

WICKHAM BIKE FACILITY

2 MULGA WAY, WICKHAM
Wickham, WA 6720

CONCEPT DESIGN PACKAGE
NOVEMBER 2025 | RevD



WESTERN AUSTRALIA OFFICE

69 Bussell Hwy, Margaret River WA 6285

PREPARED BY



FOR



PROJECT INFORMATION

PROJECT NAME: WICKHAM BIKE FACILITY
PROJECT NUMBER: 2428
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ACKNOWLEDGMENTS

Common ground would like to acknowledge the input and contributions made by the City of Karratha Community Planning Team who have provided input, advice and information where required.

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REV	DATE	DETAIL	AUTHORISED	
			NAME	SIGNATURE
A	11/07/25	Preliminary issue for client review	Matthew Andrew	
B	25/07/25	Revised Issue for client review	Matthew Andrew	
C	12/11/25	Final Concept For Approval	Matthew Andrew	
D	21/11/25	Final Concept	Matthew Andrew	

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INTRODUCTION AND VISION

INTRODUCTION

Common Ground has been engaged by the City of Karratha to prepare the design of the Wickham Bike Facility.

The pump track is designed as an integrated yet distinct feature beside the skatepark and carpark of the Base Youth Centre or in the alternate location adjacent the main car park and oval. It connects seamlessly with the park's layout and infrastructure creating a cohesive recreation precinct.

This project will provide a quality facility for a broad range of riders, skill levels and allow them to ride safely together and promote social interaction, outdoor recreation and skill progression.

VISION

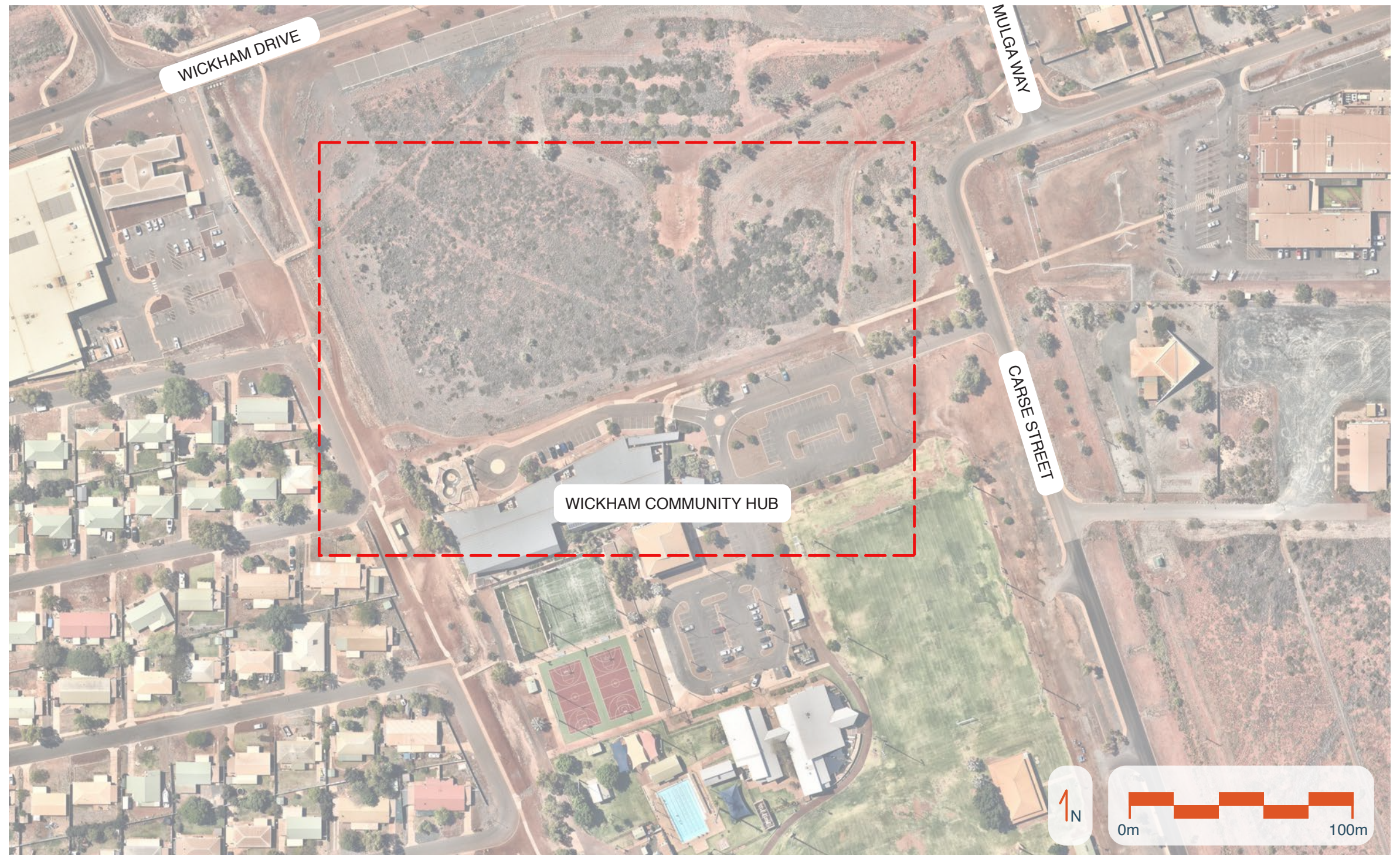
Provide a family friendly bike facility that fosters skill progression, social interaction and outdoor recreation. The track will excel in it's constructability, durability, maintenance, safety and quality of materials and finishes.



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SITE LOCATION PLAN

The site is located adjacent the Wickham Community Hub buildings on Mulga Way.



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COMMUNITY CONSULTATION

Two consultation sessions were carried out with the Wickham community and youth groups.

Consultation 1 involved Common Ground staff along with staff from the City of Karratha visiting the Wickham Community Hub 'The Base' and discussing potential options for the bike facility with the aid of precedent project imagery.

The majority of attendees were youth from the Base but a number of parents and other community members also attended.

Track, style, materials, features, amenities and preferred location were all part of the conversation.

The general consensus was that the track should be suitable for as broad a range of users as possible, including both bikes and small wheels (scooters and skateboards). It was agreed that asphalt was the best surface material to use.

There was one particular favorite track amongst the precedent imagery that was a combination of pump track with an integrated junior loop and a small jump line. The preliminary concept design has been developed to be a tailored version of this track layout.

The requirement for shade was also highlighted by attendees as being critical for the facility.

Consultation 2 involved Common Ground Staff with assistance from City of Karratha staff presenting the preliminary concept design to the Wickham community groups.

The session took place again in the Wickham Community Hub with the majority of attendees again being youth from The Base.

Attendees were all very enthusiastic about the proposed design. Not a lot of specific commentary was received other than all wanting to know "when will the facility be finished."

Attendees were also asked which was their preferred location of the two options. There was no clear favourite on the day. Worth noting though that in the first consultation session the majority of parents and general community members preferred the Location 2, adjacent to the oval primarily for its better visual surveillance and connection to the wider precinct. Where as the youth preferred Location 1 with its more immediate connection to the Base.

The preliminary designs have also gone out through the City's 'What We Make It' online platform for further comment.

From a functional point of view, Common Ground recommends Location 1. The connection to the existing skatepark and 'The Hub' would make for a more holistic facility. We understand however that there are valid reasons for location 2 to be progressed and this would still be a great facility particularly if the additional nature play area were added.



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PRELIMINARY CONCEPT PLAN

LEGEND

01 LOCATION OPTION 1

02 LOCATION OPTION 2

03 PRIMARY HANGOUT ZONE

Connected to existing path network, shade, seating, water fountain

04 SECONDARY HANGOUT ZONE

Allows for multiple groups to use the facility at the same time, shade, seating.

05 POSSIBLE SKATE PLAZA OR NATURE PLAY EXPANSION

Future stage of works to enhance the areas appeal to the broader community.

Location 1 on plan shows skate park, Location 2 shows nature play. Either option would work for either location.

06 PUMP TRACK START PLATFORM

1m high raised start point and viewing for the pump track, includes shade and seating, spectator space, water fountain, power connection. Accessible grade path access.

07 PUMP TRACK

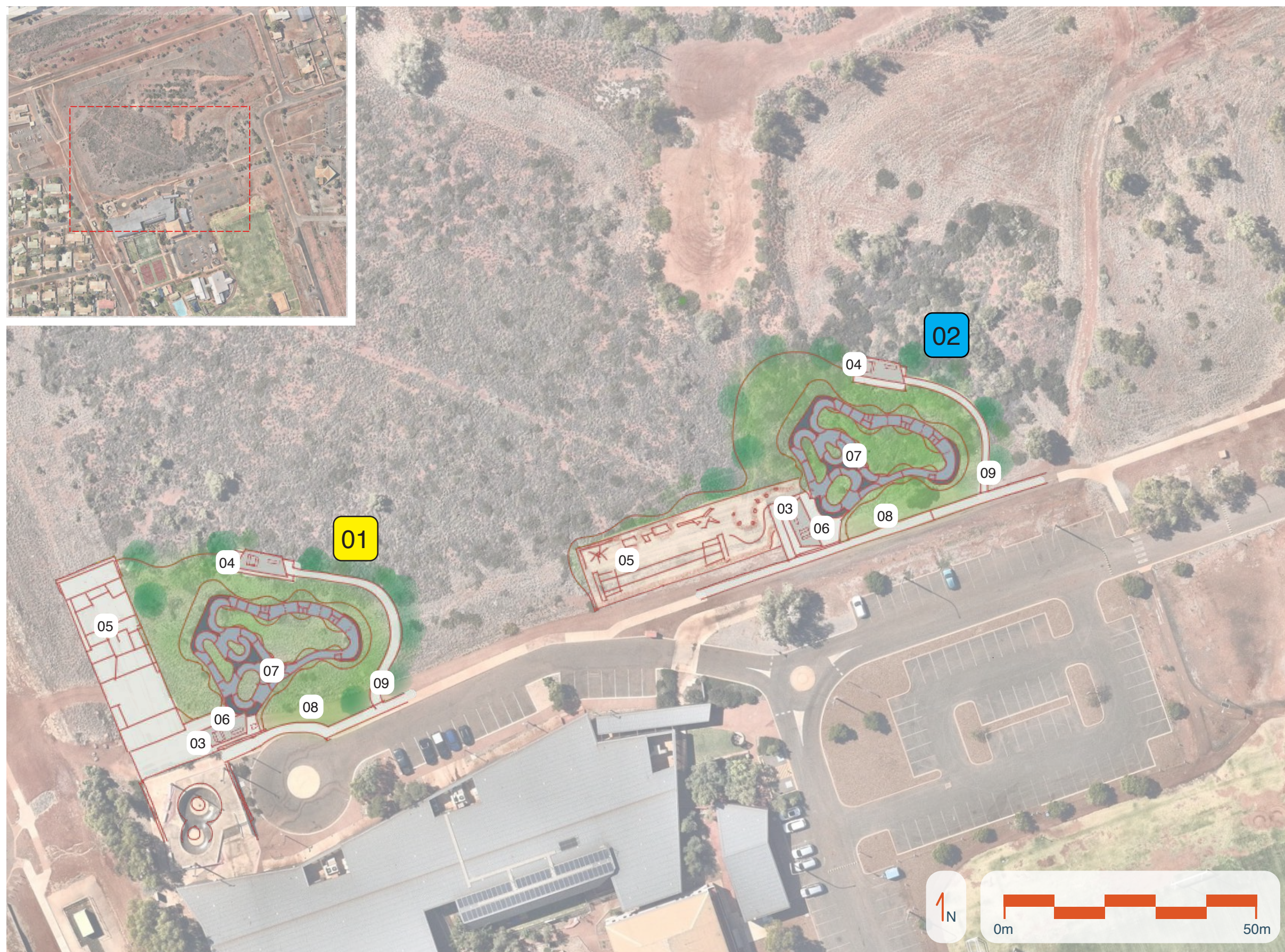
Medium scale asphalt pump track suitable for beginner, intermediate and advanced users. Mountain bikes, BMX, scooters and skateboards

08 LAWN AREA

Irrigated lawn area with trees for additional shade

09 ACCESS PATH

Concrete path connection to Secondary Hangout Zone



5

PRECEDENT IMAGERY

DESIGN NOTES

The Wickham site is based around a medium sized asphalt surfaced pump track. Standard pump track elements are combined with several jump features to provide a fun and engaging track with skill development and enjoyment for all users.

Supporting the pump track will be two separate hang out areas, this will allow different user groups to have their own space and the ability to share the track at the same time.

Hang out zones will have seating, water fountains and shade.

There were two possible locations for the Wickham track. The first has a connection to the existing skate park at rear of the main building.

The second location moves the track to a position with better general surveillance and better connection to the oval but still within close proximity to the building and amenities.

The selected location by the community was location 1 adjacent to the existing skate park and the Base Community Hub.

The Final Concept on the next page has been refined to fit with the selected location.

The pump track has been reorientated to allow its start platform to be at the same height as the skate bowl surround. This will give great connection back to the building and the Hub.

Adjacent to the track there is a space identified for a possible additional future community facility such as a natureplay area, expansion to the skate park, mountain bike jumps or other use.



Flower Berm



Beginner to Advanced



Feature Line Marking



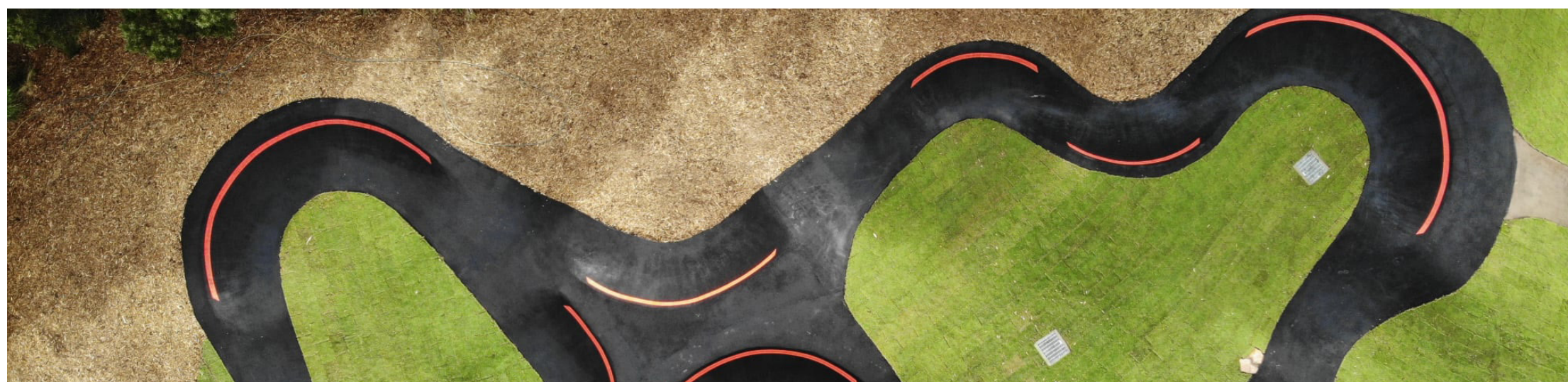
Tabletop Jumps



Berm Entry/Exit Double Roller



Back to back berms



Connected Berms for Pump Track Flow



6 WICKHAM BIKE FACILITY - FINAL CONCEPT PLAN

FEATURES

01 PUMP TRACK START PLATFORM- PRIMARY HANGOUT ZONE

1m high raised start point and viewing for the pump track, includes shade and seating, spectator space, water fountain, power connection.

Connected to existing skate park pad level

02 SECONDARY HANGOUT ZONE

Allows for multiple groups to use the facility at the same time, shade, seating.

03 SECONDARY PLATFORM

04 BIKE RACK

05 DRINK FOUNTAIN

06 PUMP TRACK ENTRY AND EXIT

07 BERM ENTRY AND EXIT ROLLERS

08 TYPICAL BERM 1m HIGH

09 FLOWER BERM

10 TYPICAL ROLLER

11 HIP ROLLER

12 HIP TABLETOP JUMP (ROLLABLE)

13 TABLETOP JUMP (ROLLABLE)

14 LAWN AREA

Irrigated lawn area with trees for additional shade

15 ACCESS PATH

Concrete path connection to Secondary Hangout Zone

16 FUTURE EXPANSION

Area for possible future works, Nature-play area or expansion of skate plaza or mountain bike/offroad space

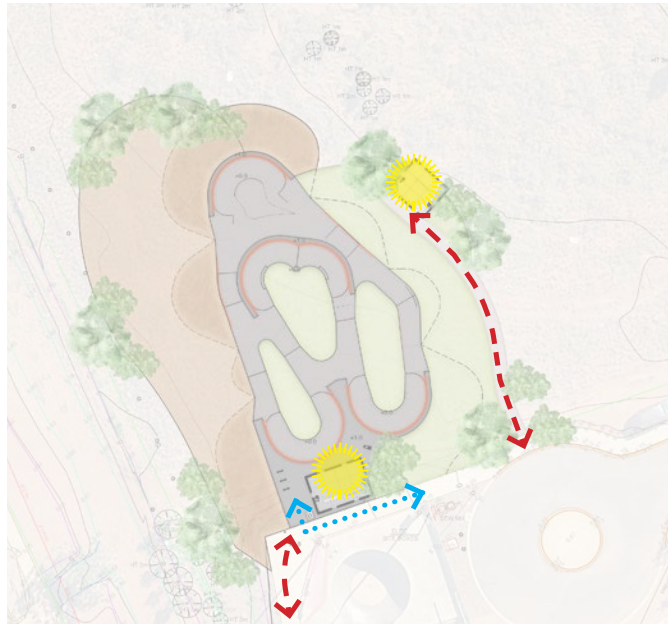
LEGEND

- Asphalt track surface, shaped
- Asphalt track platforms, flat
- In-situ concrete path
- Irrigated roll on turf



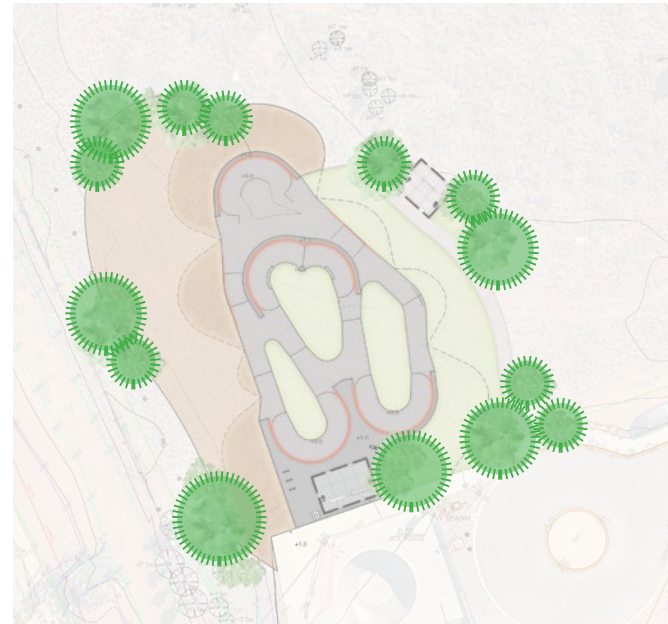
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WICKHAM BIKE FACILITY - DESIGN DIAGRAMS



CONNECTIVITY

- 1 The access path to the primary platform of the pump track is DDA compliant/ All paths and connections are at accessible grades suitable for users with mobility needs.
- 2 The primary platform connects at grade to the skatepark surround and to the adjacent building.
- 3 The existing path connection to the carpark and greater park area is utilised to connect to both the primary platform and the secondary hang out area.



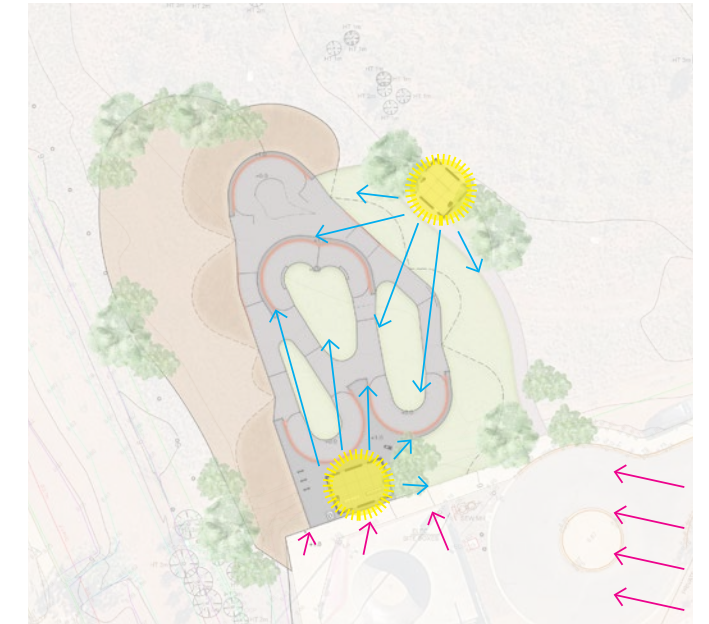
VEGETATION

- 1 The site is currently has minimal vegetation and no trees providing any shade
- 2 New shade trees are proposed to be planted as part of the works to provide additional shade to the built structures once established.
- 3 New trees to the west also provide screening to adjacent residential area



DRAINAGE STRATEGY

- 1 The site is fairly low lying with an existing overland drainage path to the west, contours of the site primarily run down to the north east
- 2 The design utilises an overland flow strategy to ensure the site drains with the natural landform and into the existing drain.
- 3 Track levels will allow water shedding overland with no requirement for pits or pipes.



PASSIVE SURVEILLANCE

- 1 The primary platform provides oversight of the entire facility
- 2 The facility is visible from the existing path network and the adjacent carpark.
- 3 Additional surveillance is provided from the secondary hang out zone that also has visibility of the whole track.



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