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From: Boersma, Timo
Sent: Wednesday, 29 September 2010 2:40 PM
To: Alegria, Stephen
Subject: Appointment Form signed

Attachments: Signed DA form.pdf
Stephen

Attached is the signed appointment form for the Gunghalin dirt bike track, allowing CB Richard Ellis to lodge the DA on our behalf.

Cheers

Timo Boersma
Senior Development Officer
Parks Conservation and Lands
Design and Development Section
02 6207 7155



Dear 

Dirt Jumps Project

Thankyou for your letter of 28 January 2010 regarding a proposal by Canberra Off-Road Cyclists (CORC) for a Gunghalin Dirt Jumps Project.

I agree that such a facility has merit and is likely to provide the social and environmental benefits outlined in the CORC proposal.

There have been some impediments to this project in the past, related mainly to issues around safe design and operation and resourcing of ongoing maintenance requirements.

There are some current initiatives which may assist in the resolution of this. Parks, Conservation and Lands (PCL) are preparing a Community Partnerships Strategy which will identify the most appropriate direction for establishing and managing partnerships with community groups. The Territory Venues and Events Division within TAMS has identified the need for a dirt jump facility in its Stromlo Forest Park draft Master Plan.

In addition, PCL have prepared a 2010-11 budget bid for an Outdoor Recreation Strategy which if funded, would consider a wide range of strategic issues regarding the provision of outdoor recreation (including cycling) and would recommend potential methods to facilitate implementation and ongoing management.

It is regrettable that proper consideration of this issue has been delayed in recent times. I have therefore asked Parks, Conservation and Lands to arrange a facilitated workshop with the project proponents and relevant areas of the ACT Government to work through the issues and determine if the project is feasible.

Yours sincerely

Jon Stanhope
Chief Minister

From: Boersma, Timo
Sent: Wednesday, 10 December 2008 1:55 PM
To: Cooper, Neil
Subject: Community Partnership opportunity
Hi Neil

In other places I have worked, the government undertook partnership arrangements where the community would provide the materials and the government would provide in kind assistance such as skilled labour, equipment or machinery. I was wondering if you have graders, bobcats etc that might be available to help the community to shift some dirt around to build a dirt bike track? Would such an arrangement work in the ACT?

Regards

Timo Boersma
Senior Development Officer
Parks Conservation and Lands
Design and Development Section
02 6207 7155

From: Alegria, Stephen
Sent: Tuesday, 2 March 2010 11:51 AM
To: Boersma, Timo
Subject: Contact in ACTPLA
Hi Timo,

Could you suggest a contact in ACTPLA we could talk to about possible sites for the dirt jumps suggested by CORC? Stephen Hughes has asked me to arrange a pre-workshop meeting with ACTPLA and LDA to try and identify some options.

Thanks

Stephen Alegria

A/Manager, Community and Volunteers
Parks, Conservation and Lands
Territory and Municipal Services
Stromlo Depot
500 Cotter Road Weston ACT 2611
Ph. 02 6207 2547
Mob. [REDACTED]
Fax 02 6207 2544
stephen.alegria@act.gov.au

From: Temme, Joanna
Sent: Tuesday, 3 March 2009 12:08 PM
To: Boersma, Timo
Cc: Watts, Michaela
Subject: CORC bike track

Attachments: Dirt jumps proposal for Yerrabi Ponds.pdf; YERRABI JUMP PARK For DA Sediment Control 1.pdf; YERRABI JUMP PARK For DA Sediment Control 2 (1).pdf; YERRABI JUMP PARK For DA Site Plan 1.pdf; YERRABI JUMP PARK For DA Site Plan 2.pdf; YERRABI JUMP PARK For DA Sections.pdf

Hi Timo,

as discussed, CORC has supplied the attached plans to ACTPLA for preliminary discussion purposes.

It seems that PCL needs to:

- 1) review them and confirm with ACTPLA and CORC whether these plans are adequate
- 2) confirm whether the proposed site is supported by PCL (or what further information is needed before we can confirm support)
- 3) advise what other steps need to be taken by CORC before PCL will sign in a DA for the works.

CORC has approached Michaela Watts (Ph 71831) at ACTPLA about this project so please contact her if you want to arrange a meeting etc.

Regards,

Joanna Temme

Development Officer
Parks Conservation and Lands
Territory & Municipal Services Department
02 6205 8517

From: [REDACTED]
Sent: Saturday, 7 February 2009 7:38 AM
To: Boersma, Timo
Subject: CORC dirt bicycle park proposal
Hello Timo

I understand you are now looking after the proposal by CORC?

This group, with our support, has been trying to get this proposal off the ground for well over a year now, and we are getting frustrated with the delays they've been experiencing through various ACT Government agencies they've had to deal with.

Through our annual community surveys, a subject that regularly comes up is the need for more activities for teens. This proposal fits squarely with this need, and we would welcome anything you can do to get the proposal moving towards realisation.

Thank you.

Regards,

[REDACTED]
Gungahlin Community Council
PO Box 260 Gungahlin ACT 2912
[REDACTED]



Jon Stanhope MLA

CHIEF MINISTER

MINISTER FOR TRANSPORT MINISTER FOR TERRITORY AND MUNICIPAL SERVICES
MINISTER FOR BUSINESS AND ECONOMIC DEVELOPMENT MINISTER FOR LAND AND PROPERTY SERVICES
MINISTER FOR ABORIGINAL AND TORRES STRAIT ISLANDER AFFAIRS
MINISTER FOR THE ARTS AND HERITAGE
MEMBER FOR GINNINDERRA

MEDIA RELEASE

/10

Date 2010

GOVT CONSIDERS GUNGAHLIN DIRT-JUMPS PROPOSAL

Chief Minister Jon Stanhope has asked the Department of Territory and Municipal Services (TAMS) to find a site for dirt bike jumps in the Gungahlin area following a request from a local community group.

Mr Stanhope said the Canberra Off Road Cyclists group had written to him in March 2010 requesting a site for community-funded jumps for recreational riders.

He said the proposal had merit and he has asked TAMS to arrange a workshop with the group to work through any issues.

“The Government believes there is a place for legitimate dirt jumps in the Gungahlin area to meet the needs of youths and recreational riders,” Mr Stanhope said.

“I have asked TAMS to work with the Canberra Off Road Cyclists group to find a solution that meets the needs of riders while also minimising the impact on our nature reserves.

“The jumps will have to meet design, scale and safety requirements. A development application will also need to be lodged with the ACT Planning and Land Authority.”

Mr Stanhope said legitimate facilities could also reduce the need for riders to construct illegal jumps in the area.

“Unapproved and illegal jumps on public land pose a safety to riders and the community. They also take time and resource to identify and clean up and to rehabilitate the site.

“By providing a site for legitimate dirt jumps, the Government hopes to reduce the need for riders to build illegal and potentially unsafe jumps in the Gungahlin area.”

Mr Stanhope said the Government already caters for recreational riders with sign-posted tracks in Bruce, O'Connor and the Googong Foreshores and dedicated mountain bike trails in the Kowen and Majura forests.

Cycling enthusiasts also have access to tracks and courses at Stromlo Forest.

Statement Ends

Media Contact: **Jess Wurf**

6205 0504

jess.wurf@act.gov.au



Parks, Conservation and Lands



Dear [redacted]

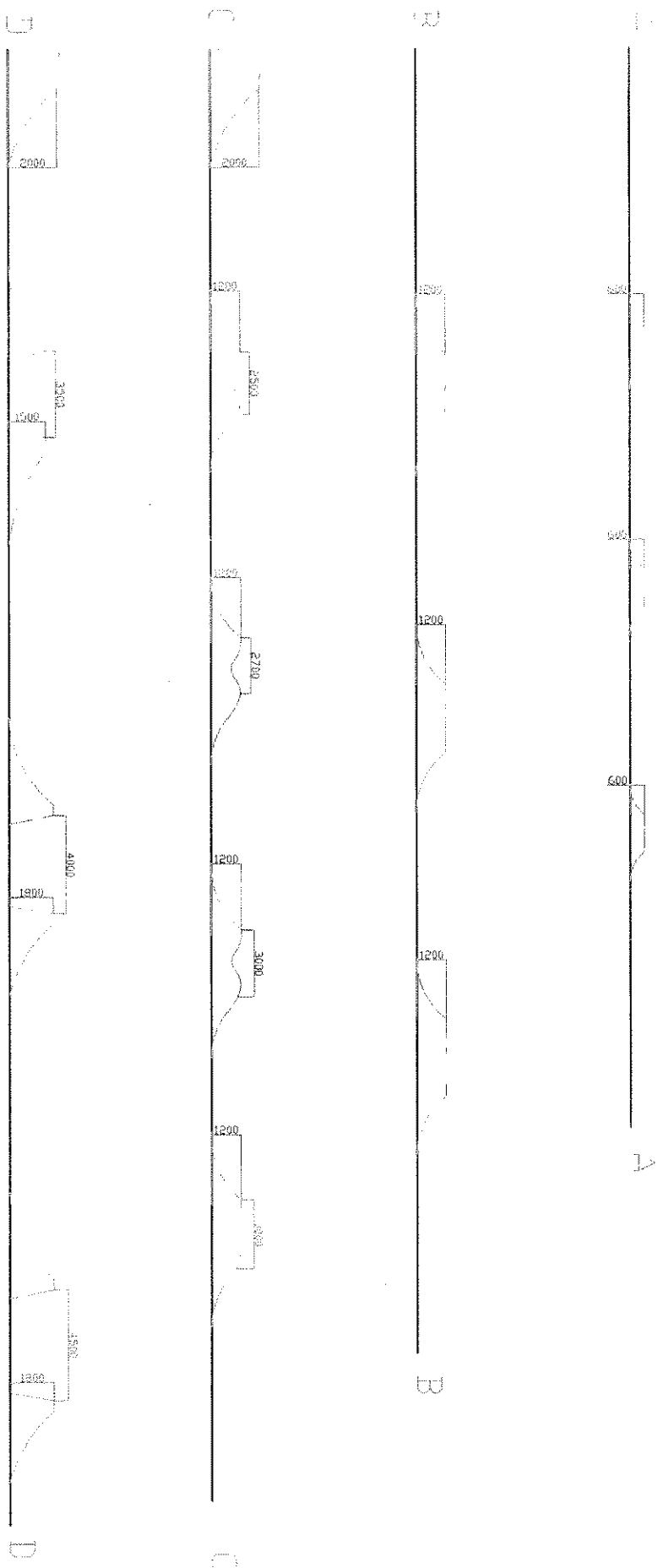
Parks, Conservation and Lands has completed an assessment of CORC's (Canberra Off-Road Cyclists) dirt jumps proposal at Yerrabi Ponds, Gungahlin. We support the project in principle. In order to seek approval for construction of the dirt jumps we believe CORC may need to lodge a Development Application with ACTPLA, details below. CORC should contact ACTPLA to determine what level of planning, maps and documentation are required. This would most likely involve a pre-application meeting with ACTPLA. They may require information about the type of development, a site plan, utilities diagram, sediment control and erosion control plan, as well as a Landscape Plan or Landscape Concept Intention Plan.

ACTPLAnning and Land Authority Customer Service Centre
Dame Patties Menzies House
16 Challis Street, Dickson
Tel: (02) 6207 1926
<http://www.actpla.act.gov.au/>

We encourage you to contact ACTPLA regarding the development application for the proposal. Please do not hesitate to contact myself if you wish to discuss this matter further.

Kind regards,

[redacted]
Max Hunter
Senior Planner Urban Parks
Parks, Conservation and Lands
Territory and Municipal Services
PO Box 158 Canberra ACT 2601
Ph: 02 6205 4766
E: max.hunter@act.gov.au



AMENDMENTS						
No.	Reason for Issue	DATE	DRAWN	CHECKED	DATE	
1	Per Dn					

CLIENT
CORFO

CONSULTANT
OP

SUB-COMMITTEE

PROJECT
CORFO - Proposed
Yarashi ponds and jump
park

DRAWING
Sections

Project No. _____ Date of Issue of
As: _____
NTS

Drawing No. _____



AUSTRALIAN CAPITAL TERRITORY

MEMORANDUM OF UNDERSTANDING

Dated _____ 2007

Parties **TERRITORY VENUES AND EVENTS**

CORC

**MOU BETWEEN TVE AND CORC AT
STROMLO FOREST PARK**

Memorandum of Understanding between Territory Venues and Events (TVE) and Canberra Off-Road Cyclists (CORC)

Introduction

1. The development of a Memorandum of Understanding (MOU) exists between Territory Venues and Events (TVE) and Canberra Off-Road Cyclists (CORC) for the purpose of inspection and maintenance of approved mountain bike trails at Stromlo Forest Park (SFP).
2. It seeks to achieve a common goal of ensuring SFP is the premier outdoor recreation facility in Australia by ensuring that mountain bike infrastructure within SFP is regularly inspected and maintained to an appropriate standard.
3. It seeks to set out the basic parameters, deliverables and expectations between the two parties for the development of mountain bike infrastructure within SFP.

Commitment

4. TVE and CORC will work together in maintaining, planning and developing mountain bike infrastructure within SFP.

Understandings

5. TVE must manage SFP for the benefit of all users, noting that from time to time there may be conflicting priorities between user groups.
6. TVE has demonstrated a commitment to working collaboratively with CORC in striving to plan, fund and build mountain bike infrastructure within SFP.
7. CORC has demonstrated a commitment to the design, construction, maintenance and promotion of mountain bike infrastructure within SFP. CORC has demonstrated a commitment to work with all other users of SFP for the benefit of all users.
8. This document outlines a set of principles with a strategic framework that ensures TVE and CORC are action-oriented towards agreed goals.

Definitions

Approved Trail - Any MTB trail at SFP that has been approved by TVE

CORC – Canberra Off-Road Cyclists

GST - means Goods and Services Tax

Fees - All Fees and Charges stated in this MOU are stated as GST Exclusive.

Each party must provide the other with a correctly rendered Tax Invoice.

IMBA – International Mountain Bike Association. The industries peak body and subject matter expert on MTB trail design, building and maintenance.

Inspect – To visually inspect each of the approved trails for damages and conditions.

MTB – Mountain Bike.

Maintain – Service and ensure the approved MTB trails are kept to the IMBA standard for the duration of the MOU.

Stromlo Forest Park – A world-class multi-use, recreational sporting facility available to both recreational and professional users located at Mt Stromlo.

Term – The duration of the MOU as specified in the agreement.

Territory Venues and Events (TVE) The management group within the Department of Territory and Municipal Services (TAMS) responsible for the management and development of SFP.

Deliverables of MOU

CORC

9. CORC agrees to inspect and maintain the approved trail network at SFP under the following conditions:

- CORC agrees to comply, during and event, with the conditions of entry into SFP and the conditions of use for each specific trail, track or circuit.
- CORC will advise all members and where feasible, the MTB community to comply with the conditions of entry into SFP and the conditions of use for each specific trail, track or circuit.
- CORC agrees to provide a minimum of 1000 volunteer hours per annum to inspect, maintain, plan and develop mountain bike trails at SFP. If additional hours are required to maintain the MTB trails to the required standard, CORC will provide this at no additional fee. If extensive works are required, the cost to complete this works is to be negotiated between TVE and CORC.
- CORC will inspect the approved trails at least weekly and prior to an approved MTB event (State Downhill Championships, etc)
- CORC are responsible for providing monthly reports on the status of all approved trails at SFP, by track, including (but not limited to):
 - Condition,
 - Works completed,

- Damages,
- Work to be completed,
- Recommendations and works to be completed, and
- Photos where applicable.
- CORC are responsible for providing reports prior to and post a major event at SFP.
- CORC are responsible for the maintenance of all approved trails at SFP to the IMBA Standard. CORC are to produce a schedule of works and will maintain the trails in accordance with this schedule.
- CORC are responsible for the maintenance of all approved trails at SFP to the satisfaction of the Environmental Protection Agency.
- CORC agrees to provide written acquittal reports for expenditure on a quarterly basis.

Storage

10. CORC agrees to provide a limited number of tools to assist in trail development (volunteers will also be encouraged to bring their own). CORC are responsible for the purchase, storage and maintenance of all equipment associated with this MOU.

11. Limited storage is available for regular used tools / equipment in the event pavilion at Stromlo Forest Park. TVE notes that CORC may purchase and store a container to remain at an agreed location at SFP. TVE will not be responsible for the container, or its contents.

Damages to MTB trails

12. Damages to the approved MTB trails, caused by storm, use during an event, etc, requiring repairs to ensure they are at the IMBA standard are covered under the MOU, except for extensive malicious damages, which TVE is required to pay for the repairs (within reason and negotiated).

13. If there are damages that TVE are to pay for, no work may be completed until such time as TVE have approved the works in writing. This approval will be done as soon as is practically possible.

Insurance

14. CORC are responsible for providing volunteer insurance for all working bees or works associated with performing the services outlined in this MOU. CORC are responsible for maintaining Public Liability Insurance to the value of \$10,000,000. Current copies of this insurance are to be provided to TVE on 1 July and 1 Dec each year for the life of the MOU.

TVE

15. TVE agrees to pay CORC an annual fee at a set rate for the life of the MOU to assist with the maintenance of SFP. The fee is to be used for the purchase of consumables or material required to assist in the maintenance of approved trails at Stromlo Forest Park. TVE will pay CORC \$10,000 in 06/07 and \$20,000 for 07/08 and each following successive year following for the life term of the MOU.

Review

16. Both parties agree they will review this MOU in good faith prior to 1 July each year.

Terms of Payment

17. The terms of payment are:

- CORC are to use this payment exclusively for the maintenance of the approved MTB trails at SFP.
- Payment is to be paid by TVE to CORC immediately upon signing of this MOU for 06/07 and in two installments for each year following due 1 July and 1 January each of \$10,000.
- CORC are approved to use the payment to purchase consumables and material for use in maintaining the MTB trails.
- CORC are approved to use the payment to improve and or upgrade approved trails as part of the maintenance of existing approved trails. Any significant changes are to be approved in writing TVE prior to beginning any work.
- CORC are not permitted to use the payment to create additional trails without prior written approval from TVE.
- The fee is to be accountable annually, acquitted each year on 30 June.

Unused Funds

18. CORC is to ensure all funding is expended each year. If there is an amount remaining, prior to the end of the financial year, these are to be expended on approved MTB trails at SFP.

Additional Works

19. Where appropriate, CORC may 'bid' for additional funds to provide upgrades to the approved MTB trails or improvements at SFP. TVE is under no obligation to support these requests however; each request will be looked at individually and in good faith.

Hiring Fees

20. TVE agrees to waive any hiring fee for the use of Stromlo Forest Park for the following annual CORC managed events:

1. National Mountain Bike Championships (or agreed event); and
2. Scott24 Mountain Bike race (or agreed event).

21. CORC will be required to enter into a separate venue hiring agreement with TVE for the events at clause 12 to cover off terms of hiring, supply rights, responsibilities, fees for services, etc.

22. CORC acknowledges that TVE maintains all rights at SFP. Specific events will have individual agreements that outline which organisation maintains specific rights for an event.

23. TVE agrees to set the total fees payable by CORC for the use of SFP at \$3000 per annum for the life of the MOU. This payment is due to TVE on 1 July each year. This payment provides unlimited use of the approved MTB trails at SFP for CORC managed club events.

24. CORC agrees to hire any additional equipment required for use by them from TVE at regular rates (4X generator and associated equipment, etc).

Event / Venue Management

25. CORC is responsible for event managing all of their events at SFP. CORC and TVE are to establish an agreed 'Event Plan' for each event where it is agreed additional safety measures or parameters are required to ensure the safety of participants or other users at SFP.

26. CORC is required to advise TVE of all planned events to be held at SFP using the appropriate booking forms submitted as early as possible.

Term

27. The term of this MOU is from the date of this agreement for a period of three (3) years. The Agreement may be extended for one (1) further period of two (2) years duration by mutual agreement of the parties in writing. The maximum period of this Agreement is five (5) years.

Termination

28. This MOU may be terminated by either party by informing the other in writing that they do not wish to proceed with the MOU. A period of 90 days is to be advised prior to the termination taking place.

Intellectual Property

29. The intellectual property of all CORC managed events is owned by CORC and can only be used by other parties as agreed to by CORC, including film and photographic material.

30. The intellectual property of TVE is owned by TVE and can only be used by other parties as agreed to by TVE, including film and photographic material.

Variation

31. Any variation to this agreement must be agreed by both parties in writing.

Authorising Officers

Signed _____

Neale Guthrie

Group General Manager,
Territory Venues and Events

Date _____

Signed _____

Anthony Burton

President
Canberra Off-Road Cyclists (CORC)

Date _____

From: Freeman, John
Sent: Monday, 11 January 2010 8:29 AM
To: Boersma, Timo
Subject: RE: Ministerial 201000031

Attachments: Mt Taylor trail

Well said Timo and I'm attaching my latest round on the lack of recreation planning in PCL – I've been rattling the chain a bit on this one. There are really a lot of things falling through the cracks.

Cheers,

John Freeman
Ph: 62072491
Mob: [REDACTED]

From: Boersma, Timo
Sent: Friday, 8 January 2010 6:42 PM
To: Freeman, John
Subject: RE: Ministerial 201000031

John

The ACT really needs to establish a formal policy on dirt bike tracks and should not wait for the creation of a larger recreation strategy that never seems to appear.

In other jurisdictions, unofficial tracks created by members of the general public are not maintained by the government and are removed as quickly as possible (even if they are relatively well designed) given that local government has been successfully sued for not removing a "hazard" when they know that it exists. However, official dirt tracks created by the government (often in partnership with the community) are maintained by the government and are as common as skate parks. The official dirt tracks are built by the government in order to discourage the creation and use of unofficial ones (but would only do so if constructed properly and better than the unofficial bush jump). They also reduce the use of street jumps and skate parks by bikers, where they are often the cause of the more serious accident. However, they are never intended to be as large as the club facilities, which are enclosed and designed for competition. Consequently, the community has a degree of choice. I have often been baffled about the attitude of this government in not providing dirt bike tracks since bike riders probably exceed the number of skaters and should have the same priority. Road cyclists are not the only cyclists. If a government can provide playgrounds, fitness courses, riding trails and skate parks, then there should be no legal impediment at least to providing bike facilities.

With regard to the Gunghalin facility, that project was handed to Stephen Hughes as the Land Manager, but he has indicated it is not a priority for him and no progress has been made. I have been expecting the Gunghalin Community Council to increase its pressure for progress on the matter, but so far they have not. Where possible, I have promoted the Yerrabi Ponds facility as a pilot for the creation of an ACT wide network of at least four public facilities and one club managed facility. In keeping with other jurisdictions, the public facilities cater to beginners and I therefore recommend that they should never be as large as the club facility (certainly not as large as CORC would like to see as a public facility). I have also argued against the notion of getting a community group to maintain a public facility unless they are supervised, funded and insured by the government. In any case, this government does not seem to have a professional Recreation Development Officer or Sport Development Officer prepared to lead the charge and I am not in a position to take on that responsibility.

regards

Timo Boersma
Senior Development Officer
Parks Conservation and Lands
Design and Development Section
02 6207 7155

From: Freeman, John
Sent: Friday, 8 January 2010 4:59 PM

To: PCL Ministerial Liaison
Cc: Bathgate, Brian; Boersma, Timo
Subject: RE: Ministerial 201000031

Hi George,

I know nothing re the removal of bike tracks in Watson.

Re ideas for their replacement, we can probably only reaffirm that we do have some approved off-road trails (e.g. Majura plantation) but that jumps and such dangerous structures will not be tolerated on public land. Timo was working on a more formalised dirt jump park in Gungahlin but I don't know where it got to.

Cheers,

John Freeman
Ph: 62072491
Mob: [REDACTED]

From: Dumetz, George **On Behalf Of** PCL Ministerial Liaison
Sent: Friday, 8 January 2010 8:27 AM
To: Bathgate, Brian; Freeman, John
Subject: FW: Ministerial 201000031
Importance: High

G'day guys,

Here's another one about the removal of dirt bike tracks in the urban area. Please send your input for the response to the PCL Ministerial Liaison Mailbox by Monday week 18 Jan. Sorry about that. Thank you.

George

-----Original Message-----

From: Hadinnapola, Jeevani On Behalf Of TAMS E&R Exec
Sent: Thursday, 7 January 2010 9:30 AM
To: PCL Ministerial Liaison
Subject: Ministerial 201000031

Please Click on this intranet address:
<http://CAL023/PDMSProd/getMinisterial.asp?O=201000031>

MINISTERIAL NUMBER:2010/00031

Date Registered: 06/01/2010
Date of Correspondence: 29/12/2009
Name: [REDACTED]
On Behalf Of:
Subject: Urban Dirt Bicycle Tracks
Comments:
Priority: FRO
Signature By: Jon Stanhope
DUE DATE: 20/01/2010

Division/Branch: Parks Conservation & Land

From: Boersma, Timo
Sent: Wednesday, 3 November 2010 3:21 PM
To: Henriquez, Jose
Cc: Alegria, Stephen; Schroder, Murray
Subject: RE: Referral-TAMS-201018800-1/181 Gungahlin-01
Jose

This is a community partnership works being managed by the Community Partnerships Section within the Parks and Conservation Branch or the Land Management and Planning Division of TAMS. City Services is the Land Custodian and supports the proposal.

Regards

Timo Boersma
Senior Development Officer
Parks Conservation and Lands
Design and Development Section
02 6207 7155

From: Henriquez, Jose
Sent: Wednesday, 3 November 2010 2:34 PM
To: Boersma, Timo
Cc: TAMS CIS ASG DA COORD; Jatheendran, Lingam
Subject: FW: Referral-TAMS-201018800-1/181 Gungahlin-01

Timo,
As discussed can you please provide on this DA?

Thank you,

Jose Henriquez
Development Application Coordinator | Asset Acceptance | Land Management and Planning Division (LMP) | Territory & Municipal Services (TAMS) | ACT Government

☎ **Ph: (02) 6207 7480** | 📠 **Fax: (02) 6207 7484** | ✉ **e-mail: jose.henriquez@act.gov.au**

"Great Services - Quality Assets - Better Lifestyles"

From: App Sec
Sent: Wednesday, 27 October 2010 4:53 PM
To: TAMS CIS ASG DA
Subject: Referral-TAMS-201018800-1/181 Gungahlin-01

DEVELOPMENT APPLICATION NO: 201018800
BLOCK: 1 SECTION: 181 DIVISION: GUNGAHLIN
Description - COMMUNITY-ADDITION- Construction of a bicycle dirt jumps park.

Pursuant to Section 148(1) of the Planning and Development Act 2007 the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than 15 working days after the date of this notice **(17 November 2010)**.

In accordance with Section 150 of the Planning and Development Act 2007 If advice is

not received within the prescribed time it will be taken that you have supported the application.

Please forward any written advice via email to the Applications Secretariat
app.sec@act.gov.au

Please use the following format in the subject line of the email when providing advice:

COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01


Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Kind Regards

Applications Secretariat

p 6207 1687 | e app.sec@act.gov.au

| web www.actpla.act.gov.au

 [Save Paper - Do you really need to print this e-mail?](#)



From: [REDACTED]
Sent: Monday, 8 December 2008 7:31 AM
To: Boersma, Timo; Burton, Anthony; Anthony Home
Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

Timo,

While I agree that five tracks is a desirable end point, I don't believe that one advanced track at Mitchell and four tracks that are 3 lines only is going to solve the illegal building problems.

Every local region in Canberra (Gungahlin, Belconnen, Woden and Tuggeranong) would require its own track in a central place within cycling distance of most homes. What we were looking at doing was building the sites gradually rather than all at once. In that way, we could draw on the expertise and support of the most enthusiastic and helpful riders (even from outside the district) who would get the trail care ball rolling and once they had handed over to locals (if they themselves came from elsewhere) and the site was properly established and being maintained to everyone's satisfaction, *then* would be the time to go adding a new site to the network.

Stromlo will not be your problem as it's not PC&L land, it's Territory Venues and Events. TVE have plans to develop dirt jumps there in the future with funding from an external source. For the Woden area though, Stromlo seems like the obvious site. This leaves Gungahlin, Tuggeranong and Belconnen to be dealt with. I believe there have been discussions about building dirt jumps near the Kambah BMX track.

I applaud your enthusiasm to establish a wide ranging solution, however I do have concerns. In the past, in order to "solve" the legal singletrack problem in O'Connor Ridge, it was decided to run a legal bike trail trial. The land managers selected a walking track, officially proclaimed it a riding track and stood back to see what their "solution" would produce. The fact that the track was not enjoyable to ride, went nowhere and did not meet the recreational requirements of the users did not appear to be noted. You can guess what the outcome was. The legal track was little used and people continued building their own trails. The Government were peeved at having expended resources on non compliant and ungrateful users and the whole process was a waste of time, money and goodwill.

Some would say that any legal dirt jumps are a step forward and better than no legal dirt jumps, but if the solution is not good enough to meet the recreational needs of the riders then it will be a similar result. PC&L will feel virtuous that they have expended time and money and resources constructing something and that it's the fault of ungrateful users that it has not worked. All the goodwill, potential collaboration, learning opportunities etc will be gone.

In building dirt jump trails, the test will be not "are they good enough that local riders use them?" but "are they good enough that local riders will use and maintain them in preference to building their own trails"

The solution needs to be in the local area and it needs to cover the needs of 90% of the riders. By all means a larger site that catered for competition would be desirable. I suspect that when produced, the Stromlo facility would fill that need.

When I was initially developing plans for Gungahlin, it was explicitly stated by riders that a 6 pack in three straight lines was not desirable. It was said that they are boring to ride with no opportunity for transitions between lines. The design of the advanced and expert lines that you have on CAD from me is not merely "what would fit" in the space, it has been very carefully designed in working with riders to produce a layout that allows line transitions, where the flat areas between jumps are long enough, there the height to gap measurements are correct. What I had originally designed was very much along the 3 parallel lines solution commonly produced by councils. This would work, you could get riders in at the construction phase and they would ride on it and say that it worked, but at the end of the day, it falls a long way short of meeting their recreational needs and many would still prefer to ride trails of their own design.

Across Gungahlin there are at least 5 sites with jumps shorter than 600mm in height, and the longest established jumps in the area (just recently dozed in developing the new land out behind Ngunnawal and Nicholls) had had jumps of this height for nearly half a decade. Gungahlin is a young area with many young families and catering to the riding needs of

younger jumpers is essential. (not to mention catering to riders in my age group who want a giggle but o longer believe that they are bulletproof as 17 year olds tend to). I've never jumped a bike off anything higher than 750mm and even that is going back a long time. If a layout had 300mm and 600mm jumps I might use them, but if it began at 900mm then you could count me and many others out as potential users.

My recommendation is that by all means you look at building options for additional sites in Tugerannong and Belconnen to supplement works at Gungahlin and Stromlo Forest Park, but I would suggest the long term outcomes trail wise and rider compliance wise will be superior if things are taken one step at a time and properly developed sites are established one by one, than if a "council solution" approach to jump building suddenly pops up all over Canberra.

I remain keen to work with you in the future on these projects.

Sincerely

[REDACTED]

[REDACTED]

From: Boersma, Timo [Timo.Boersma@act.gov.au]
Sent: Friday, December 05, 2008 5:29 PM
To: [REDACTED]
Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

[REDACTED]

The process of designing a track should always involve local kids and expert riders. My process has always been to use those kids and expert riders to test the design during the construction in order to ensure the finer points work. That way, they are safest and they suffer minimum modifications, precisely because they work.

The management of the local tracks would ideally be a combination of government workers with machinery and a local venue group. We are about to start meetings to discuss opportunities for collaborative arrangements between government and community. I did not imagine that CORC would have the resources to maintain five tracks. Therefore, I suggest CORC looks after the main track with the possibility of running events and for local tracks I have proposed that the government register volunteers in the community as "friends of the track" in the same way that some communities form "Friends of the Park". The Friends would keep the venue "clean" of ruts and modifications, while Government would do the annual overhaul. Unfortunately, volunteers are notoriously unreliable for any staying any length of time and therefore there will need to be a commitment from the government to step in when the volunteers drop out.

Anyway, until I raise this with other agencies it will only be my point of view.

Cheers

Timo

From: [REDACTED]
Sent: Friday, 5 December 2008 4:43 PM
To: Boersma, Timo
Cc: Anthony Home
Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

Timo,

I have to say, it's very very pleasing to be dealing with a pro-active land manager. We had had very similar ideas in mind, that Yerrabi (more the point Gungahlin) would be our pilot project and "proof of concept". Gungahlin was chosen primarily because there had been recent illegal building in the area which had prompted Minister Hargreaves to make comment in the Canberra Times and so it was felt that it would be a good place to begin. The plan was always to look at eventually developing a network of sites across Canberra that met the needs of riders in the local areas and 4 or 5 sets was around the number of locations originally floated as a desirable outcome.

I think "five tracks" is a great idea and it certainly has my support.

As far as ACT government maintaining the trails, if you think there will be support for putting the resources in then that's great. The only comment I would make is that riders tend to look after a site and respect it more if they feel a level of "ownership" over it. I think there's merit in having local riders who are de-facto "custodians" of a trail and who are taking on the responsibility of maintaining it. It means that if undesirable elements start stuffing with it, the local riders will be quick to tell them to pull their heads in. Obviously it would also reduce the load on your staff as well. I'm by no means suggesting that it should be "hands off" for PC&L, I just think there are substantial positive that can come from rider involvement.

Having devoted more than two and a half years of my life in trying to get this project from concept to realisation, I would be very appreciative if I could remain in the loop regarding the design of the finished product.

If riders are doing much of the maintaining then there shouldn't be much of a sell required to your staff. Similarly, all the folks in the community that I've spoken to thus far have been supportive of the idea of a set of jumps at Yerrabi and, given that we are proposing utilising land that is currently rarely used in close proximity to the skate park, I doubt there would be too many parks users complaining. Re the unit owners, I doubt that if things were built on the lake side of the treeline, they'd be adversely affected at all. I can't see the project being a tough sell.

Anyway, very keen to work with you to get an outcome achieved.

Have a good weekend and I'll catch up with you next week.



5 December 2008 3:49 PM

To: 

Subject: RE: Yerrabi Ponds Gungahlin Cycle Project



Personally, I would like to see the development of dirt bike facilities move in a strategic direction and suggest that a network be established across the ACT. In this context, it might be preferable to consider a large central regional standard venue with a local standard facility to the north, south, east and west. I imagine that the Mitchell site would be the Regional Standard facility, Yerrabi would be north and perhaps Stromlo could be west. In this light, I imagine that it would be preferable that CORC maintain the central venue and ACT government maintain the four local standard venues as part of their park responsibilities. If CORC and the relevant Government sections agree, then the Yerrabi Ponds project won't need to be as big as is currently being proposed. If it can be limited to three rows of jumps, then it will be easier to sell to the local unit owners, park users and maintenance crew. I'll try to get some internal discussion going on the "Five tracks" concept. There is a meeting of major agencies on Tuesday 9 December.

Regards

Timo Boersma
Senior Development Officer
Parks Conservation and Lands
Design and Development Section
02 6207 7155

From: [REDACTED]
Sent: Thursday, 4 December 2008 4:07 PM
To: Boersma, Timo
Cc: Anthony Home
Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

Hi Timo,

Apologies for the time it has taken me to send a response. The work commitments here have been insane leading up to the opening of the new aircraft display in ANZAC Hall (Free corporate plug: we're very pleased with it and I'd say it's well worth a look if you have the spare time).

If the Nichols site is intended for another use in the future then expending public funds (either from Government sources or from not for profit groups such as CORC and the Lions Club) seems unwise. Effectively, from a rider point of view, putting time into building a facility only to see it knocked down again some years down the track would make the Nicholls location little better than any other set of jumps constructed illegally on borrowed time such as those that were demolished in Yarralumla, late last year.

As I said in our discussion the other day, CORC does not intend to construct a club controlled facility. CORC has no other "club" facilities around the ACT, all our trail networks are publically controlled. I would estimate that 90% of the illegal jump building is produced by people who are not CORC members, we do not currently have any involvement in dirt jumping events and at present have no plans to do so.

What the CORC Trails Team is seeking to do, is to find a suitable location controlled by Parks Conservation and Lands where permission was given to construct a public set of jumps that were free for all to access, in the same manner in which they can utilise a skate park. We would propose entering into an MOU with PC&L where we (in conjunction with other community groups) would fund the construction and signage for such a facility and where we would be responsible for the upkeep (in precisely the same way as we maintain the trails network at Sparrow Hill near Queanbeyan).

I took a look at the site at the corner of Hoskins and Bellenden Street and agree that it looks very suitable (flat, close access to road, reasonable surveillance from the ACTEW building without bugging neighbours). Very keen to investigate getting permission from PC&L to build there. I do note the presence of a high pressure gas line under the site. Do you folks have any info on where it runs to or from? (simple enough to submit another dial before you dig request to get info on all underground services anyway)

The triangular block near Archives I would agree has problematic access and the pre-existing dirt piles are probably more of a hindrance than an asset. It's not as good a site as the Hoskins/Bellenden site.

I'm still very keen to get the development underway at Yerrabi Ponds. A facility there catering to riders from beginner to high intermediate level would go a long way to producing a solution to the illegal building in the area. If we're going to be constructing a second site at Mitchell with larger lines and doubles, then that opens up the possibility of scaling back the technical difficulty of Yerrabi to a 1500mm height limit and just tabletops. It'd certainly be simpler from a management point of view if all the work at Yerrabi was tabletops only. That way, there's no potential for confusion when it comes to what is allowed.

It also stops kids being egged on by their mates to step up to the bigger double sets if there aren't any at the Yerrabi site too. Riders at the level where they're hitting bigger doubles are far more likely to be of the age group where they have vehicle transport.

So, what's the next step forwards from here?

[Redacted]

From: Boersma, Timo [mailto:Timo.Boersma@act.gov.au]
Sent: Thursday, 27 November 2008 2:27 PM
To: [Redacted]
Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

[Redacted]

Apparently, the Nicholls site looks like it might end up becoming a medical centre in five years time, but we could probably move to create a temporary track.

I have also been on the look out for land for a club facility for you. Could you please look at the corner of Hoskins and Bellenden streets in Mitchell. There is a space about 60meters x 130 meters that fits between the ACTEW depot and a community garden. If you look on ACTmap a block near there is B2Section41 Mitchell. It is inside the Crace Hill Nature Reserve.

Cheers.

Timo
6207 7155

From: [Redacted]
Sent: Monday, 3 November 2008 10:39 AM
To: Boersma, Timo
Subject: Yerrabi Ponds Gungahlin Cycle Project

Hello Timo,

Murray Schroeder said that you were working with him reviewing the information that Canberra Off-Road Cyclists had supplied to Brian Bathgate and Max Hunter in relation to our proposed dirt jumps project at Yerrabi Ponds.

I would be keen to speak with you about the project if you are available, as I am unsure exactly how much information was passed on in the handover between staff at Parks Conservation and Lands.

I hope to hear from you soon,

Sincerely,

[Redacted]

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CORC Dirt Jumps Meeting 22 April 2010

Summary and actions

Present: Stephen Alegria, Stephen Hughes, Stuart Jeffress, Brian Bathgate, Rebecca Blundell, Timo Boersma, Greg Baines

1. Site

Agreement that the Yerrabi District Park site was the only suitable site in Gungahlin. Need agreement with ACT Roads to use road reserve.

- **SJ to talk to ACT Roads on 2 May regarding use of road reserve abutting YBDP along Gundaroon Drive**

Note that construction of the dirt jump park will not necessarily stop illegal building elsewhere and that PCL should expect more requests for this type of facility.

2. Management

Best option for maintenance is to have an agreement with CORC for them to maintain the dirt jumps, PCL to maintain surrounding area.

Facility to be managed by PAR (North District).

RB available to facilitate community engagement.

CPOS are able to undertake litter picking and other general maintenance in the general area, as they already do.

Use of the area for events possible, but would need to be organised by CORC or other party and subject to normal PCL approvals

Suggestion that a Service Agreement would be better than an MoU. Need to explicitly state that liability rests with PCL.

- **RB to look into Service Agreement vs MoU**

3. Consultation

Need to prepare for meeting with CORC and community groups, define limitations for design etc up front.

- **RB and Julie Garbode (JG) to talk to Rotary and Lions clubs and liaise with SA to arrange meeting. Best for meeting to be before 7 May due to availability of CORC**
- **SJ and SA to prepare meeting papers.**

Need to consult with local residents- **CORC to drive this?**

4. Design and construction

Design issues are critical to ensure safety, ease of maintenance etc. Timo available to have input to design.

PAR may be able to contribute to development eg some seating; non-potable water supply from lake; screening plantings, extra bins, use of plant/staff.

Likely to be able to source free dirt from nearby construction sites. Careful placement of dirt by trucks rather than stockpiling will minimise costs.

Last iteration of a design by CORC was unacceptable to PCL due to excessive height of some jumps. This facility can only cater for beginner and intermediate at this stage. In future, some advanced jumps could be constructed elsewhere in YPDP if the operation of the initial facility proves sustainable. Essential to manage CORC expectations early in the process as this issue was a show stopper last time this project was being developed.

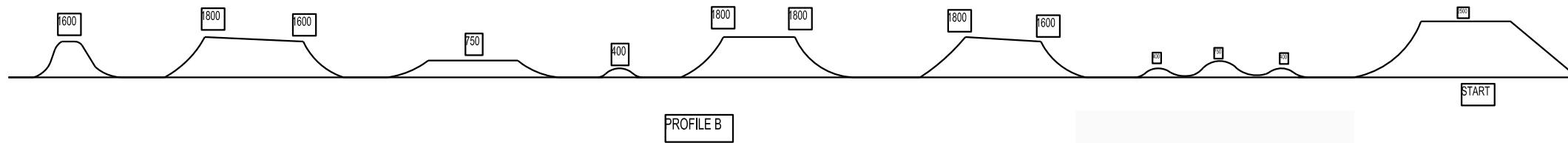
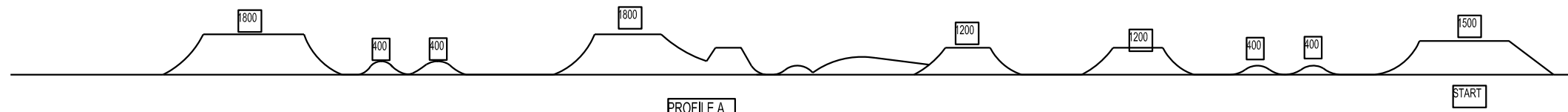
DA will be needed- PCL as proponent.

- **Assistance to be sought from Design and Development to prepare DA**

5. Project management

Project team to be developed as things progress, involving SA, RB, SJ, JG, BB, TB plus D&D.

- **Initially SJ and SA to drive project**



DESIGN TITLE: GUNGAHLIN DIRT JUMP FACILITY
DESIGN STAGE: Design 1A
DESIGN VIEW: Long view A and B
DESIGNER: Simon French
DATE: 22nd June 2010



SCALE: 1:250 @ A3

DRAWN BY: SF
 CHECKED BY: AP

DRAWING NUMBER:
 2010-002-03A

DRAWING TITLE:
 ADVANCED JUMP
 ELEVATIONS

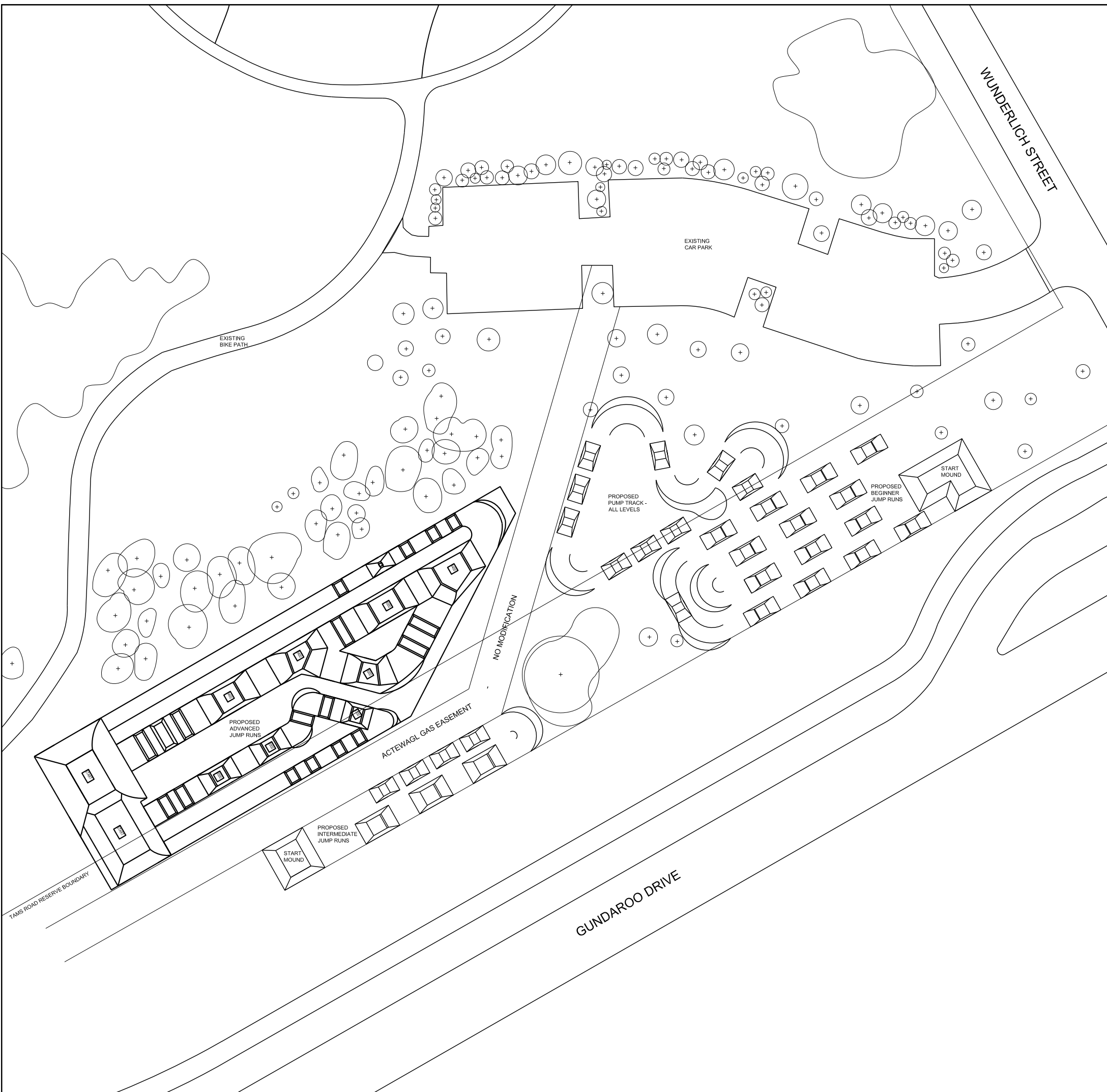
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N/A	SF	SF			30JUN10	DRAFT FOR DISCUSSION ONLY

PROJECT:
 YERRABI DIRT JUMP PARK

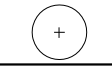
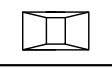
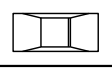

CLIENT:
 CANBERRA OFF ROAD
 CYCLISTS

CONSULTANT:
 CAMERON PRICE

SUB-CONSULTANT:
 DIRT ART (SIMON FRENCH)



LEGEND

-  EXISTING SHRUB / TREE
-  PUMP TRACK ROLLER
-  TABLETOP JUMP
-  BERM

NOTES

INTENDED CONSTRUCTION MATERIALS ARE LIMITED TO RED CLAY SOURCED FROM CLEAN CONSTRUCTION SPOIL IN GUNGALIN AREA.

EXISTING SURFACE MODIFIED ONLY WITHIN BOUNDS OF JUMP RUNS AND PUMP TRACK AREA AS INDICATED. PERIPHERAL AREAS SUBJECT TO DISTURBANCE WILL BE REINSTATED WITH DRYLAND SEEDING TO MATCH EXISTING WHERE NECESSARY.

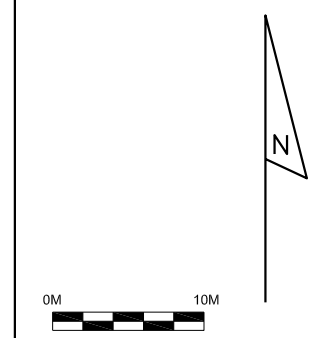
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DRWF FOR DISCUSSION ONLY	30JUN10			CP / SF	AP / CP / SF	N/A

PROJECT:
YERRABI DIRT JUMP PARK

CLIENT:
CANBERRA OFF ROAD CYCLISTS (CORC)

CONSULTANT:
CAMERON PRICE

SUB-CONSULTANT:
DIRT ART (SIMON FRENCH)



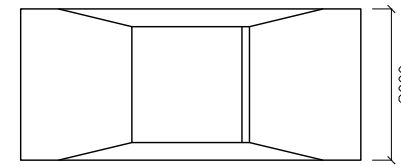
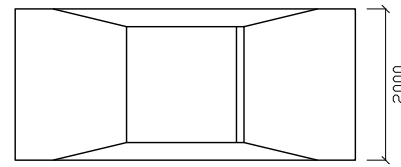
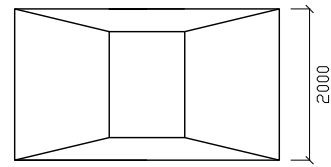
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DRAWN BY: CP CHECKED BY: AP

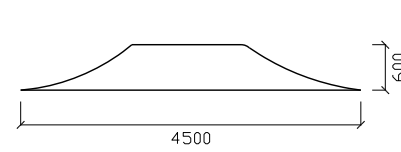
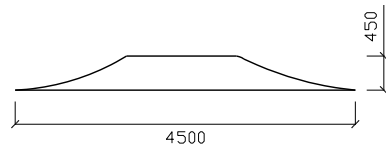
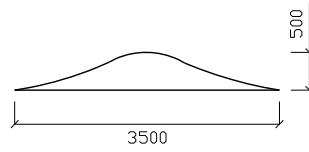
DRAWING NUMBER: 2010-002-01

DRAWING TITLE: CONCEPT PLAN

PLAN



ELEVATION

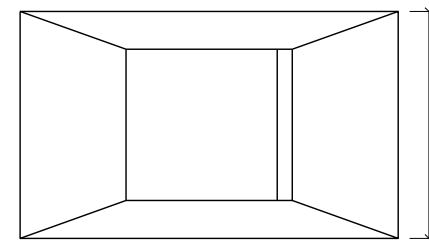
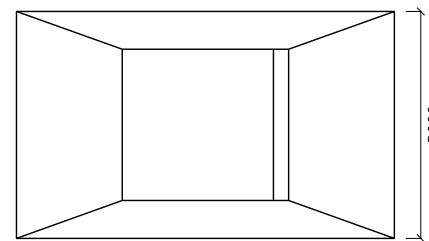
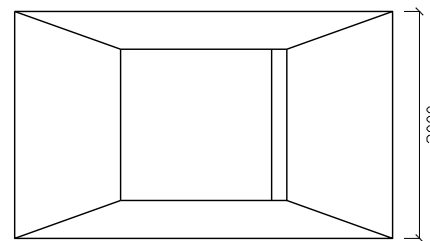


PUMP TRACK ROLLER

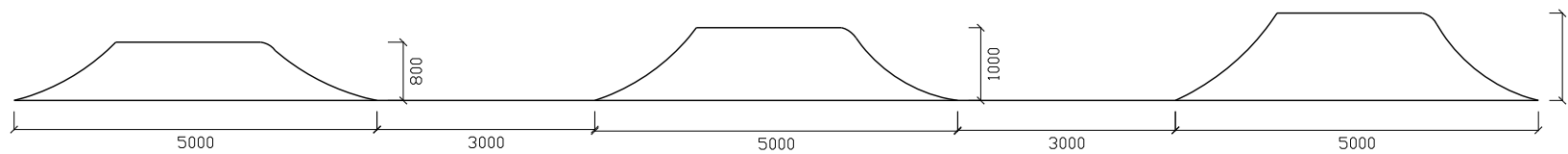
BEGINNER TABLETOP 1

BEGINNER TABLETOP 2

PLAN

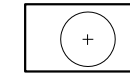


ELEVATION

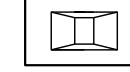


INTERMEDIATE TABLETOP PACK

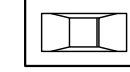
LEGEND



EXISTING SHRUB / TREE



PUMP TRACK ROLLER



TABLETOP JUMP



BERM

NOTES

ISSUE NO.	DESIGNED	DRAWN	CHECKED	VERIFIED	DATE	REASON FOR ISSUE
A	AP / CP	CP / SF			30JUN10	DRAFT FOR DISCUSSION ONLY

PROJECT:
YERRABI DIRT JUMP PARK

CLIENT:
CANBERRA OFF ROAD CYCLISTS

CONSULTANT:
CAMERON PRICE

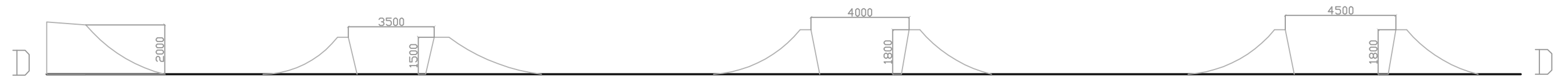
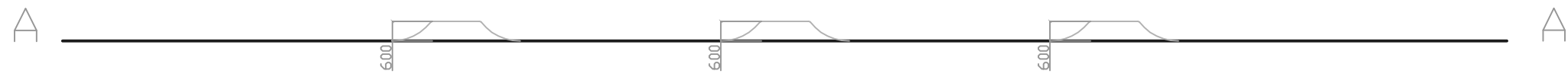
SUB-CONSULTANT:
DIRT ART (SIMON FRENCH)

SCALE: 1:100 @ A3

DRAWN BY: CP
CHECKED BY: AP

DRAWING NUMBER:
2010-002-03

DRAWING TITLE:
JUMP DETAILS



AMMENDMENTS		DATE	CHECKED	DRAWN	DESIGN	DATE
Rev	Quantity	Per	DA			
1						

CLIENT
CORC

CONSULTANT
CP

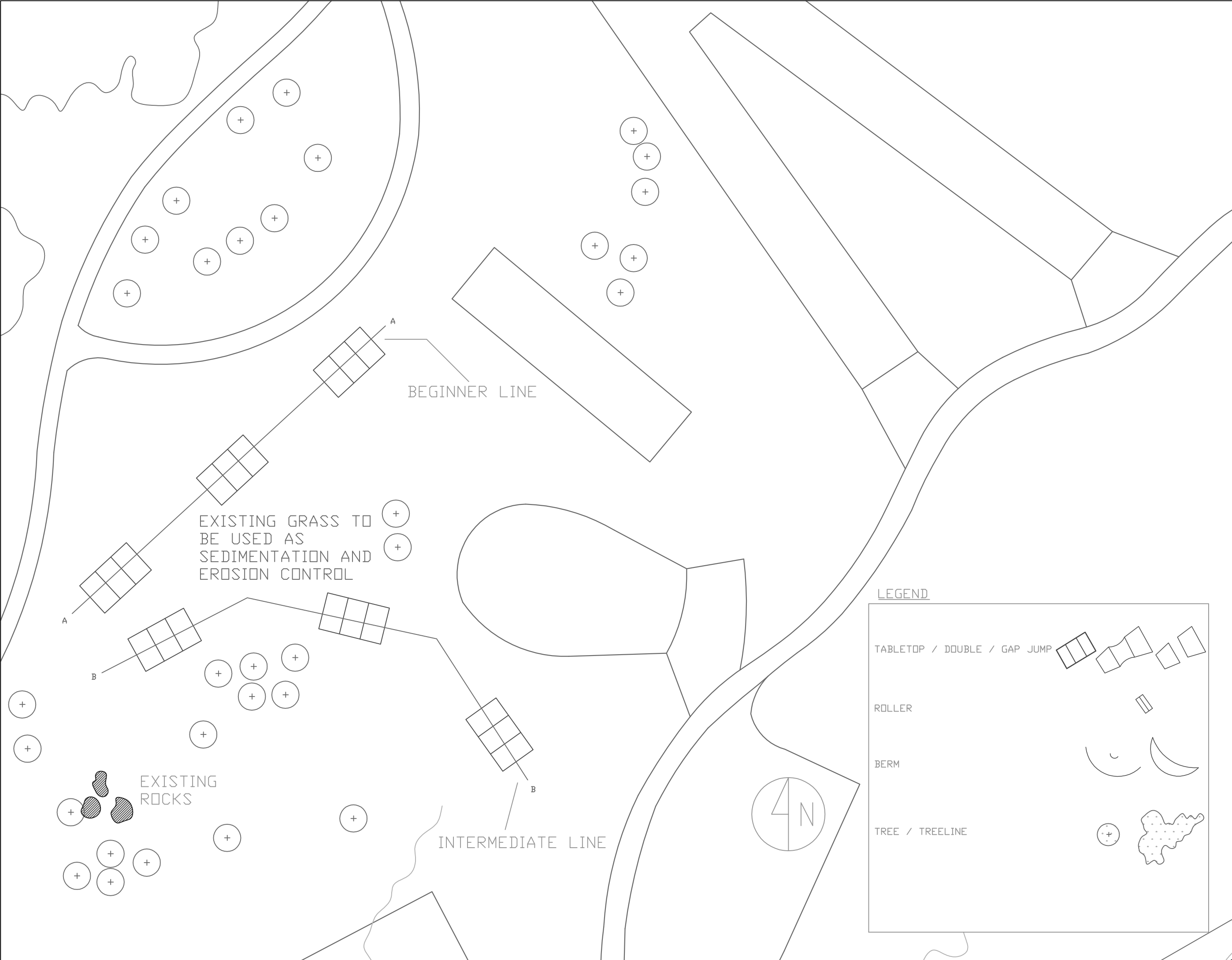
SUB-CONSULTANT

PROJECT
CORC - Proposed
Yerrabi ponds dirt jump
park

DRAWING
Sections

Project No. Scale A1: Scale A3: NTS

Drawing No.



LEGEND

TABLETOP / DOUBLE / GAP JUMP

ROLLER

BERM

TREE / TREELINE

AMMENDMENTS		DATE	CHECKED	DRAWN	DESIGN	DATE
1	Per DA					

CLIENT
CORC

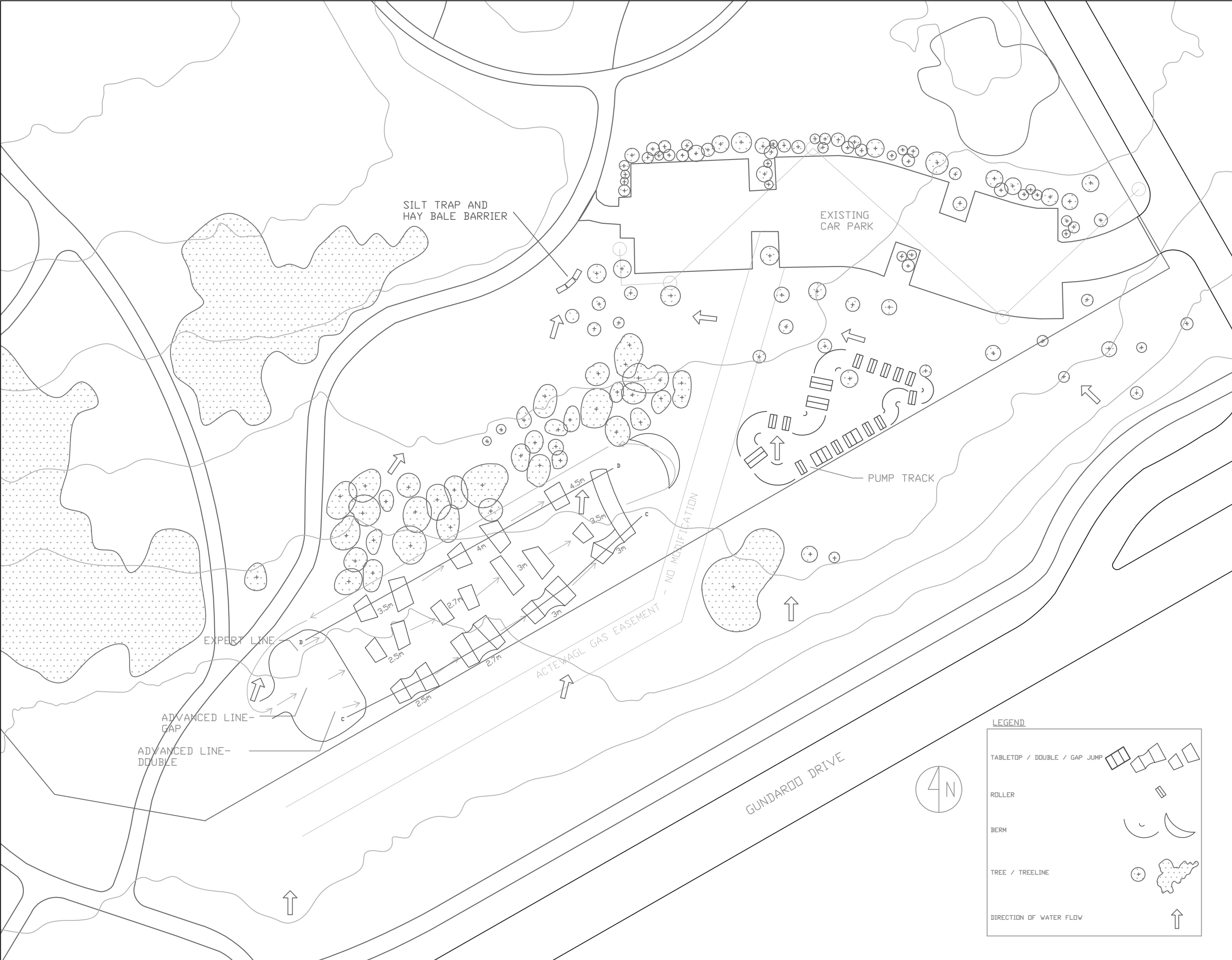
CONSULTANT
CP

SUB-CONSULTANT

PROJECT
CORC - Proposed Yerrabi ponds dirt jump park

DRAWING
Sediment Control Plan 1

Project No. Scale A1: **NTS**
 Drawing No. Scale A3: **NTS**



LEGEND

TABLETOP / DOUBLE / GAP JUMP

ROLLER

BERM

TREE / TREELINE

DIRECTION OF WATER FLOW



AMENDMENTS		DATE	CHECKED	DRAWN	DESIGN
1	Per DA				

CLIENT	CORC
CONSULTANT	CP
SUB-CONSULTANT	
PROJECT	CORC - Proposed Yerrabi ponds dirt jump park
DRAWING	Sediment Control Plan 2
Project No.	Scale A1: Scale A3: NTS
Drawing No.	



LEGEND

TABLETOP / DOUBLE / GAP JUMP

ROLLER

BERM

TREE / TREELINE

AMENDMENTS		DATE	CHECKED	DRAWN	DESIGN
Rev	Reason for Issue				
1	Per DA				

CLIENT
CORC

CONSULTANT
CP

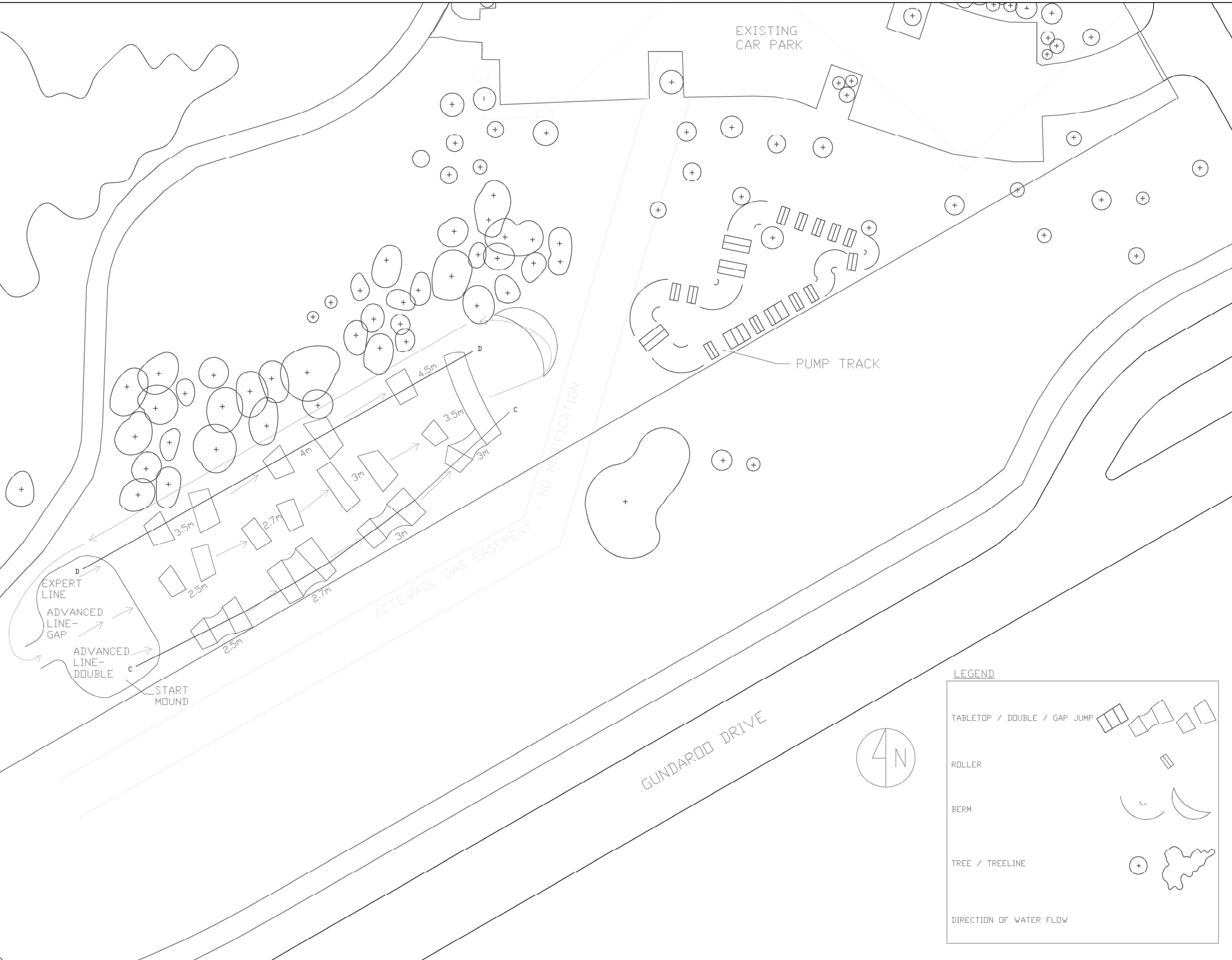
SUB-CONSULTANT

PROJECT
CORC - Proposed Yerrabi ponds dirt jump park

DRAWING
Site Plan 1

Project No. Scale A1: A3: NTS

Drawing No.



EXISTING CAR PARK

PUMP TRACK

ACTEWAGL GAS EASEMENT - NO MODIFICATION

GUNDAROO DRIVE



EXPERT LINE
 ADVANCED LINE-GAP
 ADVANCED LINE-DOUBLE
 START MOUND

LEGEND

TABLETOP / DOUBLE / GAP JUMP

ROLLER

BERM

TREE / TREELINE

DIRECTION OF WATER FLOW

AMENDMENTS		DATE	CHECKED	DRAWN	DESIGN	DATE	REVISIONS FOR ISSUES
Issue	1						For DA

CLIENT	CORC
CONSULTANT	CP
SUB-CONSULTANT	
PROJECT	CORC - Proposed Yerrabi ponds dirt jump park
DRAWING	Site Plan 2
Project No.	Scale A1: Scale A3: NTS
Drawing No.	

From: Boersma, Timo
Sent: Friday, 17 October 2008 1:54 PM
To: Schroder, Murray
Subject: FW: Yerrabi Ponds Dirt Bike Track

Attachments: Aerial Yerabi Ponds Dirt bike track.pdf
[Try the attachment this time](#)

From: Boersma, Timo
Sent: Friday, 17 October 2008 1:52 PM
To: Schroder, Murray
Subject: Yerrabi Ponds Dirt Bike Track

Murray

Just to recap on our meeting this morning in relation to the dirt bike track proposed for Yerabi Ponds Park in Gunghalin

- The proposed sites for the advanced and beginners tracks are not suitable.
- The proposed location for the advanced track is too exposed to the view of the road and the residents. It would encourage unsafe crossing of the adjacent road and would expose the area to dust, given it would also be more exposed to wind.
- It is desirable for the Beginners and the Advanced riders to be within the one area, partly because of the impact on amenity, partly because the older riders would supervise, provide 1st aid and teach the younger ones, partly because the younger riders would gravitate to the more advanced area without having their own jumps while watching the advanced riders, and partly because a lot of beginners are older riders who would not want to ride next to the little kids playground.
- The proposed location for the beginners track is unsuitable, partly because the site is irrigated lawn, partly because there is a risk of transferring dirt to the skatepark, partly because the dirt activity is not compatible with people using the playground and partly because it separates the riders from the rest.
- The proposed layout seems too big for the demand and seems more suitable for a club facility that would need to be located somewhere else.
- An alternative site is suggested between the skate park and the trees that line the ponds (see attached). The design would need to protect existing trees, with the exception of a couple of small shrubs. It would need to take stormwater runoff into account.
- Preferably, a large dead roosting tree will need to be taken down. Advice from Michael Brice in relation to the big dead tree is that it has been kept as a habitat tree because it is away from development, but that it is expendable if the area needs to be developed. However, it cannot be touched until after nesting season, which ends around end December.
- Internal consultation will need to support the site before approaching the club. I'll check to see if it needs Development Approval from ACTPLA.
- If supported by officers, the club will need to design/approve a smaller track for the new site.
- If the club supports the new location and provides a suitable design, the proposal will need to go to senior management before going out for public consultation (at which time there are likely to be objections).
- The proposal will need to be costed and appropriately project managed before the completed asset is handed over to the government. Signage will need to be erected with some rules about safety gear and code of conduct. Bins and seats will need to be installed as well. I expect, the costs will be covered by the club and local fundraising as well as In Kind contributions of soil and labour.
- A fence will need to be placed around the pump and another fence will need to be installed behind the launch pad.
- Eventually goat tracks will need to be concreted.

Other issues will arise during consultations, but so far the project is worth pursuing.

Regards

Timo Boersma
Senior Development Officer
Parks Conservation and Lands
Design and Development Section

From: [REDACTED]

Sent: Monday, 3 November 2008 10:39 AM

To: Boersma, Timo

Subject: Yerrabi Ponds Gungahlin Cycle Project

Hello Timo,

Murray Schroeder said that you were working with him reviewing the information that Canberra Off-Road Cyclists had supplied to Brian Bathgate and Max Hunter in relation to our proposed dirt jumps project at Yerrabi Ponds.

I would be keen to speak with you about the project if you are available, as I am unsure exactly how much information was passed on in the handover between staff at Parks Conservation and Lands.

I hope to hear from you soon,

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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From: Boersma, Timo
Sent: Wednesday, 10 December 2008 6:50 PM
To: [REDACTED]
Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

[REDACTED]

Please note comments below

-----Original Message-----

From: [REDACTED]
Sent: Monday, 8 December 2008 7:31 AM
To: Boersma, Timo; Burton, Anthony; Anthony Home
Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

Timo,

While I agree that five tracks is a desirable end point, I don't believe that one advanced track at Mitchell and four tracks that are 3 lines only is going to solve the illegal building problems.

[REDACTED], While the unauthorised tracks might take the publicity and trigger the public concern, we are not building tracks for the people who build jumps in the bush. We are building facilities for the hundreds (if not thousands) of kids who don't have any track at all. The "official tracks" may or may not do much to reduce unauthorised building, keeping in mind that youth build jumps for the same reason that they build go carts in the garage. It is fun and creative, involves a certain amount of independence. Building jumps in the bush adds an element of adventure and it is a deliberate attempt to avoid the scrutiny of adults. Personally I don't see that official tracks will replace the desire for creative adventure away from adult supervision.

As for the three lines, I was talking about the area along Gundaroo Drive, where your plan shows three lines. I was suggesting that those lines be the first cab of the rank. Whether they are enough is immaterial if that's all we have space for. My suggestion is that the three lines include beginners (600 high nearest the road), the intermediate (1000 in the middle line) and better riders (1200 furthest from the road). This will have less visual impact on the area, gain more community support and cater to most of the kids/youth.

As for the more advanced jumps, I was still thinking of the area on the other side of the skate park as stage two of the development, which is more out of sight and less prone to the young kids using them. That can be done as a separate proposal when the community get used to the idea. The first stage will be the introduction into community tracks in parks within the ACT.

Every local region in Canberra (Gungahlin, Belconnen, Woden and Tuggeranong) would require its own track in a central place within cycling distance of most homes. What we were looking at doing was building the sites gradually rather than all at once. In that way, we could draw on the expertise and support of the most enthusiastic and helpful riders (even from outside the district) who would get the trail care ball rolling and once they had handed over to locals (if they themselves came from elsewhere) and the site was properly established and being maintained to everyone's satisfaction, *then* would be the time to go adding a new site to the network.

Ideally, every region would indeed have its own track. In fact, there should probably be a track for every 50,000 people. However, since there has been no strategic approach to developing unstructured recreation for the city, we have to find any place that is suitable for a track, even if it is a little difficult to get there and even if we can't fit the whole spectrum of jumps in. It's all very well for CORC to offer to maintain the jumps, but we all have limited resources and the bottom line is that the government will need to take on the ultimate responsibility for maintenance of the facilities and the insurance if something happens to your group.

From a strategic point of view, it is best to start with the most central venue and the largest venue because it caters to the greatest number of youth in one hit. Alternatively, it is also wise to start in the area where there seems to be the greatest trouble. Hence the suggestion that Gungahlin and Mitchell be the first two sites. I have built three tracks in one year. So I know that it is possible if the community gets behind it.

Stromlo will not be your problem as it's not PC&L land, it's Territory Venues and Events. TVE have plans to develop dirt jumps there in the future with funding from an external source. For the Woden area though, Stromlo seems like the obvious site. This leaves Gungahlin, Tuggeranong and Belconnen to be dealt with. I believe there have been discussions about building dirt jumps near the Kambah BMX track.

Every public facility, whether it be a park or a sports ground, has a hierarchy of venues ranging from the small low maintenance local standard facility to the high level more comprehensive district level to the single major elite, highly expensive facility. We cannot build fully comprehensive facilities for the advanced riders in every location. It would be too expensive and not justified in terms of the number of riders who would use the most expensive and dangerous jumps. If Stromlo is the highest level facility, then that's great. And if it's built and maintained by somebody else then that's great too. But if that's a serious proposal, then we should know about it and concentrate on other areas. What have you got in mind for Belconnen and Tuggeranong???

I applaud your enthusiasm to establish a wide ranging solution, however I do have concerns. In the past, in order to "solve" the legal singletrack problem in O'Connor Ridge, it was decided to run a legal bike trail trial. The land managers selected a walking track, officially proclaimed it a riding track and stood back to see what their "solution" would produce. The fact that the track was not enjoyable to ride, went nowhere and did not meet the recreational requirements of the users did not appear to be noted. You can guess what the outcome was. The legal track was little used and people continued building their own trails. The Government were peeved at having expended resources on non compliant and ungrateful users and the whole process was a waste of time, money and goodwill.

When I built tracks in Cairns, [REDACTED] and the kids. The tracks we built were used extensively by at least 40 kids at one time. We built them for about \$5,000. When the Council built a much larger track in the next suburb for \$60,000, using professional landscape architects and road builders, very few youth ended up using it. Why, because the design has to work. A good design will beat a crap design every time, regardless of the size. We crammed more variations into a small track than existed in the larger track. (I'm not talking about a BMX circuit, just rows of jumps like you designed).

Some would say that any legal dirt jumps are a step forward and better than no legal dirt jumps, but if the solution is not good enough to meet the recreational needs of the riders then it will be a similar result. PC&L will feel virtuous that they have expended time and money and resources constructing something and that it's the fault of ungrateful users that it has not worked. All the goodwill, potential collaboration, learning opportunities etc will be gone. In building dirt jump trails, the test will be not "are they good enough that local riders use them?" but "are they good enough that local riders will use and maintain them in preference to building their own trails"

I disagree, we are providing a facility for riders who have no facility and that is indeed better than none at all. However, I agree that they should be designed properly so that they will be used, but quantity and quality are two different things and you can't argue that a smaller facility is a failure just because it caters to 80% of the local kids instead of 90%.

The solution needs to be in the local area and it needs to cover the needs of 90% of the riders. By all means a larger site that catered for competition would be desirable. I suspect that when produced, the Stromlo facility would fill that need.

A local standard facility will never cater to the more adventurous or advanced riders. They'll get one or two jumps in the short term, but will get bored with that. That's why there will be facilities such as Stromlo. However, I should clarify that when I talk about a larger facility for events, I'm not talking about a circuit for BMX competition. I'm talking about the bike equivalent of a skate park for stunt riders. That's what I was talking about for Mitchell.

When I was initially developing plans for Gungahlin, it was explicitly stated by riders that a 6 pack in three straight

lines was not desirable. It was said that they are boring to ride with no opportunity for transitions between lines. The design of the advanced and expert lines that you have on CAD from me is not merely "what would fit" in the space, it has been very carefully designed in working with riders to produce a layout that allows line transitions, where the flat areas between jumps are long enough, there the height to gap measurements are correct. What I had originally designed was very much along the 3 parallel lines solution commonly produced by councils. This would work, you could get riders in at the construction phase and they would ride on it and say that it worked, but at the end of the day, it falls a long way short of meeting their recreational needs and many would still prefer to ride trails of their own design.

When I built the dirt bike tracks in Cairns, I developed designs that enabled riders to cross lines, both between jumps and from one jump to another. Almost all the riders still stayed in straight lines. However, it is possible by linking jumps in one line with the adjacent jump in the next line (like a short berm) that you can create more variation and change of direction. But keep in mind that this complexity cannot be applied to the smaller jumps. The skill of changing lines is an advanced skill.

Across Gungahlin there are at least 5 sites with jumps shorter than 600mm in height, and the longest established jumps in the area (just recently dozed in developing the new land out behind Ngunnawal and Nicholls) had had jumps of this height for nearly half a decade. Gungahlin is a young area with many young families and catering to the riding needs of younger jumpers is essential. (not to mention catering to riders in my age group who want a giggle but o longer believe that they are bulletproof as 17 year olds tend to). I've never jumped a bike off anything higher than 750mm and even that is going back a long time. If a layout had 300mm and 600mm jumps I might use them, but if it began at 900mm then you could count me and many others out as potential users.

You can put a row of 300 jumps between the 600 and 1000 lines and a row of 400 jumps between the 1000 and 1200 jumps. I was not suggesting that the three lines start at 900. But I've seen eight year olds jump 900 with ease and twelve year olds clear 1500 with no trouble. That's why its important to keep the young kids with the older ones, because there is no correlation between skill and the age of the rider.

My recommendation is that by all means you look at building options for additional sites in Tugerannong and Belconnen to supplement works at Gungahlin and Stromlo Forest Park, but I would suggest the long term outcomes trail wise and rider compliance wise will be superior if things are taken one step at a time and properly developed sites are established one by one, than if a "council solution" approach to jump building suddenly pops up all over Canberra.

If you saw my Council solutions you would want them to pop up all over Canberra. I must admit though, all Council's have drawn the line on gap jumps. As soon as I build one, the road crew turns up the next day to fill the gap. OH WELL. You can't have everything. That includes a large advanced facility at Yerrabi Ponds. But you can probably have a damn good intermediate facility.

Cheers

Timo

I remain keen to work with you in the future on these projects.

Sincerely

[Redacted]

[Redacted]

From: Boersma, Timo [Timo.Boersma@act.gov.au]

Sent: Friday, December 05, 2008 5:29 PM

To: [Redacted]

Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

[REDACTED]

The process of designing a track should always involve local kids and expert riders. My process has always been to use those kids and expert riders to test the design during the construction in order to ensure the finer points work. That way, they are safest and they suffer minimum modifications, precisely because they work.

The management of the local tracks would ideally be a combination of government workers with machinery and a local venue group. We are about to start meetings to discuss opportunities for collaborative arrangements between government and community. I did not imagine that CORC would have the resources to maintain five tracks. Therefore, I suggest CORC looks after the main track with the possibility of running events and for local tracks I have proposed that the government register volunteers in the community as “friends of the track” in the same way that some communities form “Friends of the Park”. The Friends would keep the venue “clean” of ruts and modifications, while Government would do the annual overhaul. Unfortunately, volunteers are notoriously unreliable for any staying any length of time and therefore there will need to be a commitment from the government to step in when the volunteers drop out.

Anyway, until I raise this with other agencies it will only be my point of view.

Cheers

Timo

From: [REDACTED]
Sent: Friday, 5 December 2008 4:43 PM
To: Boersma, Timo
Cc: Anthony Home
Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

Timo,

I have to say, it's very very pleasing to be dealing with a pro-active land manager. We had had very similar ideas in mind, that Yerrabi (more the point Gungahlin) would be our pilot project and “proof of concept”. Gungahlin was chosen primarily because there had been recent illegal building in the area which had prompted Minister Hargreaves to make comment in the Canberra Times and so it was felt that it would be a good place to begin. The plan was always to look at eventually developing a network of sites across Canberra that met the needs of riders in the local areas and 4 or 5 sets was around the number of locations originally floated as a desirable outcome.

I think “five tracks” is a great idea and it certainly has my support.

As far as ACT government maintaining the trails, if you think there will be support for putting the resources in then that's great. The only comment I would make is that riders tend to look after a site and respect it more if they feel a level of “ownership” over it. I think there's merit in having local riders who are de-facto “custodians” of a trail and who are taking on the responsibility of maintaining it. It means that if undesirable elements start stuffing with it, the local riders will be quick to tell them to pull their heads in. Obviously it would also reduce the load on your staff as well. I'm by no means suggesting that it should be “hands off” for PC&L, I just think there are substantial positive that can come from rider involvement.

Having devoted more than two and a half years of my life in trying to get this project from concept to realisation, I would be very appreciative if I could remain in the loop regarding the design of the finished product.

If riders are doing much of the maintaining then there shouldn't be much of a sell required to your staff. Similarly, all the folks in the community that I've spoken to thus far have been supportive of the idea of a set of jumps at Yerrabi and, given that we are proposing utilising land that is currently rarely used in close proximity to the skate park, I doubt there

would be too many parks users complaining. Re the unit owners, I doubt that if things were built on the lake side of the treeline, they'd be adversely affected at all. I can't see the project being a tough sell.

Anyway, very keen to work with you to get an outcome achieved.

Have a good weekend and I'll catch up with you next week.



5 December 2008 3:49 PM

To: [Redacted]

Subject: RE: Yerrabi Ponds Gungahlin Cycle Project



Personally, I would like to see the development of dirt bike facilities move in a strategic direction and suggest that a network be established across the ACT. In this context, it might be preferable to consider a large central regional standard venue with a local standard facility to the north, south, east and west. I imagine that the Mitchell site would be the Regional Standard facility, Yerrabi would be north and perhaps Stromlo could be west. In this light, I imagine that it would be preferable that CORC maintain the central venue and ACT government maintain the four local standard venues as part of their park responsibilities. If CORC and the relevant Government sections agree, then the Yerrabi Ponds project won't need to be as big as is currently being proposed. If it can be limited to three rows of jumps, then it will be easier to sell to the local unit owners, park users and maintenance crew. I'll try to get some internal discussion going on the "Five tracks" concept. There is a meeting of major agencies on Tuesday 9 December.

Regards

Timo Boersma
Senior Development Officer
Parks Conservation and Lands
Design and Development Section
02 6207 7155

From: [Redacted]

Sent: Thursday, 4 December 2008 4:07 PM

To: Boersma, Timo

Cc: Anthony Home

Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

Hi Timo,

Apologies for the time it has taken me to send a response. The work commitments here have been insane leading up to the opening of the new aircraft display in ANZAC Hall (Free corporate plug: we're very pleased with it and I'd say it's well worth a look if you have the spare time).

If the Nichols site is intended for another use in the future then expending public funds (either from Government sources or from not for profit groups such as CORC and the Lions Club) seems unwise. Effectively, from a rider point of view, putting time into building a facility only to see it knocked down again some years down the track would make the

Nicholls location little better than any other set of jumps constructed illegally on borrowed time such as those that were demolished in Yarralumla, late last year.

As I said in our discussion the other day, CORC does not intend to construct a club controlled facility. CORC has no other "club" facilities around the ACT, all our trail networks are publically controlled. I would estimate that 90% of the illegal jump building is produced by people who are not CORC members, we do not currently have any involvement in dirt jumping events and at present have no plans to do so.

What the CORC Trails Team is seeking to do, is to find a suitable location controlled by Parks Conservation and Lands where permission was given to construct a public set of jumps that were free for all to access, in the same manner in which they can utilise a skate park. We would propose entering into an MOU with PC&L where we (in conjunction with other community groups) would fund the construction and signage for such a facility and where we would be responsible for the upkeep (in precisely the same way as we maintain the trails network at Sparrow Hill near Queanbeyan).

I took a look at the site at the corner of Hoskins and Bellenden Street and agree that it looks very suitable (flat, close access to road, reasonable surveillance from the ACTEW building without bugging neighbours). Very keen to investigate getting permission from PC&L to build there. I do note the presence of a high pressure gas line under the site. Do you folks have any info on where it runs to or from? (simple enough to submit another dial before you dig request to get info on all underground services anyway)

The triangular block near Archives I would agree has problematic access and the pre-existing dirt piles are probably more of a hindrance than an asset. It's not as good a site as the Hoskins/Bellenden site.

I'm still very keen to get the development underway at Yerrabi Ponds. A facility there catering to riders from beginner to high intermediate level would go a long way to producing a solution to the illegal building in the area. If we're going to be constructing a second site at Mitchell with larger lines and doubles, then that opens up the possibility of scaling back the technical difficulty of Yerrabi to a 1500mm height limit and just tabletops. It'd certainly be simpler from a management point of view if all the work at Yerrabi was tabletops only. That way, there's no potential for confusion when it comes to what is allowed.

It also stops kids being egged on by their mates to step up to the bigger double sets if there aren't any at the Yerrabi site too. Riders at the level where they're hitting bigger doubles are far more likely to be of the age group where they have vehicle transport.

So, what's the next step forwards from here?

[Redacted]

From: Boersma, Timo [mailto:Timo.Boersma@act.gov.au]
Sent: Thursday, 27 November 2008 2:27 PM
To: [Redacted]
Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

[Redacted]

Apparently, the Nicholls site looks like it might end up becoming a medical centre in five years time, but we could probably move to create a temporary track.

I have also been on the look out for land for a club facility for you. Could you please look at the corner of Hoskins and Bellenden streets in Mitchell. There is a space about 60meters x 130 meters that fits between the ACTEW depot and a community garden. If you look on ACTmapi a block near there is B2Section41 Mitchell. It is inside the Crace Hill Nature Reserve.

Cheers.

Timo
6207 7155

From: [Redacted]
Sent: Monday, 3 November 2008 10:39 AM
To: Boersma, Timo
Subject: Yerrabi Ponds Gungahlin Cycle Project

Hello Timo,

Murray Schroeder said that you were working with him reviewing the information that Canberra Off-Road Cyclists had supplied to Brian Bathgate and Max Hunter in relation to our proposed dirt jumps project at Yerrabi Ponds.

I would be keen to speak with you about the project if you are available, as I am unsure exactly how much information was passed on in the handover between staff at Parks Conservation and Lands.

I hope to hear from you soon,

Sincerely,

[Redacted Signature]

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From: Burton, Anthony
Sent: Thursday, 11 December 2008 10:10 AM
To: [REDACTED] Boersma, Timo
Cc: Anthony Home
Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

Dear Timo and [REDACTED]

I think that this is fantastic. As [REDACTED] for 3 years I saw this proposal from a glint in someone's eye [REDACTED] to a lot of stonewalling from TAMS. It is great to see an officer who obviously has the skills and enthusiasm to help drive the project.

Please let me know if there is anything I can do to help to facilitate the process

Regards

Anthony

Anthony Burton
Senior Planning Officer
Health Services Planning Unit
Government Relations, Planning and Development ACT Health
p: 02 620 52644
f: 02 620 50866
e: anthony.burton@act.gov.au

-----Original Message-----

From: [REDACTED]
Sent: Thursday, 11 December 2008 9:34 AM
To: Boersma, Timo
Cc: Burton, Anthony; Anthony Home
Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

Timo, many thanks for your comments.

I'll try and step through things in order to clarify things a little.

With the present situation of there being no legal tracks anywhere, all the kids who ride dirt jumps are building illegally (sometimes in the bush, sometimes in other non authorised areas). While by all means the sport may grow once facilities are provided, surely you'd agree that you are building for the current recreational user base and would be hoping to meet their needs?

Most certainly, some folks build purely as a creative outlet or to "stick it to the man" so to speak. These riders we will never be able to stop completely (although I suspect most of them would rather ride than build, or at the very least be happy to be involved in the manufacture and upkeep of a facility that was going to survive, rather than one which was destined for eventual demolition once discovered). The other riders are building purely because in the absence of a legal venue, there's no alternative if they wish to dirt jump. This is the majority of them I feel (based upon the discussions I've held with riders involved in the activity) and this is the area of illegal construction we can eliminate through the provision of trails, provided they are built to a standard which meets the user need (which I believe multiple lower scale local facilities and a few larger scale facilities will achieve). The riders using the more advanced/expert level jumps are the ones who are happy to travel the longer distances.

My apologies, I was under the impression from our original discussions that you were not happy with any construction taking place on the Gundaroo drive side of the tree line due to visibility from the road. If this is not the case then we're both reading off the same page and 600, 100, 1200 sounds like a great idea.

I agree that it would be ideal for every region to have its own track, however as you say, that's a problem when it comes to resourcing. This is precisely why we were asking permission to build a single trail at Gungahlin, get it properly established, prove that the maintenance regime would work, before moving on to establishing additional sites if it was deemed feasible. People as far afield as Kambah have already stated that they would drive to Gungahlin to ride if there were decent jumps there and riders already drive to Cooma and Tahmoor to ride currently. The plan was that as a facility on ACT land, the insurance would be covered by precisely the same coverage as currently exists for the skate parks.

As far as being aware of our plans for Stromlo, we don't have any fixed plans for Stromlo. My understanding is that a company is proposing supplying funds generated by product sales in the ACT to fund manufacture of dirt jump and skills park facilities on that site, and as the group who have been involved in the establishment of off road cycle trails there thus far, it is likely that we would be involved. There is space available, potentially funds available, and an eagerness on the part of the land managers (TV&E), plus the location is fairly central and already being used for other competition events. It therefore would seem to make sense. I am yet to speak with representatives of the company concerned so I'm afraid I can't give you more information on scope or timeframes. My understanding is that it is a serious proposal and yes, I would chalk that one up as being the venue for the central Canberra/woden region jumps and concentrate on Belconnen and Tuggeranong as the other areas aside from Gungahlin where local facilities need to be established.

What do we have in mind for Belconnen and Tuggeranong? Nothing yet. I am one person who has been trying to get something on the agenda and had plans to start small and see how things went. I'd prefer to do a single small thing well than to make a hash out of five or six that outgrew our abilities to properly care for them. In designing and building other trails we have deliberately not built everywhere, preferring to maintain those facilities already established, rather than let a larger number of facilities fall into disrepair. Belconnen and Tuggeranong are other regional centres around Canberra where significant populations exist and therefore they seemed like sensible zones for future development tracks.

Diddams Close in Belconnen and adjacent to the Kambah bmx track were potential sites, but no further effort has gone into investigation of them. Merely getting something in Gungahlin up has been enough of a task for one person. (and even out there, I'll wait till the ribbon is cut on the facility before I go doing a lap of honour)

I have not stated that a facility is no better than no facility unless it is big, I have merely expressed a concern that some authorities have previously measured success or failure based on rider compliance (the cessation of building of illegal trails) and that if the facility or facilities provided did not meet these outcomes due to not meeting the needs of riders then, like the O'Connor Ridge trail it would be deemed to have "failed" by those authorities. It's a concern based on prior occurrences, not a criticism of what you are proposing to build

Personally I'm over the moon that you are proposing to supply legal trails for riders, it's been a long time coming and a lot of hard work over a number of years on my part to get it on the agenda with anyone. To be finally getting someone happy to build legal dirt jumps for the community is absolutely brilliant. Any facility at Yerrabi Ponds (or anywhere else in the Gungahlin region) would be fabulous. I don't look at a medium sized facility of tabletops in Gungahlin as "Oh Well", I look at it as "Hooray!" and as I've said before, I'm very appreciative of your support and pro active approach.

With regard to gap jumps, provided that they are located in an advanced/expert section of a park, that lines are not mixed (tabletops that lead into gaps) and that the signage leading into lines is clear so that people know what they are getting themselves into and choose to accept that risk, there should be no liability issues.

"This is a double black diamond run suitable for expert level riders only and comprises gap jumps of X metres height with X metre gaps, if you are unsure of your abilities do not attempt to ride these jumps." That sort of thing.

Hope this has clarified thing a little.

My continued appreciation of your support,

-----Original Message-----

From: Boersma, Timo [mailto:Timo.Boersma@act.gov.au]

Sent: Wednesday, 10 December 2008 6:50 PM

To: [REDACTED]

Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

Please note comments below

-----Original Message-----

From: [REDACTED]

Sent: Monday, 8 December 2008 7:31 AM

To: Boersma, Timo; Burton, Anthony; Anthony Home

Subject: RE: Yerrabi Ponds Gungahlin Cycle Project

Timo,

While I agree that five tracks is a desirable end point, I don't believe that one advanced track at Mitchell and four tracks that are 3 lines only is going to solve the illegal building problems.

[REDACTED] While the unauthorised tracks might take the publicity and trigger the public concern, we are not building tracks for the people who build jumps in the bush. We are building facilities for the hundreds (if not thousands) of kids who don't have any track at all.

The "official tracks" may or may not do much to reduce unauthorised building, keeping in mind that youth build jumps for the same reason that they build go carts in the garage. It is fun and creative, involves a certain amount of independence. Building jumps in the bush adds an element of adventure and it is a deliberate attempt to avoid the scrutiny of adults. Personally I don't see that official tracks will replace the desire for creative adventure away from adult supervision.

As for the three lines, I was talking about the area along Gundaroo Drive, where your plan shows three lines. I was suggesting that those lines be the first cab of the rank. Whether they are enough is immaterial if that's all we have space for. My suggestion is that the three lines include beginners (600 high nearest the road), the intermediate (1000 in the middle line) and better riders (1200 furthest from the road). This will have less visual impact on the area, gain more community support and cater to most of the kids/youth.

As for the more advanced jumps, I was still thinking of the area on the other side of the skate park as stage two of the development, which is more out of sight and less prone to the young kids using them. That can be done as a separate proposal when the

community get used to the idea. The first stage will be the introduction into community tracks in parks within the ACT.

Every local region in Canberra (Gungahlin, Belconnen, Woden and Tuggeranong) would require its own track in a central place within cycling distance of most homes. What we were looking at doing was building the sites gradually rather than all at once. In that way, we could draw on the expertise and support of the most enthusiastic and helpful riders (even from outside the district) who would get the trail care ball rolling and once they had handed over to locals (if they themselves came from elsewhere) and the site was properly established and being maintained to everyone's satisfaction, *then* would be the time to go adding a new site to the network.

Ideally, every region would indeed have its own track. In fact, there should probably be a track for every 50,000 people. However, since there has been no strategic approach to developing unstructured recreation for the city, we have to find any place that is suitable for a track, even if it is a little difficult to get there and even if we can't fit the whole spectrum of jumps in. It's all very well for CORC to offer to maintain the jumps, but we all have limited resources and the bottom line is that the government will need to take on the ultimate responsibility for maintenance of the facilities and the insurance if something happens to your group.

From a strategic point of view, it is best to start with the most central venue and the largest venue because it caters to the greatest number of youth in one hit. Alternatively, it is also wise to start in the area where there seems to be the greatest trouble. Hence the suggestion that Gungahlin and Mitchell be the first two sites. I have built three tracks in one year. So I know that it is possible if the community gets behind it.

Stromlo will not be your problem as it's not PC&L land, it's Territory Venues and Events. TVE have plans to develop dirt jumps there in the future with funding from an external source. For the Woden area though, Stromlo seems like the obvious site. This leaves Gungahlin, Tuggeranong and Belconnen to be dealt with. I believe there have been discussions about building dirt jumps near the Kambah BMX track.

Every public facility, whether it be a park or a sports ground, has a hierarchy of venues ranging from the small low maintenance local standard facility to the high level more comprehensive district level to the single major elite, highly expensive facility. We cannot build fully comprehensive facilities for the advanced riders in every location. It would be too expensive and not justified in terms of the number of riders who would use the most expensive and dangerous jumps. If Stromlo is the highest level facility, then that's great. And if it's built and maintained by somebody else then that's great too. But if that's a serious proposal, then we should know about it and concentrate on other areas. What have you got in mind for Belconnen and Tuggeranong???

I applaud your enthusiasm to establish a wide ranging solution, however I do have concerns. In the past, in order to "solve" the legal singletrack problem in O'Connor Ridge, it was decided to run a legal bike trail trial. The land managers selected a walking track, officially proclaimed it a riding track and stood back to see what their "solution" would produce. The fact that the track was not enjoyable to ride, went nowhere and did not meet the recreational requirements of the users did not appear to be noted. You can guess what the outcome was. The legal track was little used and people continued building their own trails. The Government were peeved at having expended resources on non compliant and ungrateful users and the whole process was a waste of time, money and goodwill.

When I built tracks in Cairns, [redacted] and the kids. The tracks we built were used extensively by at least 40 kids at one time. We built them for about \$5,000. When the Council built a much larger track in the next

suburb for \$60,000, using professional landscape architects and road builders, very few youth ended up using it. Why, because the design has to work. A good design will beat a crap design every time, regardless of the size. We crammed more variations into a small track than existed in the larger track. (I'm not talking about a BMX circuit, just rows of jumps like you designed).

Some would say that any legal dirt jumps are a step forward and better than no legal dirt jumps, but if the solution is not good enough to meet the recreational needs of the riders then it will be a similar result. PC&L will feel virtuous that they have expended time and money and resources constructing something and that it's the fault of ungrateful users that it has not worked. All the goodwill, potential collaboration, learning opportunities etc will be gone. In building dirt jump trails, the test will be not "are they good enough that local riders use them?" but "are they good enough that local riders will use and maintain them in preference to building their own trails"

I disagree, we are providing a facility for riders who have no facility and that is indeed better than none at all. However, I agree that they should be designed properly so that they will be used, but quantity and quality are two different things and you can't argue that a smaller facility is a failure just because it caters to 80% of the local kids instead of 90%.

The solution needs to be in the local area and it needs to cover the needs of 90% of the riders. By all means a larger site that catered for competition would be desirable. I suspect that when produced, the Stromlo facility would fill that need.

A local standard facility will never cater to the more adventurous or advanced riders. They'll get one or two jumps in the short term, but will get bored with that. That's why there will be facilities such as Stromlo. However, I should clarify that when I talk about a larger facility for events, I'm not talking about a circuit for BMX competition. I'm talking about the bike equivalent of a skate park for stunt riders. That's what I was talking about for Mitchell.

When I was initially developing plans for Gungahlin, it was explicitly stated by riders that a 6 pack in three straight lines was not desirable. It was said that they are boring to ride with no opportunity for transitions between lines. The design of the advanced and expert lines that you have on CAD from me is not merely "what would fit" in the space, it has been very carefully designed in working with riders to produce a layout that allows line transitions, where the flat areas between jumps are long enough, there the height to gap measurements are correct. What I had originally designed was very much along the 3 parallel lines solution commonly produced by councils. This would work, you could get riders in at the construction phase and they would ride on it and say that it worked, but at the end of the day, it falls a long way short of meeting their recreational needs and many would still prefer to ride trails of their own design.

When I built the dirt bike tracks in Cairns, I developed designs that enabled riders to cross lines, both between jumps and from one jump to another. Almost all the riders still stayed in straight lines. However, it is possible by linking jumps in one line with the adjacent jump in the next line (like a short berm) that you can create more variation and change of direction. But keep in mind that this complexity cannot be applied to the smaller jumps. The skill of changing lines is an advanced skill.

Across Gungahlin there are at least 5 sites with jumps shorter than 600mm in height, and the longest established jumps in the area (just recently dozed in developing the new land out behind Ngannawal and Nicholls) had had jumps of this height for nearly half a decade. Gungahlin is a young area with many young families and catering to the riding needs of younger jumpers is essential. (not to mention catering to riders in my age group who want a giggle but no longer believe that they are bulletproof as 17 year olds tend to). I've never jumped a bike off anything higher than 750mm and even that is going back a long time. If a layout had 300mm and 600mm jumps I might use them, but if it began at 900mm then you could count me and many others out as potential users.

You can put a row of 300 jumps between the 600 and 1000 lines and a row of 400 jumps between the 1000 and 1200 jumps. I was not suggesting that the three lines start at 900. But I've seen eight year olds jump 900 with ease and twelve year olds clear 1500 with no trouble.
That's why its important to keep the young kids with the older ones, because there is no correlation between skill and the age of the rider.

My recommendation is that by all means you look at building options for additional sites in Tugerannong and Belconnen to supplement works at Gungahlin and Stromlo Forest Park, but I would suggest the long term outcomes trail wise and rider compliance wise will be superior if things are taken one step at a time and properly developed sites are established one by one, than if a "council solution" approach to jump building suddenly pops up all over Canberra.

If you saw my Council solutions you would want them to pop up all over Canberra. I must admit though, all Council's have drawn the line on gap jumps. As soon as I build one, the road crew turns up the next day to fill the gap. OH WELL. You can't have everything. That includes a large advanced facility at Yerrabi Ponds. But you can probably have a damn good intermediate facility.
Cheers

Timo

I remain keen to work with you in the future on these projects.

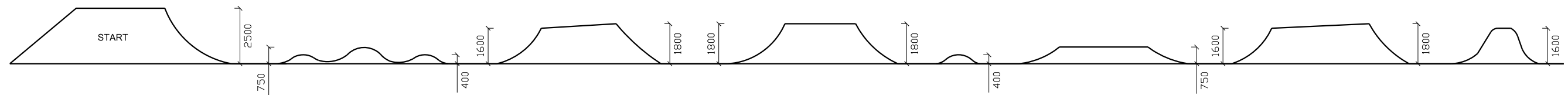
Sincerely

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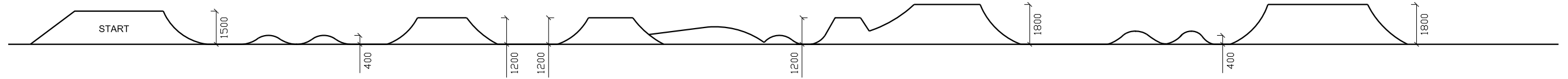
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JUMP LINE 1 - SOUTH ELEVATION



JUMP LINE 2 - SOUTH ELEVATION

ISSUE NO.	DESIGNED	DRAWN	CHECKED	VERIFIED	DATE	REASON FOR ISSUE
N/A	SF	SF / CP			31 AUG 10	DRAFT FOR DISCUSSION ONLY

PROJECT:
YERRABI DIRT JUMP PARK

CLIENT:
CANBERRA OFF ROAD CYCLISTS

CONSULTANT:
CAMERON PRICE

SUB-CONSULTANT:
DIRT ART (SIMON FRENCH)



SCALE: 1:200 @ A3

DRAWN BY: SF / CP
CHECKED BY: AP

DRAWING NUMBER:
2010-002-03A

DRAWING TITLE:
ADVANCED JUMP ELEVATIONS