

COTTESLOE

SKATEPARK AND YOUTH SPACE

FEASIBILITY REPORT



“Concerns about undesirable social behaviour often underlie opposition to skateparks and youth spaces in cities and suburbs. However... pro-social behaviours are far more commonly observed than anti-social behaviour. Skatepark location, planning, and engagement of young people in the design can minimise many perceived problems. More broadly, the visible presence of skateparks and other youth amenity in our neighbourhoods, towns and cities, powerfully signals to young people that they too are welcome and a part of local place identity.”

Dispelling Stereotypes... Skateparks as a Setting for Pro-Social Behaviour among Young People - 2014

Lisa Wood, May Carter, Karen Martin.

Centre for the Built Environment and Health

The University of Western Australia

PREPARED BY //

enlocus
landscape architects

IN ASSOCIATION WITH //



Town of Cottesloe

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01 PROJECT BACKGROUND //

INTRODUCTION

Cottesloe is located approximately 12km from Perth CBD and 9km from Fremantle, covering a total area of roughly 35 square kilometres. At the 2016 census the town had a total population of 7,375, with approximately 30% under the age of 24 (2016 Census QuickFacts, ABS, 2016).

In September 2017, the Town of Cottesloe received a petition containing over 1000 signatures requesting a new skatepark facility. Of these, approximately 440 signatees were Cottesloe residents. Council resolved to assess the feasibility of constructing a skatepark with respect to suitability of preferred sites, appropriate size, construction costs, funding alternatives/opportunities, and likely timeframe (Council Meeting Minutes, 2017).

In February 2018 the Parks and Playgrounds Committee was established with a charter that includes research into the feasibility and priority of a skatepark in Cottesloe (Parks and Playground Meeting Minutes, 2018).

WHAT HAS HAPPENED SO FAR...

In late 2018, independent consultants and designers Enlocus were engaged by Council to conduct a feasibility report for the Cottesloe skatepark, taking into account the key recommendations from the Strategic Community Plan 2013-2023, Corporate Business Plan 2017-2021 and various place making strategies, masterplans and sense of place guides from the Town of Cottesloe.

The following report summarises key findings from the aforementioned documents, plans and site analysis data that will inform the design approach and development for the Cottesloe Skatepark.



Cottesloe Beach

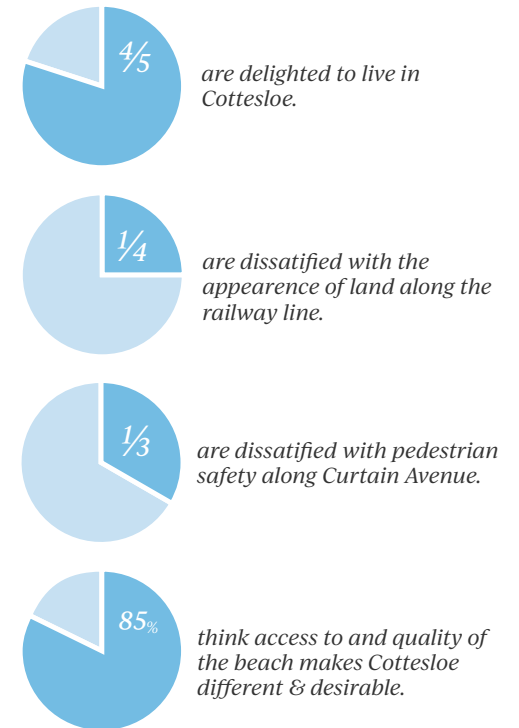
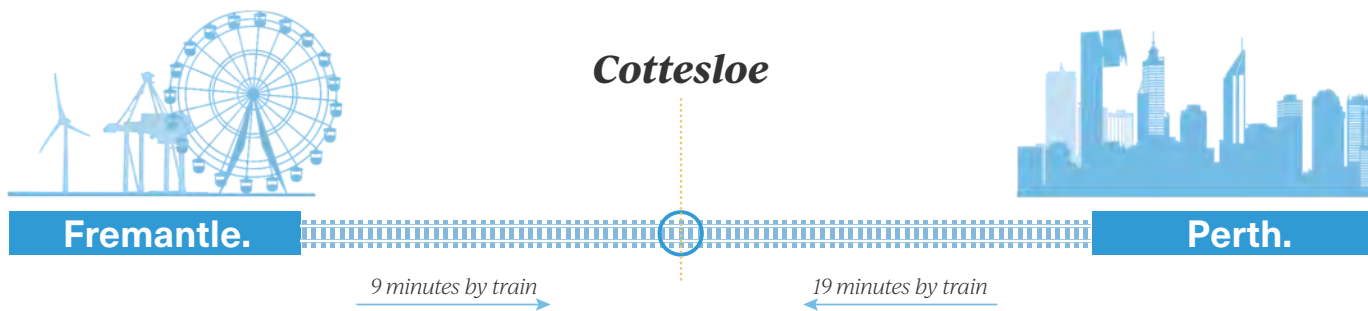
COTTESLOE DEMOGRAPHICS



According to 'Children's Participation in Sport, Western Australia 2012', **63.9% of children under 14 skateboard, scooter or rollerblade.**





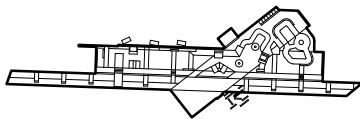
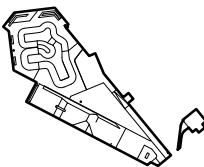
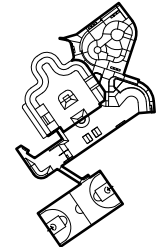
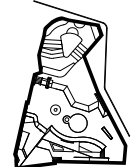


830 riders* in Cottesloe.



* this number does not include riders over the age of 14.

SKATE PARK COMPARISON STUDY

| | Fremantle The Esplanade Youth Plaza | Tamworth Viaduct Park | Floreat Perry Lake Skatepark | Average Facilities of comparable size and function | Cottesloe Cottesloe Skatepark & Youth Space |
|------------------------------------|---|--|---|---|---|
| TOWN |  |  |  | |  |
| POPULATION | 8,200 | 5,141 | 7,899 | 7,080 | 7,375 |
| 5-14 YEARS OLD AGE GROUP | 526 | 534 | 1,474 | 844 | 960 |
| SKATEBOARD, SCOOTER OR ROLLERBLADE | 337 | 342 | 942 | 540.3 | 614 |
| PLAN OF YOUTH PARK |  |  |  | |  |
| AREA OF YOUTH PARK | 2046.14 sqm. | 1509.08 sqm. | 1500.45 sqm. | 1685.22 sqm | 984 sqm. |
| COST | \$1,600,000+ | \$1,600,000 | \$1,150,000 | \$1,179,654 | \$738,000 |

5-14 YEARS OLD AGE GROUP
 ↓
 SKATEBOARD, SCOOTER OR ROLLERBLADE
 #According to 'Children's Participation in Sport, Western Australia 2012', 63.9% of children under 14 skateboard, scooter or rollerblade.

Fremantle
The Esplanade Youth Plaza

Tamworth
Viaduct Park

Floreat
Perry Lake Skatepark

Average
Facilities of comparable size and function

Cottesloe
Cottesloe Skatepark & Youth Space

FOR EACH KID
 3.9sqm.
 \$3042

FOR EACH KID
 2.8sqm.
 \$2622

FOR EACH KID
 1sqm.
 \$780

FOR EACH KID
 2.5sqm.
 \$1397

FOR EACH KID
 1sqm.
 \$768

NOTE: ALL PRICE LISTED ABOVE INCLUDE ADDITIONAL AMENITY TYPICAL OF FACILITIES OF THIS SIZE, SUCH AS SHELTER, SEATING, DRINKING FOUNTAIN ETC.

STRATEGIC COMMUNITY PLAN 2013-2023

The Strategic Community Plan (SCP) provides a framework for the community's ongoing sustainability and a sense of direction for the Council and staff when making decisions with long-term ramifications. It is an initial step in the Integrated Planning Framework.

Unfortunately the SCP was delivered prior to Council receiving the petition for a new skatepark, and as a result the document makes no reference to a skatepark as a strategy. With that said, a skatepark does fit many of the Plan's Strategic Priority Criteria.

Priority Area 1: Protecting and Enhancing the Wellbeing of Residents and Visitors

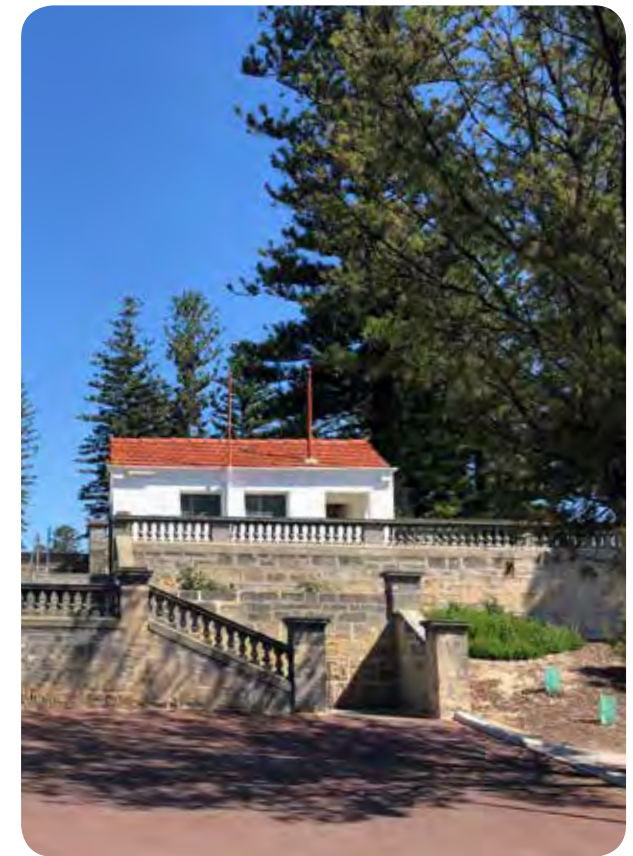
Cottesloe is predominately orientated towards physical and cultural outdoor recreation by virtue of the wealth of coastal open space along the western side of Town. The plan acknowledges that despite this, there is still a need to provide more civic spaces and opportunities for recreational activities outside of 'beach culture'.

The plan writes that while young people need to be catered for specifically, it is recognised that good access to train stations and public transport is important for them to be able to engage with the Perth scene. In the case of a local skatepark (pending placement), the reverse is also true - riders/youth from the Greater Perth area will have ease of access to the new facility, expanding the wider catchment area.

Priority Area 3: Enhancing Beach Access and the Foreshore

The community of Cottesloe highly value the beaches, public foreshores, and beachside heritage developments as defining areas of the district. The beachfronts have a picturesque and unique character and act as a destination for locals, the regional population and tourists.

Council is aware that many of the public facilities along the foreshore are in need of revitalization. In conjunction with the need for recreational activities outside of beach culture listed in Priority Area 1, this could come in the form of a skatepark in a suitable, sensitive location. Strong, positive examples of this can be seen in Scarborough and Fremantle - popular coastal foreshores with thriving, existing beach program/culture expanded to include skate/scoot/BMX culture.



CORPORATE BUSINESS PLAN 2017-2021

The Corporate Business Plan (CBP) is the second stage of implementation in the Integrated Planning Framework, and takes place after the Strategic Community Plan (SCP). The aim of the CBP is to offer clear directives on how to meet the aspirations of the community as listed in the SCP. Similarly to the previous page, the CBP does not make a direct reference to the construction of a skatepark. However, the CBP lists a series of actions to achieve strategies within the SCP's Priority Criteria which can be achieved through the construction of a skatepark.

Priority Area 1: Protect and Enhance the Wellbeing of Residents and Visitors:

1.11 - Help families flourish and connect in Cottesloe

- a) Develop a new strategy for addressing the needs of children and young people in Cottesloe
- b) Develop a new play space strategy for Cottesloe that caters for all children's needs including older, younger and children with special needs
- c) Upgrade existing play spaces to build creative and diverse play environments that are exciting and challenging for all children
- d) Ensure the Foreshore Redevelopment design promotes community engagement, is suitable for hosting events and regular social and recreational activities.

The children and young people of Cottesloe have expressed their need for a local skatepark, as evidenced by 1000+ signatures in the recent petition. A well designed skatepark offers a diverse

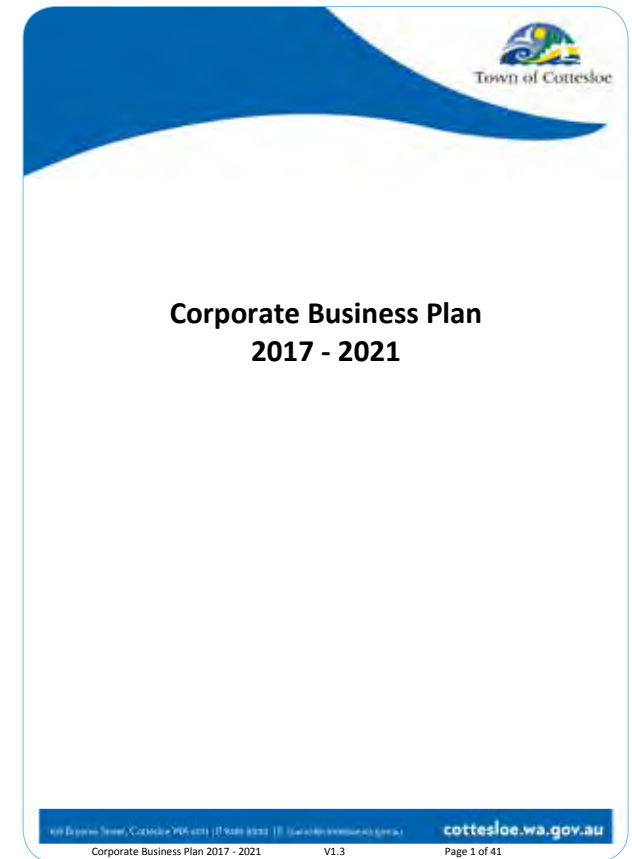
active/social/recreational experience for local youth of all ages and abilities. It allows self-directed and self-directed activity that can exist outside the traditional organised sporting times and seasons. Skateparks can also act as a youth hub of sorts, allowing community or government organised events and activities, such as band shows, competitions, workshops, etc. Pending skatepark placement, this could be included to form part of the Foreshore Redevelopment plan's criteria for events.

Priority Area 3: Enhancing Beach Access and the Foreshore

3.6 - *Develop and implement an asset management plan for coastal infrastructure which seeks to promote the enjoyment of the coastline while protecting the dune environment*

- b) Establish guidelines for infrastructure not detailed in the Foreshore Plan or the Beach Access Paths style guide.

A skatepark (pending placement) could extend on the current programs offered in the Foreshore Plan. A skatepark would offer a new opportunity to promote the coastline, somewhat separate from beach culture.



PUBLIC DOMAIN INFRASTRUCTURE IMPROVEMENT PLAN: URBAN DESIGN REPORT 2011 + STATION STREET PLACE MAKING STRATEGY, 2017

The Public Domain Infrastructure Improvement Plan is an integrated plan aimed to ‘significantly raise all aspects of the standard of infrastructure of the public domain’ in Cottesloe Town Centre and its environs. The Town Centre is bounded by Stirling Highway to the east, Forrest Street to the north, the Fremantle-Perth railway land to the west and Brixton St to the south.

The Station Street Place Making Strategy is of a similar intent to the previous mentioned plan, but narrows its scope to Station Street, following the success of the refurbishment of neighbouring Napoleon Street.

Both plans identifies Cottesloe Train Station as being of high importance in the role of rejuvenating Cottesloe Town Centre. The station has the potential to act as a meeting space and town centre activation node, in addition to the obvious benefits of allowing public transport users in and out of town. The documents identify the major potential of the land adjacent to the railway line for (in part) public space. The Place Making Strategy has determined there is a lack of provision of open public space in East Cottesloe, and the railway land has the potential to

remedy this.

However, the documents mention a high level of uncertainty around both the railway line and adjacent land. There have been several proposals and design exercises to either raise or sink the railway, but no definitive plans have been outlined. Despite the potential strengths and weaknesses of either proposal, public opinion is divided on the importance of remediating the railway line.



The Perth-Fremantle railway line through Cottesloe

COTTESLOE DRAFT RECREATION PRECINCT MASTERPLAN BY AECOM, 2018

The Cottesloe DRAFT Recreation Precinct is the only major designated sports and recreation space in Cottesloe. In 2018, Council engaged consultants AECOM to prepare a masterplan for the precinct, in an attempt to rationalise the conflicting uses of sport, recreation, playing fields and recreational fields, with the potential to include other programs currently not provided for.

If done correctly, co-location of facilities generally create better outcomes for integrated services, as amenities, shared space and other infrastructure can be shared, reducing initial capital, operating and marginal costs, and better quality facilities. Multi-use facilities are more dynamic and flexible than singular programmed facilities, and are more likely to remain activated spaces as they can operate outside of traditional sporting seasons and playing times.

The masterplan writes that designated youth spaces can greatly assist in creating an activated space. Youth spaces act outside of the aforementioned seasons and playing times, can be used year round, bringing entire families to site. They also act as an important first step in creating healthy routine and patterns for the younger generation.

However, concentration of too many facilities in one area could lead to a lack of amenity in other areas throughout the town, for example, the Eastern areas of Cottesloe. The Station Street Place Making Strategy identifies East Cottesloe as lacking open public space.



Cottesloe Recreation Precinct Masterplan by AECOM

COTTESLOE DRAFT FORESHORE RENEWAL MASTERPLAN, 2019

The Cottesloe DRAFT Foreshore Renewal Masterplan aims to revitalise the Foreshore Precinct through effective planning and redevelopment of open public space, improved amenities and pedestrian accessibility. The document is underpinned by research and technical studies into the areas vehicular and pedestrian activity, Noongar significance, universal access, materiality, sustainability and best practice in place making.

The Masterplan identifies the beach as an area of ‘focus and pride’ for the community. The document proposes a series of adjacent spaces that run parallel to the beach; a coastal promenade with viewing platforms, turning Marine Parade into a shared streetscape, generous areas of active and recreational parklands, and interpretive design that draws upon the site’s rich local history and culture.

The Masterplan lists ‘Promoting Activity’ within the streetscape and wider public realm environment as a key design principle. The plan aims to encourage ‘a wide range of activities to enhance vibrancy and diversity’, creating active and engaging public space.



02 FACILITY TYPOLOGY //

INTRODUCTION

To appropriately evaluate the selected Strategy sites in Cottesloe for the provision of new Skate facilities, a guideline needs to be established which determines the different facility types and the key requirements / principles which comprise them.

Five levels within a hierarchy of facility provision are used to determine the Public Open Space classifications in the Town of Cottesloe, based on the 'Liveable Neighbourhoods' hierarchy. The assignment of hierarchal levels within Public Open Space is determined by catchment size (geographical area), level of use, POS scale(sqkm) and significance. Below is an outline of facility classifications:

Regional Open Space - Services the Town of Cottesloe and surrounding regions.

District Park - Notionally serving 3 neighbourhoods. 600m - 1km walk from most dwellings. Located between neighbourhoods.

Neighbourhood Park - Serving 600 - 800 dwellings and a maximum of 400m walk from most dwellings.

Local Park - Located within neighbourhoods. Approximately 150m - 300m walking distance to all dwellings.

Community Purpose Site - Located within 1,500 - 1,800 dwellings, preferably located near town centres. This classification system primarily considers scale, catchment

and distribution. Initially, it is effective in evaluating existing facilities or sites for the provision of future facilities, however it is less effective in outlining inherent community value.

For the purpose of improved evaluation of existing facilities, proposed sites or outlining the requirements for future skate facilities, a more detailed classification needs to be considered, one that outlines the inherent social/user value of the facility, its function, opportunity, impact, diversity and how it services the community and its young people.

The following diagram [pages 8-9] can be used to provide a more detailed evaluation of existing facilities or to assist in outlining the key requirements for the successful provision of valued Skate & Youth facilities. The diagram classifies facilities into three major categories of value low, medium or high.

The following document will thus refer to the following classification breakdown.

| | |
|---|--|
| <p>MEDIUM LEVEL</p> <p>REFERS TO THE INHERENT VALUE OF THE FACILITY BASED ON THE FOLLOWING DIAGRAM [PAGES 8-9]</p> | <p>DISTRICT FACILITY</p> <p>REFERS TO THE SCALE, CATCHMENT AND DISTRIBUTION OF THE FACILITY BASED ON THE 'LIVEABLE NEIGHBOURHOODS' HIERARCHY.</p> |
|---|--|

EXAMPLE FACILITY TYPOLOGIES

To provide a clear representation of the different typologies, the following example facilities have been included.

LOW LEVEL LOCAL FACILITY...

Mosman Park, WA. Offers a limited beginner - intermediate range of skate and scooter only elements, with no other complementary infrastructure.



MEDIUM LEVEL DISTRICT FACILITY...

Exmouth Skatepark, WA. Offers an adequate beginner - intermediate range of skate, scooter and bmx elements. It also provides all weather shelter structures, floodlighting, integrated social and seating spaces, a drink fountain, electrical capacity for events, and entry signage. This facility meets the needs of skate, scooter and bmx users and offers a great range of complementary infrastructure to create a well rounded community space.



MEDIUM - HIGH LEVEL DISTRICT FACILITY...

Armadale Skate Park, WA. Is ideally located in the town centre precinct of Armadale, adjacent to the City of Armadale Council Offices and Armadale Shopping Centre. The park incorporates an adequate beginner - intermediate range of skate, scooter and bmx elements. It also provides a unique digital screen, speakers, floodlighting, atmospheric LED lighting, integrated play terrain, social and seating spaces, a drink fountain, electrical capacity for events, and entry signage. This facility meets the needs of skate, scooter and bmx users and offers a diverse range of complementary infrastructure to create an engaging and inclusive community space.



MEDIUM - HIGH LEVEL REGIONAL FACILITY...

Esplanade Youth Plaza, WA. Is adequately located within Esplanade Park, adjacent to the Fremantle Fishing Boat Harbour entertainment district. The park incorporates substantial beginner - advanced range of skate, scooter and bmx elements. It also provides floodlighting, climbing structures, a parkour course, table tennis, a shade structure, limited seating and social spaces, a drink fountain, electrical access for events, and entry signage. This facility provides a diverse and unique skate, scooter and bmx experiences and offers a diverse range of activities, but a limited range of complementary infrastructure considering its size and catchment.



HIGH

LOCATION & VISIBILITY

Site located on a highly visible activated frontage within a community town centre. Directly adjacent to or integrated with commercial, entertainment and youth precincts.

LIGHTING

General floodlighting to improve safety and facilitate after school and work use.

SOCIAL SPACE

Spacial & component configuration to facilitate engagement, interaction, expression, exhibition and adolescent identity.

H2O

Access to drinkable water.

WASTE

Access to waste receptacles

PARKING

Access to adequate parking.

TOILETS

Walkable distance

TRANSPORT

Dedicated public transport stop and access.

Integrated cycle and pedestrian networks connecting the greater community.

SETBACKS

100m minimum residential setback



MEDIUM

SCALE & ACTIVITY

Various integrated skate, bmx and scooter elements.

Caters for the progression of beginners - intermediate skill levels.

Integration of (typically one) other youth and community recreation activity.

Limited range of activity for young people and the community outside of skate bmx and scootering.

400-1000 sq / m

SETBACKS

50m minimum residential setback.

LOCATION & VISIBILITY

Site located on a highly visible activated frontage within the community.

SCALE & ACTIVITY

Typically limited in offering a range of elements, activity and skill.

0-200 sq / m

TRANSPORT

Access to public transport, cycle and pedestrian networks.

LOW

LOCATION & VISIBILITY

Limited visibility within the community.

Incidental locations, often camouflaged within the urban fabric.



SCALE & ACTIVITY

Various integrated skate, bmx and scooter elements and styles.

Caters for the progression of beginners - intermediate - advanced skill levels.

Introduces multiple unique skate components / opportunities with local, national and international appeal.

Integration of multiple recreation activities for young people and the broader community. Bouldering (rock climbing), parkour, dancing, sports courts and strength & agility structures.

Offers a diverse range of physical activity for young people and the community outside of skate, bmx and scootering.

1000 - 2500 sq / m

SOCIAL SPACES

Large areas of spacial & component configuration designed to facilitate engagement, interaction, expression, exhibition and adolescent identity.

LIGHTING

Vibrant, expressive, animated lighting and digital projection.

Digital projection as a medium for multimedia expression and a local curriculum extension. Creating an inter-generational space.

PERFORMANCE & EVENTS

Opportunities and infrastructure for intimate and larger scale performance and events. Spill out areas, exterior speakers, power connections, stages and temporary vehicle access.

SERVICES

Close access or integrated youth related services and support. Counselling, Mentoring Clinics & Workshops.

SIGNAGE

Illuminated and robust bespoke safety and entry signage integrated within the space.

TOILETS

Dedicated public toilet facilities.

WASTE

Multiple points of waste disposal throughout site.

Integration with council recycling programs.

H2O

Multiple points of drinkable water.

REFRESHMENTS

Close proximity to local food and beverage facilities.

EMERGENCY ACCESS

Vehicle & stretcher access to all areas.

Dedicated first aid station and facilities.

PARKING

Adequate parking facilities dedicated to the facility.

Vehicle drop-off area.

SHELTER

Multiple iconic, robust, expressive bespoke all weather structures.

Integrated lighting, digital projection and exhibition components.

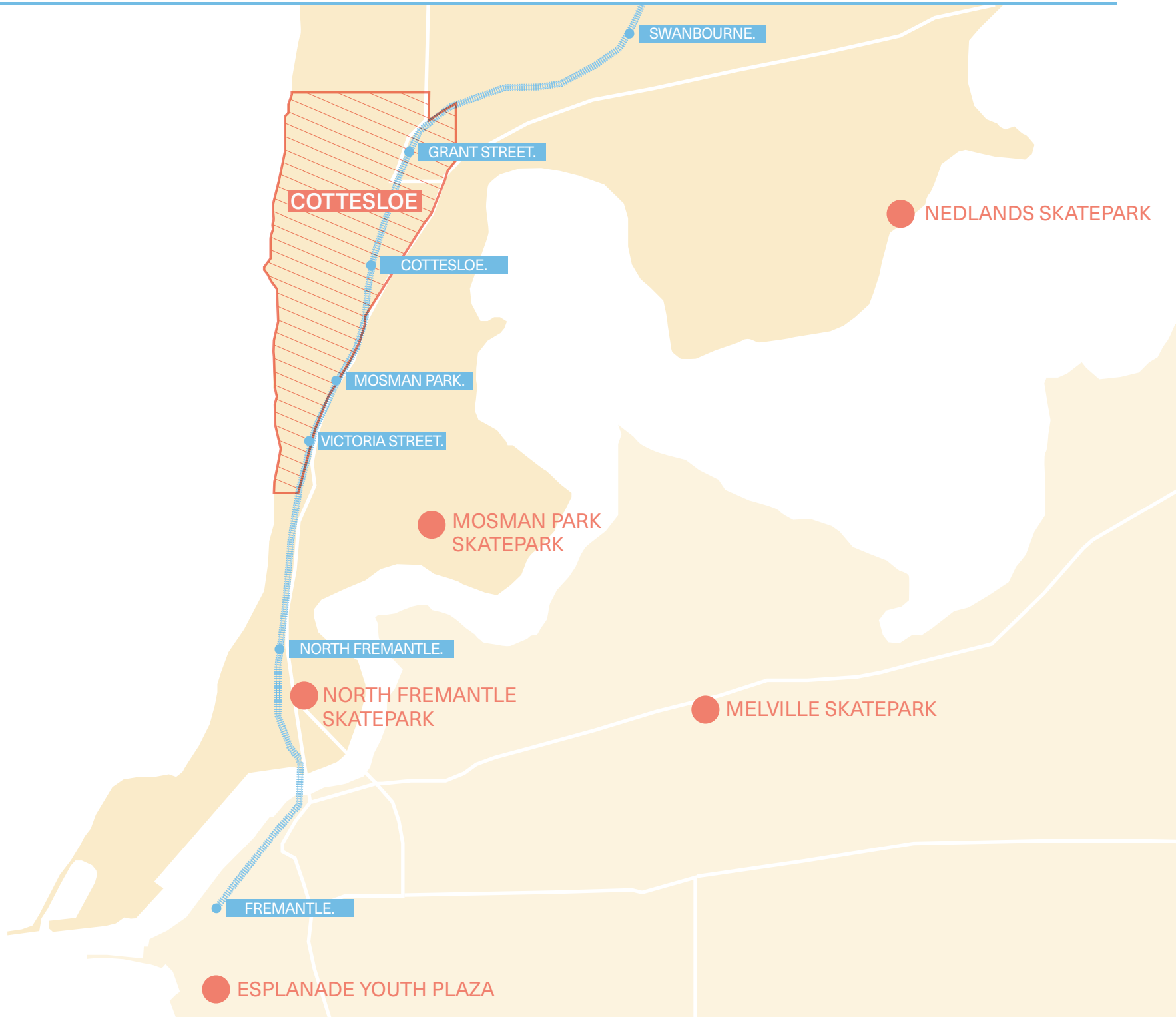
Offering unique and diverse opportunities for occupation and expression.

EXHIBITION

Opportunities for exhibition and integration with curriculum.

Multiple forms of representation of exhibition from graffiti and artwork, to digital projection, sculpture and venues for dance and music.

Opportunities to exhibit educational workshops.



IMMEDIATE SKATE FACILITIES

MOSMAN PARK SKATEPARK 4.5km South

Mosman Park Skatepark is a combination of an 'old-school' styled three-wall bowl and some modern elements added in 2016. The existing bowl is roughly 1000mm high, featuring three quarterpipe walls and one large mogul/rollover at the entrance of the bowl. The bowl is typical of skateparks of the time - lumpy surfaces, cracking concrete, seperating coping, etc.

The new section was designed by SkateSculptures in 2016, and features modern elements such as a banked pyramid, two ledges, a flatbar, a 'coin-bank' and a 'taco-quarter'. The placement of elements is tight, but makes great use of the available basketball court slab. The park does not contain any ancillary features, such as shade or seating.



NEDLANDS SKATEPARK
8km East

Nedlands Skatepark was constructed towards the end of 2000, and is typical of flow-styled parks from the time. The skatepark is heavily transition focused, featuring a series of differently dimensioned quarterpipes, extensions, flatbanks and a hipped funbox and ledge combination. The park is well designed and constructed, and is in great condition for its age.

The style of park is narrowly focused towards transition styled riders, without much opportunity for other styles of riding. All ramps are roughly 4 to 6 foot, severely limiting beginner rider participation.



NORTH FREMANTLE 5km South

North Fremantle is a beginners transition based park, with a 3-foot 'horse-shoe' quarterpipe, small transition based box, downledge and flatbank. The park makes good use of its small concrete footprint, creating relatively good flow through its combination of elements.

This skatepark is aimed solely at beginner riders, and does not allow for much opportunity for users to progress. While there are intermediate level parks nearby (such as Nedlands on the previous page), a beginner-orientated park doesn't allow new riders to meet and learn from older, more experienced riders, or connect to the wider scene.



ESPLANADE YOUTH PLAZA / FREMANTLE PLAZA 8m South

Esplanade Youth Plaza was constructed in 2014, and is one of the more successful examples of high level regional facilities in greater Perth, if not Australia. The park features a myriad of elements, catering for users of all ages, abilities and styles.

The Youth Plaza extends further than pure skate function, including parkour elements, ping pong tables, ample recreational/ passive seating and spectating opportunities, and designated space for events. The Youth Plaza is a great example of how a facility can further activate an area, and proof that users will travel from all over the greater region to use a unique facility.



03 SITE OPTIONS //

INTRODUCTION

Enlocus has identified four potential sites for the new Cottesloe Skatepark, based on Town of Cottesloe documents, masterplans and Enlocus' professional opinion. The current options are:

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

In order to maximise the design opportunities of the project as well as the positive impact such a facility can have on Cottesloe and neighbouring communities, it is first crucial to understand the site upon which the facility is to be located. This analysis of site needs to take into consideration both the contextual location, including surrounding community facilities, transport nodes and access routes within the region, and physical conditions on site, such as existing site trees, amenities, pedestrian networks and views/surveillance.



1.



2.



3.



4.



5.



6.



The six selected sites



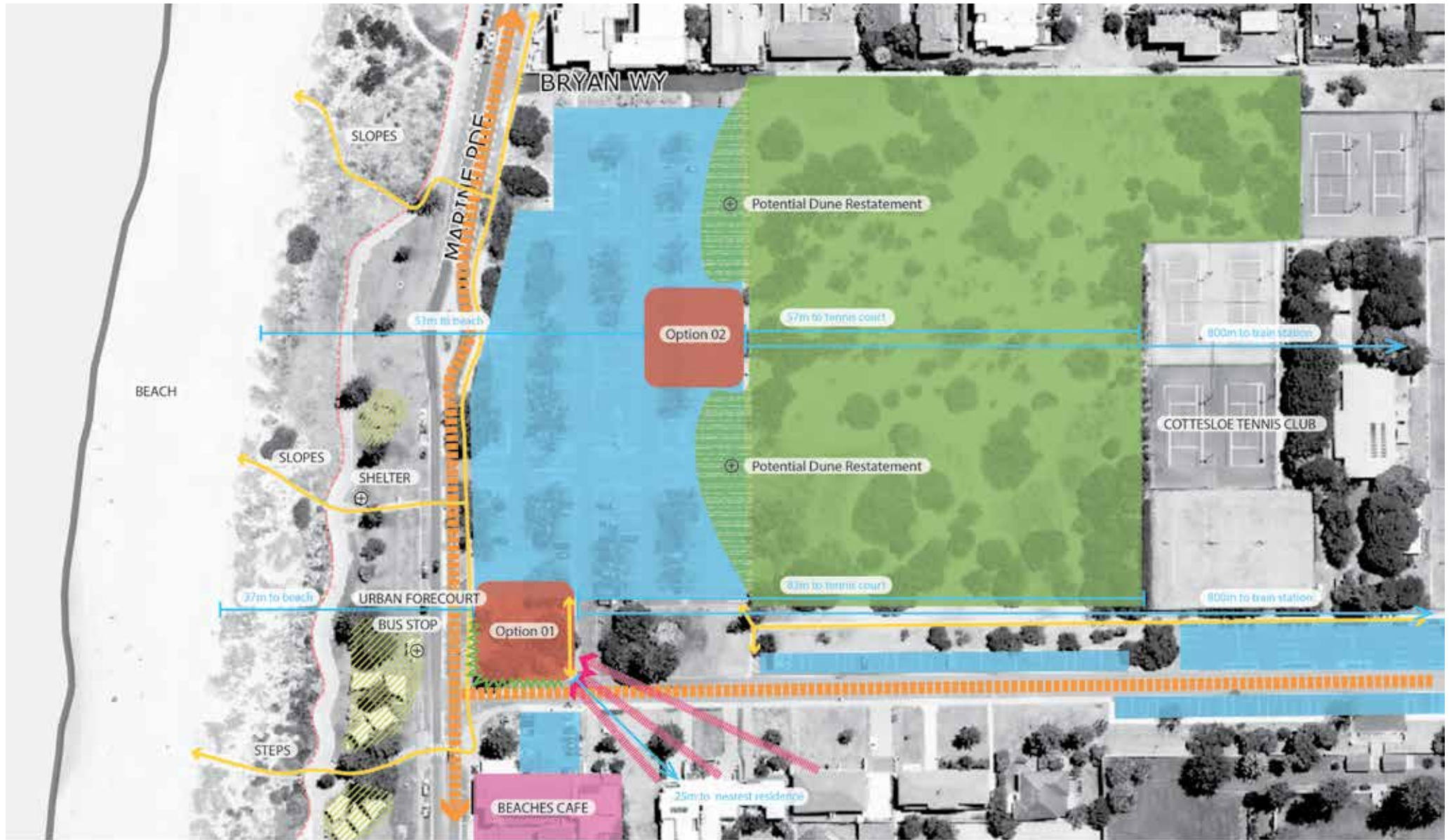


SITE 01 // GRANT MARINE PARK



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-  VEHICLE CONNECTIONS
-  PROPOSED SKATEPARK
-  RETAIL
-  RETAINING WALLS
-  PARKING
-  RECREATION FACILITIES
-  PATHWAY
-  PROTECT DUNE VEGETATIONS
-  VIEW



SITE 02 // JOHN BLACK DUNE PARK CARPARK



1:1000@A3

- | | | | | | |
|--|---------------------|--|--------------------------|--|-----------------------|
| | VEHICLE CONNECTIONS | | PROPOSED SKATEPARK | | RETAIL - BEACHES CAFE |
| | SEA WALLS | | PARKING | | RECREATION FACILITIES |
| | PATHWAY | | PROTECT DUNE VEGETATIONS | | VIEW |



SITE 03 //
COTTESLOE FORESHORE CARPARK



1:1000@A3


- | | | | | | |
|--|---------------------|--|--------------------------|--|-----------------------|
| | VEHICLE CONNECTIONS | | PROPOSED SKATEPARK | | RETAIL |
| | SEA WALLS | | PARKING | | RECREATION FACILITIES |
| | PATHWAY | | PROTECT DUNE VEGETATIONS | | VIEW |



SITE 04 // SEAVIEW GOLF COURSE CARPARK



1:1000@A3

- | | | |
|---|--|---|
|  VEHICLE CONNECTIONS |  PROPOSED SKATEPARK |  RETAIL |
|  SEA WALLS |  PARKING |  RECREATION FACILITIES |
|  PATHWAY |  PROTECT DUNE VEGETATIONS |  VIEW |



SITE 05 // SEAVIEW GOLF COURSE

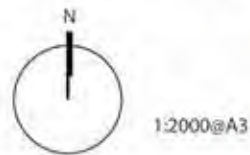


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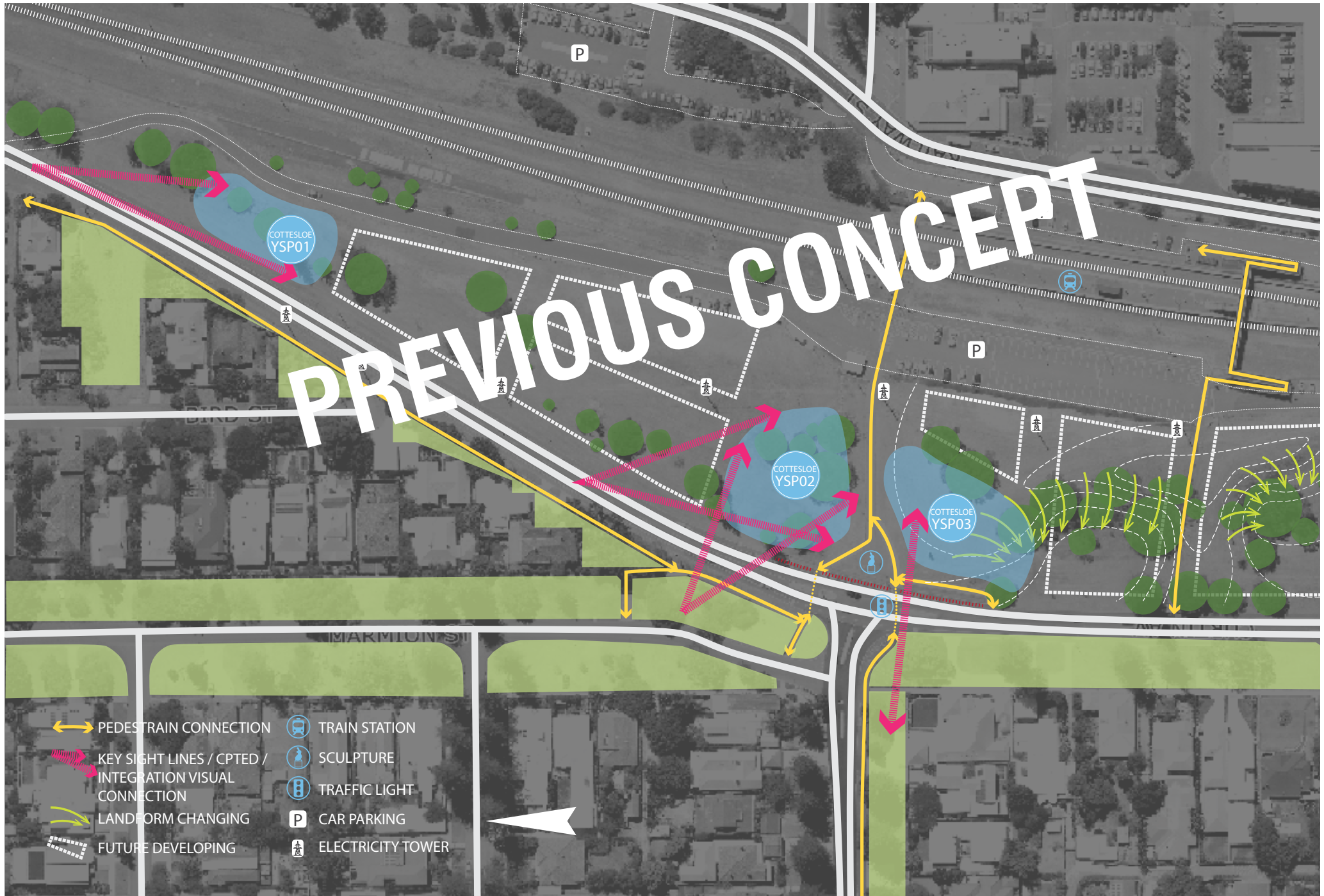
-  VEHICLE CONNECTIONS
-  PROPOSED SKATEPARK
-  SHELTER
-  SEA WALLS
-  PARKING
-  RECREATION FACILITIES
-  PATHWAY
-  PROTECT DUNE VEGETATIONS
-  VIEW



SITE 06 //
COTTESLOE TRAIN STATION



- | | | | | | |
|---|----------------------------------|---|--------------------------|---|-----------------------|
|  | VEHICLE CONNECTIONS |  | PROPOSED SKATEPARK |  | RETAIL |
|  | PEDESTRIAN & BICYCLE SHARED PATH |  | PARKING |  | RECREATION FACILITIES |
|  | PATHWAY |  | PROTECT DUNE VEGETATIONS |  | VIEW |





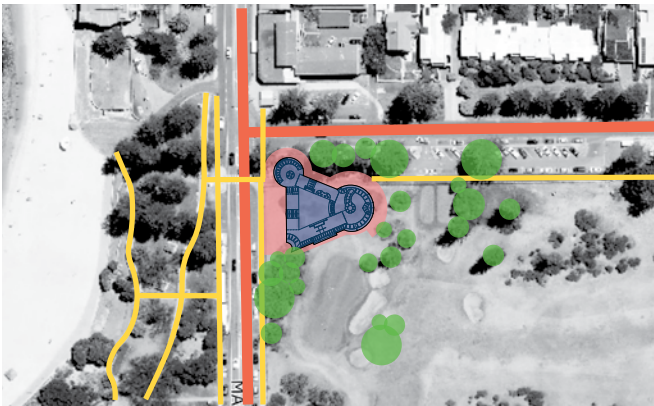
SITE 01 // Grant Marine Park



SITE 02 // John Black Dune Park - Car Park One



SITE 03 // Cottesloe Foreshore - Car Park Two



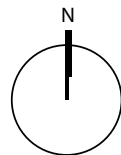
SITE 04 // Sea View Golf Course Car Park



SITE 05 // Sea View Golf Course



SITE 06 // Cottesloe Train Station



1:2000@A3

SKATE PARK AREA

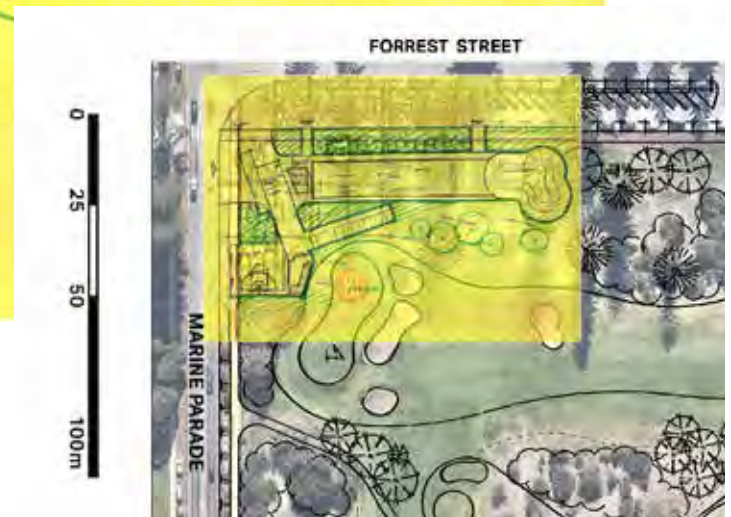
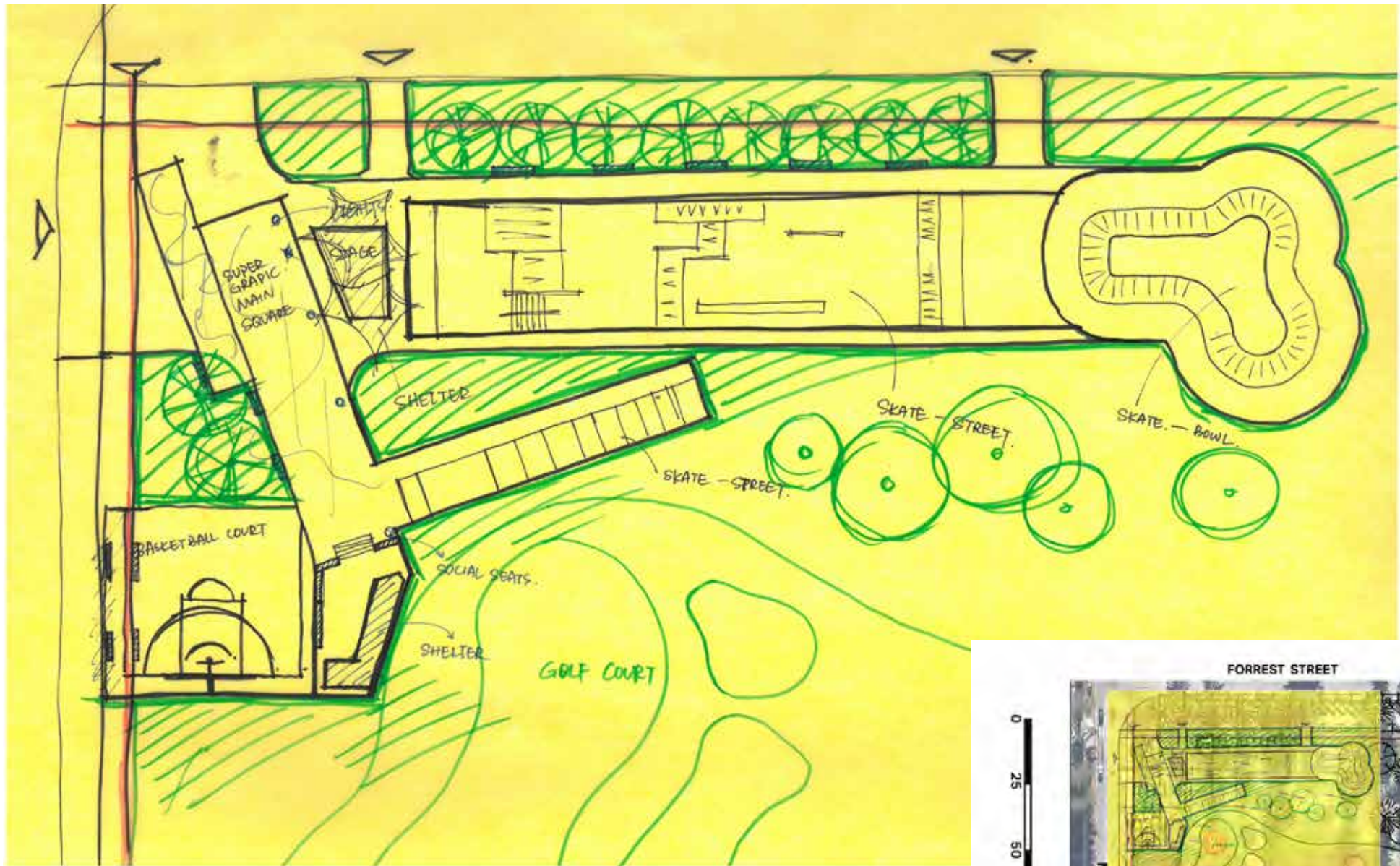
FACILITIES AREA

LAWN AREA

VEGETATION/TREES AREA

VEHICLE ROAD

PATHWAY



SITE 04//
FEASIBILITY SKETCH FOR SEA VIEW GOLF COURSE CAR PARK
OVERLAY FUTURE PLANNING

04 SITE EVALUATION MATRIX //

INTRODUCTION

The following Site Evaluation Matrix is a key assessment tool when determining the most suitable location for the future provision of skate and youth facilities in the Town of Cottesloe. Each criteria has been developed by Enlocus from years of professional experience advancing the field of skate and youth spaces, along with reference to supporting industry documents, most notably Sports and Recreation Victoria's Skatepark Guide (2001) and the Skateboarding Australia Skatepark Facility Guide.

This matrix will evaluate the six sites identified by Enlocus and the Town of Cottesloe. The sites are then ranked in order of suitability. Each criteria considers not only the existing condition but future planning as some of the sites are currently being developed. The following is a brief description of each category.

Availability, Scale & Capability evaluates the sites potential to accommodate the required facility footprint, whether it is compatible with existing planning and zoning requirements, and if the surrounding context can facilitate potential future expansion. This is the first critical step in evaluation, and ensures the proposed facility has the potential to expand and adapt to future needs.

The **Technical** criteria evaluates the existing civil infrastructure, its proximity to the proposed facility, constraints and implications on existing drainage and earthworks.

Access, Context & Amenities consider a broader evaluation of the site. Reviewing potential catchment, proximity to public infrastructure, and connectivity to modes of transport. These categories also evaluate the sites relationship to commercial and youth related facilities, to ensure the proposed site is in a desirable and social location where young people want to be, increasing inherent value through co-location.

Safety & Observation initially evaluates the sites perceived sense of safety through passive surveillance opportunities created by a prominent, activated location. It also evaluates safety in terms of emergency accessibility, proximity, safe egress, and the opportunity for prospect and refuge. This category is critical in displacing the traditional 'back of house' locations many skate and youth spaces have previously been subject to and instead places importance on providing young people with open, safe and welcoming sites for all ages, as well as instilling and encouraging a level of confidence and independence.

It's also important that accessibility by **Maintenance** staff is considered to ensure a clean and cost effective maintenance program which can be regularly managed by Council for the Community. Maintaining a clean facility is critical in improving safety but also communicating the value of a place and can instill a sense of worth amongst the majority of users.

Impact & Proximity evaluates the proposed sites potential environmental and land use implications, as well as assessing possible noise and light spill issues that can occur with these facilities. It is critical that the proposed facility has the opportunity to gain community support, through an environmentally aware development that also considers its neighbours.

* It should be noted that the following Site Evaluation Matrix considers the successful implementation of all relevant development plans.

01 AVAILABILITY //

IS THE SITE CONSISTENT WITH EXISTING STRATEGIES, ZONING AND OWNERSHIP

WILL THE REMAINING AREAS OF THE SITE BE PUBLICLY ACCESSIBLE ONCE THE FACILITY IS DEVELOPED.

| | SITE 01 // GRANT MARINE PARK | SITE 02 // JOHN BLACK DUNE PARK-CAR PARK ONE | SITE 03 // COTTESLOE FORESHORE CAR PARK | SITE 04 // SEA VIEW GOLF COURSE CAR PARK | SITE 05 // SEA VIEW GOLF COURSE | SITE 06 // COTTESLOE TRAIN STATION |
|---|------------------------------|--|---|--|---------------------------------|------------------------------------|
| IS THE SITE CONSISTENT WITH EXISTING STRATEGIES, ZONING AND OWNERSHIP | 4 | 3 | 4 | 2 | 4 | 2 |
| WILL THE REMAINING AREAS OF THE SITE BE PUBLICLY ACCESSIBLE ONCE THE FACILITY IS DEVELOPED. | 5 | 4 | 3 | 5 | 5 | 2 |

02 SCALE & CAPABILITIES //

CAN THE PROPOSED SITE CONTAIN THE REQUIRED AREA FOR A DISTRICT SKATE & YOUTH FACILITY TYPE [400-1000SQM GUIDE ONLY]

IF DEVELOPED, COULD THE SITE ACCOMMODATE FUTURE FACILITY EXPANSION.

IS THE PROPOSED SITE CAPABLE OF CATERING FOR THE VARIOUS SKATEPARK TYPES AND DIVERSITY OF ELEMENTS [I.E. BOWL, STREET, TRANSITIONS, VERT RAMP, PLAZA AND REQUIRED BATTERS / EMBANKMENTS]

CAN THE PROPOSED SITE PROVIDE OPPORTUNITIES FOR 'LEGITIMATE PERIPHERAL PARTICIPATION' [PHYSICAL & VISUAL CONNECTION TO REFUGE AREAS, SEATING, AND PLAY SPACES]

DOES THE SITE HAVE THE ABILITY TO HOST LARGER CROWDS DURING PROGRAMMED EVENTS, COMPETITIONS AND PEAK PERIODS [I.E. SERVICE REQUIREMENTS & ASSOCIATED TEMPORARY INFRASTRUCTURE LIKE FOOD TRUCKS, LIVE MUSIC/ DJ, TOILETS AND MARQUIS ETC]

IS THE PROPOSED SITE FREE FROM EXISTING CONSTRAINTS OF LAND USE, RIGHT OF WAY, COVENANTS, EASEMENTS, SERVICE ACCESS REQUIREMENTS [SUBTERRANEAN OR OVERHEAD CABLING, OPTICS, TELECOMMUNICATIONS, POWER, WATER, SEWAGE & GAS]

| | SITE 01 // GRANT MARINE PARK | SITE 02 // JOHN BLACK DUNE PARK-CAR PARK ONE | SITE 03 // COTTESLOE FORESHORE CAR PARK | SITE 04 // SEA VIEW GOLF COURSE CAR PARK | SITE 05 // SEA VIEW GOLF COURSE | SITE 06 // COTTESLOE TRAIN STATION |
|--|------------------------------|--|---|--|---------------------------------|------------------------------------|
| CAN THE PROPOSED SITE CONTAIN THE REQUIRED AREA FOR A DISTRICT SKATE & YOUTH FACILITY TYPE [400-1000SQM GUIDE ONLY] | 5 | 4 | 4 | 5 | 5 | 4 |
| IF DEVELOPED, COULD THE SITE ACCOMMODATE FUTURE FACILITY EXPANSION. | 5 | 3 | 3 | 5 | 3 | 2 |
| IS THE PROPOSED SITE CAPABLE OF CATERING FOR THE VARIOUS SKATEPARK TYPES AND DIVERSITY OF ELEMENTS [I.E. BOWL, STREET, TRANSITIONS, VERT RAMP, PLAZA AND REQUIRED BATTERS / EMBANKMENTS] | 4 | 4 | 3 | 5 | 4 | 3 |
| CAN THE PROPOSED SITE PROVIDE OPPORTUNITIES FOR 'LEGITIMATE PERIPHERAL PARTICIPATION' [PHYSICAL & VISUAL CONNECTION TO REFUGE AREAS, SEATING, AND PLAY SPACES] | 5 | 4 | 4 | 4 | 5 | 4 |
| DOES THE SITE HAVE THE ABILITY TO HOST LARGER CROWDS DURING PROGRAMMED EVENTS, COMPETITIONS AND PEAK PERIODS [I.E. SERVICE REQUIREMENTS & ASSOCIATED TEMPORARY INFRASTRUCTURE LIKE FOOD TRUCKS, LIVE MUSIC/ DJ, TOILETS AND MARQUIS ETC] | 5 | 3 | 4 | 4 | 3 | 5 |
| IS THE PROPOSED SITE FREE FROM EXISTING CONSTRAINTS OF LAND USE, RIGHT OF WAY, COVENANTS, EASEMENTS, SERVICE ACCESS REQUIREMENTS [SUBTERRANEAN OR OVERHEAD CABLING, OPTICS, TELECOMMUNICATIONS, POWER, WATER, SEWAGE & GAS] | 4 | 4 | 4 | 5 | 4 | 1 |

03 TECHNICAL //

DOES THE PROPOSED SITE SUGGEST MINIMAL DRAINAGE IMPLICATIONS [LOCATION OF LPD, PIT INVERT LEVELS, CROSSFALL AND EXISTING SITE CATCHMENT]

| | SITE 01 // GRANT MARINE PARK | SITE 02 // JOHN BLACK DUNE PARK-CAR PARK ONE | SITE 03 // COTTESLOE FORESHORE CAR PARK | SITE 04 // SEA VIEW GOLF COURSE CAR PARK | SITE 05 // SEA VIEW GOLF COURSE | SITE 06 // COTTESLOE TRAIN STATION |
|--|------------------------------|--|---|--|---------------------------------|------------------------------------|
| DOES THE PROPOSED SITE SUGGEST MINIMAL DRAINAGE IMPLICATIONS [LOCATION OF LPD, PIT INVERT LEVELS, CROSSFALL AND EXISTING SITE CATCHMENT] | 3 | 2 | 2 | 4 | 3 | 5 |

DOES THE GEOTECHNICAL CLASSIFICATION & SOIL BARRING CAPACITY OF THE PROPOSED SITE SUGGEST MINIMAL CONSTRUCTION AND ENGINEERING IMPLICATIONS.

DOES THE EXISTING SITE TYPOGRAPHY AND TERRAIN REQUIRE MINIMAL EARTHWORKS AND STRUCTURAL RETENTION IMPLICATIONS.

DOES THE PROPOSED SITE HAVE EASY ACCESS TO ELECTRICITY, DRINKING WATER, SEWAGE, DIGITAL TELECOMMUNICATIONS [INTERNET].

| | SITE 01 // GRANT MARINE PARK | SITE 02 // JOHN BLACK DUNE PARK-CAR PARK ONE | SITE 03 // COTTESLOE FORESHORE CAR PARK | SITE 04 // SEA VIEW GOLF COURSE CAR PARK | SITE 05 // SEA VIEW GOLF COURSE | SITE 06 // COTTESLOE TRAIN STATION |
|--|------------------------------|--|---|--|---------------------------------|------------------------------------|
| DOES THE GEOTECHNICAL CLASSIFICATION & SOIL BARRING CAPACITY OF THE PROPOSED SITE SUGGEST MINIMAL CONSTRUCTION AND ENGINEERING IMPLICATIONS. | N/A | N/A | N/A | N/A | N/A | N/A |
| DOES THE EXISTING SITE TYPOGRAPHY AND TERRAIN REQUIRE MINIMAL EARTHWORKS AND STRUCTURAL RETENTION IMPLICATIONS. | 5 | 2 | 2 | 5 | 4 | 4 |
| DOES THE PROPOSED SITE HAVE EASY ACCESS TO ELECTRICITY, DRINKING WATER, SEWAGE, DIGITAL TELECOMMUNICATIONS [INTERNET]. | 3 | 3 | 3 | 5 | 3 | 4 |

04 ACCESS //

IS THE SITE BEST LOCATED FOR CATCHMENT OF POTENTIAL USERS.

IS THE PROPOSED SITE IN CLOSE PROXIMITY TO PUBLIC TRANSPORT [ACCEPTABLE WALKABLE DISTANCE IS 500M]

ARE THERE ACCESSIBLE CONNECTIONS BETWEEN PUBLIC TRANSPORT AND THE PROPOSED SITE [PATHWAYS, RAMPS]

IS THE PROPOSED SITE IN CLOSE PROXIMITY TO PRINCIPAL BIKE ROUTES AND PEDESTRIAN PATHWAYS THAT CONNECT WITH THE BROADER COMMUNITY.

DOES THE SITE HAVE ADEQUATE PARKING FOR THE PROPOSED FACILITY

DOES THE SITE HAVE A CLEARLY DEFINED DROP OFF AREA [A TRAFFIC MANAGEMENT STUDY MAY BE REQUIRED TO DETERMINE PARKING AND CIRCULATION REQUIREMENTS FOR THE PROPOSED FACILITY]

| | SITE 01 // GRANT MARINE PARK | SITE 02 // JOHN BLACK DUNE PARK-CAR PARK ONE | SITE 03 // COTTESLOE FORESHORE CAR PARK | SITE 04 // SEA VIEW GOLF COURSE CAR PARK | SITE 05 // SEA VIEW GOLF COURSE | SITE 06 // COTTESLOE TRAIN STATION |
|---|------------------------------|--|---|--|---------------------------------|------------------------------------|
| IS THE SITE BEST LOCATED FOR CATCHMENT OF POTENTIAL USERS. | 4 | 3 | 2 | 4 | 2 | 3 |
| IS THE PROPOSED SITE IN CLOSE PROXIMITY TO PUBLIC TRANSPORT [ACCEPTABLE WALKABLE DISTANCE IS 500M] | 2 | 4 | 4 | 5 | 4 | 5 |
| ARE THERE ACCESSIBLE CONNECTIONS BETWEEN PUBLIC TRANSPORT AND THE PROPOSED SITE [PATHWAYS, RAMPS] | 4 | 5 | 4 | 4 | 3 | 5 |
| IS THE PROPOSED SITE IN CLOSE PROXIMITY TO PRINCIPAL BIKE ROUTES AND PEDESTRIAN PATHWAYS THAT CONNECT WITH THE BROADER COMMUNITY. | 3 | 4 | 3 | 3 | 4 | 5 |
| DOES THE SITE HAVE ADEQUATE PARKING FOR THE PROPOSED FACILITY | 4 | 3 | 4 | 5 | 2 | 5 |
| DOES THE SITE HAVE A CLEARLY DEFINED DROP OFF AREA [A TRAFFIC MANAGEMENT STUDY MAY BE REQUIRED TO DETERMINE PARKING AND CIRCULATION REQUIREMENTS FOR THE PROPOSED FACILITY] | 3 | 2 | 3 | 4 | 2 | 2 |

05 CONTEXT & AMENITIES //

ARE THERE ASSOCIATED AMENITIES SUCH AS PUBLIC TELEPHONES, TOILETS, DRINKABLE WATER, ALL WEATHER STRUCTURES, WIFI.

IS THE SITE IN CLOSE PROXIMITY TO COMMERCIAL FACILITIES & PRECINCTS [FOOD & BEVERAGE].

IS THE SITE IN CLOSE PROXIMITY TO LOCAL YOUTH BUILDINGS / SERVICES AND RELATED PROGRAMS

DOES THE SITE HAVE AN EXISTING RITUAL OF YOUTH SOCIAL INTERACTION, AND IS IT A SPACE WHERE YOUNG PEOPLE WANT TO BE.

| | SITE 01 // GRANT MARINE PARK | SITE 02 // JOHN BLACK DUNE PARK-CAR PARK ONE | SITE 03 // COTTESLOE FORESHORE CAR PARK | SITE 04 // SEA VIEW GOLF COURSE CAR PARK | SITE 05 // SEA VIEW GOLF COURSE | SITE 06 // COTTESLOE TRAIN STATION |
|---|------------------------------|--|---|--|---------------------------------|------------------------------------|
| ARE THERE ASSOCIATED AMENITIES SUCH AS PUBLIC TELEPHONES, TOILETS, DRINKABLE WATER, ALL WEATHER STRUCTURES, WIFI. | 3 | 2 | 3 | 5 | 3 | 5 |
| IS THE SITE IN CLOSE PROXIMITY TO COMMERCIAL FACILITIES & PRECINCTS [FOOD & BEVERAGE]. | 2 | 4 | 4 | 3 | 4 | 5 |
| IS THE SITE IN CLOSE PROXIMITY TO LOCAL YOUTH BUILDINGS / SERVICES AND RELATED PROGRAMS | 4 | 5 | 4 | 4 | 3 | 3 |
| DOES THE SITE HAVE AN EXISTING RITUAL OF YOUTH SOCIAL INTERACTION, AND IS IT A SPACE WHERE YOUNG PEOPLE WANT TO BE. | 5 | 3 | 2 | 3 | 4 | 2 |

| | SITE 01 // GRANT MARINE PARK | SITE 02 // JOHN BLACK DUINE PARK-CAR PARK ONE | SITE 03 // COTTESLOE FORESHORE CAR PARK | SITE 04 // SEA VIEW GOLF COURSE CAR PARK | SITE 05 // SEA VIEW GOLF COURSE | SITE 06 // COTTESLOE TRAIN STATION |
|---|------------------------------|---|---|--|---------------------------------|------------------------------------|
| DOES THE PROPOSED SITE HAVE ANY RELATIONSHIP TO ADJACENT COMMUNITY FOCAL POINTS (COMMUNITY CENTRE, MENS SHED, LIBRARY, SCHOOLS AND OTHER SPORTS AND RECREATIONAL FACILITIES) | 3 | 3 | 4 | 4 | 4 | 5 |
| 06 SAFETY & OBSERVATION // | | | | | | |
| IS THE PROPOSED SITE PROMINENT (LOCATED ON AN ACTIVATED FRONTAGE) AND DOES IT MAXIMISE THE POTENTIAL FOR NATURAL SURVEILLANCE (IMPROVING PERCEIVED SAFETY) | 4 | 4 | 2 | 3 | 3 | 5 |
| CAN THE PROPOSED SITE ADEQUATELY FACILITATE EMERGENCY VEHICLE ACCESS [FIRE AND AMBULANCE] | 5 | 5 | 3 | 5 | 4 | 5 |
| IS THE PROPOSED SITE IN CLOSE PROXIMITY TO POLICE SERVICES OR SCHEDULED POLICE AND SECURITY SURVEILLANCE ROUTES. | 3 | 3 | 3 | 2 | 3 | 5 |
| DOES THE PROPOSED SITE ALLOW FOR SAFE PASSAGE, AND AVOID USERS NEGOTIATING BUSY INTERSECTIONS AND ROADS TO GAIN ACCESS. | 5 | 5 | 4 | 4 | 2 | 5 |
| IS THE PROPOSED SITE AND SURROUNDING ACCESS ILLUMINATED. | 3 | 3 | 3 | 2 | 3 | 3 |
| CAN THE PROPOSED SITE FACILITATE MULTIPLE POINTS OF ENTRY [SAFE EGRESS] | 5 | 4 | 4 | 5 | 3 | 5 |
| "PROSPECT AND REFUGE" DOES THE PROPOSED SITE PROVIDE PEOPLE WITH THE CAPACITY TO OBSERVE (PROSPECT) WITHOUT BEING SEEN (REFUGE) [IS THE SITE LOCATED WHERE YOUNG PEOPLE WILL FEEL COMFORTABLE AND SAFE] | 4 | 3 | 2 | 3 | 2 | 3 |
| 07 MAINTENANCE | | | | | | |
| DOES THE SITE HAVE EASY ACCESS FOR REGULAR MAINTENANCE AND INSPECTION. | 5 | 4 | 4 | 5 | 4 | 5 |
| 08 IMPACT // | | | | | | |
| CAN THE PROPOSED FACILITY CAUSE MINIMAL DISPLACEMENT OF EXISTING LAND USE. | 4 | 3 | 3 | 5 | 2 | 3 |
| WILL IMPLEMENTATION OF THE PROPOSED FACILITY CAUSE MINIMAL ENVIRONMENTAL & ECOSYSTEM IMPACT [GRASSLANDS, SHRUBLANDS, WOODLANDS, FORESTS AND WETLANDS] | 5 | 2 | 3 | 4 | 3 | 2 |
| CAN THE PROPOSED FACILITY REQUIRE NO REMOVAL OF SIGNIFICANT TREES. | 5 | 3 | 3 | 4 | 3 | 5 |
| WILL THE PROPOSED FACILITY CAUSE MINIMAL INTERFERENCE TO EXISTING VEHICLE AND PEDESTRIAN CONNECTIONS / DESIRE LINES. | 3 | 3 | 4 | 4 | 3 | 4 |
| CAN THE PROPOSED FACILITY INCUR NO IMPACT ON HERITAGE, CULTURAL OR INDIGENOUS SIGNIFICANCE AT THE PROPOSED SITE. | 5 | 4 | 3 | 5 | 5 | 5 |
| 09 PROXIMITY // | | | | | | |
| WILL THE PROPOSED SITE MINIMISE LIGHT AND NOISE INTRUSIONS TO THE SURROUNDING NEIGHBOURHOOD [50M MIN ADEQUATE DISTANCE] | 2 | 4 | 3 | 4 | 1 | 5 |
| ARE THERE EXISTING BARRIERS TO NEGATE VEHICLE ILLUMINATION AFTER HOURS. | 2 | 4 | 4 | 1 | 2 | 2 |
| DOES THE SITE HAVE THE POTENTIAL TO PROVIDE NATURAL NOISE ATTENUATION [MOUNDING & VEGETATION] | 2 | 3 | 3 | 4 | 2 | 5 |
| TOTAL SCORE 152 | | TOTAL SCORE 143 | TOTAL SCORE 130 | TOTAL SCORE 150 | TOTAL SCORE 124 | TOTAL SCORE 148 |



SITE EVALUATION MATRIX OUTCOMES //

The site evaluation process of the six sites in Cottesloe yielded a clear result, that the proposed area in Grant Marine Park should be selected and developed for a future Skate and Youth Facility. The Seaview Golf Course Carpark also scored quite highly, however a few critical factors scored lowly.

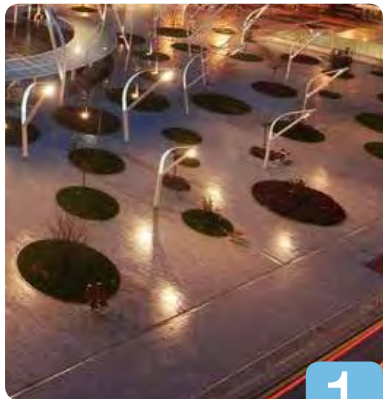
The Seaview Golf Course Carpark features undulating topography, an existing golf course link/green in close proximity, and the golf course pump house, requiring the skatepark to be pushed to the boundary of Forrest St and Marine Pde, ultimately impacting on total usable site area and opportunity for future expansion. By extension of this, the new facility would be required to sit in close proximity of adjacent residential properties. A skatepark in those locations would begin to encroach on the existing programs, potentially posing safety risks between golfers and users of the new facility.

The Grant Marine Park site in contrast has ample space, and can circumvent most of these issues. The site sits 100m back from a limited number of residences. It is adjacent to bus connections and a 12 minute walk from Grant street train station. However, there are still a few potential issues with the site. The site currently lacks any form of illumination at night, which would require rectification if this site were to be selected by the Town of Cottesloe.

05 FEASIBILITY PLANNING //

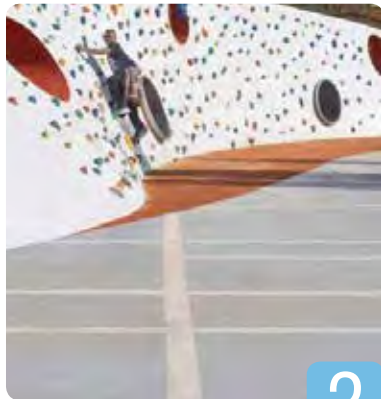


FEASIBILITY CONCEPT IMAGES...



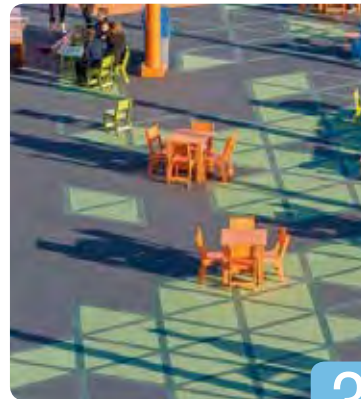
LIGHTING

1



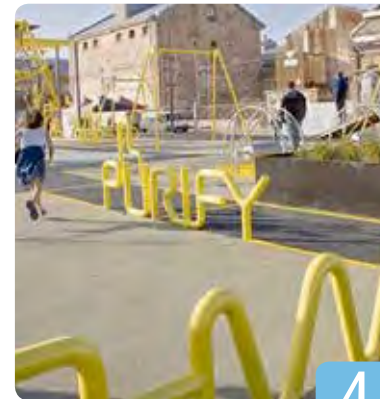
CLIMBING

2



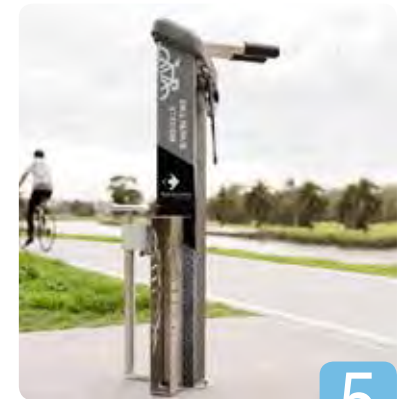
SURFACE GRAPHIC

3



FITNESS FACILITIES

4



BIKE STATION

5



DRINKING FOUNTAIN

6



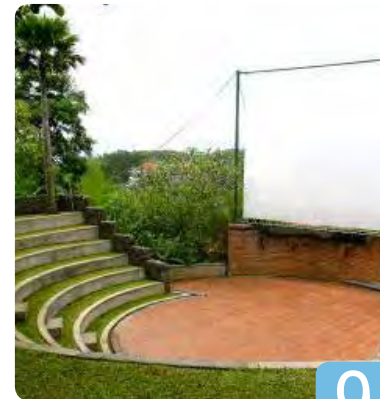
BASKETBALL COURT

7



SHELTERS

8



EVENTS STAGE

9



SKATING

10

LOW KEY SKATEPARK & LOCAL YOUTH SPACE



Wyndham Parks



Saltwater Community Centre Youth Space



Bracken Ridge Skatepark



Bibra Lakes Skatepark

Marine pde



COTTESLOE SKATEPARK AND YOUTH SPACE FEASIBILITY PLANNING

- ① MIXED SKILL LEVEL STREET COURSE
- ② STAGE 2 PUMP TRACK FOR NEW USERS
- ③ EXISTING CAR PARK
- ④ EXISTING PATHS
- ⑤ NATIVE PERENNIAL PLANTING
- ⑥ SOCIAL SEATING
- ⑦ BESPOKE SHELTER
- ⑧ SOCIAL SEATING STAGE 2
- ⑨ BESPOKE SHELTER STAGE 2
- ⑩ ACTIVITIES OPPORTUNITY

1:500 @ A3





Stage 2 not pictured

06 DEVELOPMENT EVALUATION //

SOCIAL BENEFITS

With young people spending greater amounts of time in public spaces due to their dependence on free, easily accessible services and facilities, such spaces have become critical sites for skill sharing, learning and social development.

Youth orientated public spaces that have been activated and are in a prominent location, not only validate and legitimise young people within their community, but also have a number of social benefits for the users and broader population, as explained through urban design theory and demonstrated by built examples.

Professor Lisa Wood from the University of Western Australia undertook a local study to gather empirical data regarding the benefits of skate facilities and found that pro social behaviours such as co-operation, learning from others, socialising with friends, respecting others, taking turns, teaching and helping were much more likely to occur rather than anti social behaviour //1//.

In conjunction with social benefits for individual users, such facilities also provide the opportunity for chance encounters between young people and the broader community, creating greater cohesion and inclusion as well as the development of local place identity //1//.

//1// Wood, Lisa (2011) Dispelling Stereotypes...Skate Parks as a Setting for Pro- Social Behaviour among Young People, Centre for the Built Environment and Health, School of Population Health, The University of Western Australia, Perth Australia

BENEFITS FOR THE COTTESLOE COMMUNITY

The Cottesloe Skatepark presents a truly exciting opportunity to develop dynamic, youth focused facilities at the very heart of their communities. The train station site has been selected to maximise accessibility to the facility, ensuring activation by skate, bmx and scooter riders and the greater community.

There are also additional opportunities to run workshops, events and demonstrations that allow for skill development, encourage new participants to the action sports and provide local opportunities for mentoring, coaching and volunteering. Organisations such as SbA (Skateboarding Australia) are able to assist in the organisation and set up of such events.

There are also a number of adjacent local schools that could utilise the experiences on offer at the proposed Cottesloe Skatepark including:

- Cottesloe Primary School
- North Cottesloe Primary School
- Presbyterian Ladies' College

There are currently no designated youth groups (excluding groups such as the local Scouts and Surf Life Saving groups), but the provision of a local skatepark could work in tandem with the inclusion of new youth services.

ECONOMIC IMPACT

Although not directly creating an additional stream of revenue for the Town of Cottesloe or surrounding local communities, due to the very nature of these spaces being a free, public community facility, there are a number of economic impacts of such facilities for the Cottesloe Community.

On a broader strategic level, with the Town's vision to increase opportunities for young people in the region, including education, employment and recreation, the Cottesloe Skatepark will provide additional capacity for the Town to support the social and recreational needs for young people, particularly with the potential of retention and future growth in this demographic.

As a popular inner-city beach destination, together with the accessibility of the Perth-Fremantle Railway and Stirling Highway, an activated and iconic facility located within Cottesloe will draw visitors from the district and greater Perth region. The activation of these facilities through community events, workshops and demonstrations will additionally encourage greater participation from the Cottesloe Community, and also encourage visitors from outside the region, in turn having a positive impact on local businesses in the adjacent town centre.

ENVIRONMENTAL CONSIDERATIONS

Environmental considerations have been taken into account in a number of ways throughout the Feasibility Study process. Initially, the selected sites were assessed based on their Environmental Impact as part of the Site Assessment Matrix including: impact on existing environments and ecosystems and removal of significant trees. The finalised site, for which concept design has been developed for, was chosen due to their suitability in minimising environmental impact on site.

It is to be noted that the Cottesloe Train Station site will require the clearing of existing bushland and coastal vegetation, however some vegetation can be reinstated as part of landscape works, and clearing can only occur when vegetation is not classed as significant. All Facilities will also specify the use of native and locally sourced vegetation and plant material, and consider water sensitive criteria. An area to be further developed during the contract documentation phase for the facilities.

07 FUNDING PATHWAYS //

SUPPORTING THE COMMUNITY

With the vision for the Cottesloe Skatepark to deliver high recreational value for the Cottesloe Community, underscored by social capacity with infrastructure for events and competitions, it is critical the project budgets are set with these aspirations in mind. The overall availability of capital funds will impact on the time frame and the final capacity and scope of the Cottesloe Skatepark project.

Together, with the contributions of the Town of Cottesloe, it is anticipated that a number of funding pathways will be explored to fulfil this vision. Currently there are several major funding opportunities for community facilities within Western Australia that encompass community spaces and recreational facilities with various strata of funding available. A summary of available opportunities are outlined on the following page.





COMMUNITY SPACES GRANT Lotterywest

Description:

The community spaces grant looks to support non for profit and local government authorities in delivering facilities that encourage the community to come together, interact and participate.

Funding Opportunities:

- No set amounts have been listed

Time Frame:

Applications can be made at any time

More information:

<http://www.lotterywest.wa.gov.au/grants/grant-types/community-spaces>



CRSFF PROGRAM Department of Sports and Recreation WA

Description:

The program aims to increase participation in sport and recreation, through supporting the development of sustainable, quality, well-designed community infrastructure.

Funding Opportunities:

There are 3 levels of funding available:

- Small Grants \$2,500-\$50,000
- Annual Grants \$50,000-\$166,666
- Forward Planning Grants \$166,667-\$4,000,000

Time Frame:

Applications can be made at any time

More information:

<http://www.dsr.wa.gov.au/types-of-csrf-grants>



LOCAL INDUSTRY SUPPORT

Description:

There are opportunities to engage with local industries for fund raising or sponsorship, in turn their contributions can be recognised in the new facility through signage, a unique skate element or an annual skate event.



LOCAL SPONSORSHIP AND FUND RAISING

Description:

There are also opportunities to engage with local businesses and community groups to seek fund raising or sponsorship, in particular for specific elements within the project for example seats or shelters or for future events.

08 RISK ANALYSIS//

INTRODUCTION

A comprehensive risk analysis of the Cottesloe Skatepark has been undertaken to identify potential risks throughout various stages of the project.

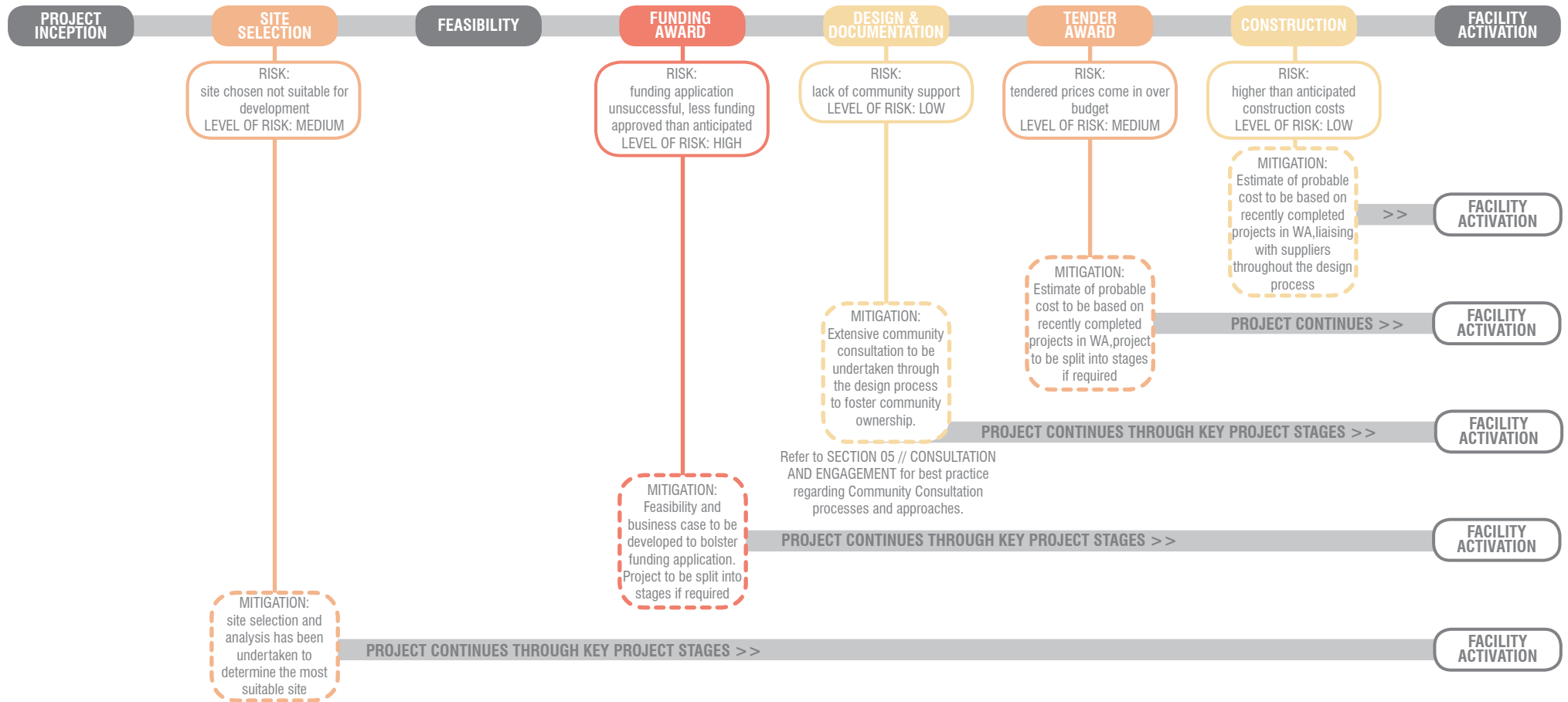
To determine whether a risk is categorised as LOW, MEDIUM, OR HIGH, the IMPACT of the risk is multiplied by the PROBABILITY of the event occurring (see adjacent diagram). This then forms the basis of the risk analysis matrix, the key outcomes of which are outlined on the following page.

RISK AND MITIGATION

The following page outlines potential risks to the successful completion and utilisation of the Cottesloe Skatepark during project inception, design and construction. The determined level of risk is based on the impact and probability of the event occurring and as such the mitigation strategy has been devised to minimise the event occurring or reducing its subsequent severity. This analysis demonstrates the typical key project stages, but also recognises that although there are risks associated with any community investment, there are a number of measures in place to ensure the facility will still be completed.

| | | PROBABILITY // | | | | | |
|-----------|-----|----------------|----------|----------|--------|-------------|--|
| | | RARE | UNLIKELY | POSSIBLE | LIKELY | VERY LIKELY | |
| IMPACT // | LOW | | | | | | TRIVIAL: very small impact, rectified by normal process. |
| | | | | | | | MINOR: easily remedied, with some effort objectives can still be achieved. |
| | | | | MEDIUM | | | MODERATE: some objectives affected, considerable effort to rectify. |
| | | | | | | | MAJOR: most objectives threatened or one severely affected. |
| | | | | | | HIGH | EXTREME: most objectives may not be achieved or are severely affected. |

KEY PROJECT STAGES





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