
Community and Stakeholder Engagement Report

Wyatt Avenue, Belrose Bike Park Plan of Management

Consultation period: 29 October 2021 to 12 December 2021

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1. Summary

This report outlines the outcomes of community and stakeholder engagement on the draft Wyatt Avenue, Belrose Bike Park Plan of Management (PoM) between 29 October 2021 and 12 December 2021.




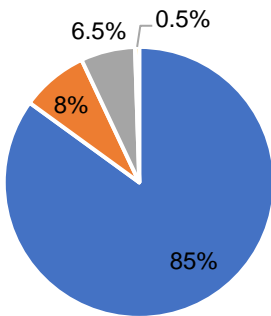
The feedback collected during consultation mostly revealed a high level of support for the proposed junior bike park on Wyatt Avenue. Supportive comments cited the health and recreational benefits of such a facility and the importance of having a safe place for children to practice and develop their bike skills.

Some who were supportive of the bike facility concept felt that Council should consider another location for it.


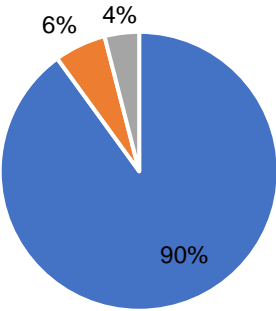

Concerns were expressed about potential increase to traffic congestion and parking issues on local streets, additional noise, and impacts on the surrounding bushland and natural habitat.

Council engaged an independent consultancy (Parkland Planners) to conduct a public hearing about the proposed land categorisation.





1.1. Key outcomes

 Total unique responses	173*	
 How responses were received	Online submission form: Written submissions (email): Public hearing submissions:	Completions: 164 Number received: 6 Number received: 7
 Online sentiment question 1: Do you support the draft Wyatt Avenue Bike Park Plan of Management?	 <ul style="list-style-type: none"> Support Support with changes Don't support Neutral/undetermined <p>Total responses = 164</p>	

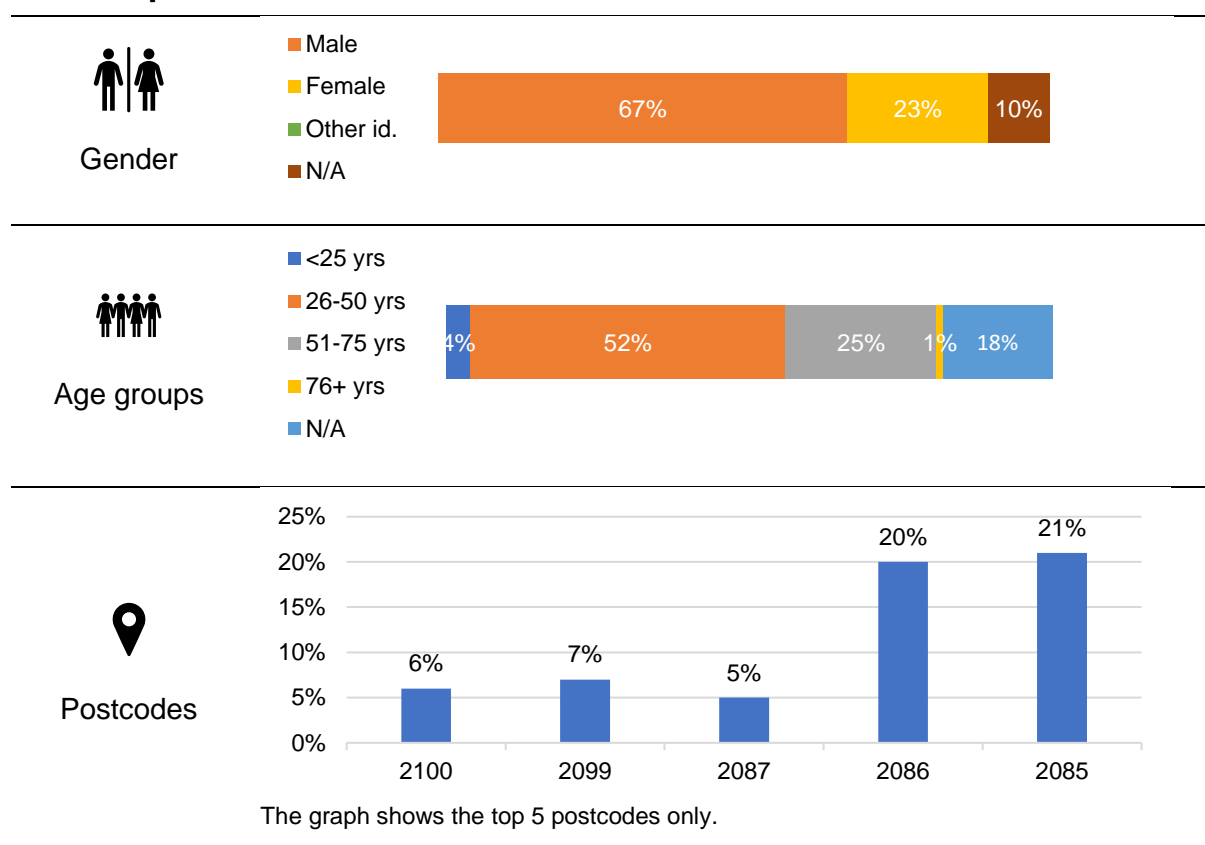
* One respondent provided a submission via email and via the online Your Say platform. Three respondents provided a submission via the online Your Say platform and at the public hearing

 <p>Online sentiment question 2:</p> <p>Do you support the proposed categorisation of Lot 102 DP 1244381 and lot 2620 DP 752038 as Park?</p>	 <p>■ Support ■ Support with changes or Changes requested ■ Don't support</p> <p>Total response = 164</p>	
 <p>Feedback themes</p>	<p>Parking and traffic congestion.</p> <p>Protection of the environment.</p> <p>Accessibility.</p> <p>Toilets required.</p>	<p>Noise.</p> <p>Skill development.</p> <p>Alternate use of site.</p>

1.2. How we engaged

 <p>Have Your Say: visitation stats</p>	Visitors: 2785	Visits: 3247	Av. time onsite: 1m13s
 <p>Print media and collateral</p>	<p>Mailout: to parts of 2085</p> <p>Site signs used: Yes</p>		<p>Distribution: 93</p> <p>Number of signs: 2</p>
 <p>Electronic direct mail (EDM)</p>	<p>Community Engagement (fortnightly) newsletter: 3 editions</p> <p>Council (weekly) e-News: 1 edition</p> <p>Resident and stakeholder email: two</p>		<p>Distribution: 20,000 subscribers</p> <p>Distribution: 150,000 subscribers</p> <p>Distribution: 348</p>
 <p>Face-to-face sessions</p>	Online public hearing (Teams): 1		Attendance: 5

1.3. Who responded¹



2. Background

In March 2019, the NSW Government sold land on Wyatt Avenue, Belrose on the condition that Council classify the land as Community Land and develop a public recreation facility on the site.

In late 2020, we engaged with the community on a concept plan for a proposed junior bike skills area on the land known as Lot 102 DP 1244381 and Lot 2620 DP 752038. Earlier this year, we proposed to categorise the site as Park and amend the Generic Parks Plan of Management (Former Warringah) to include the land and facilitate its use for a bike park and public recreation.

While there was general support for the Park categorisation and use of the site as a bike park, we received feedback that, due to the specialised nature of the proposed bike park, a site-specific Plan of Management would be preferable.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities
- provide accessible information so community and stakeholders can participate in a meaningful way

¹ Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.

- identify community and stakeholder concerns, local knowledge and values.

4. Engagement approach

Community and stakeholder engagement for the draft Wyatt Avenue Bile Park Plan of Management was conducted over a six- week period, from 29 October 2021 to 12 December 2021, and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

A project page² was established on our have your say platform with information provided in an accessible and easy to read format.

The project was primarily promoted through onsite signage, resident and stakeholder notifications, Council's E-News and our Have Your Say community engagement newsletter.

Feedback was captured through an online submission form embedded onto the have your say project page. The form included a question that directly asked respondents for their level of support on the draft Plan of Management and proposed land categorisation.

An open-field comments box provided community members a space to explain or elaborate on their support, not support or neutral sentiment as well as any other feedback they wished to contribute.

We held an online public hearing where community members had the opportunity to speak with the project team, ask questions and make a verbal submission.

Email and written submissions were also invited. Contact details for the project manager were provided as a channel for the community to ask any questions about this project.

We asked a uniform set of questions of participants in all activities. Results provide responses across a spectrum of demographics, expertise, experience and understanding of our local government area.

5. Findings

Feedback on the Wyatt Avenue Bike Park Plan of Management echoed what we heard in the late 2020 consultation on the junior bike skills area concept plan, with the majority of comments in support of providing this type of facility in the area.

Many people said it was much needed, "an excellent initiative", "looks amazing" and indicated that will be very popular and "a great community asset", especially during the pandemic.

Respondents in support of the proposed facility agreed with it being designed and built for a younger cohort and beginner riders, as the nearby Bare Creek facility is too advanced for small children. We heard from a lot of local residents who mentioned the importance of having a safe place for children to practice bike skills near their home.

² <https://yoursay.northernbeaches.nsw.gov.au/wyatt-avenue-belrose-proposed-junior-bike-skills-area>

The proposed improvements to the natural environment outlined in the concept plan were also well received.

A few respondents gave suggestions regarding technical elements that should be included in the bike facility.

Some people were supportive of the junior bike park facility, but also queried if Wyatt Avenue, Belrose was the best place for it and whether Council would consider other locations.

While the minority of responses received, there were others who were strongly opposed to placing this facility on the proposed site in Wyatt Ave.

Concerns were expressed about potential increase to traffic and congestion, parking issues on local streets, additional noise and impacts on local biodiversity.

Table 1 below outlines the key issues raised through the online comment forms along with our response to each.

Further detail and recommendations are provided in the Parkland Planners produced Public Hearing and Submissions Report for Proposed Categorisation of Wyatt Avenue Bike Park, dated 10 February 2022.

In their report, Parkland Planners provide an overview of and responses to verbal submission received at the public hearing on 2 December 2022. The Parkland Planners report also outlines any written submissions regarding the proposed land categorisation.

Table 1: Issues raised through the online comment form

Theme	What we heard	Council's response
Support	93% of submissions supported the draft Plan of Management and the proposed use and management of the properties	Noted.
Categorisation should be sports ground	Several submission suggested an alternative categorisation as sportsground citing that the active recreation activity proposed would be better served by that categorisation.	Park is a more suitable categorisation as it still permits the proposed use but is more sympathetic to the surrounding environment.
Traffic congestion and parking	There are already too many cars and buses on Wyatt Avenue and this proposal will increase traffic congestion.	We anticipate that most people using this facility will be local children who will ride or walk to the park.
	We should provide a shared path connection to the facility so that people (especially children) can access the space safely.	Council has identified a shared path link from Forestway to John Colet School as a tier 3 link for construction and is subject to future funding.

Theme	What we heard	Council's response
	There is currently not enough parking on Wyatt Avenue, especially during peak school and weekend sport use, and this proposal will make matters worse.	There is no opportunity to increase parking on Wyatt Avenue. There is parking available nearby, adjacent to the Wyatt sportsground.
Protection of the environment	The surrounding bushland and local fauna need to be protected.	Secure fencing between the bike park the school and the adjoining bushland will be established as part of the design.
	The removal of trees will compromise wildlife habitat.	Council will replant Eucalyptus seiberi, which is an endemic Duffys Forest Endangered Ecological Community plant species, to offset the removal of trees due to public safety concerns, low retention value or exotic species.
Accessibility	The facility and surrounding open space need to be accessible for everyone, including older people accompanying their grandchildren.	The area will have a natural feel with seating for the community, including the elderly. It is expected that many people will enjoy watching the activities within the park.
	The site should include recreation facilities for other age groups.	The size of the site is not large enough and additional facilities cannot be accommodated without compromising the bike park or natural environment.
Toilets required	Public toilets will be needed in reasonably proximity to the track.	Existing public toilets are available 130 metres away in Wyatt Avenue Reserve sportsground. These are considered suitable for expected demand and within reasonable distance to the facilities.

Theme	What we heard	Council's response
Noise	<p>Riders will have all-hours access to the facility and residents on the street will be impacted by the noise.</p> <p>The Plan of Management should clearly outline permissible hours of use of the bike facility.</p>	<p>It is not proposed to floodlight the park which should discourage after-hours use.</p> <p>At this point in time there are no plans to restrict access.</p> <p>If anti-social behaviour does develop, Council will ask the Police to include the park in its patrols.</p>
Skill development	<p>The bike facility needs elements that allow for progression and the development of skills to transition to the Bare Creek intermediate tracks.</p>	<p>There is a lengthy learning curve between this bike park and Bare Creek Bike Park as a hub for experienced riders.</p> <p>This facility will have features that are somewhat progressive regarding how to ride on dirt and jumps.</p>
Alternate use for the site	<p>The proposed site should be for passive recreation (or in other words open and green spaces where people can sit and enjoy the area) which will benefit older residents in the area.</p> <p>Other locations for this bike skills park should be considered.</p>	<p>The suburb of Belrose is well provided with several pocket parks for passive recreation. There is also open space around the sports field on Wyatt Avenue which also allows for passive recreation.</p> <p>Demand for bike riding facilities is very high across the Northern Beaches LGA. We have seen an increased demand for the recreational pursuit of bike riding over the last 12 months at over 100 sites where kids build their own jumps.</p> <p>Council is also looking at a range of other sites for bike facilities which we believe will help provide a range of options for bike riders and not lead to overuse of this site.</p>

Appendix 1 Verbatim community and stakeholder responses*

A. Online submissions³

Number	Comment
1	The plan of management has been well constructed and includes improvement of the natural environment and ongoing management of the site to remove weeds and exotic species and retain and improve Duffy's Forest Community species. This site will provide a much needed recreational facility for junior bike riders and other users. Well done Northern Beaches Council! I look forward to seeing the end result.
2	I like the idea of a bike track being so close to lots of people.
3	If this park is for younger riders that require parents to drive them there - there is no parking. When there are soccer matches there is no parking at the weekend at all so adding to this with a new park will make it even more congested.
4	It is far too difficult to turn from Charleroi Road into Wyatt Avenue already. There are far too many cars and buses coming along Wyatt Avenue already! I have no doubt that not all participants would ride their bike to the park.
5	Excellent proposal for this unused land, and great to have another zone for young children to use safely
6	fantastic idea
7	Traffic management is a big issue here around school opening and closing times. Very dense traffic and no parking at these times how will this be addressed.
8	Definitely agree with more beginners bike park with smaller jumps
9	Keen cyclist and want the kids to enjoy safely a fantastic sport 🙌
10	This looks great for the little ones however it really requires a toilet. I understand there is one across the road however this is not suitable or safe for toddlers especially if you have multiple kids with you.
11	Please also include the provision of a shared path on the southern side of Wyatt Avenue from Cotentin to Forestway in the scope of works as currently nothing provided (currently a very worn and uneven dirt path in the grass).
12	Traffic congestion and lack of parking. Maybe one park could be a car park. The congestion in Wyatt on the weekend when the sporting field is being used is very dangerous for all the children running around. I have lived in the area for the last 25 Years, obviously, those proposing this plan have not. I will hold the council accountable for the serious injuries that this plan will incur. Why not put this facility with the new Bike Park on the old TIP site. I am bemused that it was never considered. Thanks, [REDACTED]
13	All kids want to do is jumps on bikes. I believe you should make this a small Bear creek area. Where kids can learn safely how to improve there skills. This would also help stop the kids making there little jumps everywhere
14	If you think little kids will ride unassisted and not be driven to this park you're delusional. You need off street parking otherwise it will be a nightmare. In addition toilets need to be built.

*Personal details and inappropriate language have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.

³ Some people only answered the sentiment question in the online submission form and did not provide further comments.

	Having kids needing to cross a road to visit a bathroom is impractical especially if you have multiple kids. Don't be tight asses and spend the money building it properly.
15	Great option for young kids to skill up in a safe place.
16	leisure area, bike path and playground will be amazing an amazing addition to the area. We are so excited and looking forward to using the area once it is completed.
17	great community asset!
18	The more outside activity areas the better for the communities health.
19	Great initiative! I'm a 49 year old dad with average skills so this might even suit me (Bare Creek is mostly too dangerous for me!)
20	Very pleased to have a junior biking facility as my children are not up to Bare Creek yet. Parking might be an issue around school pick-up/drop-off times. My children are at John Colet School and it's already difficult to park in the area around 3pm.
21	Toilets would be a good addition as small children usually can't hold on for long.
22	if you can introduce a parking area in the plan that would be great, as John Colette school's parents are terrible at parking and park on corners and in bus zones!!
23	Great initiative. Maybe we will not be mowed down by bicycles, tricycles, or anything else on wheels whilst walking around Lionel Watts Oval from now on
24	Perhaps look for other places to have a similar facility as centennial park which could diffuse the parking issue if there were multiple entries.. It will help keep more cyclists off the road.
25	The facility seems well planned, but I question the need to place it here. Building a similar track adjacent to the existing facility at JJ Hills, or even at Bare Creek, would provide a more linear progression in terrain allowing kids to move between areas as they feel ready. It would also make it easier for families to satisfy different appetites within the family. Having totally separate "Big Kids Parks" and "Little Kids Parks" makes it more difficult to get the whole family involved at once, and limits the opportunities for the little ones to learn from the bigger ones.
26	I think a junior bike area is a great idea - and very much needed! I'd like it as big as possible!!
27	This is much needed to minimize the injuries of kids at Bare Creek Bike Park. Without an alternative, Bare Creek will keep drawing in beginners who are way out of their depth there.
28	Good project.
29	Good concept. There should be additional educational road safety items located around the park, stop signs, crossings, how to cross a road safely etc to help prepare young riders for the real world hazards.
30	I am opposed for the destruction and removal of trees and native habitat
31	Lack of vehicle parking. local streets are narrow and John Collett school parents use lots of space for pick up and drop off.Existing playing fields also lack parking and the proposed bike park, with parents picking up and dropping off youngsters! (with time taken to unload bikes)will cause absolute chaos in the local streets
32	This will be a great addition to Bare Creek, which is aimed at higher level riders. Needs toilet facilities included.
33	Wonderful initiative to bring more people on the Northern Beaches into biking in an environment that won't be intimidating or dangerous. Will complement Bare Creek and other sporting facilities to reach into the youth market and engage them better.
34	I think this is a great idea, and a stepping stone for kids to hone their skills before they progress to Bare Creek. It would be really great if a bike path could be sent in the direction of Bare Creek bike park as well, but I do support the proposal as it is. [REDACTED]
35	This is so needed as a gateway to riding bare creek. The perfect progression zone to move from pumptrack to dirt jumps. My 2 kids age 4 & 7 would love a facility such as this to safely progress their jumping skills to one day build up to joining me at bare creek. The happiest kids I have ever met are kids riding bikes 🚲
36	I'm 15 years old and believe that it is a great idea to build another bike park, however I think the location is to close to bare creek and needs to be moved to an area that desperately needs new

	facilities like Curl Curl and Freshwater. These areas have an extremely large amount of mountain bike riders who are in love with the sport and desperately need proper facilities to facilitate their growth in this sport. This plan also needs some larger intermediate jumps, as the engineer stuff won't entertain the bike riders here, casing more illegal trails to be built. Please accommodate to the extremely large amounts of bike riders in this area with a quality facility that has progressive and larger jumps.
37	I support councils investment into all MTB infrastructure it's really needed as the sport has expanded massively of late. It's great to see these parks becoming more common but trails are also needed, this is more challenging given available land for sure but it would be great to see some of the unsanctioned trails formalised. Great work
38	Ensure there are progressive features available to help prepare young riders for the more advanced features at the bare creek bike park.
39	Would be great to see the park include a number of beginner to immediate jumps and drops that serve as progression for younger and less experienced riders in preparation for Bare Creek which is not overly beginner->intermediate friendly. One particular feature that is incredibly popular at the recently rebuilt Golden Jubilee bike park in Wharoonga is a medium size step up trick jump with bark landing. This is a very safe way to start learn tricks and is by far the most popular feature at the park and takes up only a small amount of room. Other than that, something like the Mt Stromlo evolution trail (albeit smaller) would be very well received - this trail builds from small jumps at the beginning to quite large towards the end, all with multiple options for different skill levels. Overall I very much appreciate the new support for MTB as a community activity - thank you councils all around!!
40	I generally support the concept and submission. It may be the case that many young riders will be brought to the park by cars utilising bike racks. In view of this could consideration be given to optimising the current car park surrounding Wyatt Avenue which will be the closest "off street " parking.
41	After school hours, and particularly on weekends, many beginner riders and families are going to Bare Creek bike park, and riding trails that are beyond their capabilities. A dedicated beginner-friendly bike park is needed in the area.
42	This is a good idea and there is a need for facilities to aid in the progression of young riders before they start riding at parks like Bare Creek. The site should have a version of a pump track and small jumps as well as the normal basic loop that possibly has some features like small berms. In short the facility should have undulating and slightly challenging terrain that will teach riders how to properly shift their weight and control the bike leading up to them being able to pump and jump as well as ride properly through berms.
43	Think it's a great idea to have this. Also wondering if maybe council could build an indoor skatepark with a foam pit so riders can try new tricks without hurting themselves. There is no foam pit in an indoor skatepark until 1 hour drive north or west
44	Concept plan does not clearly show a junior bike park which meets needs of local junior riders. There is a need to ensure that progression features are provided, aimed at the junior level, which allow for development of fundamental basic skills needed for Bare Creek Bike Park. At present, Bare Creek Bike Park is negatively affected by injuries and trail damage as a result of younger riders attempting intermediate-level trails without the necessary skills or knowledge. The Wyatt Ave proposal has the potential to address such problems, by providing a starting point for such riders. As such, the "various skill level options and pump elements" should be planned carefully to ensure that there is a graduated progression from the Wyatt Ave park through to the intermediate trails at Bare Creek Bike Park.
45	Keep it up. We need this
46	I endorse full use of all available council land for the public.
47	As an experienced mountain biker with young kids aged 2-7 I'm very keen for a place we can all enjoy together. The younger kids also get a thrill from seeing older riders.

	<p>It appears from the plan there is just the one junior loop which could potentially become boring for the kids as they progress, and then it may be too big a step to move on to bare creek.</p> <p>It looks like there could be more levels of difficulty fit in to this one location.</p> <p>Very excited to see what comes of this!</p> <p>Thank you!!!!</p>
48	<p>Make sure there is progression from this facility to Bare creek bike park. This can be an important step in providing riders with the skills they need to progress to bare creek- this means progression with speed, height and steepness of jumps as well as other skills. Ideally the hardest jumps at the new park will be harder than the easiest jumps at bare creek. The current progression from the blue to black line at bare creek is significant for newer riders and a well built green to blue version of bare creek would make everything safer. The jumps need to be big but well built (correct trail speed) and low consequence (tabletops with long wide landings and no corners). When riding with my kids I find the mill creek park jump trail 'up the turps' to be awesome as it has two takeoffs on each jump allowing us to ride together and encourages the kids to progress safely.</p>
49	<p>Hi Team,</p> <p>The proposal for the beginners bike park is a fantastic addition to the fledgling off road cycling network on the Northern beaches. I think this ties in nicely to the Bare Creek facilities where less experienced riders can hone their skills before progressing.</p>
50	<p>The sport is growing and is favoured by children (not whom of all want to play a ball sport). The beaches are FILLED with bikes, and as stepping stone facility needs to exist to teach people how to safely ride their bikes. Places like this will also limit illegal trail building.</p>
51	<p>What a great idea! Would love to see this put into place</p>
52	<p>It is wonderful news the council is investing into mountain biking.</p> <p>A connecting trail between this and Bare creek would be a great addition and will be well used. Mountain biking can be enjoyed together by whole family unlike huge sport fields that only cater for a small percentage of young children. Mountain biking builds confidence, relationship and improve mental health, at the same time bring people together outdoors and in nature. Well done council and please keep setting this example to other councils, ie Hornsby and Ku-ring-gai</p>
53	<p>I believe it is a worthy use of the land. I do however hold concerns there is no description of the bike track materials- will it be crushed quartz/road base style, will it be sealed like bare creek and JJ Melbourne pump tracks or will it be dirt like Lionel Watts. The dirt track at LW poses risks due to how changeable the landscape can be when children and adults adjust ramp heights and positions. Often people enter with their own shovel, this compromises the predictability and integrity of the course causing greater risk of injury. Sealed would be ideal in parts where reshaping or erosion would be a risk and crushed quartz may mirror bare creek in parts to get a feel for the materials they will step up too.</p> <p>There is no indication of a target age range for this course, only that it is a beginner track and should be a feeder to bare creek. There is not an indication if the intent is to shape it with very minor undulation fit for a balance bike toddler type "beginner", where it is effectively a flat path, or whether it is a place to legitimately extend a child's "beginner's skills" beyond pedestrian riding to cultivate skill which reduces risks associated with going to bare creek too soon.</p> <p>It would be ideal to have shading considerations for the two viewing areas.</p> <p>Waste removal- there are absurd levels of waste left at Bare Creek compared to minor levels of waste litter at JJ Melbourne. What are the considerations for placement of bins, grounds keeping and frequency of waste removal so that the environmental impact is minimized.</p> <p>Given the shape of the land and therefore visibility? from the road through the park, is it likely to attract undesirable and delinquent behaviour and how is this mitigated.</p>

	Otherwise bring it on! It's great to see investments like this from council!
54	Sounds like a great idea to reduce crashes at bare creek.
55	Excellent initiative. Positive recreation for junior members of our community is urgently needed. As a nation with a significant obesity issue helping kids develop confidence and a love of active exercise is critical to the health of our future generations.
56	This compliments well the existing bike infrastructure which is I'll suited to beginner riders. I think this is a fantastic idea. I would like to see some sort of license provided so that individuals and companies can run Skills Days and other training events. You may also want to consider running trail care days and bush care days so that younger riders understand the impact riding has and what we can all do to find balance between riding, looking after our bush land and respecting the lands indigenous owners
57	This is great use of land, cycling must be the biggest sport that families do together and a learning and progressive park would be a great addition to the cycling community. The popularity of bikes is enormous and I believe more riding facilities are needed to fulfil the needs of the community. Cycling is such a great way for children and adults to use there spare time and the more facilities we can create for them will only enhance there growth in more ways than just cycling.
58	Bigger is better. The more trials/parks the better it is for all riders
59	The pandemic has seen an increase in bike use on the Northern Beaches. Children need a safe place to learn and practice their bike skills.
60	This sounds like a great use of the space, offering an exciting opportunity for active sports. I do hope that it will also be easily accessible by bike (maybe in combination with public transport), too, so that it's not required to have to drive there in a car.
61	This is a great cycling initiative and it will make it safer for young kids to learn bike riding skills.
62	It will be a great addition for local kids and give the less skilled riders which Belrose bike park does not cater for a facility.
63	Not enough parking in the street. You can't expect young ones to ride their bikes there. Very unsafe as Charleroi Rd has cars parked usually on both sides of the street and there is only room for one car to go down or up at a time, so include bikes in the picture and it would be very dangerous. Waste of council money.
64	Kids definitely need safer places to ride their bikes. This would be AMAZING!!
65	It looks great and will be a great community addition!
66	Any extra public space for recreation by any sport is welcome.
67	Looks amazing! Well done! Will there be any covered areas for shelter, either from (unexpected) rain or sun? Could there be an option for a bike trail from the back of the park (end opposite Wyatt Ave) through to Linden Ave, connecting through to Bare Creek bike park so riders don't have to go near Forest Way? Would definitely be good to have a widened path down Wyatt Ave to access the park.
68	Wyatt Avenue Bike Park <u>Re Draft Plan of Management</u> 3.3.2 Table 4 Values of Wyatt Avenue Bike Park Environmental <i>"Includes and adjoins Duffys Forest Endangered Ecological Community and a wildlife corridor"</i> An intensive multi-purpose use for bikes is not compatible with the protection of the Duffys Forest EEC or wildlife habitat.

	<p>3.3.3 The Vision for the Park refers to <i>“bike riding and complementary recreation and social activities in a natural and attractive setting”</i>. The Vision does not mention the Duffys Forest Endangered Ecological Community (DFEC) or the wildlife corridor.</p> <p>3.4.4 Physical constraints <i>“Future use and development of the site must take the presence of the Duffys Forest Ecological Community and the bush fire risk into account.”</i> Also take into account the ‘protection and rehabilitation of DFEC and the wildlife corridor’.</p> <p>3.4.9 Scale and intensity of use and development Constraints include:</p> <ul style="list-style-type: none"> • <i>the small size of park</i> • <i>existing mature trees and other vegetation</i> • <i>its location in a wildlife corridor</i> <p><i>“It is expected that park users will self-regulate the numbers of users on site at any time...”</i> Self-regulation will not be adequate prevent impacts associated with intensive use.</p> <p>4.2.3 Table 7 Environmental actions Re DFEC <i>“Encourage native regeneration”; “Improve the condition of Duffys Forest vegetation on site”</i> I support these actions, but it will be difficult to protect DFEC from informal bike access / trails.</p> <p><u>Re Categorisation</u> The categorisation of ‘Park’ does not include environmental objectives. ‘Natural area’ (bushland) would be more appropriate to protect the DFEC and wildlife corridor.</p> <p><u>General Comments</u> The proposed use as a Junior Bike Park conflicts with the conservation values of the site, which include the threatened DFEC and wildlife corridor.</p> <p>The bike use also poses a potential threat to adjoining areas of bushland and DFEC due to informal access.</p> <p>The DFEC has been protected as an offset to compensate for the loss of this vegetation community.</p> <p>A particular concern is the observation of widespread damage inflicted on bushland within Parks and Reserves due to unauthorised bike access. Perpetrators include juniors (school children).</p> <p>Currently there is a lack of control, supervision, surveillance and education to curb the ongoing damage and loss of native vegetation that is occurring.</p> <p>The Park has scope for passive recreation, as a compatible use, and education associated with bush regeneration.</p>
69	<p>1. Wyatt Avenue Bike Park proposal</p> <p>Thank you for the opportunity to once again comment on this proposal for a bike park in Wyatt Avenue. I strongly object to this inappropriate plan.</p> <p>In October 2020, I was informed of Council's proposal to develop the site as a Junior Bike Skills Area. This proposal was placed on public exhibition before the parcel of land had even been categorised. I provided a detailed submission of objection to that proposal. In March 2021, the site was then exhibited for community comment on its categorisation as a park in the Generic Parks Plan of Management. No alternative uses for the site, other than a bike skills area, were</p>

	<p>put forth during the consultation process thus creating a confirmation bias for the initial bike park proposal.</p> <p>I have read the draft Wyatt Avenue Bike Park Plan of Management and attended the online public hearing in December 2021.</p> <p>I am very disappointed to see that the plans for this site remain essentially unchanged from the original proposal of October 2020.</p> <ul style="list-style-type: none"> • None of the adverse impacts on local residents or on the environment have been recognised. • No alternative uses for the site have been considered. • The bike park is a single-use facility that does not provide for a range of community users. No alternative locations have been proposed for a junior bike skills area, despite this being part of the original plan for the nearby Bare Creek mountain bike park. • The site is too small and unsuitable for the proposal. This is a residential street and there will be adverse impacts on residents from traffic, parking, noise, and all-hours access. • The site is in an ecologically sensitive area mapped as a wildlife corridor - this is incompatible with the proposed high impact, recreational use of the site. • The landscaping will be unsustainable and will be subject to trampling, erosion, and potential vandalism from unauthorised track modifications. • The Plan of Management is vague and contains proposals that were not part of the original concept placed on public exhibition, such as leasing/licensing of the bike park and its role as a feeder facility for the Bare Creek mountain bike park. • The intended age and number of users is unspecified and will lead to conflicts between visitors. <p>2. Issues arising from public hearing</p> <p>I attended the online public hearing on 2nd December 2021. This hearing highlighted several issues of concern.</p> <ul style="list-style-type: none"> • Several attendees sought assurances that the Wyatt Ave Bike Park would be integrated with the advanced Bare Creek bike park and would incorporate technical features to upskill young users, so they are more prepared for the advanced adult course. They stated that the Bare Creek facility has proved too difficult and dangerous for young users, resulting in high rates of injury. The Wyatt Avenue site is not suitable as an intermediate mountain bike training area. Such an area should be incorporated into the Bare Creek facility, as per the original concept plan for that site. • At the meeting, there was an obvious mismatch between what Council stated as the vision for the site (kids on training wheels, parties for 5-year-olds) and the expectations from some community members, particularly mountain bikers. The Plan of Management is not clear, proposing a mish mash of incompatible uses. If expectations are not managed, the site will be open to conflicts and it will be impossible to control undesirable uses. • Council claim that the track will be hard surfaced and vandal proof to prevent “kids with shovels” destroying it, as has happened in most other parks of this type. The park contains expanses of open, soft landscaping and is not the least bit vandal proof. The damage in local bushland is ample evidence of what can be achieved with a shovel. • Approximately 4 million dollars was raised, via a waste levy, for the Bare Creek bike park. Less than half of the money from this enhancement fund has been spent. No one at the public hearing could adequately explain why the remaining funds cannot be used to establish a junior bike skills area at Bare Creek, as per the original plan for that site.
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- When asked, Council stated there are no current plans for private booking of the park; however, the PoM clearly presents this as an option to fund maintenance of the park. I strongly oppose private leasing/licensing of this land.
- It was noted at the public hearing that the Bare Creek mountain bike facility has been far more popular than anticipated. Given this trend, it is likely that this popularity will translate to the proposed Wyatt Avenue bike park, raising many concerns about sustainability and environmental damage on the very small site.

3. Draft Plan of Management

- The draft PoM does not specify the preferred age and number of users, instead stating that the park is likely to get crowded but *“park users will self-regulate the numbers of users on site at any time”*. This is unacceptable. There needs to be a clear indication of the sustainable number and type of users.
- The plan also mentions school groups – why would school groups be using a small park like this? We already lose the playing fields and children’s playground to a private school on weekdays, it is unacceptable for another publicly funded park to be appropriated for school use as well.
- The PoM shows an area of threatened vegetation (Duffy’s Forest Ecological Community) on the north-west corner of the site. This area is dissected by the bike track. This is not an acceptable management strategy for an EEC. The draft PoM pays lip service to enhancing and protecting this vegetation but even with supplementary planting and “encouraging natural regeneration”, the area will be unsustainable and subject to physical disturbance from trampling, intrusion, and the building and repeated use of the bike track.
- The PoM recognises the site as part of a Priority 1 wildlife corridor but provides no management strategy to protect this function. The site will be cleared and fenced and used for high impact recreation, negatively affecting not just the site but the surrounds that are used for nesting, foraging and wildlife movement.
- The draft PoM proposes maintaining an APZ around the site which will further compromise bushland integrity and wildlife habitat.
- The draft PoM opens the door for future lease/licence agreements for the bike park. I am opposed to private licencing arrangements for this ratepayer funded public park, particularly the granting of exclusive use by single users or organisations. The park is too small and should always be available for public access.
- The draft PoM states that no parking is required because local children will walk or ride to the park. The first community consultation for the bike park plan records that 38% of respondents live in the 2085 (Belrose) postcode area. 62% of respondents live outside this area and would need to drive to the park. It is absurd to suggest that children would ride from many suburbs away to reach a park teaching them to ride a bike.
- The 35 spaces at Wyatt Reserve are fully occupied during weekend match days and by John Colet School on weekdays. These spaces will also be impacted by unbuilt, but approved, developments in Wyatt Avenue. There are bus stops that limit parking near the site. This places the parking burden onto local streets and residents.
- The draft PoM proposes that the park will cater to the community but provides no features that would encourage or provide for general community users. There is no seating other than a couple of tiny, multi-purpose viewing areas and a grassed area designated as a bike practice area. The park does not provide for a variety of uses by local residents, only bike riders.
- The park will not be secured. The draft PoM does not propose a strategy for dealing with out-of-hours undesirable behaviour other than police patrols. Lack of lighting will

not be a deterrent. John Colet School is illuminated at night and there are streetlights providing ambient light. Darkness is an inducement, not a deterrent, to anti-social behaviour and there is ample evidence of such in adjacent bushland.

4. Adverse impacts

- **Parking and traffic.** As previously discussed, there will be adverse impacts on residents from out-of-area visitors trying to park. The draft PoM and evidence from the Bare Creek facility suggests that numbers will be high and unpredictable from day to day. It is unreasonable for council to add a new sporting/recreational facility to a residential street and assume that there will be sufficient parking on street or at Wyatt Reserve. Residents are currently dealing with the parking needs of John Colet School, weekend match days, three recently approved DAs with insufficient parking allocation (a childcare centre, the school expansion, and a boarding house) plus the parking restrictions imposed by the bus stops on the northern side of Wyatt Ave.
- **There will be adverse impacts on residents from increased disruption, noise, and activity.** The clearing of trees and exotic vegetation will exacerbate noise from John Colet School to my home. This will be an active, not passive, recreation area. There will be ongoing noise from park users and noise associated with traffic, parking and increased foot traffic. No noise study has been conducted yet residents will be dealing with a huge disruption to neighbourhood peace.
- Wyatt Avenue is a residential street and this new proposal provides nothing to enhance the neighbourhood or enjoyment for the people that live here. We bear the brunt of every new development approval and reap none of the benefits. A quiet bushland park could be enjoyed by young and old and would be much more appropriate for this sensitive location.
- The site is too small. It is only 40m wide. The newly planted trees, landscaping and grassed area will be under so much user pressure in this small enclosure that it seems unlikely to survive. The loop track (8) comes so close to the eastern boundary that the survival of proposed landscaping here (13) is highly unlikely. It may end up as an eroded dust bowl like the park at the top of Red Hill (Peninsula Views).
- The facility will have unrestricted access and may be used by anyone at any time. This is unacceptable to me as a residential neighbour.
- Council has no authority over the adjacent, threatened bushland, which will be under the management of Transport for NSW. If damage and intrusion occur in the surrounding area because of this proposal (highly likely) then Council will not have to act or take responsibility for it. Given the damage that is already happening from bike riders in bushland surrounding Wyatt Avenue, it seems irresponsible of Council to designate an extremely limited area that proposes to attract more bike riders to this sensitive locality. The chain wire fence may or may not prevent users accessing adjacent bushland. The provision of a raised viewing platform at the rear of the site means that the 1.8m boundary fence becomes less effective as a height barrier.
- We do not need more bike riders in Belrose, or in Wyatt Avenue and surrounds. Our bushland is being catastrophically destroyed by bike riders. Why is Council providing a duplicate bike riding facility when one has already been built a few streets away? This adds to the burden in our suburb and increases the sense of entitlement from bike riders who lobby for our suburb and bushland areas to be pressed into service for their interests.

5. Preferred uses for site

- I do not agree with Council's proposal to create a bike park or to open the area up to active, essentially single-use, recreation.

	<ul style="list-style-type: none"> • The proposal to develop the site as a bike park is not a “passive” recreational use, and although active recreational uses are permitted in parks, this proposal will conflict with the guideline to “<i>not unduly intrude on the peaceful enjoyment of the land by others</i>”. • It is fanciful to think that this park could be peacefully enjoyed by others when it is designed specifically for bike riders, where lawns and picnic areas are also designated as bike practice areas, where use will be unsupervised and available all hours, and where no extra parking is provided to mitigate potential conflicts with residents and users of the existing sports facilities and school. • There are no passive parks in this area for peaceful outdoor appreciation of the locality, particularly for the less active. We have sporting fields and a few tiny pocket parks with a swing set but nothing of this size or potential. • Incredibly, during Covid restrictions, locals were forced to take tables and chairs to Wyatt Reserve for picnics as there are no suitable passive parks in this area. A quiet landscaped park would be of great benefit to this local area, for old and young, and would fulfil the core objectives for managing the site as a park, without the conflicts and intrusion created by the bike park plan • The site would more appropriately be conserved as habitat and a buffer to the adjacent endangered bushland through assisted regeneration and weed control works. This would be a much more sustainable and environmentally sensitive use of the site. Failing that, a passive park that respects the environmentally sensitive location and provides a place for quiet enjoyment and relaxation would better serve the local community. • Council's response to revegetating the site as a bushland buffer was to state there are constraints as the site is fire-prone and there is a need to protect adjacent assets (including the John Colet School) from bushfire threats. The RFS guidelines do not preclude revegetating the site. It is perfectly possible to plant a site zoned as a fire buffer and retain it as a habitat corridor provided the RFS planting and maintenance guidelines are followed. The APZ for John Colet School should not extend onto adjacent public land. <p>Why have alternative options not been presented for comment? Why haven't more passive and inclusive recreational options been offered for public consideration?</p> <p>Council states that community feedback for the proposed bike park has been positive. Of course, any new recreational offering from council will be greeted with enthusiasm by the public, and it should be noted that no alternatives were offered to the community. It is possible that a passive park, or some other design, would have also been met with positive feedback, however a confirmation bias was established by presenting the completed bike park plan as if it was the only option. I have no doubt that lobbying from certain sectors of the community has been given greater attention than that of the truly “local” community, which is composed of a diverse range of potential users with varying needs.</p> <p>I think it is important to give greater weight to feedback from residents who will be directly affected by this development, just as with any other neighbourhood DA.</p> <p>This park will have adverse impacts on the sensitive local environment and the local neighbourhood and I urge Council to reconsider this proposal.</p> <p>Yours Sincerely,</p> <p>██████████</p>
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B. Emailed submissions

Number	Comment
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1	Really like the plans. All for it! Thanks!
2	<p>Northern Beaches Council</p> <p>Attention: Cameron Henery Senior Asset Management Officer Parks & Recreation Dear Sir,</p> <p style="text-align: center;"><u>Proposed Junior Bike Skills Park</u> <u>Wyatt Ave Belrose</u></p> <p>Thank you for the opportunity to provide a submission on this proposal.</p> <p>We are strongly opposed to placing this facility on this site in Wyatt Ave. This area is a residential neighbourhood and the proposal will add to the existing adverse impacts on this residential neighbourhood. There are other sites that are more suitable where the facility will not have impacts on the residents and the natural environment. The nearby Bare Creek Bike Park was designed to include a bike skills training facility.</p> <p><u>Public Hearing</u> We were not able to attend the recent public hearing, however, we requested another local resident [REDACTED] who lives in Wyatt Ave to speak on our behalf. We agree with all the details that were provided by [REDACTED]; she provided Council with the impacts that this proposal will cause to the 'local' residents and the natural environment together with the unsuitability of this small site for the proposal.</p> <p>We state again that no consideration has been given to the immediate local residents in Wyatt Ave and the adjoining streets.</p> <p><u>There has been no consideration of the following:</u></p> <ul style="list-style-type: none"> • Alternative sites for this proposal • Alternative uses for this site • Revegetating the site with local native species to assist in the protection of the surrounding threatened Duffys Forest Community including critical endangered Grevillea Caleyi. • Existing adverse impacts on residents from the school and sporting facilities on Wyatt Reserve • Further adverse impacts from existing approved development applications in Wyatt Ave • Current Council planning associated with the proposed new LEP for the Northern Beaches Local Government Area • The need for a native bushland park for the seniors in homes within this residential neighbourhood • The need for a native bushland park for the seniors in the nearby existing Seniors developments • The need for a native bushland park for the seniors who will be housed in the existing approved developments applications for senior's developments (not yet built) in this area <p>The existing approved development applications in Wyatt Ave that have not yet been built include:</p> <ul style="list-style-type: none"> • Child Care Centre for 60 children and associated staff • Boarding House for 62 lodgers

	<ul style="list-style-type: none"> • Expansion of John Colet School from 200 students to 350 students together with associated staff <p>All of these approved development applications have very little off street parking</p> <p>The senior's developments in this area include the following:</p> <ul style="list-style-type: none"> • Wesley centre on the corner of Wyatt Ave and Forest Way • Glenaeon Retirement Village on Forest Way near Wyatt Ave • Recently completed senior's development on Forest Way between Wyatt Ave and Hews Pde • Approved development application for a very large senior's development on Forest Way near Wyatt Ave • Many seniors in the existing residential neighbourhood <p>It is essential that the residential character of this neighbourhood be assessed prior to determining any proposal for this site. The residential character includes bushland with mainly single detached dwellings and seniors living developments both existing and approved.</p> <p><u>Exhibition of the Proposal</u></p> <p>The proposed facility has been exhibited through the Northern Beaches LGA and beyond – submissions have been received by Council from locations a long way from this residential neighbourhood – yet the proposal has been presented by Council in the documentation and at the Public Hearings, as a facility for the 'local' community. Although the changes to the generic plan of management may have needed to be advertised throughout the LGA, the proposed use should have only been advertised locally, similar to a development application.</p> <p>Exhibiting the proposal to our large LGA for a facility that is intended for a local community is unacceptable and irresponsible.</p> <p>It is unreasonable to inflict more traffic and more on street parking into the local residential street(s) from the LGA and beyond. This will cause more safety concerns particularly for young children and seniors.</p> <p><u>Impacts of the proposal</u></p> <ul style="list-style-type: none"> • This small site is designed with some small vegetated areas and some grassed areas where it is proposed to be used for bike skills. The proposed use will quickly degrade the grassed area and excessive of the areas adjoining the trail will destroy the plantings. The end result will be a dusty site with excessive noise affecting the residents. <p>This facility is right in the middle of the residential community and the Dust and Noise will penetrate the homes having the potential to give respiratory health issues. The facility will also increase the noise issues in this residential area.</p> <p>Land clearing represents a fundamental pressure on the land environment, causing the loss and fragmentation of native vegetation. Land clearing can also lead to a variety of impacts on soils, including erosion and loss of nutrients. Clearing of land for this type of facility undermines the ecosystem and the quality of life on the residents with poor air quality. Like the soil that supports it, vegetation is fundamental to ecosystem processes and human survival.</p> <ul style="list-style-type: none"> • The proposal will add to the cumulative traffic and on street parking associated with the existing developments in Wyatt Ave together with the traffic and on street parking requirements of the existing approved developments in Wyatt Ave.
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- Already there have been changes in traffic facilities and on street parking included in the consent conditions for approved development applications in Wyatt Ave; this is an attempt to address the existing traffic and parking conditions in Wyatt Ave. The proposal will add to the adverse impacts in this residential neighbourhood.
- The proposal involves the removal and clearing of 15 trees and vegetation on the site. The site is within a threatened Duffys Forest Community, including critical endangered species and a habitat for native fauna. This valuable bushland needs to be protected.

Although the proposal includes the planting of local native species in some small areas, we have already seen the destruction of bushland in and around the adjoining School. Introducing more active recreation into this area will result in further destruction on the site and in the surrounding area.

Management Plan

- The draft management plan is very broad and vague on how the site will be managed. The plan states that the site will be self regulating – this is unacceptable.
- The users of the facilities are undetermined.
The initial Council proposal was always presented as a skills facility for the very young children learning to ride a bike for the first time.
- This proposed facility is certainly unsuitable for training people with advanced skills for facilities such as the Bare Creek Bike Park.
- Due to the small size of the site and the extensive areas for bike riding; there will be destruction of the plantings, particularly when there will be no management of the users on the site.
- This public hearing showed that there is little understanding of the proposed use of this facility as it has not been clearly defined in the management plan.
If there are not defined uses it will become impossible to control any undesirable uses of the site.
- Leasing the site.
We strongly object to the Council leasing the site to a single user.
This site is too small to be leased to a single user and should be always open to the general public.
- Due to the location of this site being within valuable bushland, there needs to be ongoing adaptive management approach to the environmental consequences of this facility.


Bare Creek Bike Park

This Bike Park is close to Wyatt Ave; the proposed Bike Skills facility should be located at this site. The design for this bike Park includes a Bike Skills Training Facility.

The Bare Creek Bike Park is located on a previous waste land fill facility which was closed in 2014.

Since 1995 we were members of the local community on the Community Monitoring Committee which was arranged by the NSW Waste Services. Council staff also attended these meetings that were held at least 3 times each year.

This committee monitored the waste operations impacts on the local community and considered the end use of the site. The local community preferred a passive use of the site.

	<p>From all the various alternative end uses for the site, the State Government determined that Mountain Biking would be the end use.</p> <p>To ensure that there would be sufficient funding for the end use, the community members suggested that an enhancement fund be established. Waste Services agreed to this proposal and arranged for an extra \$1 to be added to the charges for each tonne of waste delivered to the site.</p> <p>This funding was collected over a number of years and invested. The amount of funds available at the closure of the facility in 2014 was about \$4million.</p> <p>The Council agreed to manage the Mountain Bike Facility and Waste Services arranged the design and construction of the facility in consultation with Mountain Bike Riders.</p> <p>The design included trails and other facilities e.g. walking tracks, onsite parking, amenities, skills training facilities, picnic areas, etc.</p> <p>The existing facility has used about \$1.7m of the enhancement fund.</p> <p>There is adequate funding available to provide the proposed skills training facility at this Bike Park.</p> <p>This would be a more suitable site where there would be no impacts on residents and off street parking would be available and/or could be extended.</p> <p><u>Alternative uses for the site:</u></p> <p>There have been no alternative uses for the site presented by Council to the community.</p> <ul style="list-style-type: none"> <p>Bushland Park for the local neighbourhood – particularly Senior Residents</p> <p>As mentioned above there are many senior's developments existing and planned for this area. There are also many seniors in the immediate residential neighbourhood.</p> <p>The land surrounding the site was previously Crown Land has been transferred to the Roads and Maritime Services to be maintained as bushland and used as an offset required for the bushland removed for the construction of Warringah Road.</p> <p>We request that Council seriously consider a passive facility such as a native garden area with seating for local residents particularly seniors.</p> <p>The Park should contain only have local native species in the gardens together with information signs detailing the local flora and fauna in the Park and the surrounding area.</p> <ul style="list-style-type: none"> <p>Retaining the site with Bushland</p> <p>As mentioned above the land surrounding the site has been transferred to the roads and Maritime Services as an off set for the bushland removed in the reconstruction of Warringah Road.</p> <p>This site could be revegetated with local species and added to the surrounding bushland to further strengthen the preservation of the Duffys Forest community and the habitat for native fauna.</p> <p>We strongly urge Council to revisit the possible uses of the site when considering the details of this submission.</p> <p>Yours Sincerely </p>
3	Refer to online submission no. 69 above
4	<p>Good afternoon Cameron, thanks for the email,</p> <p>Though I'd like to participate in the mentioned online public hearing, I already have an all day commitment on the 2 December. Therefore, I won't be able to attend.</p>

	<p>In general I support the Park and wish you all the best in following the necessary procedures and with the 2 December public hearing.</p> <p>Best regards</p> <p>██████████</p>
5	<p>Thank you for your email re Wyatt Avenue, Bike Park Plan.</p> <p>I am not in support of the proposal.</p>
6	<p>We totally agreed with bike track plan. Please go ahead Council !</p>

Document administration	
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Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.