



COTTESLOE SKATEPARK FEASIBILITY REVIEW

TOWN OF COTTESLOE - MARCH 2020

CONVIC

ACKNOWLEDGEMENTS

Convic Pty Ltd. Acknowledge the contributions of all those who participated in the project inception and project feasibility review phase of the Cottesloe Skatepark Feasibility Review, including the Town of Cottesloe staff and project stakeholders who provided specialist services and advice where required.

QUALITY INFORMATION

PROJECT NAME

COTTESLOE SKATEPARK FEASIBILITY REVIEW

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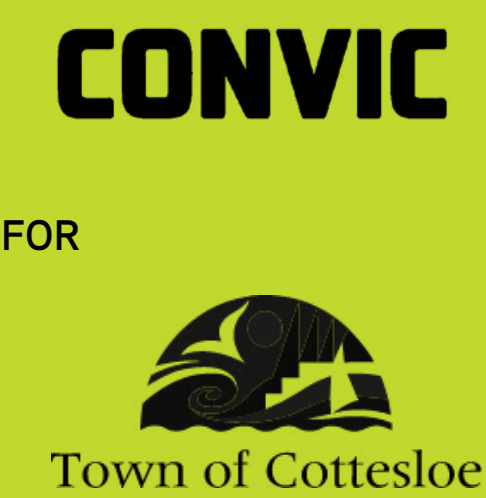
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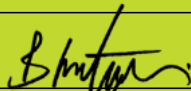


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INTRODUCTION

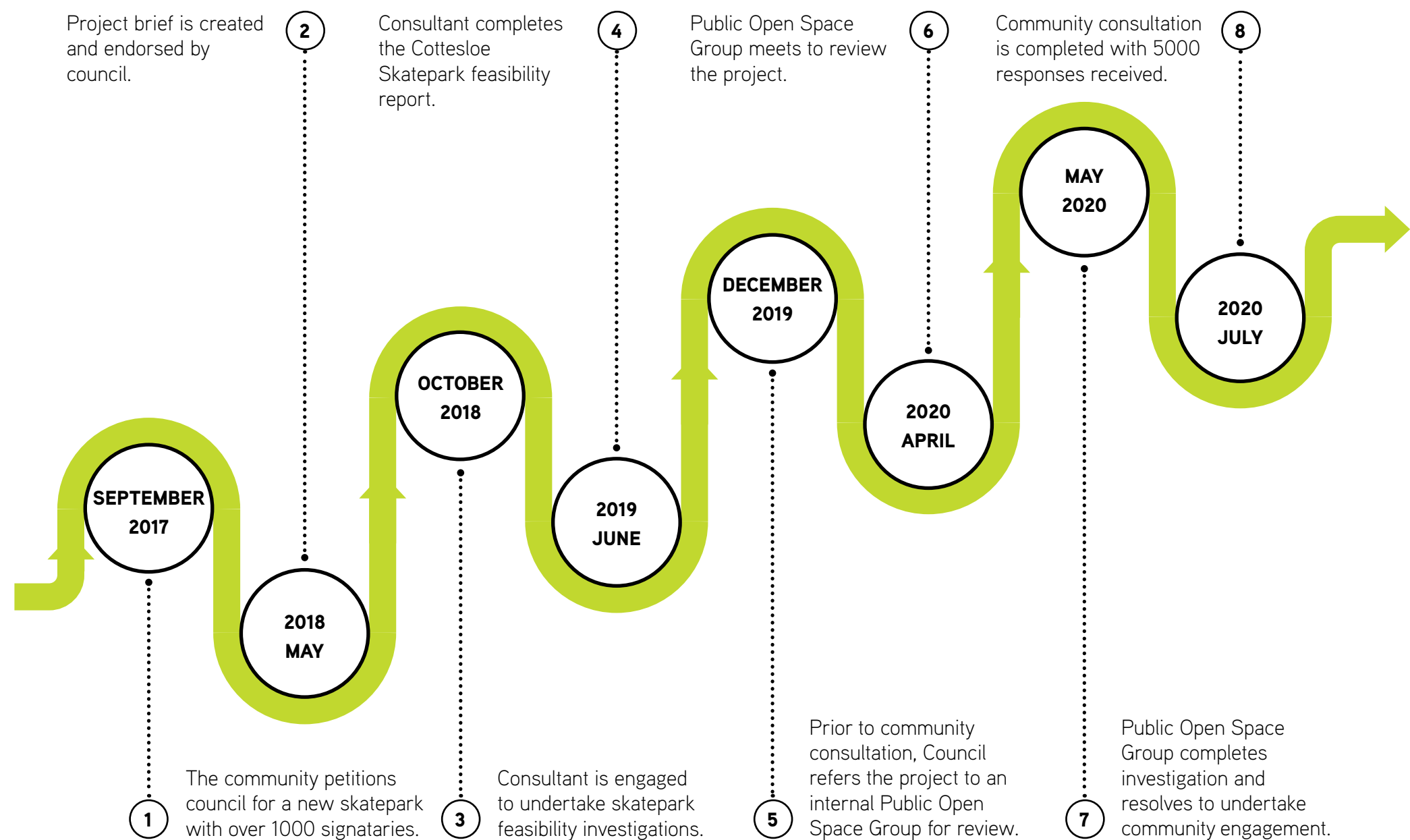
The Town of Cottesloe have engaged Convic, as a specialised skatepark design and construction company, to undertake a review of the processes completed while investigating and planning the feasibility of the proposed Cottesloe Skatepark.

A petition containing over 1000 signatures was presented to the Town of Cottesloe at the September 2017 Ordinary Meeting of Council. The Council acknowledged that there is broad community support, both young and old, for the construction of a public skatepark in the Town of Cottesloe and it was resolved to develop a brief to engage an external consultant to undertake investigations into the feasibility of developing a skatepark at Grant Marine Park, Council’s preferred site, or if found not to be suitable for the development, complete investigations into alternative locations.

A specialist skate consultant was engaged by the Town of Cottesloe to undertake the feasibility investigations of the development and in October of 2018 their feasibility report was completed. This report included the review of Council’s strategic documentation, investigation into skate facility typologies, assessment of the sites available for the location of the skatepark, spatial arrangement for the preferred site and the feasibility for project funding.

Following the completion of the feasibility study, Council undertook a review of the findings and completed further research into the local skate context, the processes undertaken and investments made by neighbouring LGA’s into the region’s skate infrastructure.

This report outlines the review undertaken of these processes and provides a summary of the key findings at each stage in the project timeline. It reviews the accuracy of the advice provided by the consultant, interprets the community consultation results and identifies an appropriate direction for the project moving forward.



COUNCIL BRIEF SUMMARY

The Town of Cottesloe prepared a brief to engage the services of a suitably qualified consultant to undertake the feasibility planning and investigation into the location of the proposed Cottesloe Skatepark location. This was completed in response to the overwhelming demand from the local community on the need to have a purpose designed and built public skatepark within the Cottesloe municipality.

The brief was endorsed by Council in May of 2018 with consultant tender submissions received in September of 2018.

PROJECT SCOPE

The project aimed to undertake investigations into a number of sites nominated by council that may be suitable for the development of the skatepark. The specialist consultant was to investigate the feasibility of locating a skatepark in each of the nominated sites and provide recommendations their suitability for a development of this typology.

These sites included:

- Grant Marine Park
- John Black Dune Park
- Marine Parade (west of Car Park Two)
- Isolated
- Railway Street
- Sea View Golf Club/Harvey Fields

Investigations into the preferred and alternative sites were to take into consideration:

- Approval processes and relevant regulations & standards
- Potential end user groups;

- Place making opportunities;
- Proximity to residential areas;
- Existing and proposed infrastructure including strategic development plans;
- Consideration to geotechnical factors ;
- Aboriginal and State heritage overlays;
- Environmental considerations with the preservation of established trees;
- Engineering considerations;
- Facility life cycle costs and funding opportunities and any
- Additional sites for potential development

COMMUNITY & STAKEHOLDER CONSULTATION

As a part of the project scope it was requested that the consultant work with the Town of Cottesloe to undertake community and stakeholder consultation during the site selection and assessment process including workshops with the town of Cottesloe councillors.

Identification of stakeholders and vested community groups was a requirement to ensure ongoing communication on the project development was undertaken with a stakeholder management plan to be developed by the successful consultant in the early phases of the project.

DELIVERABLES

The project brief requested that the successful consultant produce a report that summarises the investigations into the study sites commenting on their suitability for the proposed development

through the identification of site opportunities and constraints. Recommendations should be provided on the optimal location for the skatepark and outline a road map to the council on the next phases of the project including further investigations required on the preferred site to undertake the necessary design stages and obtain the necessary approvals prior to construction.

In addition the consultant was required to provided a recommended size for the facility with high level indicative schemes for each of the investigated sites and a concept design for the preferred site. To support the concept design, an estimated construction cost and ongoing facility maintenance costs should be provided with suggestions for funding opportunities and advice on the construction program.

All consultation undertaken with stakeholders, community groups, end users and Councillors should be documented within the final feasibility report.

KEY FINDINGS

The brief provided by the Town of Cottesloe provides a clear direction on what the successful consultant should be delivering to the council to achieve the objectives of the project.

It is evident that at the time the brief was produced it was unclear on where the consultation with the community, stakeholders and identified community groups would fit into the overall project methodology and each tenderer should have provided advice on this within their methodology that formed a part of their submission.

SKATEPARK COMPARISON SUMMARY

The previous consultant provided a skatepark comparison study within their feasibility report to benchmark the proposed development against skate infrastructure in neighbouring LGA's. By using census data and other successful skateparks to determine the size and cost of the facility will provide a good estimation on the scale and investment required for the new facility however having incorrect data and not allowing the community to inform the process can result in a negative outcome for the end users and broader Cottesloe community.

SKATEPARK COMPARISON STUDY

The consultant's report has conflicting data within the demographics and skatepark comparison pages resulting in the benchmarking formulas being incorrect from the outset of the investigation. The Cottesloe demographics page outlines 1,299 young people within the municipality aged below 14 years which results in 830 riders/active skatepark users. The skatepark comparison page outlines 960 young people and 614 riders/active users. There has been no consideration documented to the municipalities projected population data or tourism fluctuations.

Using Census data can be a strong tool to justify the need for a skatepark or youth precinct in a local community however this data is from 2016 (5 yrs) and the use of it to formulate a facility budget should be undertaken with precaution.

In addition to the contradicting demographic data, the consultant has used a Convic project (Fremantle Esplanade Youth Space) within their benchmarking and have made an assumption on the \$1.6m construction cost. The Fremantle facility cost \$1.2m to build and has again resulted in incorrect data for the comparison study and cost/young person calculations.

KEY FINDINGS

The consultant's approach to undertake a comparison study to benchmark the Cottesloe Skatepark development is risky as there are a number of variables that can result in incorrect data or assumptions. The use of this information for this reason is considered poor judgement. More emphasis should be given to the investigation of skate infrastructure within the wider region to gain a broader understanding of the skate facility network.

As the majority of skatepark end users will travel to use different facilities, the development of new infrastructure needs to be undertaken with consideration to the surrounding network and offer a variety of features to encourage skill development. By using this investigation coupled with the local, district and regional facility scale, a sufficient size and budget could have been determined for the Cottesloe Skatepark.

The use of community consultation to inform the facility typology is a critical part of the skatepark design process. Obtaining this information from the end user at the front end of the project provides valuable information that governs the development of the facility design and thus the size and budget.

PROJECT BACKGROUND SUMMARY

The Town of Cottesloe have undertaken a number of strategic plans, master plans and other investigations into the municipality's provision for community spaces of a mixed typology. It is essential that the development of a skatepark within the Town of Cottesloe meets the objectives of these strategies to ensure cohesive and sensible development occurs and as of such the review of these documents and associated background information is an important step in the feasibility planning of the Cottesloe Skatepark.

PLACEMAKING AND STRATEGIC PLANS

The previous consultant has undertaken a review of each of the strategic plans and master plans completed by the Town of Cottesloe for key areas within the municipality. It is of Convic's opinion that this review was not thorough and future development on sites highlighted as possible locations for the skatepark have not being considered within the review of the background information.

KEY FINDINGS

The previous consultant's review of the Foreshore Renewal Masterplan (Aspect Studios) makes reference to generous areas of active and recreational parklands within the foreshore development however does not make any suggestions that a site within this renewal project should be sought after or assessed within the site selection and assessment scope.

After reviewing the Foreshore Masterplan a location has been identified by Convic that is worthy of further investigation. The inclusion of a skatepark within the foreshore adjacent to the play and fitness area (approximately 950m² available) should be further investigated to create an active recreation precinct that provides a space for all ages, abilities and interests at an iconic location.

CONSULTANT FEASIBILITY REPORT

FACILITY CLASSIFICATION SUMMARY

Identifying the facility classification is an important step in determining the size and investment required by the council to deliver a skatepark that will meet the needs and requirements of the community.

FACILITY TYPOLOGY & CLASSIFICATION

The consultant appears to use two scales to identify the different classifications for skateparks. The use of the ‘Liveable Neighbourhoods’ public open space hierarchy is a great way to ensure consistency is maintained across all public open space and recreation infrastructure. The application of a second scale (low, medium and high) should be directly applied to the ‘liveable neighbourhoods’ hierarchy so as to avoid confusion within the community.

Due to the nature of skatepark development compared to general public open space, it is unreasonable to directly apply the liveable neighbourhoods hierarchy directly to the development of skateparks as at the bottom end of the scale the development of a skate facility becomes unrealistic. As a result of this, the two scales used within the consultant’s report can be summarised in the following table.

COTTESLOE SKATEPARK CLASSIFICATION - SUMMARY	
LIVEABLE NEIGHBOURHOODS	CONSULTANT CATEGORY
Regional Open Space	High
District Park	Medium
Neighbourhood Park	
Local Park	Low

REVIEW OF SKATE CONTEXT

The review of existing skateparks is a well utilised tool within the industry to gain an understanding of the existing skate infrastructure network within the region and allows for gaps within skatepark provision to be identified. This review is critical in the identifying the target demographic (skill level and rider style) that will be utilising each facility. This background investigation generally becomes more informative when undertaking the early design phases of a project and are not necessary when undertaking site selection/assessment investigations.

The skate context review identifies four parks within close proximity to the Town of Cottesloe and provides a summary of the features included within them and the end user that will most likely be visiting the space. It is well known that end users will travel out of their own loci to utilise facilities located in neighbouring municipalities providing them with a degree of variance in the terrain they are skating/riding.

KEY FINDINGS

Upon review of the facility classification section of the consultant’s report it appears that the future Cottesloe Skatepark has been classified as a medium/district level facility however this is not clearly outlined.

No budgets are assigned to the different classifications. This can be undertaken relatively easily based off the sizes that have been assigned to the low, medium and high value facilities.

Due to the fact that most end users would travel further than 10km to utilise other facilities, skate infrastructure that is within a 15 - 30min drive of the proposed site or municipality should be reviewed in conjunction to the distribution model of facility typologies. In this case the consultant has focused on parks within a 10min driving radius excluding significant regional and district level facilities in relatively close proximity. To truly understand the network of skate infrastructure the review should include facilities within the wider Perth Metropolitan area. Additional parks to consider for the contextual review should include:

- Subiaco Bowl (10km NE)
- Perry Lakes Skatepark (7km N)
- Leederville Skatepark (10km NE)
- Vic Park Bowl (15km E)
- Coolbellup Skatepark (15km S)
- Scarborough Beach Skatepark (12km N)

CONSULTANT FEASIBILITY REPORT

SITE OPTIONS SUMMARY

The site evaluation process undertaken by the consultant identified six sites as highlighted within the original brief provided by the Town of Cottesloe.

The Town of Cottesloe has undertaken a number of strategic planning and master plan initiatives to its open space assets resulting in a several of the sites being affected by future developments. It is critical to understand in detail the direction of these plans when considering the inclusion of a skatepark so as investments are not wasted when haphazardly responding to the demand for developing municipality assets.

It is Convic's understanding that Aspect Studios were engaged to undertake the development of the Foreshore Masterplan in April of 2019 and that the previous consultant completed a review of the draft master plan. As a result of the previously undertaken strategic plans and master plans, only one of the proposed sites (Grant Marine Park) is unaffected by future development plans and/or strategies. With that being said it is not unreasonable to assume that a skatepark could be integrated into a location that has been earmarked for future development without effecting long term plans or requiring relocation shortly after being delivered.

If this was to occur then consideration should be given to the programming of delivering each project and if required careful coordination between the skatepark design consultants and precinct designers would be required to ensure the skatepark location does not impact on the future development.

SITE ONE - GRANT MARINE PARK

The Consultant Feasibility Report highlights two possible locations for the facility within the Grant Marine Reserve. These locations are different to the preferred site that was highlighted within the Town of Cottesloe project briefing documentation.

In addition, the identification of two possible sites within Grant Marine Park is not reflected within the evaluation matrix. While many of the criteria evaluated will be the same for these two locations, some key items will differ. For example natural surveillance into one of the locations will be blocked by existing mature tree species and as a result these locations should have been considered as different sites when evaluating.

SITE TWO - JOHN BLACK DUNE PARK CARPARK

Both locations identified in the John Dune Park carpark are in a key development area for the Foreshore Master Plan. The carpark has been identified as a future commercial and residential development opportunity that will have significant economical benefits to the municipality and community. Locating the skatepark in these areas will impact on the flexibility of the future development of the precinct.

There is potential within this precinct to find a location for the skatepark without impacting on the proposed future development.

SITE THREE - COTTESLOE FORESHORE CARPARK

The Cottesloe Foreshore Carpark location is a key development area for the Foreshore Master Plan. This location forms a part of the main amphitheatre, sunset terraces and plaza space within the masterplan which will create significant and flexible community space. Developing a skatepark within this location will result in a redesign of the Foreshore Master Plan.

SITE FOUR - SEAVIEW GOLF COURSE

The AECOM prepared Recreation Precinct Master Plan (2018) highlights this location for the development of a mixed use building for the sporting clubs that utilise the facilities within the precinct.

The lack of space as a result of this future development and the close proximity to the golf course causes a conflict in land use and poses significant safety risks to skatepark end users. As a result this location is not a reasonable option and other possible areas within the recreation precinct should have been investigated. The Broome Street interface has potential to house a skatepark.

SITE FIVE - SEAVIEW GOLF COURSE CARPARK (NW CORNER)

AECOM undertook community engagement events while completing the Recreation Precinct Master Plan and a number of issues were highlighted by the key stakeholders that have an effect on this site. These issues include:

- The site has drainage issues and there appears to be a drainage swale in this location.
- The Recreation Precinct already has a conflict with the current users and locating the skatepark directly behind a golf green will enhance this conflict. Astray golf balls pose a significant risk to end users.

CONSULTANT FEASIBILITY REPORT

- It was highlighted that the north western corner of the site was considered as a potential commercial opportunity for the Recreation Precinct due to its interface with the beach and Marine Parade.
- The pump house is located in this space of which is on the state heritage register. The Recreation Precinct Master Plan states “if the precinct is to be redeveloped, any proposal that may affect the cultural significance of the place would be referred by the Town of Cottesloe. This includes any changes or proposed demolition of the pump house or other elements of the golf course (including the layout, which is part of its significance)”.

SITE SIX - COTTESLOE TRAIN STATION

The Cottesloe Train Station site located on Curtin Avenue has been highlighted by the Public Domain Infrastructure Plan (2011) to be considered for a multi-storey car park as part of a new Transport Orientated Development. In addition to the multi-storey carpark this land has also being identified as potential for future commercial development and the possible expansion of the Cottesloe Town Centre.

It is worth mentioning that the development of this land to extend the Cottesloe Town Centre is reliant on the elevation or sinking of the rail line of which is a significant state project. It is unknown if this a realistic project that will be occurring in the future.

The land is not currently owned by council and has a six month termination clause attached to it. It is recommended that development on this site not be considered.

KEY FINDINGS

The Town of Cottesloe is a relatively small municipality located in an urbanised area. As a result the amount of open space that is available to accommodate new recreation program is very limited. Many of the sites that were highlighted as possible locations to house the skatepark are affected by future development. This affected five of the six sites and as a result closer consideration should have been given to identifying possible spaces in other locations.

Upon review of the feasibility report it is not clear if other sites were considered by the previous consultant and if any additional sites were discussed to be included within the site evaluation process.

As a result of undertaking this review, Convic has identified an area at the northern end of the foreshore renewal project that could be suitable for a skatepark development. The Foreshore Recreational Area located adjacent the John Black Dune Park Carpark has potential that is worthy of further investigations and has potential to provide an activated bookend to the foreshore development. In addition, we believe that there is opportunity to investigate the appropriateness of locating the skatepark on the Broome Street frontage of the Recreation Precinct. This site also has potential to house a skatepark with little impact on strategic objectives however the residential properties adjacent the site are within a close proximity and further investigation into this distance is required.

When taking into consideration that the Feasibility Report prepared by the consultant will be publicly accessible and read by members of the community, a number of the items included within this chapter are

cause for confusion. The inclusion of the “previous concept page” and feasibility sketch for the Seaview Golf Course Carpark site prior to the evaluation matrix does not provide a clear depiction of the process undertaken and its unclear on hat purpose these sketches provide.

Site overlay sketches for each site does not include the multiple locations within Grant Marine Park and John Black Dune Carpark. If these options were to be considered as viable locations they should have been separated out as different sites and evaluated separately.

Typically when assessing a site, the ability for the location to provide enough space to house a facility is a major factor within the evaluation matrix. However, the overlay appears to be a previous concept design for a different project and has been cut off in areas to fit within each of the sites constraints. This “square box” approach to test the sites viability is an ineffective exercise as often a sites constraints will drive the design outcome.

CONSULTANT FEASIBILITY REPORT

SITE EVALUATION MATRIX SUMMARY

Convic have assumed that the previous consultant undertook a site visit to the Town of Cottesloe to assess the nominated sites. It is difficult to review and assess possible locations for a skatepark as key natural features can often only be identified when walking the extent of the site.

Upon review of the site evaluation matrix it has become evident that the total scores for each site are incorrect and this has had an affect on the ranking of each site. The consultant has indicated that the six sites assessed have a ranking in the following order:

1. Grant Marine Park
2. Seaview Golf Course Carpark
3. Cottesloe Train Station
4. John Black Dune Park Carpark
5. Cottesloe Foreshore Carpark
6. Seaview Golf Course

With the readjusted totals the ranking for the six sites would be in the following order:

1. Seaview Golf Course Carpark
2. Cottesloe Train Station
3. Grant Marine Park
4. John Black Dune Park Carpark
5. Foreshore Carpark
6. Seaview Golf Course

The order of top three preferred sites have been readjusted and as result the Seaview Golf Course Carpark has the highest score and ranking.

It should be noted that the evaluation matrix provided by the previous consultant provides each site with a score out of five for each of the criteria the sites were assessed on. This evaluation system is flawed as a weighting for the criteria should also be applied due to the effects being greater for some categories over others. For example if a site has been identified in strategic plans for future development and the delivery of a skatepark in this location will incur these plans, this criteria should have a greater weighting over the ability for the site to provide adequate drop off areas for end users.

The consultant has stated that “each criteria considers not only the existing condition but future planning as some of the sites are currently being developed”. As previously outlined many of the sites are affected by future development and this does not seem to be captured in the rating given to this criteria. It is of Convic’s opinion that the John Black Dune Park Carpark, Foreshore Carpark, Seaview Golf Course Carpark, Seaview Golf Course and Cottesloe Train Station sites should all have scored lower than what the previous consultant has outlined. If a weighting was then applied to this criteria, this could have greatly affected the outcome of the site rankings.

Additionally the Seaview Golf Course Carpark site has significant heritage overlays with regards to the pump house that is located in this area. This overlay has been ignored and the highest score has been applied to this criteria.

KEY FINDINGS

Upon review of the site evaluation matrix undertaken by the consultant, Convic have found the following items have been summarised incorrectly:

- Totals for the site evaluation criteria are incorrect and affect the ranking of the top three preferred sites for the Cottesloe Skatepark
- The evaluation matrix does not apply a weighting to the criteria and is evaluating each item on a level playing field and
- Strategic development plans for the Town of Cottesloe have not been considered correctly when assessing and scoring each of the sites suitability for the development of a skatepark.

Convic have applied our own evaluation matrix with the readjustment of scores for certain criteria. Convic’s evaluation matrix applies a weighting to all of the criteria based on their importance. Typically we would find that a site scores very highly in the 90% range however it is clear within the results that all sites are impacted in some way.

COTTESLOE SKATEPARK SITE SELECTION	
SITE:	CONVIC RANKING:
John Black Dune Park Carpark	82%
Foreshore Carpark	64%
Seaview Golf Course Carpark	62%
Grant Marine Park	58%
Seaview Golf Course	57%
Cottesloe Train Station	57%

CONSULTANT FEASIBILITY REPORT

FEASIBILITY PLANNING SUMMARY

The inclusion of a concept design within the Feasibility Report allows the community to understand what kind of facility is proposed to be located in the preferred site. The communication that this design proposal will not necessarily be the delivered outcome needs to be managed carefully to ensure the community understands that the project is still in the feasibility phase and there will be more community engagement undertaken prior to finalising a design.

In light of this it is essential to provide a design that is functional and responds to the community brief. The current design as it stands has very little functionality from a skate perspective with many features included into the facility which does not provide adequate space for skate obstacle approaches and landings.

A staged approach to the delivery of the facility often occurs for skateparks as it allows additional funding to be sought after at a later date. The proposed staging of the current design enhances the lack of functionality and it is Convic's opinion that it is unrealistic and not viable. The inclusion of a design of this calibre is very misleading and detrimental to the opportunities the Grant Marine Park site has to offer.

The removal of the existing play equipment results in a loss of recreational infrastructure that tailors to younger demographics. If a skatepark were to be located at this site, it can be assumed that there would be an increase in family use of the park and the play features would need to be relocated elsewhere on site of which is not captured in the design proposal.

The site is confined on all sides by the protected dune vegetation, Grant Marine Road and the existing carpark. A district level facility would dominate the space in this location and leave little flexibility for other recreational uses such as the precedent imagery that was provided suggests. In addition it would be expected that a district level facility has the capability to house local and regional competitions. These can have a large economic benefit for the local community and with the facility dominating the majority of the available space there is little room to house spectators and event operations.

The design is not sympathetic to existing site conditions and natural landscape setting of Grant Marine Park and an opportunity is lost to incorporate more softscaping into the design to increase the dune revegetation areas that are within the park. The inclusion of native perennial planting is not in line with the parks landscape character and the large concrete mass that the skate park form has created results in the loss of the parks character. Different skatepark layouts and materiality could have been further investigated to find an approach that allowed for the integration of soft and hard surfaces creating a space that minimises visual impact and enhances existing character.

CONSULTATION PROCESS SUMMARY

While undertaking this review, Convic understands that the Town of Cottesloe managed the consultation process through their communications team. The project brief outlined that community engagement was a requirement of the specialist consultant engaged to complete the feasibility scope of works. It would be expected that the specialist skate consultant should have assisted the council throughout the community engagement process to provide specialist advice based on their experience of undertaking many consultation events for skateparks.

Generally the community engagement plan provided by the Town of Cottesloe formulated a thorough methodology on advertising the consultation event and provided extensive advertising outreach into the community via various mediums. The plan outlined the online survey would be open for community feedback for a four week period. Convic deems this an appropriate time period for an online survey and would generally advise on this to be undertaken within a time frame of between two and four weeks. The ability for community members to make formal submissions outlining their views on the project provided an additional avenue of communication and feedback to be provided.

Included within the online survey consultation were a number of supporting documents to help inform the community of the process that had been undertaken to date. While this is beneficial to the community members that are providing feedback, key information can often be overlooked if it is not presented in a way that is clear and understandable. In addition to this the proposed place and size diagrams provided with the publicly available documents are contradictory to the proposal provided in the Consultant Feasibility Report. By having conflicting sources of information can mislead the community into their understanding of the project or be misleading into what feedback should be provided on.

The community engagement plan identifies local residents, the wider community and internal council stakeholders as key groups to engage with however fails to identify key community stakeholder groups. Groups to be identified would include those that may be affected by locating a skatepark in any of the nominated sites. These include sporting, cultural, environmental and historical groups. It is essential that these groups are communicated and engaged with throughout any skatepark project to ensure investment in the development and existing land uses or recreation activities will not be effected.

It is of Convic's opinion that a high profile project such as the Cottesloe Skatepark should have involved community workshops. It is unclear on why these were not included within the community engagement plan. Community workshops can be greatly beneficial to projects as they allow for members of the community that hold different viewpoints to gather in the same space and hear each others concern. This often results in a collective vision for the project ensuring that the key objectives of all groups can be understood and resolved.

Due to the date of the community engagement it is assumed that COVID-19 had some part to play in this being left out of the engagement plan. However it is Convic's understanding that WA was reasonably unaffected by the pandemic at this point in time and workshops would have greatly benefited the project.

Convic have identified that the consultation process should have been split into a minimum of two different sessions. These sessions should have focussed firstly on the skatepark location and provided the community and stakeholder groups an opportunity to specifically

comment on where they thought the skatepark development should be located. The second part of the consultation process should have occurred after a site was selected for the development by utilising specialist advice and community feedback and consisted of identifying user profiles and common themes for the inclusions of skate obstacles and skate facility typology. The split of the consultation process into these two events would have allowed for different audiences to be targeted.

While it is understandable that the online survey directed participants away from skate specific questions if they were not interested in having a skatepark in Cottesloe, it results in these participants being excluded from the survey and feeling like an opportunity to provide comment has been missed or not provided. Exclusion from the engagement phases is not the desired outcome of the events and is detrimental to the process. In a workshop scenario if a participant had a concern for the development, they would still have the opportunity to voice that concern and discuss the matter.

While many of the questions that have been included in the online survey provide important information in starting to build user profiles, some key items were missed. It is important to understand these demographics when designing a facility to ensure it is community responsive and meets their needs and requirements. Only one question has been included that focuses on facility typology. It is of Convic's opinion that more data should have been generated within this area to ensure a successful design proposal is provided.

KEY FINDINGS

The community engagement should have been split into a number of different events to generate more specific community feedback during key project milestones. These phases could have included:

- Site Location
- Skatepark pre-design and
- Skatepark draft Concept review

Community involvement in the site selection process was not included within the scope of works and is a key item missing from the community engagement methodology.

In addition to this, the involvement of the specialist skate consultant within the community engagement phases would have allowed for the presentation of key findings in previous investigations to be shared with the community. This would have avoided confusion of conflicting information and focused community feedback and conversation in the right direction. This may have been impeded by COVID-19 however, the consultant should have provided alternative methods of engaging with the community through online platforms.

The project would have benefited greatly by undertaking the community engagement events in workshop format in a central community space. If community workshops were unable to occur due to the onset of COVID-19 and potential lock down periods than online discussions should have occurred with different groups at each phase to ensure community investment into the project and provide an opportunity for a discussion to occur and concerns communicated.

Through Convic's online consultation experience during travel restrictions we have found that smaller groups are easier to manage and allow for thorough discussion to occur. The consultant should have advised the Town of Cottesloe on this process and the community engagement plan should have highlighted the different stakeholder and community groups to be consulted with. These could have been split into the following groups:

- Skate groups
- Community stakeholder/sports groups and
- Key community representatives

The online survey that was provided should not have redirected respondents if they did not agree with the Cottesloe Skatepark project. In addition to this the questions that were included within the survey were a hybrid of questions that should have been asked at the site selection phase and the pre-design phase. The data provided by the feedback generated is not sufficient enough to produce a design proposal for the facility and does not provide engagement on the site location. Additional questions that could have been included to generate stronger end user profiles and thus informing the facility typology could have included:

- Gender
- What activities will you be involved in?
- Skill level
- Why do you ride?
- A further breakdown of skate facility typology
- Specific skate features to be included within the design
- Questions orientated on what is iconic about Cottesloe to ensure the skatepark will become unique to place.

The project would have benefited greatly from having the consultant, as skatepark design specialists, more involved within the community engagement process to inform, inspire and educate the community on the process undertaken to date.

INTERPRETATION OF FEEDBACK SUMMARY

The Town of Cottesloe outlined that the community engagement phase for this project received the greatest level of youth participation on any of their projects within the past 18 months. In Convic's experience undertaking community consultation for over 750 skate and youth precincts it is one of the most high profile projects that we have been involved in.

As outlined within the council consultation summary report, the most contentious issue was the location of the skatepark. More than 70% of the supplementary submissions indicated an objection to the Grant Marine Park site along with many responses provided to comment sections within the online survey. Due to the structure of the online consultation, supplementary submissions were required to be made by the community if they opposed the location of the development as there was not sufficient opportunity given to the community to provide a response on the different site locations within the online survey.

There was however overwhelming support for a skatepark development to occur within the Town of Cottesloe, even within the responses that opposed the Grant Marine Park location. It should be noted that even though 85% supported the location of the facility, other sites were not provided for comment so it is unknown if these locations may be preferred by the community.

The questioning around the skatepark typology was very limited and did not offer a broad enough coverage of different types of facilities. This severely hinders the ability to build a community responsive design brief for the skatepark. The majority of active skatepark users commented

on the need for the facility to offer a combination in facility typologies. This results in a skatepark that offers both plaza and transition style obstacles that will tailor to a mix of rider styles. While no information was gathered on the end user skill level it can be assumed that the facility will most likely be designed for the beginner to intermediate skill levels with some features included that allow for more advanced riders to enjoy the use of the park. This assumption can be made from the age of the active user respondents.

A number of the open comments provided by the community highlighted that younger user safety was of a concern and consideration should be given into providing an area outside of high speed zones that allow for beginners to develop their skills. This zone could also offer flexibility in becoming an area that can be utilised for activation events such as learn to skate/ride workshops.

The inclusion of parkour within the facility typology section of the survey is confusing to the respondent as parkour is a completely different type of alternative recreation program and not a skate style. This program is often included within district and regional level parks to offer a facility that appeals to end users of different interests providing multi-purpose public spaces. With approximately 14% of responses choosing this option, it should be considered within the facility design. It is of Convic's opinion however, that the Grant Marine Park site is not of sufficient size to provide a mix of different active recreation programs.

The project methodology undertaken by the previous consultant did not provide an opportunity for a community responsive design

to be produced for the Cottesloe Skatepark. This shows a lack of understanding by the consultant in the process required to deliver this scope of works. Advice should have been provided to the Town of Cottesloe on the appropriate phase to undertake consultation. It is evident that this has occurred as the design that is provided within the Consultant Feasibility Report does not respond to the community feedback and it is of Convic's opinion that assumptions on community requirements have been made prior to the design commencing.

The design offers a resemblance of a flowy street section and small pump track of which both of these areas do not provide any skate function. If the current design was to be built as it stands, the facility would not be suitable for purpose of use and is reminiscent of the parks that were designed in the late 1990's and early 2000's. The skatepark design and construction industry has evolved significantly during this time and the delivery of a park of this era would be detrimental to the local skate community.

The online survey also allowed for the community to comment on other features that could be included within the design as well as upgrading existing features within the Grant Marine Park. While many of the additional amenities are essential to any successful skatepark, providing the opportunity to comment on the upgrade of the playgrounds, nature areas and open lawn areas is misleading to the community is a skatepark was to be located in this site. The skatepark will most likely dominate the available space within the Grant Marine Park and managing the community expectations of what is achievable is an important strategy required of any community engagement process.

COTTESLOE SKATEPARK - KEY FINDINGS SUMMARY				
ITEM	PROJECT PHASE:	RESPONSIBLE:	KEY FINDINGS	MOVING FORWARD
1	Council Brief Project Scope of Works	Council/Previous Consultant	The Town of Cottesloe brief is clear in outlining the objectives of the Cottesloe Skatepark Feasibility project. Community consultation is required as a part of the project scope, however where this occurs within the overall project methodology is not clearly identified and is open for interpretation by the tenderer.	<p>Clear indication should be provided on where community consultation is required and at what phase of the scope of works. It is of the opinion of Convic that there should have been a minimum of two separate community engagement phases undertaken for this project.</p> <p>The first being at the completion of the site selection evaluation of which would be solely focused on the available sites and their suitability for a new skatepark development. The second would be at the completion of the feasibility planning phase, would have a site selected and agreed upon by the community and would be design orientated.</p> <p>This scope of work is not unique or unusual in any way and experienced skatepark design consultants would have provided advice based of past experiences through the use of a community engagement plan provided to the Town of Cottesloe at the beginning of the project.</p>
2	Consultant Feasibility Report Skatepark Comparison Study	Previous Consultant	The previous consultant’s approach to undertake a comparison study to benchmark the Cottesloe Skatepark development is risky as there are a number of variables that can result in incorrect data or assumptions. The use of this information for this reason is considered poor judgement. More emphasis should be given to the investigation of skate infrastructure within the wider region to gain a broader understanding of the skate facility network.	<p>Benchmarking preexisting facilities should not be used as a tool for deciding on the size and investment required by the Town of Cottesloe as incorrect data can result in the wrong advice being provided.</p> <p>Skateparks should be viewed from a strategic point of view just like any other active recreation infrastructure within a municipality or surrounding region. By identifying gaps in the skate provision, coupled with the demographic it will be servicing and the feedback provided through community engagement a facility scale and typology can be identified.</p>
3	Consultant Feasibility Report Project Background	Council/Previous Consultant	<p>The consultnt has undertaken a review of each of the strategic plans and master plans completed by the Town of Cottesloe for key areas within the municipality. It is of Convic’s expert opinion that this review was not succinct enough and key development plans have been overlooked when comparing what is proposed for this project to what ius strategically proposed for the municipality.</p> <p>Many of the sites proposed by the Town of Cottesloe to be evaluated as a suitable location for a skatepark are impacted by future development plans.</p>	The previous consultant should have highlighted within their review and notified council of the future development plans and the impact on five of the six sites. A number of the sites should not have been evaluated and the consultant and the Town of Cottesloe should have worked together to identify possible alternative locations prior to undertaking the evaluation.

KEY FINDINGS SUMMARY

COTTESLOE SKATEPARK - KEY FINDINGS SUMMARY				
ITEM	PROJECT PHASE:	RESPONSIBLE:	KEY FINDINGS	MOVING FORWARD
4	Consultant Feasibility Report Facility Classification	Previous Consultant	<p>Upon review of the facility classification section of the Consultant Feasibility Report, it appears that the future Cottesloe Skatepark has been classified as a medium/district level facility however this is not clearly outlined.</p> <p>No budgets are assigned to the different classifications. This can be undertaken relatively easily based off the sizes that have been assigned to the low, medium and high value facilities.</p>	<p>The consultant's facility classification scale does not clearly identify what the Cottesloe Skatepark should provide to the community. It appears to be a hybrid classification and clear direction is not provided. In addition no budgets are assigned to these classifications to show what would be expected of a facility within each end of the scale. This information should have been provided.</p>
5	Consultant Feasibility Report Skate Context	Previous Consultant	<p>Due to the fact that most end users would travel further than 10km to utilise other facilities, skate infrastructure that are within a 15 - 30min drive of the proposed site or municipality should be reviewed in conjunction to the distribution model of facility typologies.</p> <p>The review of parks in a wider catchment can affect the way in which the network of skate facilities is perceived and what gaps there might be within the infrastructure. For example many of the parks that were identified within the report don't include an inclosed bowl however many of the parks a little further away do and this can alter what the facility typology should be and the investment required.</p>	<p>A review of the wider catchment of skate infrastructure will provide a better understanding of how the facility will fit into the network of recreational spaces and offer a variety of skate features to end users and avoid repetition of facility typologies.</p>
6	Consultant Feasibility Report Site Options	Council/Previous Consultant	<p>Many of the sites that were highlighted as possible locations to house the skatepark are affected by future development. This effected five of the six sites and as a result closer consideration should have been given to identifying alternative locations.</p> <p>Upon review of the feasibility report it is not clear if other sites were considered by council and the consultant, and if any additional sites were discussed for inclusion within the site evaluation process.</p>	<p>The brief requested that if the consultant can identify alternative sites that may be suitable for the skatepark development than these should be evaluated.</p> <p>Upon review of the background information and reports, the previous consultant should have identified 5 of the 6 sites had future development overlays and worked with the council to identify additional sites for evaluation.</p> <p>In addition a separated community engagement phase specifically discussing the skatepark location would have been beneficial to the project ensuring community investment.</p>

KEY FINDINGS SUMMARY

COTTESLOE SKATEPARK - KEY FINDINGS SUMMARY				
ITEM	PROJECT PHASE:	RESPONSIBLE:	KEY FINDINGS	MOVING FORWARD
7	Consultant Feasibility Report Site Evaluation Matrix	Previous Consultant	Upon review of the site evaluation matrix undertaken by the consultant, Convic have found the following anomalies and contradictions: <ul style="list-style-type: none">Totals for the site evaluation criteria are incorrect and affect the ranking of the top three preferred sites for the Cottesloe SkateparkThe evaluation matrix does not apply a weighting to the criteria and is evaluating each item on a level playing field andStrategic development plans for the Town of Cottesloe have not been considered correctly when assessing and scoring each of the sites suitability for the development of a skatepark.	Additional sites have been identified by Convic that have potential to provide the community with a centralised skatepark and are worth evaluating. These sites should be discussed further with an evaluation completed to understand their appropriateness for a skatepark development.
8	Consultant Feasibility Report Feasibility Planning	Previous Consultant	<p>The current design as it stands has very little functionality from a skate perspective with many features included within the facility that does not provide adequate space for skate obstacle approaches and landings.</p> <p>The proposed staging of the current design enhances the lack of functionality and in Convic’s opinion is unrealistic and not viable. The inclusion of a design at this calibre is detrimental to the opportunities the Grant Marine Park site has to offer</p>	<p>The current design for the facility is not responsive to the community needs and requirements and as of such should be revisited with more specific community engagement phases.</p> <p>The Grant Marine Park site is not appropriate for a district level skatepark development meeting the community needs. The redesign of the facility should be undertaken once investigation and community consultation into additional sites has been completed with more design focused community engagement phases.</p>
9	Consultation Process	Council/Previous Consultant	<p>The community engagement should have been split into a number of different events to generate more specific community feedback during key project milestones. These phases could have included:</p> <ul style="list-style-type: none">Site LocationSkatepark pre-design andSkatepark draft Concept review	Additional community engagement and site investigations should be completed. The community engagement should be separated, outlined within the key findings, to ensure community investment is generated thus resulting in a more successful public space.
10	Consultation Process	Council/Previous Consultant	The consultation phase has been managed by the Town of Cottesloe with little involvement from the specialist consultant.	While it is a common practice for councils to undertake consultation with their own communities it is expected that the specialist consultant engaged to complete the scope of works would have some involvement within the process. This involvement can provide advice on a suitable methodology for the engagement phase and provide sufficient material to ensure the correct data is collected that will inform the following design phases and outcomes of the project.

KEY FINDINGS SUMMARY

COTTESLOE SKATEPARK - KEY FINDINGS SUMMARY				
ITEM	PROJECT PHASE:	RESPONSIBLE:	KEY FINDINGS	MOVING FORWARD
11	Consultation Process	Council/Previous Consultant	The project would have benefited greatly by undertaking the community engagement events in workshop format with the broader community and key community stakeholder groups.	Community workshops are a great way to get a range of opinions into the same room with discussions culminating in a collective vision and set of objectives for the project. Community stakeholder groups were identified within the community engagement plan and notified of the consultation process however these groups should have been invited to workshops or online videoconference meetings to discuss the project at various stages.
12	Consultation Process	Council/Previous Consultant	The online survey that was provided should not have redirected respondents if they did not agree with the Cottesloe Skatepark project and questions within the survey should be generated to create the necessary data to inform the decision making process.	Advice from the specialist consultant within the community engagement process should have safeguarded the council in providing a thorough engagement plan. This would ensure the appropriate data will be gathered allowing decisions to be made based off community requirements.
13	Interpretation of Community Feedback	Previous Consultant	The project methodology undertaken by the previous consultant did not provide opportunity for a community responsive design to be produced for the Cottesloe Skatepark. This shows a lack of understanding by the consultant in the process required to deliver this scope of works.	<p>The design does not respond to the community needs and requirements as outlined within the feedback gathered. Pre design consultation is an important step in the design process and as the council brief requested one community engagement event this vital step was not included within the scope. In addition it is apparent that a large portion of the community is not in favour of the Grant Marine Park site and additional consultation at this phase would have mitigated this lack of support.</p> <p>Investigations into additional sites should be undertaken including community consultation to determine the preferred location. In addition the design should be revisited with specific pre design and draft concept consultation undertaken to ensure community stewardship of the facility.</p>

CONVIC REVIEW

The success of public spaces are governed by the positive connections that we experience within that place. A key factor in safeguarding this outcome is the adoption of a consultation lead decision making process. The inclusion of multiple community engagement phases within a project scope allows for end users to be directly involved in the decision making process of these purpose built spaces and places.

It is of Convic's opinion that the overall project methodology is flawed as the community has been engaged at the completion of the project scope when many of the decisions have already been made. The consultant has used its experience as a specialist skate consultant to advise the Town of Cottesloe on the scale and investment that is required for the project however through this experience they should have highlighted that additional community engagement would result in stronger project outcomes and community investment in the development.

The Consultant Feasibility Report has many instances of incorrect data, assumptions and a number of anomalies and contradictions that result in unprofessional recommendations for the Cottesloe Skatepark project. Most significantly is the incorrect calculation of site evaluation criteria to result in the recommendation that the Grant Marine Park site is the most suitable for the development.

The town of Cottesloe municipality is relatively small in area and due to its urban landscape, open space is highly valued by the community. The preservation of this flexible open space within a small urban municipality should be considered a high priority to provide ongoing enjoyment for generations to come. As a result of this and upon close

review of the site evaluation completed by the previous consultant, an independent site evaluation was completed by Convic. It is of our opinion that the Grant Marine park is not suitable for the development of a district level skate facility.

In addition the consultant has provided advice to the Town of Cottesloe on the scale, typology and investment required to be made for the project prior to any community engagement was completed. It is imperative that the community drive the decision making process on the typology of the Cottesloe Skatepark to ensure community stewardship of the delivered outcome. This process and gathering this data can affect the size and cost of the facility.

Skatepark design culminates in the best outcomes when generated and driven by the feedback provided by the community members that will use the facility on a daily basis. It appears that the consultant prepared concept designs have been created prior to any consultation had being undertaken. While this scope is early within the overall project program, it is important that publicly available documents provide realistic project proposals that respond to the community needs and requirements of which the consultant's design is severely lacking. A collective design vision should have been created early within the project methodology that would have enabled the consultant to prepare a concept design for spatial testing of different sites to occur.

In general the Consultant Feasibility Report does not respond to the requirements of the council prepared brief. Many key deliverables requested by the brief were overlooked and not included within the

report. It is unclear if these items were discussed with project staff and as a result were not included within the document. These items include; a road map for the delivery of the project moving forward, ongoing maintenance costs for the recommended facility and a breakdown of construction costs, identification of key community stakeholder groups and a summary of the consultation outcomes.

In the following pages, Convic have provided a community responsive design brief for the Cottesloe Skatepark project based off the previous consultation undertaken by the council. This brief could be used to further develop a concept design to be used for additional community engagement.

In addition to this brief it is of Convic's opinion that more work is required to be undertaken on the site selection. Convic have identified an additional three sites that have potential to locate the skatepark development and are worthy of further evaluation. Additional community engagement should also be undertaken during this phase to find a preferred site that appeals to all interested community members and stakeholder groups.

CONVIC RECOMMENDATIONS

At the completion of the review of the Cottesloe Skatepark Feasibility Report and associated works undertaken by both the Town of Cottesloe and the previous consultant, Convic can provide the following recommendations on the investment, scale and typology for the project.

FACILITY CLASSIFICATION

It is of Convic's opinion that having a district level facility within the Town of Cottesloe is the correct classification for the skatepark. These facilities primarily service one larger community centre and caters for a high capacity of users. They have multiple zones within the skate area and allow for skill progression from beginner to advance level with challenging obstacles that maintain end user interest.

District level facilities can vary in size depending on the site that is available. It would be our recommendation that the facility be of a size ranging between 600m² and 800m² to meet the community requirements.

TARGET USER GROUP

The consultation feedback did not provide sufficient data to identify if there was a target user group within the community. The facility should however cater to all user groups, including those participating in skating, BMX, scooter, roller skating and all other active wheeled sport disciplines, as well as those non-active participants looking to spectate and enjoy the public space.

SKATE TYPOLOGY

A clear preference for a mixed facility of plaza and transition style elements was indicated by the majority of participants. The design will need to consider the typology and features of existing skate infrastructure within the region to create a complimentary network of skateparks and active recreation spaces throughout Cottesloe and the neighbouring municipalities.

USER + SPECTATOR AMENITIES

To ensure a central community space that can be used by a variety of different user groups, a district level facility should have the capacity to host small events, competitions or demonstrations, and should consider providing shaded seating options and viewing areas for a family friendly space. In addition amenities such as drinking fountains, signage and landscaping should be included within the precinct with consideration given to the inclusion of complimentary alternative active recreation program. Power and lighting are preferable, but not necessary for the facility to function properly.

ICONIC ELEMENTS + LOCAL IDENTITY

The design process should explore opportunities to create an iconic facility that is unique to place and creates a local identity for the skatepark. This should be undertaken with the assistance of the community to identify what makes Cottesloe unique, creating a more enjoyable place to inhabit and provide local riders with a sense of ownership and stewardship that connects back into the wider community.

FACILITY INVESTMENT

The investment required by the Town of Cottesloe is dependent on the size of the site that is available to house the skatepark and the additional amenities that are included within the design proposal. A district level facility with a mix of both transition and street features would cost in the range of \$550k to \$750k. The upper price range would include items such as functional skatepark lighting, furniture and landscaping.

MOVING FORWARD

For the Cottesloe Skatepark project to progress, Convic is proposing that the following actions be undertaken:

CONFIRMATION OF SKATEPARK SCALE

To allow correct site evaluation to be undertaken, the Town of Cottesloe should confirm the project objectives in terms of site classification and scale. This can affect the suitability of each site and as such should be the first step in allowing the project to move forward.

SITE EVALUATION

Engagement of a component specialist consultant to undertake the evaluation of existing and newly proposed sites including:

- Foreshore Recreation Area (adjacent John Black Park Carpark)
- John Black Dune Park
- Seaview Golf Course (Broome Street Frontage)

Consultation with the community should be undertaken on the newly proposed sites to share the opportunities and constraints and gain an understanding of the community's preferred location. Community support of the location is critical to ensure the success of the delivered outcome.

CONCEPT DESIGN

The concept design should be split into two phases including a draft concept design and final concept design. It would be advantageous to undertake a more detailed pre design consultation with the community to gain a better understanding of their requirements to further develop the brief as outlined within the previous section of this document.

At the completion of a draft concept design an additional community consultation should be undertaken to offer a final opportunity to provide feedback into the design. The full circle approach to community engagement is critical to produce community driven outcomes and provide a truly community responsive facility that will be enjoyed by all end users. The final concept design will then be prepared based off the feedback and comments provided by the community.

FUNDING APPLICATIONS

At the completion of the concept design phase, the Town of Cottesloe will have a strong facility concept with community support and a document community engagement process. This report can be used by the council to submit to various WA funding streams to provide the allocated funds to undertake the delivery phases of the project.

COTTESLOE SKATEPARK DELIVERY

Once funding has been secured the Town of Cottesloe can progress the project into the delivery phases. There are a number of different delivery models the council can adopt moving forward and these include:

SPLIT DETAILED DESIGN & CONSTRUCTION

The split delivery model is a traditional way to deliver construction projects. This would result in having a design consultant complete the detailed design documentation that would allow the council to tender for a contractor to build the facility. This approach can add on additional cost and time to the project as there is a requirement to undertake to procurement phases. This is not an uncommon process and has its advantages and disadvantages.

DESIGN AND CONSTRUCTION

The design and construction model is a good way for the council to save cost and time as there is only the need for the one procurement phase. The Town of Cottesloe can use the concept documentation to form a part of the tender documentation to engage a specialist D&C contractor to complete the detailed design and build the facility. This is a turn key solution and has many advantages from a project management point of view. The use of the concept design provides the council and community with the reassurance that the previously endorsed design will be delivered.

Obtaining project funds from various funding streams often come with tight time frames to spend the money and the D&C delivery model is a good way to ensure these time frames can be met.

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