



**CITY OF MANDURAH**  
**SKATE & BMX STRATEGY**  
**2012 - 2022**

**Strategy prepared by the City of Mandurah**

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**CITY OF MANDURAH SKATE AND BMX STRATEGY**

<b>Table of Contents</b>	<b>Page</b>
<b>1. EXECUTIVE SUMMARY</b> .....	<b>5</b>
<b>2. INTRODUCTION AND BACKGROUND</b> .....	<b>8</b>
2.1 Study aims and objectives.....	8
2.1.1 Aim.....	8
2.1.2 Objectives.....	9
2.1.3 Project Scope.....	9
2.2 Methodology.....	9
2.3 Project Management.....	9
<b>3. POLICY AND PLANNING</b> .....	<b>10</b>
3.1 Corporate Policy and Planning.....	10
3.1.1 City of Mandurah Strategic Plan 2009-2012.....	10
3.1.2 City of Mandurah Recreation Services and Centres Business Plan 2009-2012.....	10
3.1.3 Peel Youth Consultation - April 2010.....	10
3.1.4 City of Mandurah Public Open Space Manual.....	10
3.1.5 City of Mandurah Youth Consultation Report 2007.....	11
<b>4. EXISTING SKATE AND BMX FACILITIES</b> .....	<b>11</b>
4.1 Classification / Standard of Provision.....	11
4.2 Existing Facilities.....	12
4.3 Plan 1 - Existing Skate and BMX Facilities.....	13
4.4 Table 1 - Skate Parks / BMX Tracks – Existing Facility Assessment.....	14
<b>5. DEMOGRAPHIC PROFILE</b> .....	<b>15</b>
5.1 Mandurah population forecast for young people aged 5-25 years old (Table 3).....	15
5.2 Demographic Interpretation.....	15
5.3 Catchment Areas.....	16
<b>6. COMMUNITY CONSULTATION</b> .....	<b>17</b>
6.1 Community Consultation Methodology.....	17
6.1.1 Street Talk.....	17
6.1.2 School Questionnaire.....	17
6.1.3 Stake holder Workshop.....	17
6.2 Community Consultation Feedback and Analysis.....	17
6.2.1 Falcon Skate Park Community Feedback.....	17
6.2.2 Bill Bowler Skate Park Community Feedback.....	18
6.2.3 School Questionnaire Feedback.....	19
6.2.4 Community Skate Workshop Feedback.....	21
6.2.5 Other Community Correspondence.....	21
<b>7. MAINTENANCE</b> .....	<b>22</b>
7.1 Lack of Activity Sheet.....	22
7.2 Lack of Supplier.....	22
7.3 Lack of Specialised Contractors.....	22
7.4 Frequency of Inspections.....	22

7.5 Design.....	22
<b>8. SECURITY/ANTISOCIAL BEHAVIOUR/COMMUNITY PERCEPTION.....</b>	<b>23</b>
<b>9 URBAN SKATING.....</b>	<b>24</b>
<b>10. SITE ACTIVATION.....</b>	<b>25</b>
<b>11. SPONSORSHIP.....</b>	<b>25</b>
<b>12. FUTURE PROVISION OF SKATE AND BMX FACILITIES.....</b>	<b>26</b>
12.1 Potential Sites for Future Development.....	26
12.1.1 North Mandurah Facility.....	26
12.1.2 South Mandurah Facility.....	29
12.2. Directions concerning types of facilities.....	32
<b>13. FUNDING.....</b>	<b>32</b>
13.1 Lotterywest – Youth Services, Strengthening Community Service Delivery.....	32
13.2 Department of Sport and Recreation – Community Sport and Recreation Facilities Fund	32
13.3 Peel Development Commission – Royalties for Regions.....	32
13.4 Regional Development Australia Fund.....	32
13.5 Developer Cash in Lieu.....	33
<b>14. STRATEGY OUTCOMES.....</b>	<b>34</b>
14.1 Recommendations.....	34
14.2 Planning and Implementation – Table 3.....	36
14.3 Plan 2 Existing and Proposed Facilities.....	37
<b>APPENDIX.....</b>	<b>38</b>
Appendix 1: Facility Glossary.....	39
Appendix 2: My Skate Survey Template.....	42
Appendix 3: Skate Survey Results.....	44
Appendix 4: Skate Survey Results- Sample of feedback for question 9.....	47
Appendix 5: Stakeholder Workshop Format.....	49
Appendix 6: Community Consultation Workshop Feedback.....	52
Appendix 7: Consideration for future development or redevelopment of facilities.....	55
Appendix 8: Other considerations when planning and designing Skate/BMX Facilities.....	56
Appendix 9: POS Manual – Classification Assessment.....	58
Appendix 10: Considered location for skate and BMX facility – Lakelands Central Precinct.....	60
Appendix 11: Considered location for skate and BMX facility – Lakelands East.....	62
Appendix 12: Considered location for skate and BMX facility – Jerramungup Gardens.....	64
Appendix 13: Considered location for skate and BMX facility – Melros Reserve.....	66
Appendix 14: Considered location for skate and BMX facility – Westbury Reserve.....	68

## 1 Executive Summary

In 2000, the City of Mandurah completed a Skate Strategy to guide the future development and provision of skate and BMX facilities in Mandurah. The strategy was implemented through the development of a new skate facility in Falcon, the upgrade of Milgar Reserve BMX facility in Mandurah and the extension of Bill Bowler skate facility in central Mandurah. There are still a number of strategic recommendations yet to be implemented, however with changing trends and demographics in Mandurah, the 2000 Skate Strategy may no longer reflect the needs of or provide for young people today.

In 2001 the City received a petition from local Dawesville and Melros residents calling for skate facilities in Melros. In addition, Council received a deputation in early 2009 rallying support for skate facilities south of the Dawesville Cut. A demand for skating facilities south of the Dawesville Cut was not identified in the original Skate Strategy carried out in 2000, however the population of Dawesville has grown substantially since then and a review of the strategy would provide the opportunity to consider newly developed communities and evolving trends.

A Skate / BMX Strategy will provide the City with a strategic, long term plan for the development of skate facilities in Mandurah. The City of Mandurah is committed to the provision of facilities, services and activities that meet the needs of the broader community. The development of a Skate Strategy is a significant step in achieving this.

### Demand

The Australian Bureau of Statistics (ABS) indicates that youth participation in activities such as skating, rollerblading and scootering now outnumber participation in traditional sports, with an estimated 21% of young people skating in 2009. A West Australian study, 'Trends in Physical Activity 2008' found that a higher proportion of children participated in non-formal physical activity than formal activity.

To make a comparison with local participation rates, Mandurah currently has a population of approximately 16,000 young people and a 2010 Youth Consultation report prepared by the Department of Sport and Recreation indicates that 13.1% of young people in the Peel Region ride a BMX or skateboard. These statistics do not include the micro scooter which has become extremely popular with younger children in recent years.

### Existing Facilities

The City of Mandurah has developed the following skate and BMX facilities:

- Bill Bowler Skate and BMX Park (Classified as a regional facility)
- Falcon Skate and BMX Park (Classified as a district facility)
- Coodanup BMX Track (Classified as a district facility)
- Milgar Reserve BMX Track (Classified as a regional facility)
- Lavender BMX Track (Classified as a neighbourhood facility)

As a result of community consultation and demographic analysis, the gaps in the provision of skate and BMX facilities in Mandurah were clearly identified. Whilst the Bill Bowler and the Falcon Skate Parks cater for the needs of young people in Central Mandurah and its neighbouring suburbs, gaps have been identified in Mandurah's most Northern and Southern suburbs.

## STRATEGY OUTCOMES

### Recommendations

Acknowledging the community's feedback throughout the consultation and public comment stage of this Strategy in conjunction with the future demographics of Mandurah suburbs, the following strategic outcomes are recommended. Recommendations are in order of priority and reflect both capital and non capital recommendations.

#### 1. **Installation of Complementary Infrastructure to Bill Bowler Skate Park**

Install complementary infrastructure to the Bill Bowler Skate Park (ie. platform extensions and seating areas, shade structures, improved pathway connections and additional natural shade). Consideration should also be given to the installation of a power source, additional bins and vehicle access points for special events held at the facility.

#### 2. **Develop a New District Skate Facility in Dawesville**

Develop a new skate facility in Dawesville to service the large population of young people south of the Dawesville Cut.

- Investigate potential development sites in Dawesville
- Undertake a community consultation process as part of the detailed design.

#### 3. **Inclusion of Street Skating Elements in the City of Mandurah's Public Open Space Manual**

Include urban skating elements as design options within the City's Public Open Space Manual. The City is currently developing a Public Open Space Manual that incorporates design principles for the development of public open space areas. Urban skate elements (ie. benches, steps, rails in community hubs that people can skate on) should be incorporated into the manual. The Manual can then be utilised when designing new areas of public open space or replacing existing furniture. Focus should be given to areas outside of skate facility catchments with high proportions of young people (ie. Greenfields, Silversands and Seascapes).

#### 4. **Installation of Pilot Webcam at Bill Bowler Skate Park**

Install a webcam at Hall Park that can stream images directly to the internet during nominated hours. The webcam could act as a tool to assist young people in monitoring peak usage times, assist parents to observe their children and potentially act as a deterrent against anti-social behaviour and bullying.

#### 5. **Develop Strategies that focus on the Activation of Skate/BMX Spaces**

Develop and implement specific space activation strategies (ie program and activities) that focus on increasing youth participation in physical activity and promote positive media coverage and public perception of skaters and BMX riders.

#### 6. **Upgrade of Falcon Skate Park**

Conduct an upgrade of facilities at the Falcon Skate Park. This should be undertaken in conjunction with the Master Planning process for Falcon Reserve. There is an opportunity to create links with existing infrastructure and activate the site for multi-purpose use for both young people and families. Visibility from the main road needs to be improved in addition to improved pedestrian crossings over Old Coast Road.

#### 7. **Development of a Skate Park Planning Framework**

Development of a framework for skate facilities to be incorporated in the design of public open space areas for new residential developments. The inclusion of skate facilities may be optional for Developers in some areas, however the standard of elements will be to a minimum specification.

**8. Upgrade to Bill Bowler Skate Park**

Undertake an upgrade of the Bill Bowler Skate Park to include new and more challenging skate elements. As the City's regional skate facility, Bill Bowler Skate Park requires an upgrade involving the inclusion of more popular skate elements (ie skate bowl).

- Undertake a community consultation process as part of the detailed design.
- Consider the requirements of City-run events, such as Crab Fest and Mandurah in Motion in the design elements.

**9. Review Processes for the Maintenance of Skate/BMX Facilities**

Undertake a review of the City's maintenance process with regards to skate and BMX facilities.

- Develop standard template 'Activity Sheets' for regular maintenance inspections on the City's skate and BMX facilities.
- Consider engaging an external contractor key maintenance on the City's skate facilities as numbers and usage levels increase.

**10. Develop a New District Skate Facility in Lakelands**

Develop a new skate facility in Lakelands to service the large population of young people in Mandurah's northern suburbs.

- Investigate the Lakelands Central Precinct and Lakelands East as potential development sites.
- Undertake a community consultation process as part of the detailed design.

The City of Mandurah Skate and BMX Strategy (2012 – 2022) provides a broad, planned approach to the provision of skate and BMX facilities in Mandurah. Further investigation and feasibility assessment of the project outcomes may be required. Implementation of the Strategy is subject to budgetary provision based on availability of funds, competing priorities and Council's strategic direction.

**The total estimated capital cost for the implementation of the Strategy is \$2,080,000.**

## 2 INTRODUCTION AND BACKGROUND

It is widely known that skate boarding and BMX riding has become even more popular in recent years since the once predominantly American trend swept across Australia in the early 1990's. Skating and BMX riding has always been a popular recreational activity in Australia closely linked to that of the surfing culture and lifestyle. In recent years it has been the invention and mass production of new equipment such as the Ripstik and the Micro-scooter that has once again catapulted skating back into the public eye and enticed even younger kids into the world of skate parks and urban skating.

Similar to the surfing culture in Australia and across the globe, skating and BMX riding has made the transition from a recreational pass time in the local street or park to national and international levels of professional competition. The success of iconic Australian skaters around the world such as Corbin Harris, Jake Brown and Monica Shaw has enthused many young people to pursue skating and BMX riding as a competitive sport, not forgetting the thousands who continue to skate as a hobby.

In 2000, the City of Mandurah carried out a Skate and BMX Strategy of which the consultation outcomes identified eight key projects over a 10 year capital works plan. The 2000 Skate and BMX Strategy project outcomes were as follows (Note that list is not in order of priority):

- Falcon Skate Park – Development of a district level facility to cater for all ages.
- Bill Bowler Skate Park – Improvements, including the installation of at least 2 obstacles such as a ledge.
- Bill Bowler Skate Park – Upgrade.
- Meadow Springs – A new district level facility at Centennial Park.
- Mobile Skate Ramps – To cater primarily for beginners at different locations.
- Billy Dower Youth Centre – The construction of a half pipe as a permanent local facility to cater for local centre population.
- School Facilities – Local level facilities in close proximity to schools.
- Mandurah BMX Facility (Milgar Reserve) – Investigate the provision of a district level facility.

Since the completion of the 2000 Skate and BMX Strategy, only three of the eight projects have been completed. the new Falcon Skate Park was officially opened in September 2003, a box and a rail were constructed on the Bill Bowler Skate Park and a significant upgrade was carried out on Milgar BMX Track with specific attention given to design and surface as per requests from the BMX Club.

In 2001, the City received a petition from local Dawesville and Melros residents requesting a skate facility in Melros. In addition, a Council deputation was received in early 2009 rallying support for skate facilities south of the Dawesville Cut. A demand for skating facilities south of the Dawesville Cut was not identified in the original Strategy, however the population of Dawesville has grown substantially since then and a review of the strategy is required to consider newly developed communities since 2000. With this in mind and in addition to the changing trends and demographics in Mandurah, the 2000 Skate and BMX Strategy is considered dated and its outcomes no longer reflect the needs of or provide for young people today. As a result the City of Mandurah is carrying out this Skate and BMX review.

### 2.1 Aim and Objectives

#### 2.1.1 Aim

The aim of the City of Mandurah Skate and BMX Strategy (2012 – 2022) is to provide the City with a strategic, long term plan for the development of skate and BMX facilities in Mandurah.



**2.1.2 Objectives**

- To determine key population and demographic trends.
- To determine participation trends and issues which affect skaters and BMX riders.
- To identify potential new sites for skate and BMX facilities.
- To develop a prioritised, staged implementation plan including indicative capital costs to guide the capital works plan.

**2.1.3 Project Scope**

- Review relevant plans, reports and strategies including the City's 2000 Skate and BMX Strategy.
- Analyse demographic data, community development plans and participation rates and trends to assess current and future demand.
- Undertake an audit of all existing facilities to determine suitability and potential to upgrade.
- Consult with officers, stakeholders, community members, young people and community groups.
- Establish a hierarchy of skate and BMX facilities to serve the identified needs of the skating community.
- Identify potential funding options.

The completion of the Strategy will provide a sound justification for the development of any future skate and BMX facilities in Mandurah thus providing support for any internal/external capital infrastructure funding requests.

**2.2 Project Methodology**

The study involved:

- Desktop review of existing literature, demographic information and likely participation rates.
- Development and circulation of a skate and BMX survey to all schools in Mandurah.
- Facility site visits (sausage sizzles) to interview skaters and BMX riders.
- Site inspections and the review of the types and distribution of existing facilities.
- Community Skate and BMX workshop.

**2.3 Project Management**

The City of Mandurah Skate & BMX Strategy (2012 – 2022) was coordinated and managed by the City's Recreation Services and Youth Services team including:

- Marlene Renton, Coordinator Recreation Services
- Jacquie Gollner, A/Coordinator Youth Services
- Joanne Dunn, Recreation Development Officer
- Peter Darch, Youth Services Officer

### 3 POLICY AND PLANNING

#### 3.1 Corporate Policy and Planning

The City of Mandurah Skate & BMX Strategy (2012 – 2022) has been carried out with consideration of the following policy and planning documents:

##### 3.1.1 City of Mandurah Strategic Plan 2009-2012

###### **A Vibrant City:**

- Strategy 1.1 Provide lifelong sports, recreation, entertainment and health lifestyle opportunities.
- Strategy 1.6 Promote and protect public & personal health and wellbeing of the community.

###### **A Connected City:**

- Strategy 3.2 Improve safety and security within Mandurah.
- Strategy 3.3 Ensure investment in community services, facilities & infrastructure is maximised through strong relationships with Government at all levels & private sector.
- Strategy 3.5 Engage our young people in contributing to the community.
- Strategy 3.7 Provide quality and appealing public spaces which increases community use and reduce antisocial behaviour.
- Strategy 3.9 Ensure improved & equitable access to community services

##### 3.1.2 City of Mandurah Recreation Services and Centres Business Plan 2009-2012

Performance Measures: Skate Strategy Review – Skate strategy to be reviewed and adopted by Council.

##### 3.1.3 Peel Youth Consultation - April 2010

The Peel Youth Consultation Report presented the participation levels of kids from the Peel region in 49 popular activities. The study age ranged from year 7 students to year 12 students from 17 schools in the region. The consultation study found that BMX riding was one of the top five male activities in the Peel region with a male participation level of 10.9% and a total participation level of 11.6%. The most popular activities reported were walking, swimming, running, netball, AFL, basketball, soccer and fishing, most of which are already adequately catered for through existing infrastructure throughout the region.

##### 3.1.4 City of Mandurah Public Open Space Manual

The City of Mandurah is currently developing a Public Open Space (POS) Manual incorporating a five step approach to design, development and maintenance of Public Open Space in Mandurah. Once complete the POS Manual will assist the City in allocating capital funds for the development and replacement of POS infrastructure. With a clear and documented approach to park design, the City can identify which parks are lacking in the required infrastructure such as, car bays, lights, public toilets and shelters and budget accordingly for capital expenditure and associated maintenance costs.

The POS Manual will incorporate both active and passive reserves, including structured and non structured sporting infrastructure. Skate and BMX parks are considered passive and will be assessed under the same classification structure as passive reserves and

considered for capital contribution. An example of a Classification and Assessment Form from the Manual can be viewed as Appendix 7.

### 3.1.5 City of Mandurah Youth Consultation Report 2007

The City of Mandurah conducted a survey in 2007 to ascertain the habits, activities and needs of young people. Participants were asked eight (8) questions. Questions 1 and 2 asked the age of the participants and gender respectively. All other questions were open ended, therefore answers were not prompted. The consultation had 7 major findings including:

- Young people enjoy Mandurah's natural environment.
- Although young people participate in structured sport (sports club etc) and unstructured activities (BMX, skate boarding, surfing, body boarding etc), unstructured activity accounts for the majority of the time young people spend being active.
- In Mandurah young people are very active.
- Young people want to be consulted in the development of the community and they want to be involved in the community.
- Young people feel unsafe in the community; problems such as physical abuse and bullying, criminal activity, the use of drugs and alcohol all contribute to a general feeling of being unsafe.
- Young people feel that there are a lot of attraction based facilities they are without in the Mandurah area.
- Young people enjoy being around their peers.

## 4 EXISTING SKATE AND BMX FACILITIES

Five levels of hierarchy are used to determine the public open space classifications in the City of Mandurah, based on the 'Liveable Neighbourhoods' Hierarchy. The assignment of hierarchal level of public open space is determined by catchment size (geographical area), level of use, POS size and significance.

Below is an outline of the park classifications:

### 4.1 Classification/Standard of Provision

Regional Open Space	Services the City of Mandurah 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	1,500 - 1,800 dwellings, preferably located near town centres.

*Note: A reserve/park may have a primary classification but also a secondary classification for sections such as unorganised sporting infrastructure (i.e. skate parks, BMX tracks, basketball courts etc). The classifications noted in this study refer to the skate/BMX facilities only and not the reserve in which they are located.*

## **4.2 Existing Facilities**

The City of Mandurah has developed the following facilities for skate and BMX:

- Bill Bowler Skate and BMX Park (Classified as a regional facility)
- Falcon Skate and BMX Park (Classified as a district facility)
- Coodanup BMX Track (Classified as a district facility)
- Milgar Reserve BMX Track (Classified as a regional facility)
- Lavender BMX Track (Classified as a neighbourhood facility)

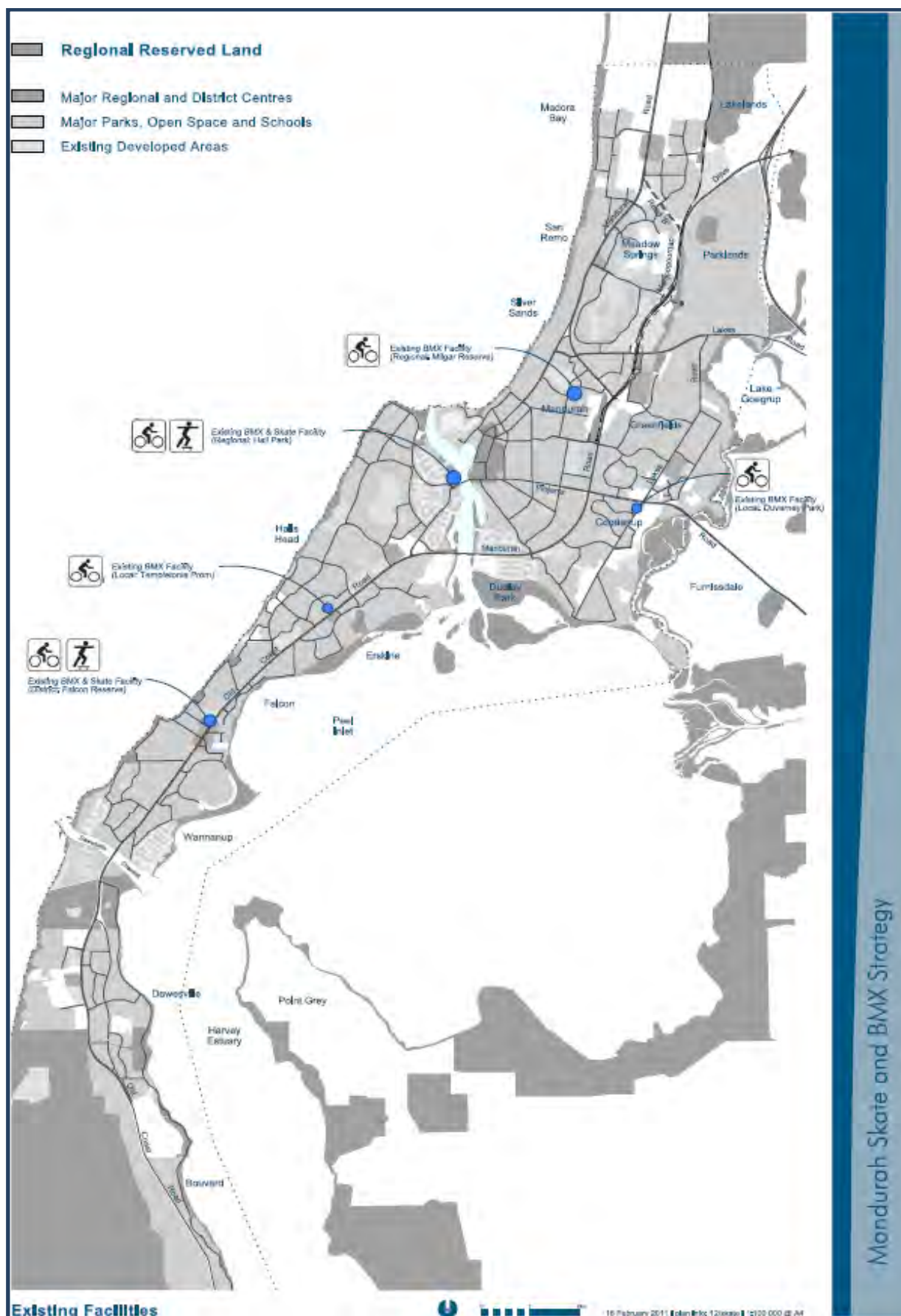
The location of these facilities is shown on Plan One (page 13).

Refer to page 22 for a summary of the key issues of existing facilities as commented on by riders and skaters.

In addition to the concrete skating surface of a skate park, additional infrastructure is required to activate the site and cater for user groups such as shade, seating, water fountain, bins and lights.

Table One (page 14) identifies existing facilities and ancillary infrastructure.

### 4.3 Plan 1 - Existing Skate & BMX Facilities Plan



Mandurah Skate and BMX Strategy

City of Mandurah Skate and BMX Strategy (2012 - 2022)

4.4 Table 1 - Skate Parks / BMX Tracks - Existing Facility Assessment

Facility	Car Parking	Bins	Shade	Benches / Seats	Water Fountain	Lights	Surface Materials	Level of Difficulty/Type of Park	Comments
Bill Bowler Skate Park	✓	✓	x	x	✓	✓	Concrete	Beginner – Intermediate Ramp Park	Central facility, good transport and path links. Flood lights. Space for expansion.
Falcon Skate Park & BMX Track	✓	✓	✓	✓	✓	x	Concrete	Beginner – Intermediate Ramp Park	Poor street visibility and path links. Co-located with other Rec Facilities. Space for expansion.
Coodanup BMX Track	✓	✓	✓	✓	✓	x	Diorite/ Basalt	Beginner Dirt Jump Track	Co-located with basketball courts picnic area and shade.
Milgar Reserve BMX Park	✓	✓	✓	x	x	x	Diorite/ Basalt	Beginner – Intermediate Dirt Jump Track	Regional facility, underutilised. Good transport links and visibility.
Lavender BMX Track	x	✓	x	✓	✓	x	Diorite/ Basalt	Beginner/ Dirt Jump Track	Local facility co-located with playground.

Note: The table above reflects the existence of ancillary infrastructure only and not its current condition

## 5 DEMOGRAPHIC PROFILE

As one of the fastest growing cities in Australia, Mandurah now has a population of 70,123 residents having grown by 18.3% since 2006 and is expected to grow to 98,407 by 2021. Previously known as a retirement town, Mandurah now has over 16,000 young people 13.1% of which ride a BMX or skateboard according to the Department of Sport and Recreations Peel Youth Consultation 2010. These statistics do not include the use of micro scooters of which there has been a huge influx in use among younger children.

*Note: For the purposes of this strategy young people will be defined as anyone between the age of 5 and 25 years old. It is acknowledged however that younger and older skaters do exist and the strategy therefore recognises the importance of providing a range of facilities to suit all skill levels*

**5.1 Table 2: Mandurah Population Forecast for Young People Aged 5-25 Years Old**

City / Suburb	Population between 5 - 25yrs 2010	Population Forecast between 5 - 25yrs 2021	% of Total Population - 2021 (98,407)
City of Mandurah	16,661	22,409	23%
Lakelands	750	2,059	31%
Meadow Springs	1,365	1881	25%
Halls Head	3,389	3778	24%
Greenfields/Parklands	2,891	2,952	24%
Dawesville/ Bouvard/Herron/Clifton	255	2,469	24%
Coodanup	870	1,500	24%
Madora Bay	366	650	24%
Silver Sands/San Remo	614	648	23%
Wannanup	553	923	22%
Falcon	1,019	1,225	20%
Dudley Park	1,192	1,620	20%
Erskine	717	1,016	18%
Mandurah	1,459	1,685	18%

### 5.2 Demographic Interpretation

A demographic analysis of Mandurah over the next 10 year period identifies key areas of growth in the population of young people between the ages of 5 and 25 years. By 2021, 23% of Mandurah's population will be young people, most of which will be residing in Greenfields/Parklands, Halls Head, Lakelands or south of the Dawesville Cut. This will be largely due to the movement of young families into and around Mandurah as new suburbs develop. The largest increase in young people is predicted to take place in Lakelands where much of the community hub is still under development.

With almost 4,000 young people in Halls Head there is also a large demand for skate and BMX facilities, however many Halls Head residents are already serviced by Bill Bowler Skate Park or Lavender BMX facilities. Greenfields, Lakelands and Dawesville do not currently have any nearby facilities and skaters and riders rely on parents or public transport to get to the nearest facilities in Falcon or Mandurah. The biggest issue for many young people is that bikes are not permitted on public transport or they are too young to travel without supervision.

### 5.3 Catchment Areas

The City of Mandurah is located in Western Australia's Peel Region, approximately 72 kilometres south of Perth. It borders with City of Rockingham to the North, Shire of Murray to the East and Shire of Waroona to the south. The City is predominantly residential, with areas of National Park in the south and includes significant areas of Indian Ocean, Peel Inlet and Harvey Estuary foreshore.

The City of Mandurah is approximately 43 kilometres long and a maximum of 7 kilometres wide therefore is a very linear shaped City. This poses a challenge to the City when identifying catchment areas. As previously outlined the catchment area for a District level facility would include three neighbourhoods within a 1km walk of the facility. If aiming to achieve this standard of provision, the City would need to provide a skate or BMX facility every 2 km from north to south Mandurah, as there are few opportunities for catchments to cross over from east to west.

Mandurah currently has five facilities, two of which serve a regional purpose (1 x BMX track & 1 x ramp Skate Park) with good transport and path links. These facilities cater for a large proportion of skate and BMX riders in the CBD. Due to the linear shape of Mandurah those who live in the far north or southern suburbs of the City are unlikely to travel or are unable to travel to the CBD. Falcon Skate Park provides for facilities south of the City however once again there is more than 7 kilometres between Bill Bowler Skate Park and Falcon and another 7 kilometres between Falcon Skate Park and the central Dawesville area. The same is applicable to the distance between Milgar BMX facility in central Mandurah and Lavender BMX facility in Halls Head.

With regard to identifying facility catchment areas, consideration must be given to the City of Rockingham, Shire of Murray and Shire of Waroona. If a level of community demand is met through neighbouring LGA facilities, the City of Mandurah can direct resources to other areas in Mandurah. The City of Rockingham has recently completed the construction of a new district level skate park in Golden Bay, however this does not meet the needs of Mandurah residents as Golden Bay is approximately 6 km from Madora Bay, Mandurah's most northern suburb.

The Shire of Murray has both a skate park and a BMX track neither of which are within an acceptable catchment distance for any Mandurah residents due to the large rural and undeveloped land between Mandurah and Murray. With this in mind, the City of Mandurah's Skate & BMX Strategy will provide a guide for the provision of future skate facilities that serves all Mandurah residents.

The City of Mandurah faces a challenge to meet the needs of the skating community as per Liveable Neighbourhood's catchment areas whilst maintaining a manageable number of facilities. A strategy to meet these needs will be discussed further on page 23, Urban Skating.



## 6 COMMUNITY CONSULTATION

### 6.1 Methodology

The community was consulted through the following measures:

- 6.1.1 Street Talk – Street talk involves speaking with skate park users' onsite after school and on weekends to get their feedback on factors such as:
- How far they have travelled to get to the skate park / BMX track?
  - How did they get there (parents, public transports, walk, other)?
  - Preferred location for new skate / BMX facilities
  - Preferred type of facility (skate park, urban skate trails, street skating, BMX track)
  - Skater or BMX rider?
  - What do they or don't they like about their skate park?
- 6.1.2 School Survey – A questionnaire was developed and sent to all public and private schools. The target age group at schools was age 12 years and above. Each school was asked to return 30 surveys targeting a specific age group to ensure even coverage of feedback from all ages. Schools were prompted to direct surveys to known skaters/BMX riders. Refer to Appendix 2 for a copy of the School Survey.
- 6.1.3 Stakeholder Workshop – Was advertised in the local newspaper inviting young community members, local skating business owners and other interested parties who would like to be involved in the project. The purpose of the stakeholder workshop was to provide the City with feedback on six key areas to assist in planning for future facilities and improving existing facilities. Refer to Appendix 5 for a copy of the stakeholder workshop questions and guidance notes.

### 6.2 Community Consultation Feedback and Analysis

#### 6.2.1 Falcon Skate Park Community Consultation

In August 2010, Recreation Services and Youth Services carried out community consultation onsite at the Falcon Skate Park. This involved holding a sausage sizzle for skate park users and parents and taking this opportunity to speak with young people about their skate park and what they would like to change or improve.

The aim of the skate park consultation was to speak with local residents and users of the facilities, however as many residents from Melros and Dawesville had petitioned to the City previously for a skate park south of the Dawesville Cut in 2008, Youth Services invited the group along to provide feedback.

Kids and parents at Falcon collectively provided the following feedback:

- The need for lights over the park to skate later and deter antisocial groups who break glass.
- The need for a bowl extension to the side of the park to increase skill level and increase selection of elements.
- Skate Park just isn't big enough to accommodate Falcon user groups in addition to those who travel from Dawesville.
- Larger standing areas at top of jumps so kids can gather between jumps and avoid grassed area.
- Always a lot of glass and rubbish around or on the skate park.

- Dust pan and brush should be made available to clean glass and sand if necessary.

**Picture 1: Falcon Skate Park Community Consultation**



### **6.2.2 Bill Bowler Skate Park Community Consultation**

On Thursday 9 September 2010, Recreation Services carried out community consultation onsite at Bill Bowler Skate Park on the Western Foreshore. This also involved holding a sausage sizzle for skate park users and parents and using the opportunity to speak with young people about their skate park and what they would like to change or improve.

Kids and parents at Bill Bowler Skate Park provided the following feedback:

- Requests for a Bowl at the park to increase skill level and increase selection of elements.
- Requests for higher half pipe, higher rails, more steps, rails, box jumps etc.
- Less glass and rubbish.
- Needs some sort of roof or enclosure over park to avoid becoming slippery when it rains.
- Most kids don't like graffiti however a minimal number would like to see urban art in place of messy graffiti.
- Request for a separate park/area for the little kids to avoid collisions and conflict.
- Skate park needs more shade and seats for parents.

Picture 2: Bill Bowler Skate Park Community Consultation



### 6.2.3 School Survey

A bulk mail out was sent to all schools in Mandurah including public and private, primary and high schools. Surveys could be completed in hard copy and posted to the City of Mandurah or online.

The City received 228 completed surveys by mail. Although the surveys provide some very valuable feedback with reference to quality skating elements and maintenance it should be noted that many of the Surveys were returned from schools located close together hence increasing the general demand for facilities in those locations of Mandurah. The survey posted to schools can be viewed in Appendix 2.

An overview of the survey results was as follows:

- Almost 50% of Mandurah Skaters use Bill Bowler Skate Park.
- Falcon skate park is used by 27% of skaters.
- 55% of kids skate in their local street. This can be in addition to using skate parks or as their only option.
- 76% of skate and BMX park users skate, bike or ride a scooter to the park.
- Street furniture is equally as popular to skate on as purpose built skate facilities.
- A notable number of kids under the age of 12 reported feeling unsafe at their skate park and wished for more supervision/policing of the facilities. This comes as a result of bullying, intimidation, violence, theft, drinking and smoking occurring at facilities.

Chart 1 clearly shows the location of where young people are predominantly skating. The findings indicate that many of the younger skaters (12yrs old and below) reported that they skate predominantly on their local street. It is likely that this is a result of them being too young to travel unaccompanied to existing facilities far away.

**Chart 1: Survey feedback identifying which facilities young people are using**

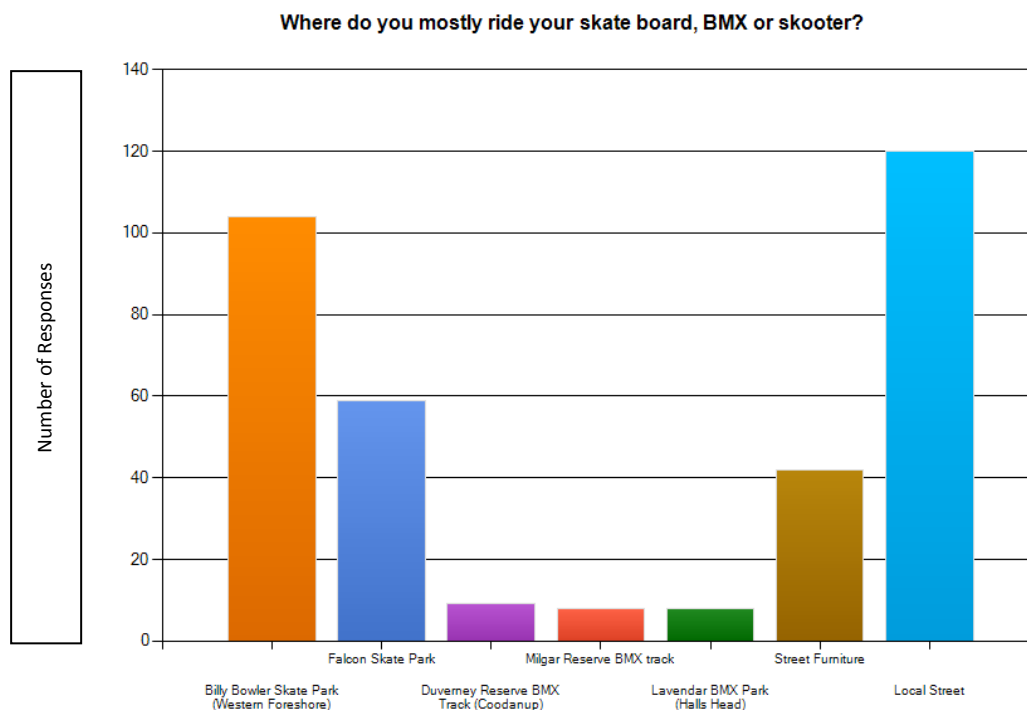
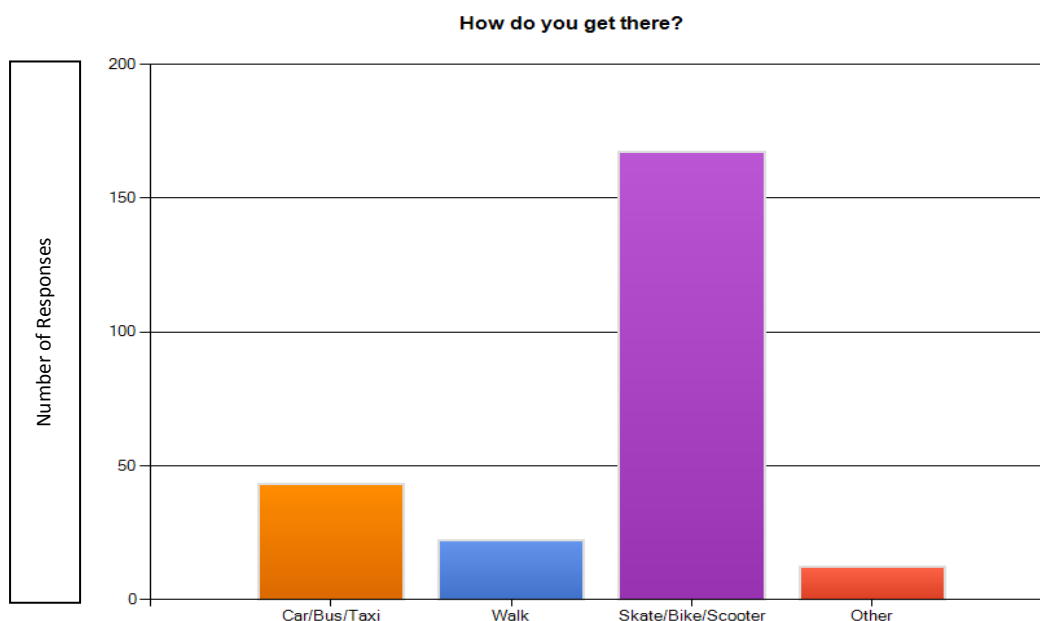


Chart 2 illustrates how young people in Mandurah are getting to and from skate and BMX facilities. Travelling by skate board, bike or scooter is by far the most popular mode of transport. This again highlights the limitation in accessing facilities that are few and far apart along a 42km coastal City, an issue that cannot be overcome with the use of public transport with bikes not being permitted on buses.

**Chart 2: Survey feedback identifying how young people travel to facilities**



Much of the feedback provided in question 9 of the survey (Is there anything else you'd like to change or add to skate parks and BMX tracks in Mandurah to make them better?)

will be most useful when designing the various elements of new facilities, however for the purpose of the Skate & BMX Strategy is that it demonstrates that Mandurah's facilities are failing to provide more challenging elements for young people. Young people consistently requested more challenging and complex skating elements. See Appendix 4 for a sample of the feedback provided in question 9.

### 6.2.4 Community Skate Workshop

The City of Mandurah's Recreation Services and Youth Services facilitated a community workshop with the objective to gather feedback from skaters and BMX riders in Mandurah. The aim of the workshop was to establish criteria for identifying new facility locations in Mandurah based on positive and negative elements of existing facilities. The workshop was advertised in local newspapers in addition to a full mail out to schools, skate business owners, Junior Council and those who provided their details at the community consultation sessions. 48 young people and adults participated in the workshop.

An overview of issues raised and feedback provided at the workshop was as follows:

- Too much rubbish and glass on skate parks.
- Maintenance of facilities is poor i.e. erosion to ramp embankments, cracks, uneven coping and broken lights.
- Not enough platform space at Falcon or Bill Bowler.
- Graffiti should be either cleaned off or it should be done by professional artists as anti graffiti paint can be slippery to skate on.
- Mandurah needs a bowl and or something unique that bring people to Mandurah skate parks.
- There have been issues with younger and older kids clashing on Bill Bowler skate park.
- Request for a cover/enclosure for skate parks so they can be used when it's raining and after it rains as water makes the surface slippery.
- Skate parks should be designed and built by skaters, not Council.
- Falcon skate park should have lights so kids can skate later and to keep the 'trouble makers' away at night.
- The need for local facilities in Dawesville because kids need their parents to drive them all the way up to Falcon or Mandurah.
- Many kids commented on the intimidating behaviour of older kids hanging out at the skate park who don't even skate.

### 6.2.5 Other community correspondence

June 2001 – City of Mandurah received a petition from over 100 residents proposing a skate facility on Melros Reserve in Dawesville. The 2000 Skate & BMX Strategy had previously been completed with no reference or recommendations made to building a facility south of the Dawesville Cut.

July 2009 – Two young residents from Melros made a deputation to Council requesting that a skate park be built in their local area where young people could come together creating new friendships and socialising networks.

September 2010 – The City was made aware of an informal concrete skate ramp constructed on a residential street in Falcon. Due to the poor design and safety risks of a road facing ramp the City removed the ramp. In November 2010

the City received a petition from the 30 local kids in Falcon requesting the ramp be rebuilt or an alternative ramp for kids in that area.

As a result of extensive community consultation, a number of common issues were identified.

- Poor maintenance of facilities.
- Design of facilities (Falcon skate park has apparent flow however is too small and Bill Bowler is perceived as poorly designed, resulting in frequent collisions).
- Size of facilities are inadequate for demand.
- Lack of skate/BMX facilities south of the Dawesville Cut. Falcon Skate Park is reported to be already overcrowded.
- The full range of proficiencies i.e. beginner to advanced, is not well catered for.
- Young kids report feeling insecure/unsafe as a result of antisocial behaviour.
- Unable to take bikes on public transport to widely spaced facilities.

## **7 MAINTENANCE**

An effective and regular inspection, maintenance and cleaning program is important to ensure the longevity and safety of community facilities. The City currently manages all its skate and BMX facilities. Facilities are inspected on a weekly basis and required maintenance is scheduled accordingly on a needs basis. Infrastructure such as benches, water fountains, lights and bins are easily maintained by City staff when broken or vandalised however there are a number of factors limiting the long term maintenance of skate and BMX facilities. These include;

### **7.1 Lack of Activity Sheet**

Each and every service activity carried out as per the City's 'Maintenance Service Levels' has an "Activity Standards Sheet" developed as a guiding document to outline the optimum level of maintenance required and a step-by-step guide to servicing and repairing the different elements of the facility. It is acknowledged that the City has not yet developed an activity standards sheet for its skate and BMX facilities. This can result in a decline in facility standards if the inspecting staff member is not adequately experienced in skate facilities or does not have the appropriate documentation to assist them with their inspection.

### **7.2 Lack of Suppliers**

The surface materials used for BMX track maintenance such as diorite has very few suppliers and the City is now moving to using basalt as an alternative. The City has identified a reliable supplier for Basalt so it can better maintain the surface of BMX tracks and parks throughout the City.

### **7.3 Lack of specialised contractors**

There is a lack of concrete contractors experienced in skate park surfaces in WA, therefore engaging contractors to carry out regular maintenance on existing skate facilities is difficult and costly.

### **7.4 Frequency of inspections**

Inspections are carried out on a weekly basis which is more than appropriate for hard infrastructure and skate surfaces however daily inspections for litter and graffiti may be required. Bill Bowler skate facility is inspected every day as part of CBD area however facilities in the outer suburbs are inspected less often.

### 7.5 Design

City of Mandurah skate and BMX facilities were designed more than eight years ago when facilities were designed for skaters with less emphasis on the need for complementary infrastructure such as benches, water fountains, shade and bins. In recent years this infrastructure has been added, however not always in the most appropriate place.

The type and design of a facility can also impact the maintenance of facilities in cases where skate parks are raised above ground level with steep banks.

Falcon Skate Park and Bill Bowler Skate Park have been built up and therefore have steep banks that are subject to severe erosion from rain, wind and people traffic. As a result, it is difficult for turf to grow, or to maintain turf, due to the gradient of the slope. In addition to looking unsightly, eroding banks with no turf create safety issues as a gap between the concrete and bank. This can cause tripping hazards and potentially undermine the foundation of the facility.

Currently the City has five skate and BMX facilities to maintain. This is a manageable number for City staff subject to the availability of experienced contractors. Over the next ten year period when new facilities are built throughout Mandurah or existing facilities are upgraded, it would be reasonable for the City to consider engaging the services of a specialised company to take over maintenance of all skate facilities in Mandurah. The City currently go out to tender for the cleaning of community halls and facilities, the maintenance of sports lights and all electrical works, for an agreed contractual period. It is therefore seen as appropriate for the City to consider a maintenance contract for specialised infrastructure such as skate and BMX parks as facility numbers and use increase.

## **8 SECURITY/ANTISOCIAL BEHAVIOUR/COMMUNITY PERCEPTION**

There is a perception amongst some people within the community that skate parks equal anti social behaviour. For this reason, Local Governments tend to find it difficult to get community support to build new facilities in developed areas. The general consensus is that there will be an increase in antisocial behaviour and potentially violence in and around skate parks.

The challenge faced by most LGA's is to reduce the negative perceptions of skate parks in the public eye and promote the benefits for young people from a physical activity and social engagement perspective. It is also widely acknowledged that skate parks are not generally attractive to look at. Older designs with large plain expanses of concrete are frequently covered in graffiti, rubbish and glass drawing unfavourable attention.

In recent years with advances in technology, design and ingenuity, skate parks have become a lot more visually aesthetic and may be designed as a feature to POS as opposed to something that needs disguising. Having an attractive, modern facility may help reduce vandalism due to young people developing a sense of ownership.

The Shire of Albany recently built a new skate facility with the assistance of Lotterywest funding and has since installed a webcam overlooking the park. The webcam sends 4 frames per second uploaded directly onto the web where images can be viewed by the public. The purpose of the webcam is to enable users to monitor high and low use periods of the park. The webcam can be viewed live from 6am-9pm every day. Feedback provided from the Shire of Albany is that, although the webcam cannot be used to record or monitor crime, it will act as a deterrent to vandalism and antisocial behaviour and create a safer environment for young people.

## 9 URBAN SKATING

Urban Skating otherwise known as street skating is still very much a part of skating culture despite the development of skate parks around Mandurah and neighbouring suburbs. This can be attributed to the lack of purpose built facilities in specific areas hence the need to street skate locally, however it can also be attributed to skater boredom as a result of using the same skate parks for years and therefore seeking new challenges and thrills.

Street skating has had a somewhat tarnished reputation in past years due to conflicts between skaters and pedestrians when using built up urban centres or town plazas. In addition to this, LGA's have endured the expense of replacing and repairing street furniture as a result of skaters using the angles as grinders. This has unfortunately led to the anti skating planning approach when installing street furniture and building walls. It is currently common practice for the City of Mandurah as with many other LGA's in WA and Australia to install anti skating devices in town centres and urban areas to ensure skaters cannot make use of rails and walls.

As an alternative to a no tolerance approach to street skating, the City of Mandurah has the opportunity to work progressively with skaters, young people and the community to plan and design appropriately for urban skaters. By amending the Design 'Objectives, Principles and Guidelines' of the City's Public Open Space Manual, the City can appropriately plan to accommodate skaters in urban areas and through the strategic provision of suitable skating elements the City can direct skaters out of the path of pedestrian traffic. The benefits of a planning initiative such as this, is that young people are provided with a variety of skating elements throughout the City and potentially closer to home, that skating traffic is directed away from peak pedestrian flow and that young people are able to recreate and be physically active in a highly visible and safe location co-located with other services. The formalisation of skating elements in areas within CBD's and town plazas are defined as 'Liberated Spots'.

Due to the linear geographical profile of Mandurah, it is a challenge to meet the needs of all the skating community as per Liveable Neighbourhood's catchment areas, whilst still maintaining a manageable number of facilities. With the inclusion of skate elements in POS and along path networks, the City can at some level provide skating elements for those suburbs between facility catchments. It is recommended that when developing Design Objectives, Principles and Guidelines for POS that the City includes a standard level of provision of skating elements where appropriate. These may include elements such as grind rails on retaining walls and benches or coping on the edges of steps. Subject to endorsement by Council, the POS Manual will provide a guiding document for the inclusion of skate elements when designing future or upgrading existing POS areas. These areas of skate element inclusion are referred to as 'skate dots'.

*Skate dots are the inclusion of a small number of skate elements in a local park or plaza that with the appropriate pathways can be linked to form skate trails.*

Skate dots are integrated into the landscape and path network and are therefore less obvious and intrusive than larger skating developments tend to be. It should be noted however, that skate dots are complementary to purpose built skate park facilities and not a substitute. It is only through the provision of multiple higher level skate elements in one location can young people challenge their skating skills and improve. It is also apparent that young people like to 'hang-out' at skate parks and socialise, therefore they serve a purpose and can be developed as multi-purpose youth zones with proper planning.



## **City of Mandurah Skate and BMX Strategy (2012 - 2022)**

With the development of multiple skate dots in conjunction with appropriately located skate/BMX parks, the City of Mandurah will be significantly closer to meeting Liveable Neighbourhoods standard of provision (catchment recommendations).

Subject to successful endorsement of the above mentioned POS Design Objectives, it is recommended that the City develop POS Design Specifications for the inclusion of skate elements in new developments. The inclusion of skate elements and facilities will be an optional design feature for new POS, however with City support it would be the long term objective for developers to advocate for multipurpose facilities incorporating skating elements. Areas of preferred inclusion of skate elements are those outside of facility catchment areas.

### **10 SITE ACTIVATION**

The City of Mandurah has one of the most highly regarded regional skate Parks in WA and in a prime location. Bill Bowler Skate Park is located in Mandurah's CBD close to amenities, shops, family areas and most of all it is located on Hall Park, the City's only Special Events Site. Bill Bowler is the perfect facility to hold skate, BMX and scooter competitions both at a local and a regional level and its location lends itself to joint ventures with other events and festivals taking place on the park.

The City has frequently hosted skate competitions during its major events (ie. Crab Fest) and various other festivals that occur annually however, for the majority of the year there are very little organised events at the facility. It is recommended that the City's Youth Development Team, Events and Recreation Teams collaborate to activate the City's existing facilities through the provision of competitions and demonstrations on a regular base throughout summer. This will not only provide the opportunity for young skaters to gain recognition and demonstrate their skills but increase the profile of the sport, improve community perception of skaters, publicise community facilities and ultimately provide another reason for families and tourists to visit Mandurah. In order to activate the sites appropriately, the City must address the need for ancillary infrastructure that will support proposed events i.e. BBQ's, power source, bins and vehicle access.

In addition to skate competitions and events, young kids have expressed the desire for urban art competitions to be centred around skate facilities. It has been identified that if the City engaged local artists to paint or spray skate facilities (where appropriate) that it may reduce the level of graffiti as most young people would be respectful of the artists work. If successful the City would save on graffiti removal and skate facilities may look more attractive. The City's Youth Development team have expressed an interest in running urban art competitions to engage young people and the winner being awarded the opportunity to display their work on or around the skate park. This would showcase the talents of Mandurah's youth and give young people more ownership over their facilities.

### **11 SPONSORSHIP**

Many local governments around Australia, in particular the eastern states, have provided the ability for local business's to advertise at skate facilities. This is usually done in the form of permanent signage fixed to the fence or boundary walls of the facility of which the business would pay an agreed annual sponsorship rate dependent on the visibility of the sign, the size of the sign and volume of passing traffic. This is already common practice in many of the sporting grounds around Mandurah; however the sponsorship fees are fed directly to the non-for-profit clubs which manage the facility. In the case of skate parks this profit would be increased revenue for the City that can be used to activate the facilities in the form of skate

competitions, demonstrations or workshops. It may also be an option for sponsorship to be acquired in the form of donated materials or qualified labour. It is recommended that the City consider advertising for facility sponsors as a method of promoting and maintaining its skate facilities.

## **12 FUTURE PROVISION OF SKATE AND BMX FACILITIES**

As a result of community consultation and demographic analysis, the gaps in the provision of skate and BMX facilities in Mandurah were clearly identified. Whilst the Bill Bowler and the Falcon Skate Parks cater for the needs of young people in central Mandurah and its neighbouring suburbs, gaps have been identified in Mandurah's most northern and southern suburbs.

The most northern suburbs of Mandurah include Meadow Springs, San Remo, Lakelands and Madora Bay, and the southern suburbs of Mandurah include Dawesville, Bouvard and Herron. As the most recent Skate Strategy prior to this Review was completed in 2000, many of the new developments mentioned above did not exist, hence there was no population of young people to provide for.

It is acknowledged that the suburbs of Greenfields and Coodanup have a significant number of young people within their catchment and that it is more than the recommended 1km walk to the nearest district level skate facility. It is not recommended however, that a facility be developed in either of these suburbs due to the high level of path networks and transport links between them and the City's regional skate facility at Hall Park.

In addition to a large number of connecting dual use pathways, linking Coodanup and Greenfields to central Mandurah, there are two pedestrian over-passes crossing Mandurah Road at either extremities of Greenfields and Coodanup.

### **12.1 Potential Facility Development Sites**

Having identified the demand for new skate/BMX facilities in the north and south suburbs of Mandurah, the next step is to identify possible locations.

A number of sites were considered as potential locations for new skate/BMX facilities in North and South Mandurah and are discussed further below. Refer to appendices 10-14 for a detailed analysis of each site.

#### **12.1.1 North Mandurah Facility**

In north Mandurah, Lakelands is proposed to have over 2000 young people by 2021. This will account for 31% of the population in that area and is significantly higher than the population of young people in San Remo and Madora Bay, however is closely followed by a high population of young people in Meadow Springs. Due to the proposed population density of young people in Lakelands, it is considered the most suitable location for a north Mandurah facility.

Considered locations for a skate development in Lakelands include:

(i) Lakelands Central Precinct



The Lakelands Central Precinct will be located immediately east of Mandurah Road and directly opposite Madora Bay. Although currently undeveloped, the Lakelands Precinct Outline Development Plan identifies a combination of commercial outlets, medium density residential dwellings, a school, a community purpose site and an area of public open space within the plan.

The Lakelands Central Precinct is an ideal location for a skate facility, due to its accessible location and central catchment, and would provide the opportunity to co locate a facility with shops, plazas, schools and social hot spots.

A local structure plan for the Lakelands precinct is yet to be finalised and development of the site is approximately 2-3 years away, however this is regarded as a short time frame. During the local structure plan process, the City may acquire an area of POS suitable for a skate development, however if unsuccessful, alternative locations will need to be considered to service the large population of young people in Lakelands.

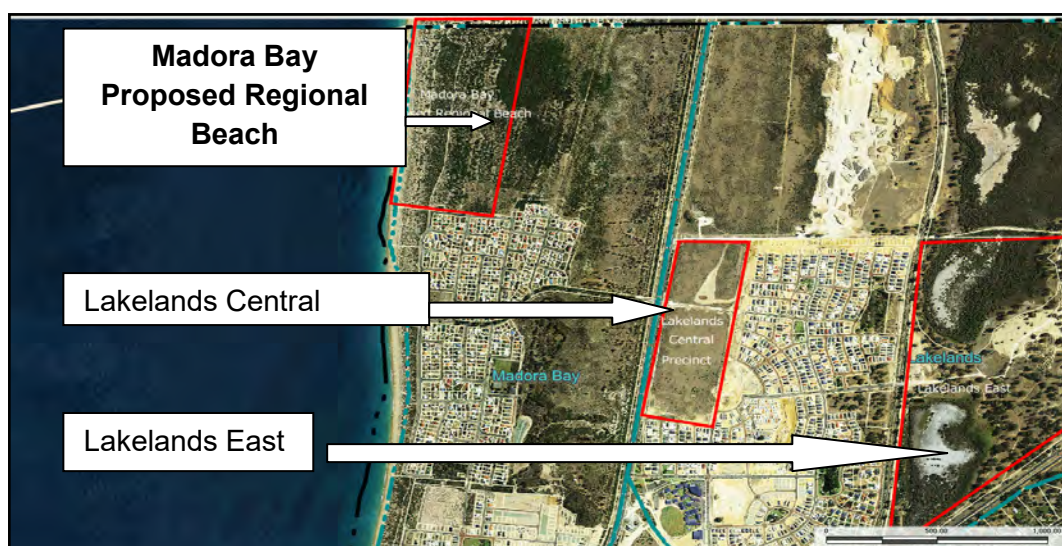
(ii) Lakelands East



As an alternative location to Lakelands Central Precinct, Lakelands East is located east of the Perth to Mandurah railway track and west of Mandjoogoordap Drive. It is currently an undeveloped parcel of land, planned for development in approximately 5-10 years. Only in draft form, the Outline Development Plan makes reference to a community purpose site on Lake Valley Drive. Lake Valley Drive is the main entry road into Lakelands East and is directly adjacent to Black Swan Lake. It is an area of POS between Black Swan Lake and the proposed community purpose site that could be considered for a skate development. The north east corner of the site is the most suitable location for the development of a facility and has the potential for co-location with other recreational infrastructure.

From a catchment perspective, Lakelands Central Precinct is the preferred location for a district facility, however if the City is unsuccessful in securing land in Lakelands Central Precinct, Lakelands East has potential for further consideration.

(iii) Madora Bay



Madora Bay is the most northern, coastal suburb in Mandurah and is largely undeveloped. Located immediately West of Lakelands and bordering the City of Rockingham, Madora Bay is currently accessed by Madora Beach Road, however additional access roads would be anticipated with future development. Although no timeline has been established, early Outline Development Plans for the area indicate a regional beach to the north of the suburb.

As a third and final option for a skate development in north Mandurah, Madora Bay Regional Beach can be considered if Lakelands Central Precinct or Lakelands East are not feasible options.

Madora Bay is not estimated to have more than 700 young people, however the proposed regional beach near Lakelands will attract a significant number of young people and families to the area. The City is in the very early stages of planning for the Madora Bay Regional Beach, therefore negotiations for suitable public open space for a skate development can be included in the future planning process. Madora Bay Regional Beach is considered a good location for a skate development based on the design of early Outline Development Plans, however a timeline for development is still not known and the demand for facilities will be high once Lakelands is further populated.

### 12.1.2 South Mandurah Facility

In the southern suburbs of Mandurah, Dawesville is also one of the areas with a high population of young families and local residents. Dawesville is predicted to have almost 2,500 young people by 2021 and a 2009 deputation to Council, requesting youth facilities in the area, is a testament to this growth.

It is considered that Herron and Bouvard are too far south from the catchment centre for a community facility and lack the population of young people that would use a skate facility. As a result, three potential sites were identified in Dawesville for consideration. All of the considered sites are vested with the City of Mandurah for the purpose of recreation and are considered within walking distance to two existing primary schools, a proposed high school and the Florida Central Precinct.

The Florida Precinct is proposed for development in the next 3-5 years and will include the completion of Dandaragan Drive, linking Florida and Dawesville. The City were unsuccessful in securing suitable sized POS in the Florida Precinct for the development of skate facilities, hence the need to identify future options. The three sites considered are; Jerramungup Green, Melros Reserve and Westbury Reserve.

#### (i) Jerramungup Green



Jerramungup green is located centrally in Dawesville West. The Reserve is approximately 0.8 hectares in size and is bordered by four residential roads, Kellerberrin Turn, Wittenoom Turn, Jerramungup Garden and Balladonia Parade. Jerramungup Green is an established local park that is maintained by the City. It includes a large area of lawn with incorporated drainage and a small playground. The Green is ideally located with regard to catchment, has two new schools and good pathway connections are within 500 metres.

As Jerramungup Green will be bordered by residential dwellings on all sides and is no more than 0.8 hectares, it is considered suitable for the development of a skate dot only. A neighbourhood or district level facility would monopolise this site and minimise space for other recreational activities. The site is also constrained by the large drainage swale in the middle of the grassed area, allowing very little options for the further development of the reserve.

(ii) Melros Reserve



Melros Reserve is located on the Western border of Dawesville, only 250 metre from the coast. The Reserve is 2.6 hectares in size which includes 1.2 hectares of native dune vegetation and 1.4 hectares of maintained grass, trees and recreational infrastructure. Due to its coastal location, Melros Reserve is directly adjacent to parking and ablution facilities that service the beach and are a 200 metre walk from the Reserve.

Melros Reserve is bordered by residential dwellings on three sides and is popular with both wildlife and families. Wildlife are attracted to the vast areas of grass and shade while young families visit the park to play on the grass and utilise recreational infrastructure, including a playground, bbq's, benches and basketball ring.

With regard to existing infrastructure, Melros Reserve has significant potential for the development of a recreational community hub. There is adequate space for the development of a neighbourhood skate facility that would compliment existing infrastructure, however still maintaining a large expanse of grass and trees for non-structured recreation and wildlife.

With consideration of all the positive elements of Melros Reserve that contribute to its suitability for a skate facility, Melros Reserve is located on the boundary of the suburb and does not ideally service the central catchment of Dawesville. Although the Reserve is only a 1,500 metre walk from three schools and is nearby to a bus route, the Reserve is a significant distance from East Dawesville on the Estuary side of Mandurah Road. A more centrally located reserve would be preferred to service a larger catchment area.

(iii) Westbury Reserve



Westbury Reserve is a large area of undeveloped POS located in central Dawesville. It is bordered by Westbury Drive, Carneby Drive and Oceanic Drive and is overlooked by residential dwellings on one side with future developments planned. Westbury Reserve is largely populated with native vegetation and a known nesting area for migrant birds in summer months. The Reserve is significant in size and would be large enough to contain a neighbourhood or district level skate facility in the north east corner and still retain a large portion of Reserve as native bushland.

Westbury Reserve is directly located on bus route 592 and is easily accessible via path networks from surrounding developments, including east Dawesville via the Mandurah Road underpass. With respect to location and access, Westbury Reserve is the most suitable site in Dawesville, compared to Jerramungup Green and Melros Reserve, however Westbury Reserve is completely undeveloped. Development of Westbury reserve would require significant capital funds, not only for a skate facility but for an environmental assessment, earth work and ancillary infrastructure.

In summary, of the three sites considered, Westbury Reserve and Melros Reserve both offer significant space for the development of a skate facility. Westbury Reserve is more suitably located for a community facility, however Melros Reserve offers a clear opportunity to co-locate with existing infrastructure. It is recognised that the development of a skate facility in Melros Reserve would require significantly less capital funding than a facility in Westbury Reserve as an undeveloped site with no existing infrastructure.

### **12.3 Directions concerning types of facilities**

There are collectively 12 styles of skate and BMX facilities (refer to appendix 1) of which four are limited to BMX only. The remaining 8 types of facilities can be designed with both skaters and BMX riders in mind and can be simultaneously used by skaters and BMX riders. In the 2000 Skate & BMX Strategy community feedback identified a need for skaters and BMX riders to be catered for in separate facilities as the two sports then seemed to clash in style and culture. Consultation conducted in 2010 with skaters and BMX riders identified that the culture has changed and both wheeled sports indicate their willingness to use the same facilities as long as they are designed in favour of both user groups. With this in mind, it will be more cost effective for the City to target both groups when considering the design for new facilities and when upgrading existing facilities.

### **13.0 FUNDING**

The following government departments and organisations have been identified as avenues for future grants for development of skate facilities.

#### **13.1 Lotterywest - Youth Services, Strengthening Community Service Delivery**

Lotterywest support the development of skate parks, primarily in rural and regional areas. This is in recognition that there are fewer community facilities in country areas. Skate facilities are recognised for their value in increasing participation in community life for young people therefore Local Governments are encouraged to apply for funding through Lotterywest.

#### **13.2 Department of Sport and Recreation - Community Sport and Recreation Facilities Fund (CSRFF)**

The purpose of the CSRFF program is to provide financial assistance to community groups and local government authorities to develop basic infrastructure for sport and recreation.

The CSRFF program aims to increase participation in sport and recreation, with an emphasis on physical activity, through rational development of sustainable, good quality, well-designed and well-utilised facilities.

#### **13.3 Peel Development Commission - Royalties for Regions**

The Regional Grants Scheme (RGS) is an initiative of Royalties for Regions that aims to improve economic and community infrastructure and services in regional Western Australia.

#### **13.4 Developer Cash in Lieu (Developer cash contribution)**

Where 10% Public Open Space is not appropriate or required as determined during the Local Structure Planning approval process, a developer may provide cash payment in lieu of the legislative 10% Public Open Space.

Depending on the demographic of the community within the new and neighbouring development, the City can determine community needs and direct the cash in lieu payment towards appropriate infrastructure. The City may choose to contribute to the development of skate dots or facilities identified in this strategy with appropriate Cash in Lieu payments.



### **13.5 Local Sponsorship and Fund Raising Opportunities**

In cases where government funding is not available or does not meet the total project costs, community groups can fundraise and seek sponsorship from local businesses to meet outstanding development expenses. It is not uncommon for local businesses to sponsor skate and BMX facilities on an ongoing basis post construction, if particular local skate businesses want to promote their products and services. Sponsorship revenue can be used towards the general maintenance of the facility or to help fund skate events.

## STRATEGY OUTCOMES

### Recommendations

Acknowledging the community's feedback throughout the consultation and public comment stage of this Strategy in conjunction with the future demographics of Mandurah suburbs, the following strategic outcomes are recommended. Recommendations are in order of priority and reflect both capital and non capital recommendations.

#### 1. Installation of Complementary Infrastructure to Bill Bowler Skate Park

Install complementary infrastructure to the Bill Bowler Skate Park (ie. platform extensions and seating areas, shade structures, improved pathway connections and additional natural shade). Consideration should also be given to the installation of a power source, additional bins and vehicle access points for special events held at the facility.

#### 2. Develop a New District Skate Facility in Dawesville

Develop a new skate facility in Dawesville to service the large population of young people south of the Dawesville Cut.

- Investigate potential development sites in Dawesville
- Undertake a community consultation process as part of the detailed design.

#### 3. Inclusion of Street Skating Elements in the City of Mandurah's Public Open Space Manual

Include urban skating elements as design options within the City's Public Open Space Manual. The City is currently developing a Public Open Space Manual that incorporates design principles for the development of public open space areas. Urban skate elements (ie. benches, steps, rails in community hubs that people can skate on) should be incorporated into the manual. The Manual can then be utilised when designing new areas of public open space or replacing existing furniture. Focus should be given to areas outside of skate facility catchments with high proportions of young people (ie. Greenfields, Silversands and Seascapes).

#### 4. Installation of Pilot Webcam at Bill Bowler Skate Park

Install a webcam at Hall Park that can stream images directly to the internet during nominated hours. The webcam could act as a tool to assist young people in monitoring peak usage times, assist parents to observe their children and potentially act as a deterrent against anti-social behaviour and bullying.

#### 5. Develop Strategies that focus on the Activation of Skate/BMX Spaces

Develop and implement specific space activation strategies (ie program and activities) that focus on increasing youth participation in physical activity and promote positive media coverage and public perception of skaters and BMX riders.

#### 6. Upgrade of Falcon Skate Park

Conduct an upgrade of facilities at the Falcon Skate Park. This should be undertaken in conjunction with the Master Planning process for Falcon Reserve. There is an opportunity to create links with existing infrastructure and activate the site for multi-purpose use for both young people and families. Visibility from the main road needs to be improved in addition to improved pedestrian crossings over Old Coast Road.

#### 7. Development of a Skate Park Planning Framework

Development of a framework for skate facilities to be incorporated in the design of public open space areas for new residential developments. The inclusion of skate facilities may be optional for Developers in some areas, however the standard of elements will be to a minimum specification.

**8. Upgrade to Bill Bowler Skate Park**

Undertake an upgrade of the Bill Bowler Skate Park to include new and more challenging skate elements. As the City's regional skate facility, Bill Bowler Skate Park requires an upgrade involving the inclusion of more popular skate elements (ie skate bowl).

- Undertake a community consultation process as part of the detailed design.
- Consider the requirements of City-run events, such as Crab Fest and Mandurah in Motion in the design elements.

**9. Review Processes for the Maintenance of Skate/BMX Facilities**

Undertake a review of the City's maintenance process with regards to skate and BMX facilities.

- Develop standard template 'Activity Sheets' for regular maintenance inspections on the City's skate and BMX facilities.
- Consider engaging an external contractor key maintenance on the City's skate facilities as numbers and usage levels increase.

**10. Develop a New District Skate Facility in Lakelands**

Develop a new skate facility in Lakelands to service the large population of young people in Mandurah's northern suburbs.

- Investigate the Lakelands Central Precinct and Lakelands East as potential development sites.
- Undertake a community consultation process as part of the detailed design.

Note:

*The referencing of new facilities as a 'Skate/BMX Facility' refers to the development of a facility suitably designed to accommodate both skaters and BMX riders. It is assumed that each facility will include elements that can be used by both denominations of wheeled sports. As a result, facilities will also be suitable for inline skaters, scooter riders and mountain bike riders. This strategy is not recommending the development of any further purpose built BMX tracks due to low level of demand.*

14.2 TABLE 3: PLANNING AND IMPLEMENTATION (Capital Projects)

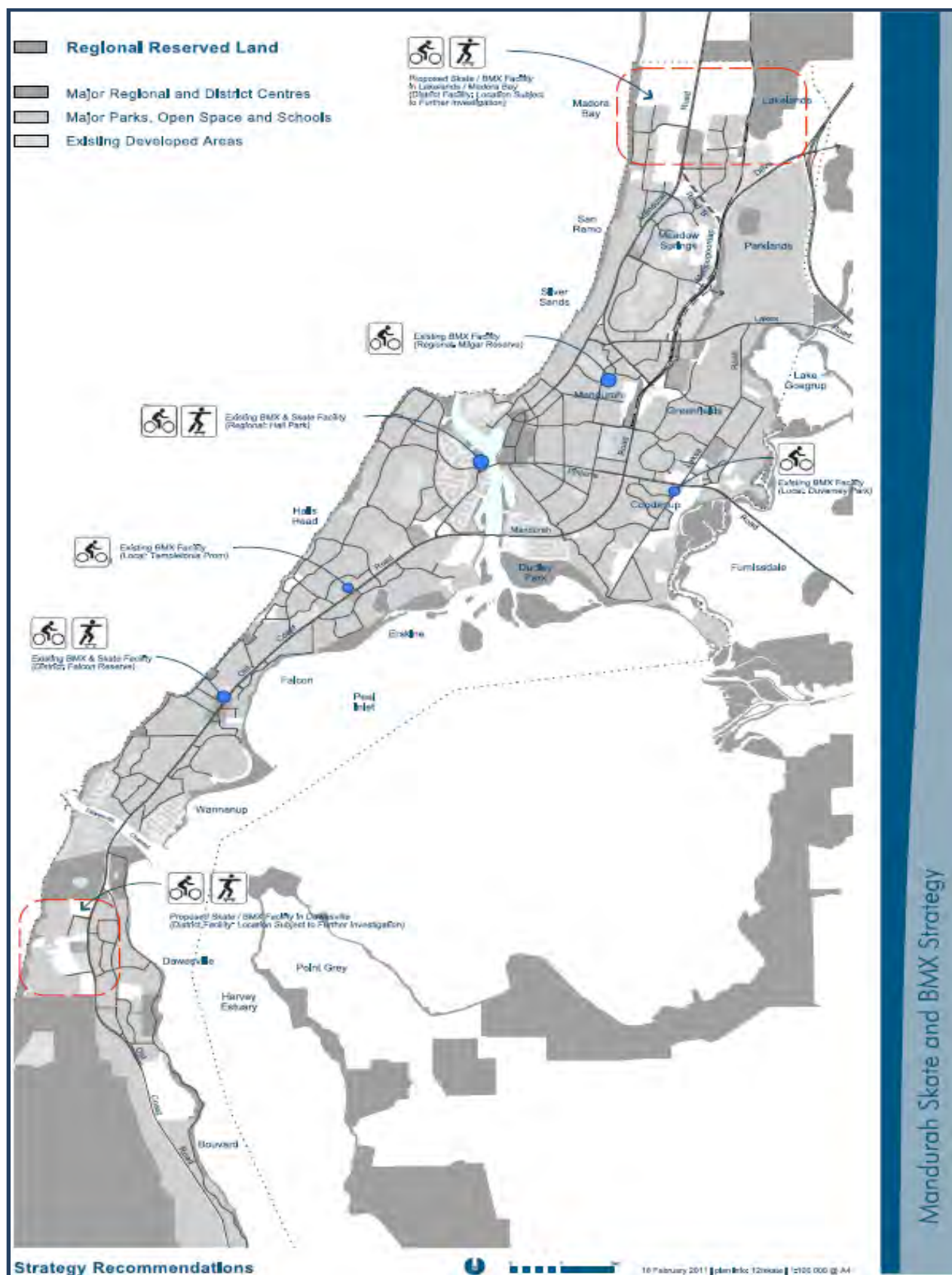
Facility	Type of Facility	Capital Works(New, upgrade/extend, minor works, ongoing)	Proposed work details	Priority Level	Cost Estimation
Bill Bowler Skate Park	Regional (1,500m <sup>2</sup> )	Minor	Concrete platform extension, shade, seating, path link and power supply for special events and skate competitions	1	\$220,000
New Skate Facility in Dawesville	District (Approx 800-1000m <sup>2</sup> )	New	Development of a new skate facility in Dawesville. Westbury Reserve and Melros Reserve to be investigated further as potential development sites. A further feasibility study will determine if the selected site is more suited to a neighbourhood or district level facility. Style of facility is subject to community consultation and detailed design.	2	\$600,000
Pilot Webcam Project	N/A	New	Set up a webcam at Bill Bowler skate park	3	\$10,000
Falcon Skate Facility Upgrade	District (700m <sup>2</sup> )	Upgrade/extension	Lights, extension to skating surface. Ancillary infrastructure with skating elements. Consider upgrade as an element of Falcon Reserve Master Plan incorporating active reserve, hard courts, pavilion and path connections	4	\$300,000
Amend POS Manual	Local	Ongoing	Amend POS Manual to identify design principles for the inclusion of urban skating elements i.e. Benches, steps, rails in community hubs that can be skate on. To be consider when designing new POS or replacing existing furniture. Focus given to areas outside of skate facility catchments with high population of young people i.e., Lakelands, Silversands and Seascapes	5	TBA – Funding may come from maintenance budget when replacing or repairing existing park furniture. Skate spots in new developments may be funded by the developer.
Bill Bowler Skate Park	Regional	Upgrade	Extension to skating surface (Bowl?) based on community feedback and current trends	6	\$350,000
New Skate Facility in North Mandurah	District (Approx 800-1000m <sup>2</sup> )	New	Newly designed and constructed facility based on community feedback and current trends (consider ancillary infrastructure and lighting) Consider multi use youth activity zone Lakelands Central precinct, Lakelands East and Madora Bay to be further considered.	8	\$600,000
<b>Total Capital Project Cost (2012-2021)</b> Exclusive of ongoing maintenance costs.					<b>\$2,080,000</b>

Note:

All capital expenditure for the construction or upgrade of skate and BMX facilities recommended in this strategy are subject to the outcome of a feasibility study, availability of capital funds, detailed design and further community consultation.

Plan Two identifies existing skate and BMX facility locations and proposed skate and BMX facility locations.

14.3 PLAN 2 – Existing & Proposed Facility Locations



# APPENDIX

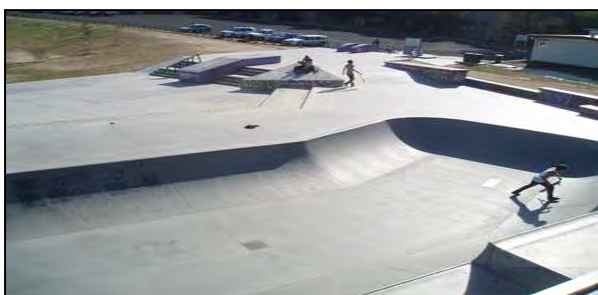
APPENDIX 1

**TYPES OF SKATE AND BMX FACILITIES**

*The Facilities shown below are examples only and do not reflect the size or design of new facilities in Mandurah.*



Plaza – Consists of street elements from the urban environment, e.g. stairs, rails, manual pads, bumps and banks.



Bowls and Pools – A replica of backyard pools that have evolved to unprecedented proportions.



Hybrid – A combination of street, bowl/pool and transition elements.



Flow Park – Are large and spacious facilities which consist of multiple interconnecting bowls at varying levels.



Ramp Park – Consist of transition elements typically in the form of mini ramps.



The Liberated Spot – Liberated spots are public places which skateboarders have already attracted to and utilise illegally, but have been formalised as a legitimate skate facility through upgrade and repairs to the existing elements.



Skate/Dots Spots – Are small singular skateable elements integrated into the streetscape or park design.



Multi-purpose Youth Activity Space – Are inclusive, flexible spaces which provide the opportunity to engage in a variety of youth recreation activities, with skateboarding being the key component.



BMX Trails – Are dirt jumps that are built in opportunistic locations based on rider demand. They would be built around existing environmental elements.



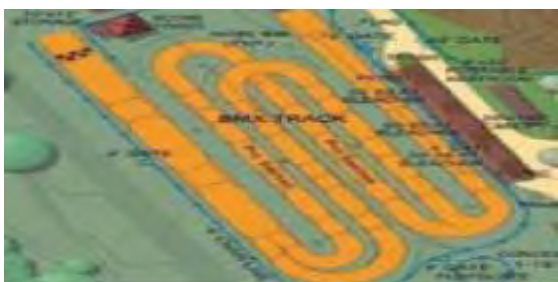
Freestyle BMX Jumps – Similar to BMX trails with a series of dirt jumps, however they are designed for performing crazy tricks over larger and less flow-orientated jumps.



## City of Mandurah Skate and BMX Strategy (2012 - 2022)



BMX Street Park – Are purpose built specifically for the needs of BMX riders. They are laid out to promote flow and allow for a number of tricks.



BMX Race Track – Consists of a starting gate for up to eight racers. The course is made of various jumps and rollers and a finish line.

APPENDIX 2 Skate Survey



# MY SKATE FEEDBACK

We wanna hear how to make our City cool.

---

## INSTRUCTIONS

Please don't put your name anywhere (we don't need to know who u are) and answer as honestly as possible. Your answers will be used to help keep Mandurah as fun and exciting as possible for u and your friends.

Please read the questions carefully and tell us what u think. Mark any boxes with an **X**.

---

### ABOUT YOU

AGE \_\_\_\_\_ YEARS OLD

GENDER

GUY

GIRL

WHAT SUBURB DO YOU LIVE IN \_\_\_\_\_ EG FALCON, HALLS HEAD

---

### ABOUT WHAT YOU DO

1: Where do you mostly ride your skate board / BMX / scooter?

Foreshore Skate Park

Falcon Skate Park

Coodanup BMX Track

Milgar Reserve BMX Track

Street Furniture

Local Street

(benches, railings, steps)

Lavender BMX Park

2: How do you get there?

CAR/BUS/TAXI

WALK/JOG

SKATEBOARD/SCOOTER/BIKE

OTHER

**City of Mandurah Skate and BMX Strategy (2012 - 2022)**

3: Would you want more Skate Parks or more BMX tracks in Mandurah?

SKATE PARKS

BMX TRACKS

4: Where do you want new skate parks or BMX tracks?

---

5: Do you prefer using parks and tracks or skating on street furniture (walls, benches, railings etc)? Please select one

SKATE/BMX TRACKS

STREET FURNITURE

BOTH

6: Is there anything else you'd like to change or add to skate parks or BMX tracks in Mandurah to make them better? Be honest

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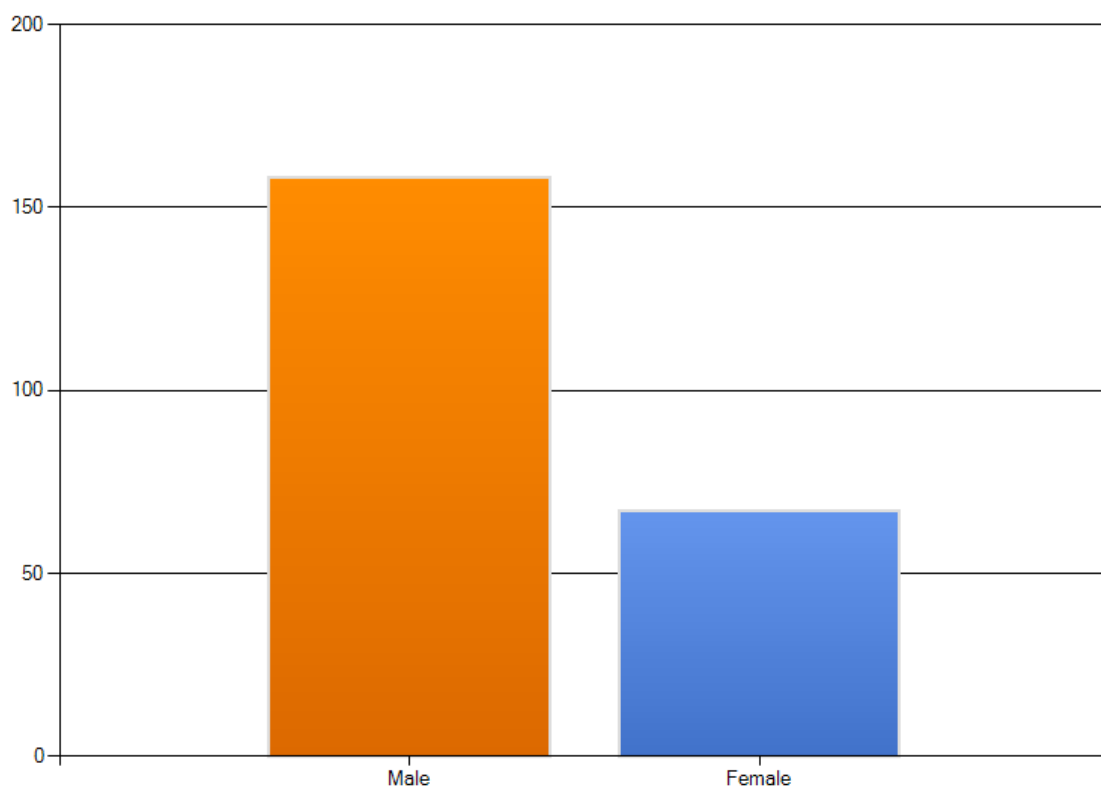
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**ALL DONE, THANKS FOR HELPING OUT**

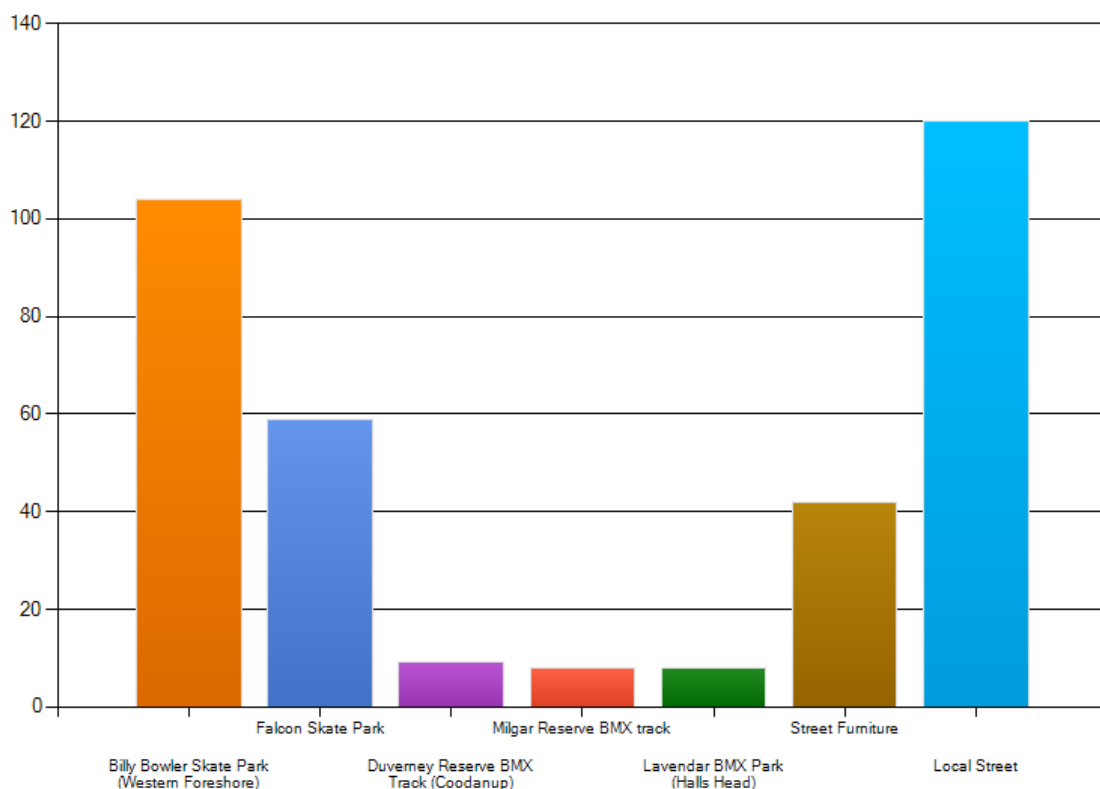
**APPENDIX 3 Skate Survey Results**

	Suburbs Skaters live in	Suburbs where new facilities were requested
Halls Head/ Seascapes	52	52
Falcon	30	24
Dawesville/Port Bouvard/ Melros/ Wannanup	35	37
Greenfields	13	15
Erskine	5	3
Dudley Park/Coodanup/Mariners Cove	12	11
MeadowSprings	8	9
Silver Sands /San Remo	8	7
Mandurah	52	41
Other	5	18

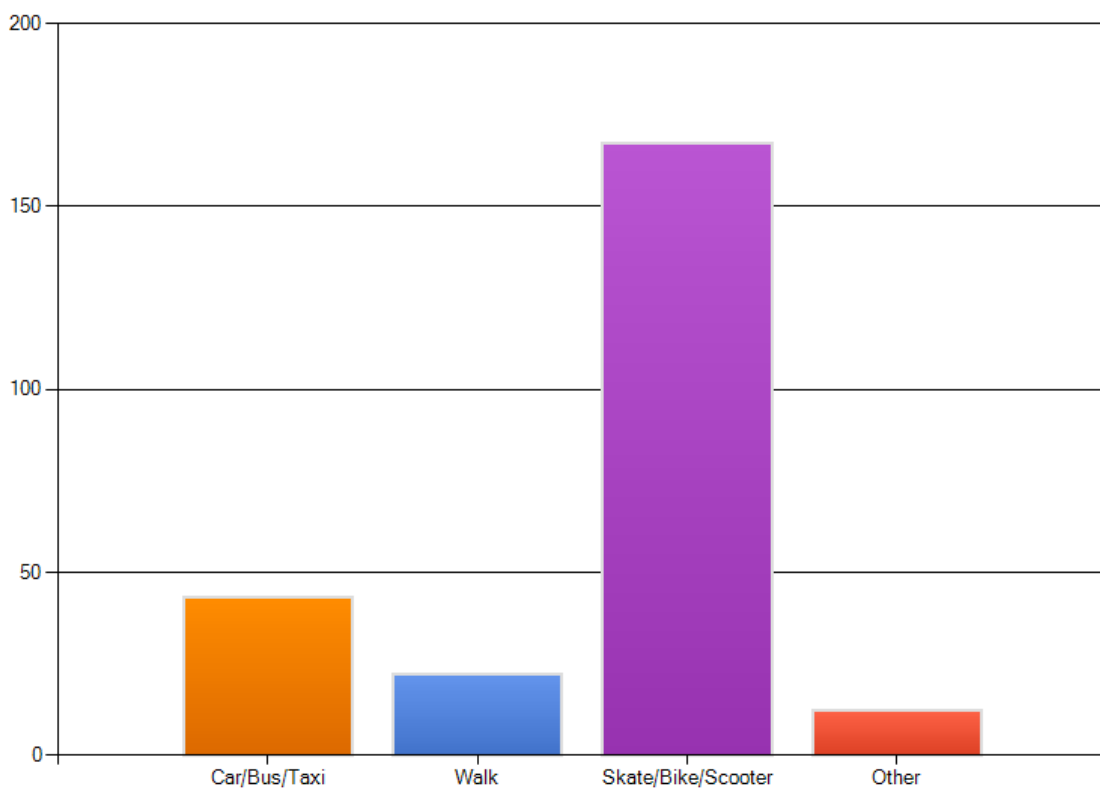
Are you male or female



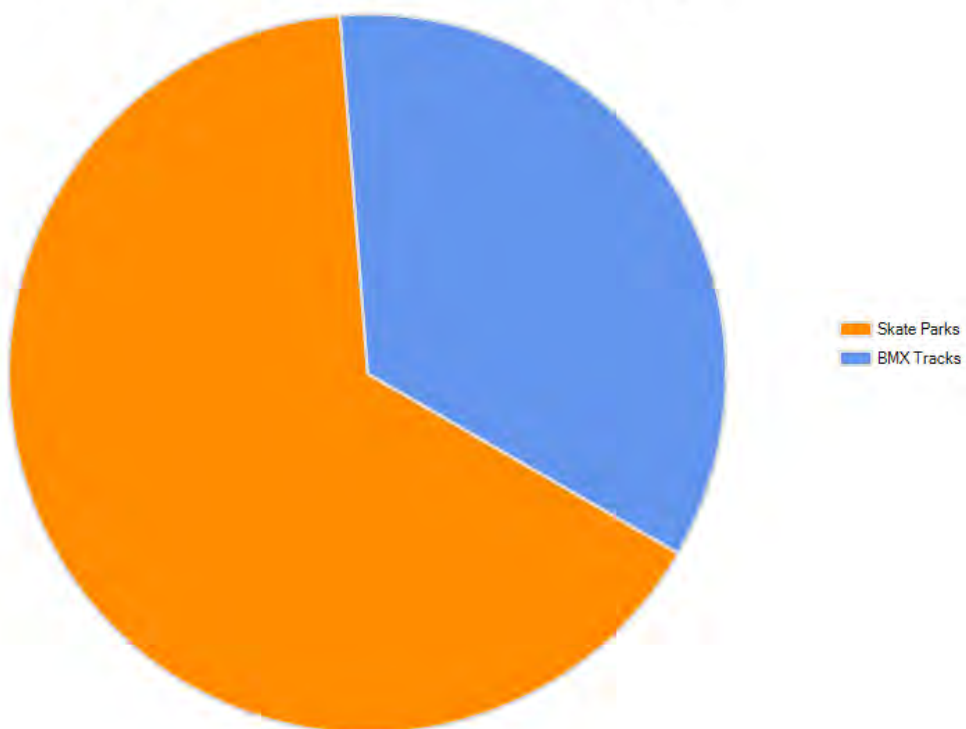
Where do you mostly ride your skate board, BMX or skooter?



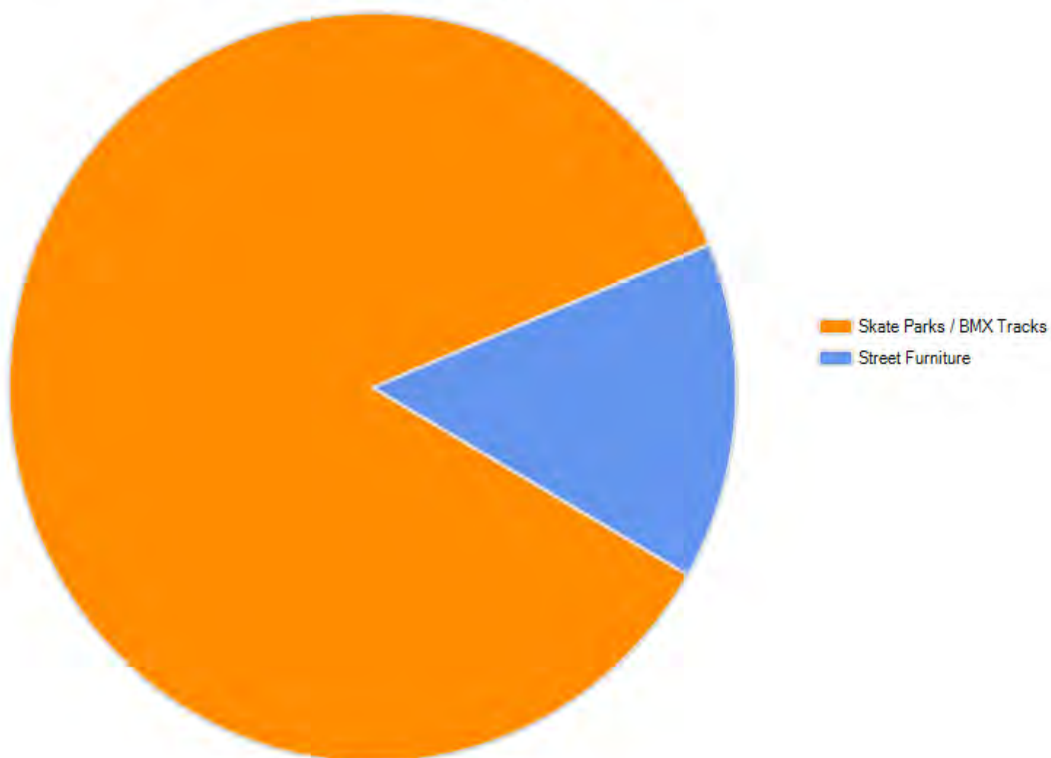
How do you get there?



Would you like more skate parks or BMX tracks in Mandurah?



Do you prefer using parks and tracks or skating on street furniture (walls, benches, railings etc)?



#### Appendix 4 Sample of question 9 feedback

Question 9. Is there anything else you'd like to change or add to skate parks and BMX tracks in Mandurah to make them better? Be honest

1. Make bigger and more adventurous
2. Make foreshore park bigger with more tricks and jumps
3. Make bigger with more jumps
4. Vending machines, comps and more jumps
5. Better ramps at the Mandurah Skate park, no square curbs
6. More bins to dispose of rubbish
7. Make indoors with bigger skating area and more bins
8. Not near the freeway. Keep away from more populated areas.  
A motocross track that's free.
9. Seascapes, On beach or open spaces
10. A free indoor skate and BMX track
11. More half pipes and street furniture
12. More parks in suburbia and more street ramps and boxes
13. Half Pipes, more and bigger jumps
14. Make Foreshore bigger
15. Have bowl in foreshore skate park
16. There is enough BMX tracks, make more skate parks. Make foreshore park bigger
17. Need more...too crowded
18. Bigger
19. Keep them tidy
20. Make bigger for more people, too crowded
21. More and less crowded and make cleaner
22. Make bigger
23. Bigger Parks and Competitions
24. More dirt Tracks
25. More dirt Tracks
26. Bigger Skate Parks, more jumps and rails etc
27. Make park bigger  
Have concrete ramps
28. Prevent trouble makers  
Keep them clean
29. Put more street obstacles in.
30. Separate areas at parks into scooters, skate board and bike areas
31. Security guards so you feel more safe and a park in Port Bouvard
32. Easy level skate parks
33. Jumps
34. Under cover
35. Under cover, bigger with a bowl

36. Rails, Gaps, more half pipes and boxes
  37. Bigger and under cover.
  38. I want the quarter pipe back and I want people to pay to get in so we don't the idiots that bash us and steal our wallets.
  39. An undercover park
  40. Falcon, jumps, rails
  41. Designed by Scooters, BMX riders or skaters...not Council
  42. Port Bouvard
  43. Put 2 m drop off BMX track designed by BMX riders not Council
  44. Bowl, full pipe, 12 footer, 10 feet long grind rail and no Council
  45. Parks designed by skaters
  46. 8 foot spine
  47. Half Pipe, bowl, more space and competitions
  48. Bigger, more ramps, competitions  
Food shops
  49. More bumps and make bigger
  50. More Jumps
-



Appendix 5 Stakeholder Workshop Format

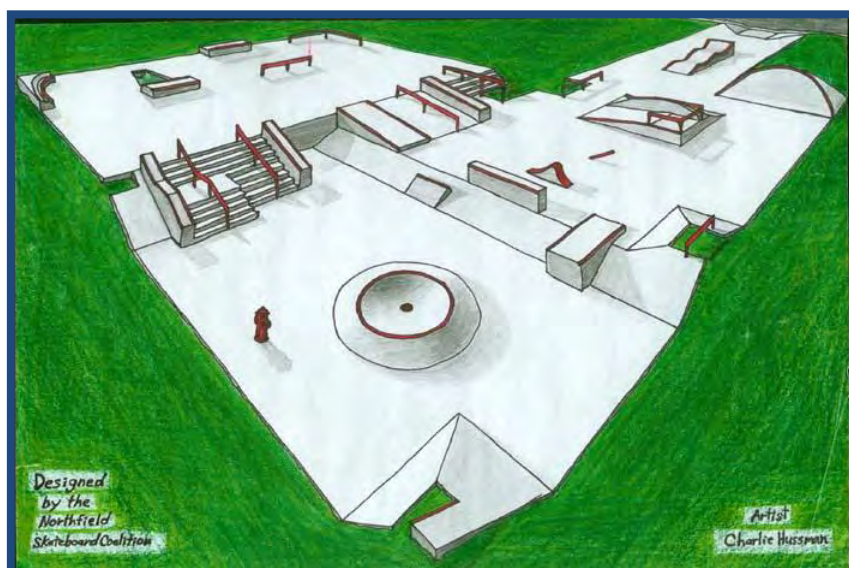
Skate / BMX Strategy  
Community Workshop - Evening Format:

5:30pm –Welcome, housekeeping and Introduction to Skate/BMX Strategy. Why we are here.

5:40pm – Explain the World Cafe and how it works

5:45 – Question 1, what do we like about current skate and BMX facilities considering a) Design and b) Location

[\*\*10mins on questions and 5mins to give feedback]



6:00pm - Question 2. How could facilities be improved?

6:15pm - Question 3. Where do you skate and why?

6:30pm- Question 4. If you could skate anywhere in Australia where would it be and why?



6:45pm - Question 5. Help us identify new locations through:

- a) Catchment (How do you get to facilities and how far would you travel?)
- b) Space/Design/Size (consider different categories of skate parks like the examples on your tables)
- c) Visibility (considers passing cars, walkers, trees, walls etc)
- d) Features/Infrastructure (consider water fountains, shade, benches, basket ball courts etc)



7:05pm - Question 6, what could we do through design and location to reduce negative perception?

7:20pm – Summarise and feedback on how this information will help the City plan for future facilities and improve the facilities we have.

[Bus will be leaving at 7:45pm and returning to the skate park]

Thank you

## APPENDIX 6

### Community Consultation Workshop Feedback

1. What do we like about current skate and BMX facilities considering a) Design and b) Location?

- Extension\*
- Good Location, close proximity to shops and toilets
- Box step\*
- Good flow in Falcon SP
- Good Concrete in Halls Head
- Good space to move and lighting in Mandurah\*\*\*
- Water
- Good fly outs

2. How could facilities be improved?

- Seating for everyone
- Need shade
- More elements
- Fix the lights
- Fix the cracks
- Fix half pipe
- Kiss
- Extend concrete at pavilion
- Demolish half pipe and extend falcon
- Falcon needs lights and made bigger
- Cracks in concrete
- More jump selection/ (spine and box jumps)
- Extend half pipe

3. Where do you skate and why?

- Boyanup – good for everything
- Manning – well built
- Leederville – good for bikes
- Belmont – good set-up, it's big and easy to get to.
- Albany Park – Good lines
- Vick park
- Schools where permitted to
- Local street – where there are rails and space and lots to do
- Bayswater – Its big and flows and has lights
- Nedlands – Big and spacious
- Bassendean - ledge built for street

4. If you could skate anywhere in the world where would it be and why? (Note that a number of skate park facility images from all over the world were provided as examples)

## City of Mandurah Skate and BMX Strategy (2012 - 2022)

- Black Pearl\*\* -good flow, something for everyone
- SMP\*\*\* - lots of variety with lots of space and built by Convic
- Vans\*\* - Wood variety, indoors, huge and smooth and value for money
- Lake Cunningham\* – has variety for all people, somewhere for the little kids
- Stoke Plaza – Street area park, piece of art, looks good, more street elements
- Vancouver Skate plaza – under bridge, shelter
- Brooklyn Banks – Something for everyone
- Woodward – gym for riding, big
- Marseille – Different sizes, ability to get height, space to move

5. Help us identify new locations through:

a) Catchment (how do you get to facilities and how far would you travel?)

- Dawesville
- Caterpillar Park.
- Transport – can take bike on bus
- Falcon too crowded and too far out for many
- Good to be in area with lots of kids if too many people it will get destroyed
- Local transport needs to cater for everyone
- Shuttle bus could be a good option
- Dawesville could have something local

b) Space/Design/Size (Consider different categories of skate parks such as those provided for your review on the tables

- If good design people will use it.
- Good design and quality
- Indoor area
- Place for everyone

c) Visibility (consider passing cars, walkers, trees, walls etc)

- Near road/ street to reduce crime and make safe.

d) Features/Infrastructure (consider water fountains, shade, benches, basketball courts etc

Toilet facilities

- Water
- Shade
- Something local
- Shelter from wind
- Something unique to Mandurah facilities

6. What could we do through design and location to reduce negative perception?

## **City of Mandurah Skate and BMX Strategy (2012 - 2022)**

- Accessible and visible
- Reduce rubbish - steel bins good (not plastic)
- Cater for the little and big kids
- Get rid of trouble makers
- Do Urban art that looks good but not slippery and hard to skate
- Get local artist not just anyone

## APPENDIX 7 Considerations for Future Development or Redevelopment of Facilities

The following checklists are provided as a guide to selecting a location and site for future skate facilities.

### Suburb Analysis

		Yes /No - Details
1	Is there a gap in facility provision?	
2	Is there a high percentage of existing or projected young people aged 5 - 25 years?	
3	Are there links to public transport? (Within 500 metres)	
4	Are there existing facilities with potential to co-locate	
5	Is there a community hub with undeveloped land (either Council-owned or Crown land) available?	
6	Is planning approval required from other responsible authorities?	
7	Does the catchment (Regional, District, Neighbourhood or Local) match the proposed facility?	
8	Is there opportunity to co-locate or create partnerships with existing shopping centres, sport and recreation facilities or interested schools?	

### Site Analysis

		Yes/No - Details
1	Is the site within a suitable planning scheme zone?	
2	Is the site the required size and allow for expansion?	
3	Are there suitable soil, slope and environmental conditions for a facility?	
4	Is there emergency vehicle access (fire and ambulance)?	
5	Is the site visually prominent with good public surveillance for safety?	
6	Are there associated amenities such as toilets, water shelter and shade available or cost effective to provide?	
7	Is the site suitably located away from residential dwellings and incompatible land uses to avoid noise and light intrusions? (More than 50 metres)	
8	Would a new facility conflict with pedestrian traffic?	
10	Is the site physically suitable for a skate development? (Flat, clear)	
11	Is the site located where young people want to be, or adjacent to where they congregate?	
12	Is the site served by an off road shared bicycle path network or route?	
13	Is the site consistent with the zoning and ownership of the land?	
14	Is the site a safe distance from a busy main road (approximately 50 metres)?	
15	Can the site be designed to prevent skating at night by car lights?	
16	Is there free and unrestricted access to the site by the public?	
13	Is the site close to shops selling food and drink (within 500 Metres)	
14	Is there adequate distance from the site to the nearest hotel or club? (more than 500 metres)	

## APPENDIX 8 OTHER CONSIDERATIONS WHEN PLANNING AND DESIGNING SKATE/BMX FACILITIES

**Funding and Allocations:** Allocate appropriate funds in the 10 year Capital Works Plan and apply for relevant funding

**Community Consultation:** Carry out consultation with local community to inform, identify site and determine type and design of facility

**Target Users:** Consider all user groups (BMX riders, skaters, scooter riders, parents, spectators, various age groups and skill levels)

**Image and Public Perception:** Inform and educate the community on the positive impact of providing skate/BMX facilities for young people

**Alternative Sites:** Consider other potential locations prior to settling on a site

**Accessibility:** Facilities to be publically accessible by pedestrians, cyclists, car and public transport

**Community Hubs:** Consider locating facility near food and beverage outlets, community facilities, main roads and recreational facilities (such as sports clubs)

**Visibility:** Site to be visible from main road, businesses or residential dwellings if possible

**Existing Skate / BMX facilities:** Aim to complement existing facilities in the area rather than duplicate

**Skate / BMX Park elements:** Skating elements to be challenging for a variety of levels or for the targeted age-group / skill level.

**Landscape Amenity:** Consider other ancillary facilities such as rubbish bins, seating, drinking fountain, paths, landscaping, shade structures (and car parks and toilet facilities in a district or regional facility).

**Safer by design:** Consider safety of users, spectators and nearby/adjoining land uses when designing facility.

**Lighting:** Consider lighting of facility and if so until what time.

**Risk Management:** Carry out risk assessment of design prior to construction and ensure standards and guidelines are considered.

**Management:** Develop a management plan to ensure the facility remains a safe, enjoyable environment for users and spectators. Consider management model for the facility.



## **City of Mandurah Skate and BMX Strategy (2012 - 2022)**

**Skate Committee/ Friends of:** Consider forming a 'friends of' or 'skate committee' to report and notify the City of issues and concerns associated with the facility.

**Marketing and Program Initiatives:** Develop a Space Activation Plan including the running of regular events and competitions and market appropriately to the target audience.

APPENDIX 9



**CITY OF MANDURAH PUBLIC OPEN SPACE – CLASSIFICATION AND ASSESSMENT  
TEMPLATE**

**Reserve Number** – 43848/43854/43855  
**Public Open Space** – Lavender Gardens  
**Locality** – Halls Head  
**Hierarchy** – Neighbourhood  
**Size** – 21 179m<sup>2</sup>  
**Irrigated Area** – 1155m<sup>2</sup>

**Asset Identification Number** – SITE-0041  
**Assessment Date** – 6/7/10  
**Assessed By** – Marilyn Wickee  
**Checked by** - <Officer position  
**Last Updated** – 20/9/10

**Site aerial / photos**



**Locality objectives**

*To be completed at later date*

**Landscape Character**

Parkland Cleared  
 Bushland

**Function/s (existing and proposed)**

\* Refer to Assessment Criteria

**CITY OF MANDURAH PUBLIC OPEN SPACE – CLASSIFICATION AND ASSESSMENT  
TEMPLATE**

Reserve Number – 43848/43854/43855      Asset Identification Number – SITE-0041  
 Public Open Space – Lavender Gardens      Assessment Date – 6/7/10  
 Locality – Halls Head      Assessed By – Marilyn Wickee  
 Hierarchy – Neighbourhood      Checked by - <Officer position  
 Size – 21 179m<sup>2</sup>      Last Updated – 20/9/10  
 Irrigated Area – 1155m<sup>2</sup>

Passive recreation
Access way/linkage
Play
Unorganised sports/Physical activity
Drainage/storm water management

Minimum level facilities (based on hierarchy / functions)				
No.	Facility	Existing	Rating*	Comments
1	Car Parking X6 min	X	0%	None, even verge parking is not really an option
2	Drinking Fountain X1	X	0%	
3	Irrigation	✓	100%	
4	Open grass/kickabout area	✓	40%	
5	Paths/access	✓	88%	
6	Picnic Table Settings	✓	88%	X1
7	Children's Play	✓	78%	
8	Rubbish Bins X3 min	✓	83%	X2
9	Seating X7 min	✓	94%	X2 & wall for seating
10	Shade(natural or built)	✓	67%	
11	Signage Secondary Entry Statement Active & Totem	X	0%	None
12	Sport Physical Activity Facility	✓	47%	
Total No. existing facilities meet requirements / Total No. minimum facilities			1/12	
<b>Minimum level facilities provision – % rating</b>			<b>57%</b>	

\* Refer to Assessment Criteria

**APPENDIX 10 Location Considered for future Skate and BMX facilities in North Mandurah – Lakelands Central Precinct**



**Parcel Details**

Parcel Number:	<b>58935</b>
Street Address:	<b>Cobaki BR LAKELANDS</b>
Title Details:	<b>LOT: 9116 D/P: 71048 Volume: Folio: Area: 367999m<sup>2</sup></b>
Locality:	<b>Lakelands Central Precinct Ward: North</b>

**Parcel Number 58935 - Suburb Analysis**

		<b>Yes /No - Details</b>
<b>1</b>	Is there a gap in facility provision?	Yes
<b>2</b>	Is there a high percentage of existing or projected young people aged 5 - 25 years?	Yes – 31%
<b>3</b>	Are there links to public transport? (Within 500 metres)	Yes – Bus Route 587
<b>4</b>	Are there existing facilities with potential to co-locate	Yes- Schools, shops and POS identified in Precinct Outlined Development Plan
<b>5</b>	Is there a community hub with undeveloped land (either Council-owned or Crown land) available?	To be determined at subdivision stage of planning process
<b>6</b>	Is planning approval required from other responsible authorities?	Yes – Department of Planning
<b>7</b>	Does the catchment (Regional, District, Neighbourhood or Local) match the proposed facility?	Yes - District
<b>8</b>	Is there opportunity to co-locate or create partnerships with existing shopping centres, sport and recreation facilities or interested schools?	Yes- Proposed school and commercial outlets

**Parcel Number 58935 - Site Analysis**

		<b>Yes/No - Details</b>
<b>1</b>	Is the site within a suitable planning scheme zone?	Yes
<b>2</b>	Is the site the required size and allow for expansion?	Yes
<b>3</b>	Are there suitable soil, slope and environmental conditions for a facility?	To be determined through feasibility study
<b>4</b>	Is there emergency vehicle access (fire and ambulance)?	Subject to detailed design
<b>5</b>	Is the site visually prominent with good public surveillance for safety?	Subject to exact location and details design
<b>6</b>	Are there associated amenities such as toilets, water shelter and shade available or cost effective to provide?	Subject to detailed design
<b>7</b>	Is the site suitably located away from residential dwellings and incompatible land uses to avoid noise and light intrusions? (More than 50 metres)	Subject to subdivision approval and detailed design
<b>8</b>	Would a new facility conflict with pedestrian traffic?	No- pathway links incorporated in design
<b>9</b>	Is the site physically suitable for a skate development? (Flat, clear)	Subject to exact location and details design
<b>10</b>	Is the site located where young people want to be, or adjacent to where they congregate?	Subject to Subdivision approval and location
<b>11</b>	Is the site served by an off road shared bicycle path network or route?	Subject to Subdivision approval and location
<b>12</b>	Is the site consistent with the zoning and ownership of the land?	Subject to Subdivision approval and location
<b>13</b>	Is the site a safe distance from a busy main road (approximately 50 metres)?	Subject to Subdivision approval and location
<b>14</b>	Can the site be designed to prevent skating at night by car lights?	Subject to Subdivision approval and location
<b>15</b>	Is there free and unrestricted access to the site by the public?	Yes- Skate facilities will only be developed on Public Open Space
<b>16</b>	Is the site close to shops selling food and drink (within 500 Metres)	Subject to Subdivision approval and location
<b>17</b>	Is there adequate distance from the site to the nearest hotel or club? (more than 500 metres)	Subject to Subdivision approval and location

**APPENDIX 11 Location Considered for future Skate and BMX facilities in North Mandurah – Lakelands East**



**Parcel Details**

Parcel Number:	<b>55134</b>
Street Address:	<b>Adela BEND LAKELANDS</b>
Title Details:	<b>LOT: 9099 D/P: 61285 Volume: Folio: Area: 1182702m<sup>2</sup></b>
Locality:	<b>Lakelands East Ward: North</b>

**Parcel Number 55134 - Suburb Analysis**

		<b>Yes /No - Details</b>
<b>1</b>	Is there a gap in facility provision?	Yes
<b>2</b>	Is there a high percentage of existing or projected young people aged 5 - 25 years?	Yes – 31%
<b>3</b>	Are there links to public transport? (Within 500 metres)	Yes – TBA
<b>4</b>	Are there existing facilities with potential to co-locate	Yes- Schools, shops and POS identified in Precinct Outlined Development Plan
<b>5</b>	Is there a community hub with undeveloped land (either Council-owned or Crown land) available?	To be determined at subdivision stage of planning process
<b>6</b>	Is planning approval required from other responsible authorities?	Yes – Department of Planning
<b>7</b>	Does the catchment (Regional, District, Neighbourhood or Local) match the proposed facility?	Yes – District/ Neighbourhood
<b>8</b>	Is there opportunity to co-locate or create partnerships with existing shopping centres, sport and recreation facilities or interested schools?	Yes- Proposed community purpose site

**Parcel Number 55134 - Site Analysis**

		<b>Yes/No - Details</b>
<b>1</b>	Is the site within a suitable planning scheme zone?	Yes
<b>2</b>	Is the site the required size and allow for expansion?	Yes
<b>3</b>	Are there suitable soil, slope and environmental conditions for a facility?	To be determined through feasibility study
<b>4</b>	Is there emergency vehicle access (fire and ambulance)?	Subject to detailed design
<b>5</b>	Is the site visually prominent with good public surveillance for safety?	Subject to exact location and details design
<b>6</b>	Are there associated amenities such as toilets, water shelter and shade available or cost effective to provide?	Subject to detailed design
<b>7</b>	Is the site suitable located away from residential dwellings and incompatible land uses to avoid noise and light intrusions? (More than 50 metres)	Subject to subdivision approval and detailed design
<b>8</b>	Would a new facility conflict with pedestrian traffic?	No- pathway links incorporated in design
<b>9</b>	Is the site physically suitable for a skate development? (Flat, clear)	Subject to exact location and details design
<b>10</b>	Is the site located where young people want to be, or adjacent to where they congregate?	Subject to Subdivision approval and location
<b>11</b>	Is the site served by an off road shared bicycle path network or route?	Subject to Subdivision approval and location
<b>12</b>	Is the site consistent with the zoning and ownership of the land?	Subject to Subdivision approval and location
<b>13</b>	Is the site a safe distance from a busy main road (approximately 50 metres)?	Subject to Subdivision approval and location
<b>14</b>	Can the site be designed to prevent skating at night by car lights?	Subject to Subdivision approval and location
<b>15</b>	Is there free and unrestricted access to the site by the public?	Yes- Skate facilities will only be developed on Public Open Space
<b>16</b>	Is the site close to shops selling food and drink (within 500 Metres)	Subject to Subdivision approval and location
<b>17</b>	Is there adequate distance from the site to the nearest hotel or club? (more than 500 metres)	Subject to Subdivision approval and location

**APPENDIX 12 Location Considered for future Skate and BMX facilities in South Mandurah – Jerramungup Garden, Dawesville**



**Parcel Details**

Parcel Number:	<b>48677</b>
Street Address:	<b>Jerramungup GRN DAWESVILLE</b>
Title Details:	<b>LOT: 927 RES: 49277 Volume: 3150 Folio: 761 Area: 7972m<sup>2</sup></b>
Locality:	<b>Dawesville Ward: Coastal</b>

**Parcel Number 48677 - Suburb Analysis**

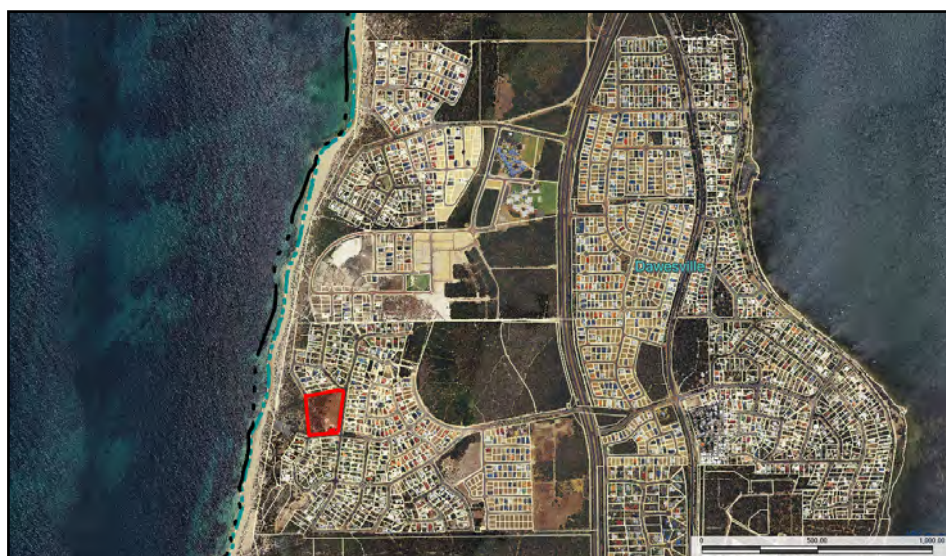
		<b>Yes /No - Details</b>
<b>1</b>	Is there a gap in facility provision?	Yes
<b>2</b>	Is there a high percentage of existing or projected young people aged 5 - 25 years?	Yes – 24%
<b>3</b>	Are there links to public transport? (Within 500 metres)	No
<b>4</b>	Are there existing facilities with potential to co-locate (Within 500metres)	Yes- Schools, shops and POS identified in Local Structure Plan
<b>5</b>	Is there a community hub with undeveloped land (either Council-owned or Crown land) available?	No
<b>6</b>	Is planning approval required from other responsible authorities?	Yes – Department of Planning
<b>7</b>	Does the catchment (Regional, District, Neighbourhood or Local) match the proposed facility?	No
<b>8</b>	Is there opportunity to co-locate or create partnerships with existing shopping centres, sport and recreation facilities or interested schools?	Yes- Proposed school and commercial outlets



Parcel Number 48677 – Site Analysis

		Yes/No - Details
1	Is the site within a suitable planning scheme zone?	Yes
2	Is the site the required size and allow for expansion?	No
3	Are there suitable soil, slope and environmental conditions for a facility?	To be determined through feasibility study
4	Is there emergency vehicle access (fire and ambulance)?	Yes
5	Is the site visually prominent with good public surveillance for safety?	Yes
6	Are there associated amenities such as toilets, water shelter and shade available or cost effective to provide?	No
7	Is the site suitably located away from residential dwellings and incompatible land uses to avoid noise and light intrusions? (More than 50 metres)	No
8	Would a new facility conflict with pedestrian traffic?	No – Facilities located away from footpath
9	Is the site physically suitable for a skate development? (Flat, clear)	Yes
10	Is the site located where young people want to be, or adjacent to where they congregate?	Yes – Existing Playground
11	Is the site served by an off road shared bicycle path network or route?	Yes
12	Is the site consistent with the zoning and ownership of the land?	Yes
13	Is the site a safe distance from a busy main road (approximately 50 metres)?	Yes – only local roads adjacent to site
14	Can the site be designed to prevent skating at night by car lights?	No available parking
15	Is there free and unrestricted access to the site by the public?	Yes- Skate facilities will only be developed on Public Open Space
16	Is the site close to shops selling food and drink (within 500 Metres)	Subject to Subdivision approval and location of shops
17	Is there adequate distance from the site to the nearest hotel or club? (more than 500 metres)	Yes

**APPENDIX 13 Location Considered for future Skate and BMX facilities in South Mandurah – Melros Reserve, Dawesville**



**Parcel Details**

Parcel Number:	<b>41827</b>
Street Address:	<b>23 Melros Beach RD DAWESVILLE</b>
Title Details:	<b>LOT: 90676 LOC: 93576 RES: 30170 Volume: Folio: Area: 26100m<sup>2</sup></b>
Locality:	<b>Dawesville Ward: Coastal</b>

**Parcel Number 41827 – Suburb Analysis**

		<b>Yes /No - Details</b>
<b>1</b>	Is there a gap in facility provision?	Yes
<b>2</b>	Is there a high percentage of existing or projected young people aged 5 - 25 years?	Yes – 24%
<b>3</b>	Are there links to public transport? (within 500 metres)	Yes – Bus Route 592
<b>4</b>	Are there existing facilities with potential to co-locate	Yes- Schools, playground, bbq's and shade
<b>5</b>	Is there a community hub with undeveloped land (either Council-owned or Crown land) available?	Yes, large expanse of crown land with space to develop
<b>6</b>	Is planning approval required from other responsible authorities?	Yes – Department of Planning
<b>7</b>	Does the catchment (Regional, District, Neighbourhood or Local) match the proposed facility?	Yes - Neighbourhood
<b>8</b>	Is there opportunity to co-locate or create partnerships with existing shopping centres, sport and recreation facilities or interested schools?	Yes- Existing playground, picnic area and basketball ring

Parcel Number 41827 – Site Analysis

		Yes/No - Details
1	Is the site within a suitable planning scheme zone?	Yes
2	Is the site the required size and allow for expansion?	Yes
3	Are there suitable soil, slope and environmental conditions for a facility?	To be determined through feasibility study
4	Is there emergency vehicle access (fire and ambulance)?	Yes
5	Is the site visually prominent with good public surveillance for safety?	Yes, Reserve is over looked by dwellings on 3 sides.
6	Are there associated amenities such as toilets, water shelter and shade available or cost effective to provide?	Yes, ablution block and car park 200 metres from Reserve
7	Is the site suitably located away from residential dwellings and incompatible land uses to avoid noise and light intrusions? (More than 50 metres)	Yes – Optimum site is approximately 60 metres from nearest private block
8	Would a new facility conflict with pedestrian traffic?	No- pathway links proposed for incorporation into design
9	Is the site physically suitable for a skate development? (Flat, clear)	Yes – Some earth work may be required depending on design and exact location
10	Is the site located where young people want to be, or adjacent to where they congregate?	Yes, Reserve regularly used by young families and beach goers
11	Is the site served by an off road shared bicycle path network or route?	Yes, path links to Bailey Boulevard and Mandurah Road Underpass
12	Is the site consistent with the zoning and ownership of the land?	Yes, Crown Reserve vested for recreational use
13	Is the site a safe distance from a busy main road (approximately 50 metres)?	Yes, the nearest main road is Mandurah Road, 1km away.
14	Can the site be designed to prevent skating at night by car lights?	Subject to exact location and design.
15	Is there free and unrestricted access to the site by the public?	Yes- Skate facilities will only be developed by the CoM on Public Open Space
16	Is the site close to shops selling food and drink (within 500 Metres)	No
17	Is there adequate distance from the site to the nearest hotel or club? (more than 500 metres)	Yes

**APPENDIX 14 Location Considered for future Skate and BMX facilities in South Mandurah – Westbury Reserve, Dawesville**



**Parcel Details**

Parcel Number:	<b>42108</b>
Street Address:	<b>2 Westbury WY DAWESVILLE</b>
Title Details:	<b>LOT: 1922 LOC: 999139 RES: 44300 Volume: 3141 Folio: 680 Area: 30188.01m<sup>2</sup></b>
Locality:	<b>Dawesville Ward: Coastal</b>

**Parcel Number 42108 – Suburb Analysis**

		<b>Yes /No - Details</b>
<b>1</b>	Is there a gap in facility provision?	Yes
<b>2</b>	Is there a high percentage of existing or projected young people aged 5 - 25 years?	Yes – 24%
<b>3</b>	Are there links to public transport? (within 500 metres)	Yes – Bus Route 592
<b>4</b>	Are there existing facilities with potential to co-locate	No – however there is adequate space to develop facilities
<b>5</b>	Is there a community hub with undeveloped land (either Council-owned or Crown land) available?	Yes –Undeveloped Crown land, centrally located to Dawesville
<b>6</b>	Is planning approval required from other responsible authorities?	Yes – Department of Planning
<b>7</b>	Does the catchment (Regional, District, Neighbourhood or Local) match the proposed facility?	Yes - District
<b>8</b>	Is there opportunity to co-locate or create partnerships with existing shopping centres, sport and recreation facilities or interested schools?	Yes- Proposed high school nearby and shopping precinct with 1km

Parcel Number 42108 – Site Analysis

		Yes/No - Details
1	Is the site within a suitable planning scheme zone?	Yes
2	Is the site the required size and allow for expansion?	Yes – subject to environmental assessment of existing vegetation
3	Are there suitable soil, slope and environmental conditions for a facility?	To be determined through feasibility study
4	Is there emergency vehicle access (fire and ambulance)?	Subject to detailed design
5	Is the site visually prominent with good public surveillance for safety?	Yes, Site easily viewed from Bailey Boulevard and Carneby Drive
6	Are there associated amenities such as toilets, water shelter and shade available or cost effective to provide?	No - Underground services available, additional infrastructure subject to project funding
7	Is the site suitably located away from residential dwellings and incompatible land uses to avoid noise and light intrusions? (More than 50 metres)	Subject to exact site location
8	Would a new facility conflict with pedestrian traffic?	No- pathway links incorporated in design
9	Is the site physically suitable for a skate development? (Flat, clear)	Site is flat however has existing vegetation
10	Is the site located where young people want to be, or adjacent to where they congregate?	Yes – site located near 2 schools and proposed high school. Located on main road through to schools
11	Is the site served by an off road shared bicycle path network or route?	Yes – Path links to surrounding areas and Mandurah Road Underpass
12	Is the site consistent with the zoning and ownership of the land?	Yes
13	Is the site a safe distance from a busy main road (approximately 50 metres)?	Yes – site located approximately 500 from Mandurah Road
14	Can the site be designed to prevent skating at night by car lights?	Subject to detailed design
15	Is there free and unrestricted access to the site by the public?	Yes- Skate facilities will only be developed on Public Open Space
16	Is the site close to shops selling food and drink (within 500 Metres)	No – nearest shops proposed approximately 1km north of site
17	Is there adequate distance from the site to the nearest hotel or club? (more than 500 metres)	Yes