



COTTESLOE SKATEPARK FEASIBILITY REVIEW

EXECUTIVE SUMMARY | 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
PROJECT NO. 20116
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CONVIC

FOR



Town of Cottesloe

REVISION HISTORY

REVISION	REVISION DATE	DETAILS	AUTHORISED	
			NAME / POSITION	SIGNATURE
A	15.03.21	EXECUTIVE SUMMARY	BRYCE HINTON DESIGN MANAGER	
B	18.03.21	EXECUTIVE SUMMARY	BRYCE HINTON DESIGN MANAGER	

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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 within the Cottesloe municipality.

A specialist skate park design 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.

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's 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 could have been more successful if the community had been engaged at the completion of the project scope when many of the decisions have already been made. Through the involvement of a specialist design consultant it should have been highlighted that additional community engagement would result in stronger project outcomes and community investment in the development.

The existing 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, an independent site evaluation was

completed by Convic. It is of our opinion that the Grant Marine Park does not provide enough space for the development of a larger scale district level skate facility and the additional amenities required to make it a successful space. However if a smaller local level facility is to be considered, then the site would need to be reevaluated on this basis.

In addition the specialist design consultant have 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 is apparent that all information provided within the report was prepared prior to community consultation 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.

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, 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. A smaller facility could be provided however a careful consideration to the following items and management of the community's expectations would need to be undertaken.

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 with in 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 Renewal site (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 page 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 documented 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 tried and tested method to ensure these time frames can be achieved.

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