also agree – unless you have a very bad storm event. However, how this figure was reached is not shown (that we can see). It equates to about 2.4% of project cost.

Is there evidence or examples that this level is sufficient for other trails eg derby or similar?

This could also include discussion on models/options for how maintenance costs could be funded.

Eg. Crown Lands, SVC, shared, sponsorship (Hyne / Visy / Snowy Hydro / Other).

**Pg. 73** Budget for development of maintenance strategy \$30k – I can't see where this is included in the design and construct budget? Also remove project mgt costs as above?

Submission 10

## MacDougall, Georgia

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**From:** [REDACTED]  
**Sent:** Monday, 10 September 2018 10:42 PM  
**To:** Info  
**Subject:** 20180910 - Submission - Draft Hume and Hovell MTB Master Plan - [REDACTED]

Good evening,

Please accept my below comments on the draft Hume and Hovell MTB Master Plan.

Comments:

- Any additional single track beside or parallel to the Hume and Hovell Track is an excellent outcome.
- Additional maintenance funding for the Hume and Hovell walking track is an excellent outcome.
- Additional walking track not on fire trails for the Hume and Hovell walking track would be an excellent outcome.
- Shared paths on flat ground can be okay, as it's easier to modulate speed.
- Shared use paths on hilly ground are dangerous. The Master Plan references the mountain biking trails at Thredbo. The shared use path from Thredbo to Crackenback is a really well built track, but is quite dangerous. Its decline enables very fast speeds from mountain bikers which combined with slow moving walkers creates a serious hazard for both sports. Regardless of signage and community information around sharing trails, adrenaline results in increased speed.
- The master plan should have published elevation profiles that overlay dedicated mountain bike trails compared to shared use trails.
- As a popular site with good access, the Paddy's River Campground makes a good base for surrounding mountain bike trails.
- More publicity materials for the campsites on the route would be useful, including the dog friendly status of them.

Background:

I am both a mountain biker and hiker. I have hiked a lot of the Hume and Hovell in the area proposes to have mountain bike or shared trails built.

Regards,

[REDACTED]  
Canberra

Submission 11

## MacDougall, Georgia

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**From:** [REDACTED]  
**Sent:** Tuesday, 11 September 2018 6:12 PM  
**To:** Info  
**Subject:** 20180911 - Submission - Hume and Hovel trail - [REDACTED]

The Hume and Hovel trail accesses some amazing scenery and very diverse flora. By upgrading sections of the track to allow bike use, this expands the "use" group for the trail. Maybe enough to help keep the blackberries off it. I hope the links to existing bike trails and villages aren't shoved into the too hard basket as they are what really makes cycling happen. Not every one will want a 4 day, carry your own sleeping gear and food experience, but making it into well sign posted easy stages is important as it makes it accessible to a much larger "use group".

Regards

[REDACTED]

Submission 12

[REDACTED]

[REDACTED]

**Submission to Hume and Hovell MTB Masterplan**

I strongly support the planning and construction of purpose built mountain bike trail on the Hume and Hovell track between Tumut and Mannus Dam.

The areas near to Tumbarumba and Tumut provide a great opportunity for locals wanting an exciting and enjoyable way to spend time outdoors, with benefits to health and fitness. Day riding loops based from towns, along with the proposed 3 day ride from Tumut to Tumbarumba, also provide opportunities to increase visitor numbers to the Snowy Valleys Council region. This is supported in the document, which forecasts a net economic benefit.