



FROST RESERVE SKATEPARK

FINAL CONCEPT REPORT

CENTRAL COST COUNCIL

MAY 2025

CONVIC

PREPARED BY



FOR



QUALITY INFORMATION

PROJECT NAME	Frost Reserve Skatepark
PROJECT NO.	24086
PREPARED BY	Angus Thomas
REVIEWED BY	Bryce Hinton

ACKNOWLEDGEMENTS

CONVIC Pty Ltd. Acknowledge the contributions of all those who participated in the pre-design consultation of the Frost Reserve Skatepark, including Central Coast Council staff and residents, community groups and other stakeholders who responded to the various opportunities for input and/or who provided advice and information where required.

CONTENTS

PAGE

01	Introduction	03
02	Existing Skatepark Provision	04
03	Background	06
04	Site Photo Inventory	07
05	Site Analysis	08
06	Community Engagement	12
07	Design Vision	15
08	Draft Concept Consultation	17
09	Concept Design	19
10	Specifications	25
11	Skate and Material Palette	26

REVISION HISTORY

REVISION	REVISION DATE	DETAILS	AUTHORISED	
			NAME / POSITION	SIGNATURE
A	28.03.2025	Final Concept Report	Bryce Hinton / Design Manager	
B	17.06.2025	Final Concept Report	Bryce Hinton / Design Manager	
C	08.07.2025	Final Concept Report	Bryce Hinton / Design Manager	

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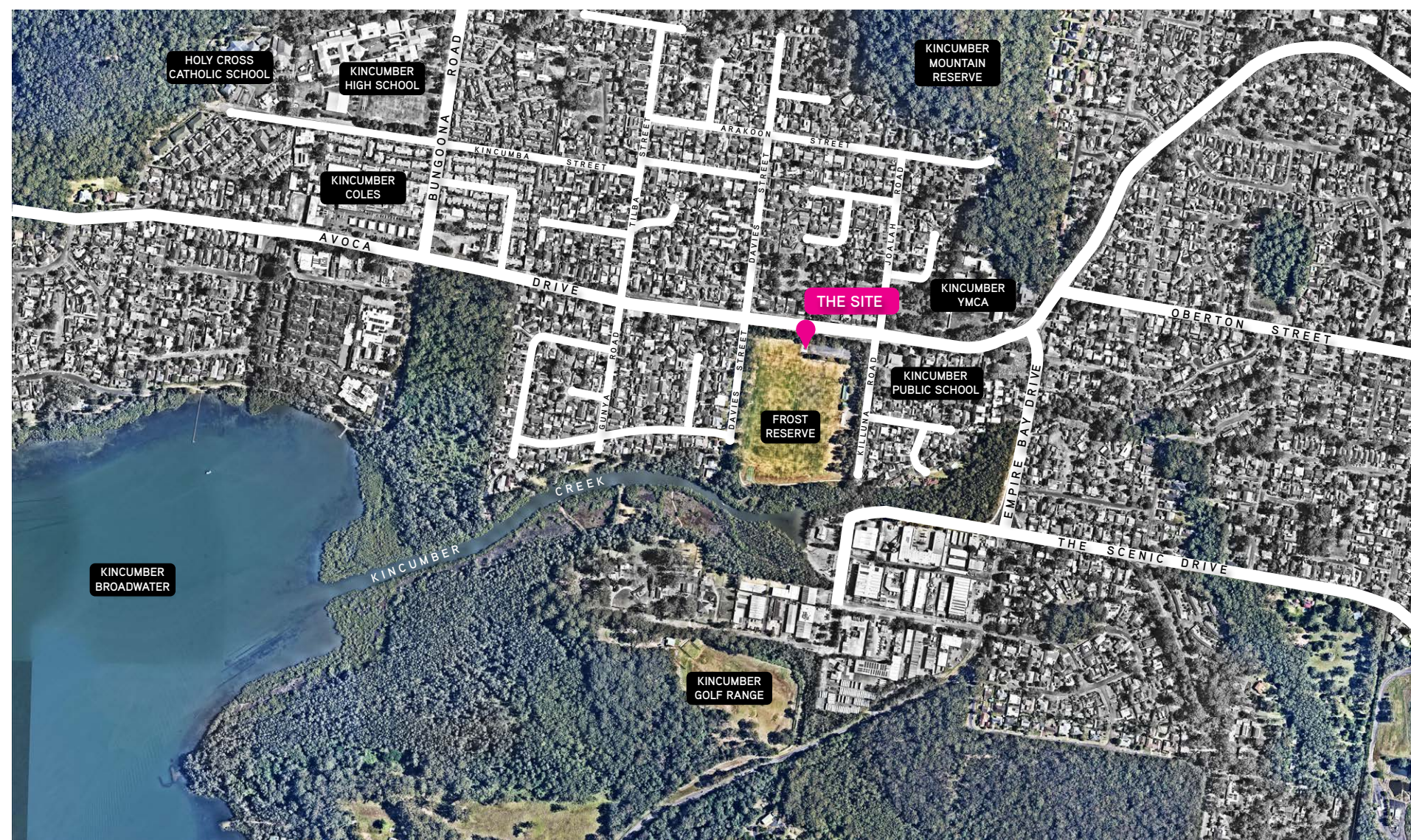
UNDERSTANDING SITE CONTEXT

Central Coast Council are proposing an upgrade to the existing skatepark located within Frost Reserve in Kincumber. The new development is set to replace the existing skatepark as well as delivering an amenities block to create a contemporary recreation and community hub servicing youth and young families within Kincumber and the adjacent suburbs.

The proposed site is located within the carpark adjacent the existing skatepark and is in close proximity to the Frost Reserve playing fields that is utilised by the Kincumber Roos Football Club. The skatepark is located on the Avoca Drive frontage however views into the site along this axis are limited. A significant shopping precinct is located less than 1km to the west of the site and contains several food and beverage providers. Avoca drive additionally offers public transport connections within short walking distance of the site.

Located on one of the major arterial routes from the coast, the site is well connected to a number of local primary and high schools, as well as residential suburbs providing good opportunity an increase in use and ongoing activation of the Frost Reserve precinct.

The new development will create a dynamic and activated central community hub to offer recreational and social experiences for all members of the community; from day to day usage to larger community events. The delivered outcome will form an important public realm hub for young people within Kincumber.



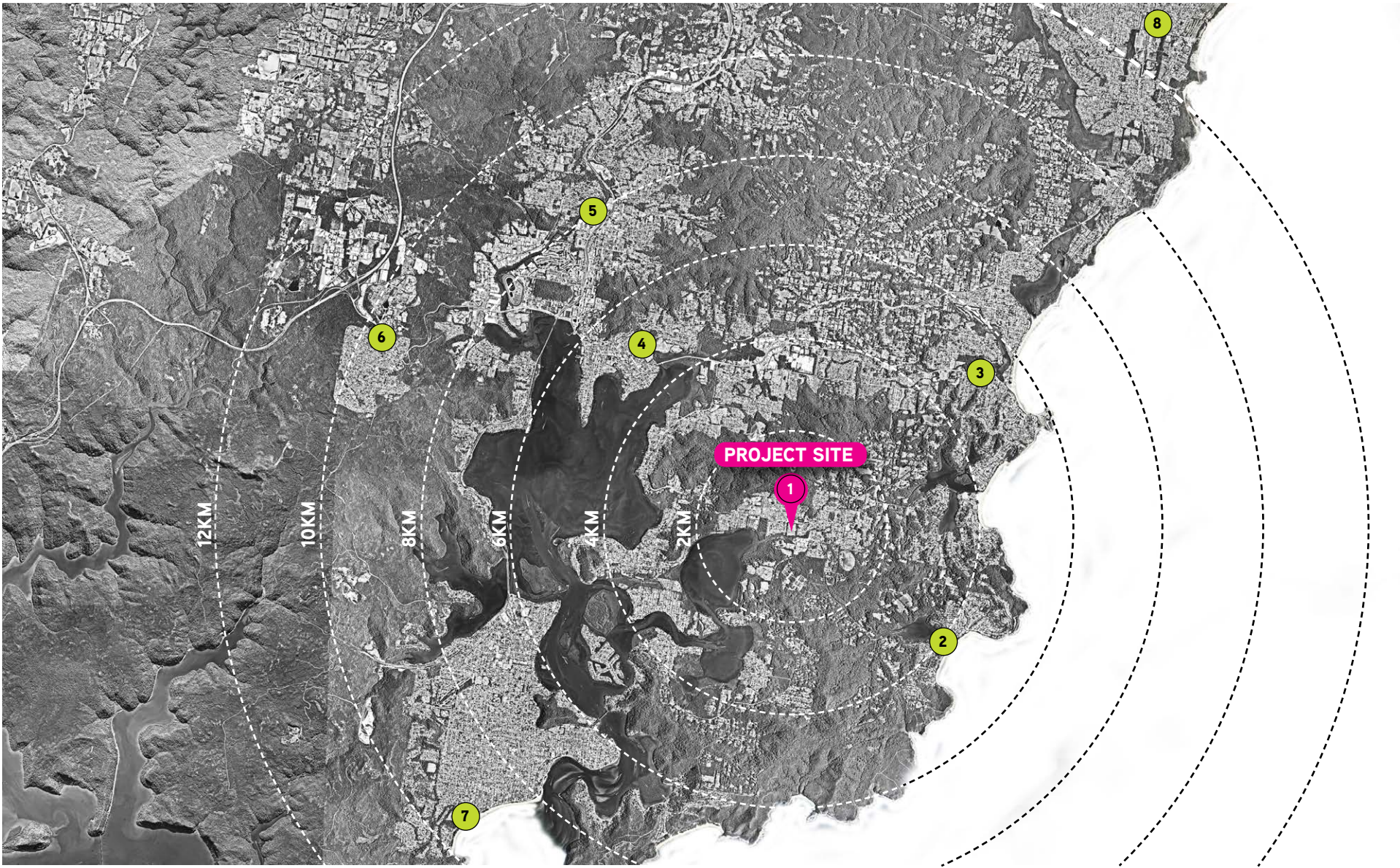
SURROUNDING FACILITY CONTEXT

While many skate facilities have a number of similar features due to their diversity of use, it is important to undertake a study of skate infrastructure within a close proximity of the proposed facility. This helps identify gaps in provision within the local skatepark and youth facility network which will be used to influence the typology of the proposed facility.

This study has identified that the region consists of a mixture of styles of parks including street and transition. The existing facilities include a range of old and new developments that has resulted in a good network of skate infrastructure within the Central Coast.

Many of the skateparks within close proximity are of a local to district size classification. The Umina and Bato Yard Skateparks are of a regional significance and both are within 12km (15 - 20 minutes) of the project site.

This desktop study reinforces the project brief of delivering a local level facility that serves as a satellite to the larger regional spaces offering recreational opportunity to the immediately adjacent residential suburbs,.



EXISTING SKATE CONTEXT

The existing skatepark analysis shows that there is good offering of contemporary and unique skate facilities within the Central Coast region. A large portion of the existing nearby facilities offer a traditional street or transition style skatepark typology while the larger regional spaces offer a mix of facility style with large bowls, street areas and pump tracks. While the mix of facilities does offer a range of contemporary active recreation opportunities, there is limited provision for beginner to intermediate users.

Within recent years Australia has undergone a boom in delivering spaces tailored for alternative recreation including skateboarding, BMX, roller blading and scootering. In attempt to keep up with this growth, Central Coast Council has invested in upgrading its skatepark infrastructure. An investigation of nearby facilities has shown that within 20kms of Frost Reserve there are approximately 9 facilities. This list includes contemporary flagship facilities such as Umina and the Bato Yard Skateparks. Although some nearby parks show signs of wear or are aging significantly, they all offer a variety of riding experiences.

With this in mind, the proposed Frost Reserve Skatepark will need to offer a facility typology that is unique to the area while providing a mix of features that allows for beginner involvement and end user skill development. The design of the new skatepark will provide a unique space that fits within the existing skate network, encourages ongoing skill development, be inclusive for all riding styles and allow for the whole community to enjoy passively and actively.



SITE INVESTIGATIONS

Convic have extensive experience in delivering both the design and construction of skate and youth facilities around the world. Based on this experience, we understand the requirements for delivering a high quality built outcome and can provide resolutions to the identified site constraints throughout the early design phases of the project.

Convic have undertaken a review of the background information and site investigations undertaken by specialist consultants. The findings of this review are outlined with regards to the following items:

GEOTECH INVESTIGATIONS

The site was previously utilised as a tip site and as such extensive geotech and landfill gas investigations have been undertaken. This scope of works was completed in 2024 by Tetra Tech Coffey of which were engaged by Central Coast Council to undertake the investigations.

The investigations found that the proposed skatepark site consists of 200mm depth of gravely silt road base and 200mm - 250mm dpeth of a silty clay capping layer overlying landfill to up to 3.0m (termination depth).

The CBR laboratory test results from the capping fill layer within the proposed skatepark site indicate values of 12% which is suitable for skatepark development. The capping layer had an approximate depth of 600mm - 800mm below the existing ground surface and this combined with the skatepark concrete surface should be a suitable capping layer for contamination prevention.

GROUNDWATER

Based on the groundwater measurements taken previously at the site, groundwater may be expected between 1m and 3m depth of which care should be taken to minimise in ground design solutions. It is not recommended to propose in ground bowls or other similar features as these will most likely result in long term failure and leakage.

CONVIC’S SKATEPARK RECOMMENDATIONS

It is of Convic’s specialised expertise that the current geotech investigation does not provide sufficient information to determine the extent of subgrade remediation required for the development of a skatepark. The current investigation provides recommendations for building and pavement design which operates utilising different loading and structural movement requirements.

To determine cost effective remediation solutions, additional testing will be required to measure the subgrade movement/settlement. These calculations are required as skateparks do not utilise expansion joints or foundations such as piling and can tolerate a maximum of 40mm of differential settlement.

Through previous experience we believe there are a number of cost effective solutions that could be utilised to ensure the skatepark remains long lasting and functional however these will require specialised geotechnical engineering advice and additional site testing.

It is Convic’s recommendations that this scope of works occurs in the next phase of the project delivery with the involvement of a capable skatepark contractor and is excluded from the current project budget with Central Coast Council setting aside project contingencies to address the subgrade requirements.

FEATURE SURVEY

CONVIC engaged Metropolis City Surveyors to undertake a site feature survey. No major underground services are present on the proposed skatepark site however a water meter and tap are located in the north eastern corner of the exisitng skatepark of which it is assumed supply comes from Avoca Drive.

Overhead power is located at the bottom of the bank running parallel to Avoca Drive of which is outside of the development site and should not result in any design constraints.

Existing post and rail fencing and bollards to the carpark’s northern, southern and western edge will require resolution.

TREE ASSESSMENTS

CONVIC engaged Applied Arboricultural to undertake an assessment of the existing trees located on site. The catchment area for this investigation stretched along the Avoca Drive frontage and included trees located on the corner of Killuna Road.

A total of 97 trees were assessed within the investigation. The majority of trees located on the southern edge of the carpark were deemed of a low value.

A number of trees located within the northern embankment were considered of a high value however structural and tree protection zones do not significantly impact the proposed skatepark development site.

The skatepark development should not impact the retention of all of the existing trees located adjacent to the proposed site.

SITE PHOTO INVENTORY



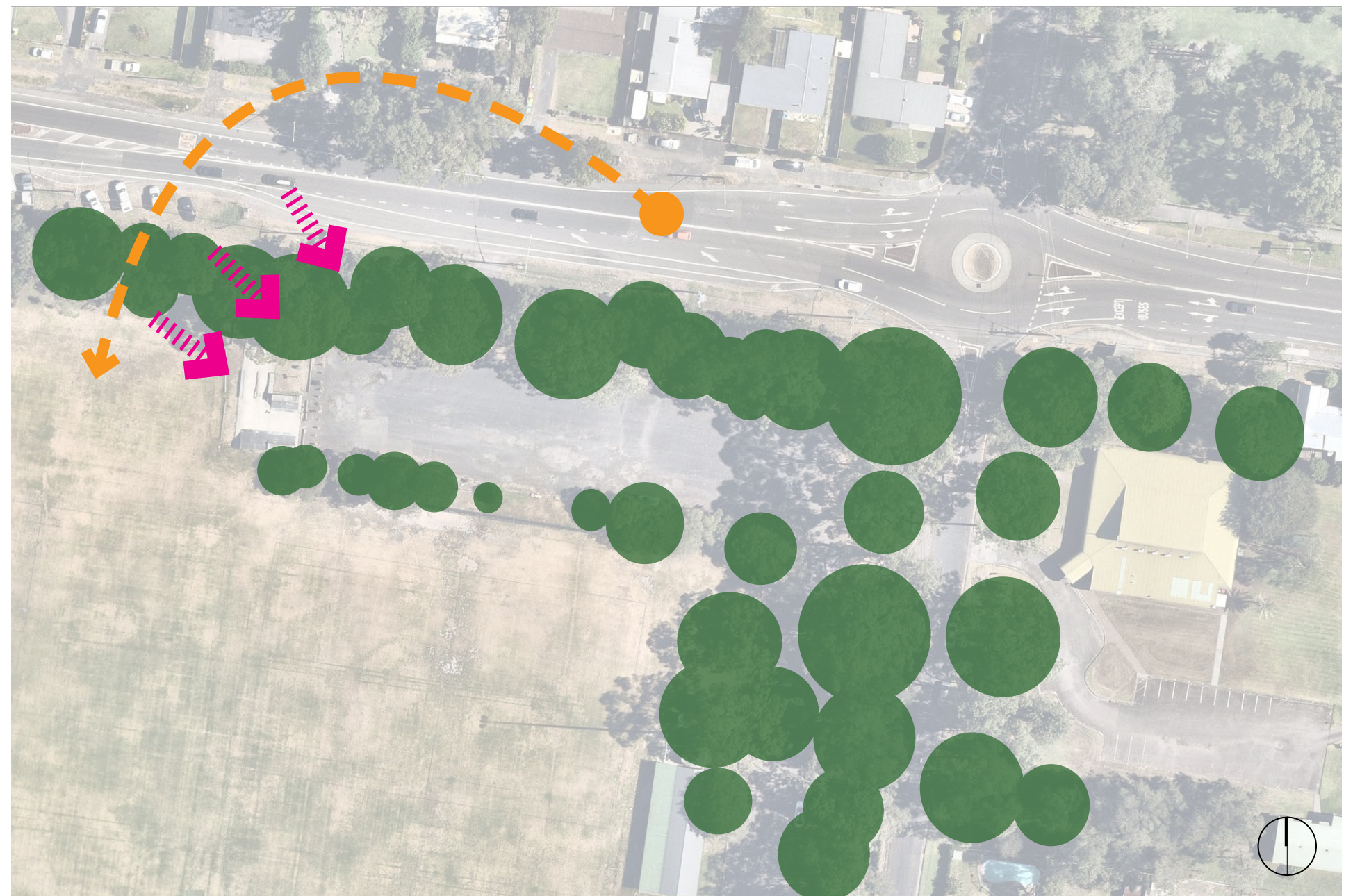
SITE FEATURES

The area of investigation is located in the north east corner of Frost Reserve in an area between the current Kincumber Skatepark and carpark. The existing skatepark will be demolished in line with future designs for a new car park and amenities building. The proposed skatepark will develop the area of the existing carpark located to the south of the current skatepark whilst expanding the full width of the car park to better form connections with the sports pitches and enhance the interfaces with the existing vegetation and trees.

The site is bordered by a number of surrounding existing mature trees located along the southern and northern edges of the site. It is important to retain this vegetation as much as possible as it provides natural shade opportunities during hot days. At this stage it is not thought any tree removal will be required.

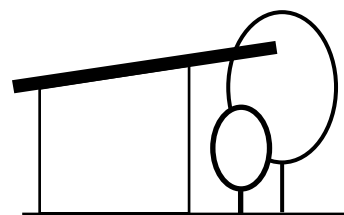
The site is relatively flat with the exception of the mounding around the existing skate park and slight grade from the south west down to the north east.

Avoca Drive borders the site to the north and Killuna Road to the east providing access to the new recreation space for future end users.



SITE FEATURES

-  EXISTING VEGETATION
-  SUN PATH
-  SUMMER AFTERNOON SUN



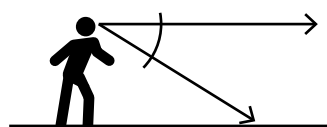
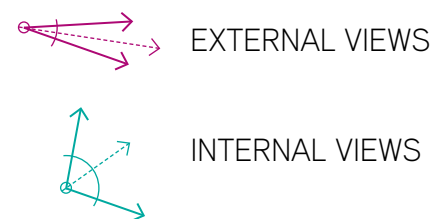
VISUAL CONNECTIONS + CPTED PRINCIPLES

It is essential for the design of any youth facility to allow for and encourage clear views into, across, from and through the site. This promotes passive and natural surveillance for the space and discourages anti-social behaviour.

Currently views into the site are impacted from the north and south edges by the large amount of mature trees and from the west by the mounding surrounding the existing skate park.

It is essential that the new design investigate ways of enhancing views into the site to ensure that this important community asset forms a safe and inclusive public realm space for all ages and abilities. This will be achieved through the design layout, considered approach to raised platforms and with landscape maintenance such as crown lifting.

VISUAL CONNECTIONS



CIRCULATION + ACCESS

The primary pedestrian access into the site is gained from several informal footpath connections (desire lines) across the surrounding playing fields. Access is also provided from the footpaths along Avoca Drive & Killuna however, these connections only provide access to the car park meaning users have to walk through the car park to gain access to the skatepark. Thought should be given to more formalized forms of pedestrian access to the skatepark.

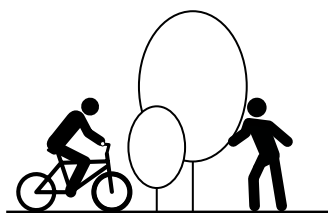
Vehicle access into the site currently occurs to the north from Avoca Drive and to the east from Killuna. This will be maintained throughout concept development for emergency vehicle access. It should be noted Avoca drive forms a key transport connection through Kilcumber and the wider central coast area and is often highly congested especially during peak traffic times meaning it is often closed off to the public with a locked gate and only used for service vehicles. The design will look to make the primary vehicle access to the skatepark from Killuna Road and enhance the safe connections around the new car park.

MOVEMENT + CIRCULATION

PEDESTRIAN

VEHICLE

ENTRY NODES



PRELIMINARY CAR PARK DESIGN

The plan opposite shows the preliminary design for the future carpark works proposed at Frost Reserve, it also outlines the proposed locations for future amenities building and skatepark.

The new skatepark is proposed to occupy the northern edge of the carpark along the southern edge of where the existing skatepark is currently located. While the new amenity building is proposed on the northern edge of the new skatepark. This create a square space of approximately 24m x 22m. The square site prevents the opportunity for good run up and landing spaces that are required for a contemporary flow or street style skatepark. It is recommended the masterplan be redeveloped to allow a more linear shaped site for the skate park; approx. 45m in length while still retaining a similar footprint approx. 500m² - 600m².



APPROACH

The consultation process is an integral component to the development of youth spaces and skate facilities. In order to ensure the success and longevity of these key community assets it is critical to engage with the future users of the space.

The consultation comprised of two community workshop events taking place after school hours on Tuesday the 11th of March at the Kincumber Mountain Kiosk. The workshop attracted community members with a vested interest in the project; including skatepark users, stakeholders and local residents. Precedent imagery of contemporary facilities were on display where attendees were encouraged to share ideas in an open discussion with Council and CONVIC project staff.

In addition to the face to face workshop an online survey was undertaken. This was done to provide opportunity to capture a wider catchment of possible end users. The online survey was open for two weeks and received 53 responses.

THE CONSULTATION WORKSHOP AIMED TO :

- Engage with community members and key stakeholders before the design of the facility;
- Inform participants about the project’s time line;
- View previous exemplar designs to inform and inspire the participants;
- Gather user information and build user profiles;
- Discuss user requirements to aid the future design;
- Highlight other facilities in the area to indicate the vision for the new facility and avoid double ups
- Have community and users take ownership of the consultation process outcomes;

DO YOU PREFER TO RIDE...

STREET/ PLAZA ☐ BOWL + TRANSITION ☐ BOTH (STREET+BOWL) ☐

WHAT IS YOUR FAVOURITE STYLE OF SKATE PARK? PLEASE TICK 2:

PLAZA ☐ STREET + MINI RAMP ☐ FLOWY TRANSITION ☐

TRADITIONAL PARK ☐

HAVE YOUR SAY!
FROST RESERVE SKATEPARK - DESIGN WORKSHOP!

PLEASE TELL US ABOUT YOURSELF

AGE: ☐ 0-8 ☐ 9-15 ☐ 16-22 ☐ 23-33 ☐ 34-50 ☐ 51+ GENDER: ☐ Male ☐ Female ☐ Other WHERE DO YOU LIVE: AREA:

WHAT ACTIVITIES WILL YOU BE INVOLVED IN? (TICK BOX)

☐ BIKER ☐ INLINE ☐ SKATEBOARD ☐ QUAD ☐ CRUISER ☐ SCOOTER

☐ SPECTATOR ☐ PARENT/GUARDIAN ☐ WALKING ☐ LOCAL RESIDENT ☐ OTHER:

HOW WELL DO YOU RIDE? (TICK BOX)

BEGINNER: ☐ GRAB ☐ PUSH ☐ PUMP ☐ PLAY GROUND ☐ 180-180 ☐ 180-180 ☐ 180-180 ☐ 180-180

INTERMEDIATE: ☐ 180-180 ☐ 180-180 ☐ 180-180 ☐ 180-180 ☐ 180-180 ☐ 180-180

ADVANCED: ☐ 180-180 ☐ 180-180 ☐ 180-180 ☐ 180-180 ☐ 180-180 ☐ 180-180

WHAT IS YOUR FAVOURITE PLACE TO RIDE AND WHY?

IF YOU COULD HAVE ONE SKATE FEATURE IN THE DESIGN WHAT WOULD IT BE?

WHAT OTHER AMENITIES WOULD YOU LIKE TO SEE AT THE SKATEPARK? E.G. HANGOUT SPACE, LIGHTING, SHADE, SPECTATOR SEATING, PLANTING, UNIQUE MATERIALS ETC ...

CONVIC

Community engagement questionnaire examples.

PROMOTIONAL SCOPE

The consultation aims to increase the community awareness of the proposed Frost Reserve Skatepark development and to do so in an open, public and transparent process. Promotional tools to encourage involvement and comments included physical and online advertising targeting skatepark users, youth groups and local residents.

DATA HANDLING AND ANALYSIS

The data handling and analysis has been carried out by CONVIC. The workshops were designed to increase inclusiveness and generate data for analysis into themes and direct design response.

All responses are treated in confidence, to ensure the anonymity of respondents. In line with our privacy policy, no identifying information is included with any responses for this report.

REPRESENTATION

The views collected in this report are not statistically validated, however they represent the views of user groups and community members. Themes presented in this report are derived from workshop contributions.

METHODOLOGY

Workshop sessions build a sense of community and are a useful tool to seek the opinions of a community group, allowing many differing contributions. Unlike a survey, they enable the discussion of complex issues and any possible underlying concerns.

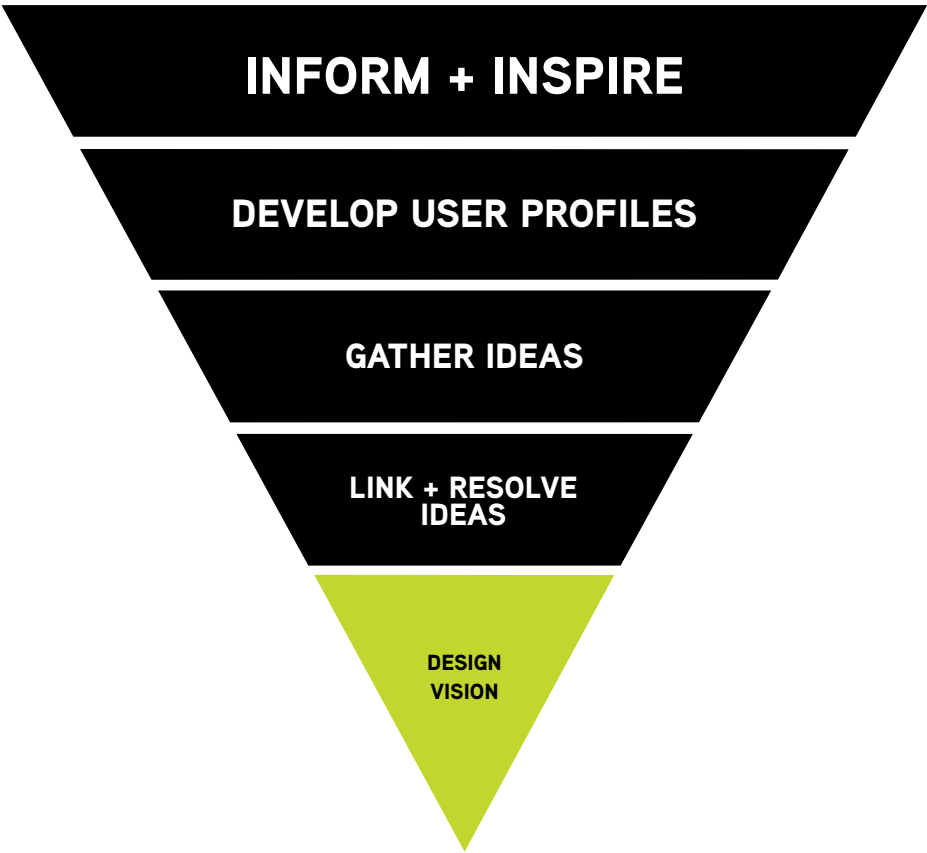
The workshops was semi-structured to allow the process to unfold freely and invite users to make suggestions and comments towards a common and collective design vision.

PRESENTATION (INFORM AND INSPIRE)

- Present the project parameters, including project brief, site opportunities and constraints and project overview. This informs residents and stakeholders of what is included in the project.
- View and assess existing skateparks in the municipality so as not to replicate existing facilities and to create a site responsive and unique space.
- Present a selection of ‘things to consider’ in order to inspire and inform the potential options and capabilities that are possible within in the youth facility.
- Illustrate the nature of contemporary skate parks with a variety of integrated, broader community usage options. To show not just skater only facilities, but to include a variety of elements such as, social gathering spaces, sculptural elements and other additional recreational opportunities, as well as illustrating the potential for activation and other community events.

QUESTIONNAIRE (DEVELOPING USER PROFILES)

- Develop an understanding of the participants demographic.
- Understand user skill level, facility type and frequency of usage.
- Understand local park usage and user location preferences to understand user needs and requirements based on their current habits.
- Collate feedback analysis into representative outcomes.



GATHER IDEAS / DESIGN WORKSHOP

- Manage community expectations of what is feasible within project parameters.
- Utilise smaller groups to collectively gather ideas for inclusions within the facility and within project parameters.
- Mixture of workshop tools used to explore ideas. Sticker voting, drawings, modelling clay, precedent facility obstacles etc.
- Collaboratively explore and resolve individual ideas through group discussion and creativity, resulting in collective group theme, by developing spatially located design responses.

LINK AND RESOLVE IDEAS

- Each of the smaller groups are required to present their ideas and collective design vision back to the wider group.
- Workshop participation and presenting the results to an open forum and wider group discussion.
- Shares the needs and requirements of different end users to enable varying perspectives of the space to be shared with the broader group.
- Builds a collective vision for the broader group with clear direction on what the design of the space will need to resolve and address.

Utilising this workshop method ensures the evolution of a highly resolved and informed design outcome that is unique to the community. The consultation process encourages the local community to take an active role upon completion of the built outcome to become guardians of the space and most importantly activate the facility.

The following pages summarise the feedback gathered via the online and face to face community consultations...

THE FROST RESERVE SKATEPARK WILL BE A LOCAL LEVEL FACILITY THAT IS A UNIQUE AND INVITING TO ALL MEMBERS OF COMMUNITY. IT WILL FORM A POPULAR ADDITION TO THE SURROUNDING SKATEPARK NETWORK PROVING A SPACE THAT PROMOTES CREATIVITY AND ONGOING ENGAGEMENT WHILST CELEBRATING THE LOCAL AREA AND IT'S SKATE HISTORY.

COMMUNITY RESPONSIVE DESIGN BRIEF

The pre-design consultation outcomes have been summarised to inform a community driven design brief for the Frost Reserve Skatepark. The information collected from the design workshop has informed this brief. These are outlined thematically and will be used as the foundation for the development of the concept design.

TARGET USER GROUP

The community workshop feedback has highlighted skateboarders as the majority of users. It will however, cater to all user groups including those participating in BMXing, scooter, roller skating and all other active wheeled sport disciplines, as well as those non-active participants looking to socialise and spectate.

SKILL LEVEL PROVISION

There was a relatively even spread of abilities who responded to the consultation process, while intermediate was the most common response, beginner and advanced level users will also need to be considered. It is key to provide for skill progression within the facility. This will allow for beginner users and future generations to learn and continue ongoing progression up to an advanced skill level and for end users to continue to be challenged and remain interested.

SKATE TYPOLOGY

Participants favoured a range of 'Both' street and transition skate styles and elements. As well as Street/ Plaza and Bowl + Transition which received a similar a number of requests. Overall a mix of features should be incorporated where the space allows it in the form of a low level open layout. Additionally, there were also requests for fundamental street style obstacles, good circulation space and features influenced by local street 'spots'.

SKATE VISION

The community feedback focused around a mix of features and typologies with a focus on being inclusive and having beginner elements to create an inviting and progressive space. Some key features included a mini ramp, flat bar, step up gap and functional ledges. There was a large number of requests online for flowy transition and a standalone bowl however, this is in contrast to the feedback received at the in person workshops and not especially conducive to the site parameters.

USER + SPECTATOR AMENITIES

To ensure a central community space that can be used by a variety of different user groups, the facility will offer a number of social opportunities. The provision for areas of refuge and shade throughout the day is to be considered with the use of natural shade. Many highlighted the need for seating and breakout spaces to allow for social hangout zones and spectating areas, this will be considered when developing the concept design.

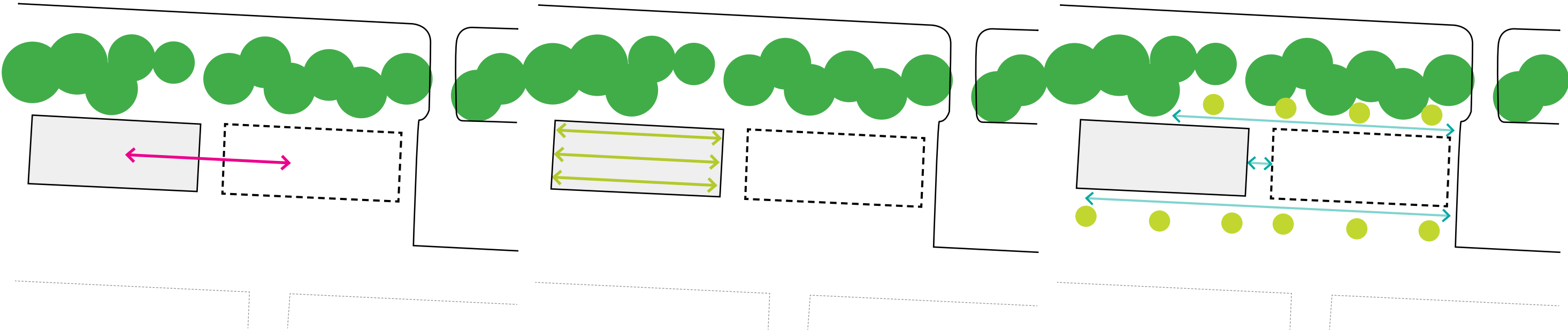
ICONIC ELEMENTS + LOCAL IDENTITY

To celebrate Kincumber and give the skatepark its own identity the design should reflect the area's history and skatepark users connection to the space. Many suggested ties to the town's boat building as well as skate spots that have been demolished or redeveloped over time including drains, school yards and other urban realm plaza style features.

The facility will integrate into the broader sports fields as well as the design for future developments with the reserve, creating a standout and vibrant space for the local youth whilst complementing the surrounding infrastructure.

The skatepark will be a **vibrant and dynamic space drawing on the** local area for influence. The development will **encourage all to become involved in active recreation** as well as promoting **accessible and inclusive values**.





1. LOCATE SKATEPARK WEST OF AMENITIES BUILDING

The proposed skatepark location between the carpark and amenities building forms a constrained space. Locating the skatepark west moves it into open space free of obstructions. The proposed new location for the skatepark creates a more linear site better suited to a street style skatepark as requested by the community and suitable with the ground conditions.

2. LINEAR SKATEPARK

A proposed linear style street skatepark approximately 12m x 45m allows safe and functional skatepark use in line with contemporary skatepark requirements. Enabling users to connect the individually skate features in long linear lines with good run up and landing spaces.

3. CREATE A COMMUNITY HUB

It is important with the development of any public youth or recreation space that the facility cater to the whole community and look to attract a wide demographic into the space. A masterplan of the neighbouring infrastructure and skatepark will ensure integration between the proposed amenities building and wider reserve. A series of connecting footpaths, seating areas and green spaces are proposed to promote a comprehensive design approach that creates a hub that is inviting for the whole community.

DRAFT CONCEPT DESIGN CONSULTATION

The draft concept design consultation comprised of two community workshops taking place on the 29th of April and an online questionnaire. The following is a summary of key findings and discussions:

Riding Style:

Overall, the majority of attendees believed the skatepark lacked transition provision and was too street focused, however many were in favour of the fundamental street obstacles. Many commented on the connection to local spots and celebrating the Frost street skating scene.

Skill Level:

Many participants were in favour of the beginner sized ramp heights. However, there were comments that the design lacked skill level progression. Requests for higher and more variety of ramps were made.

What's missing:

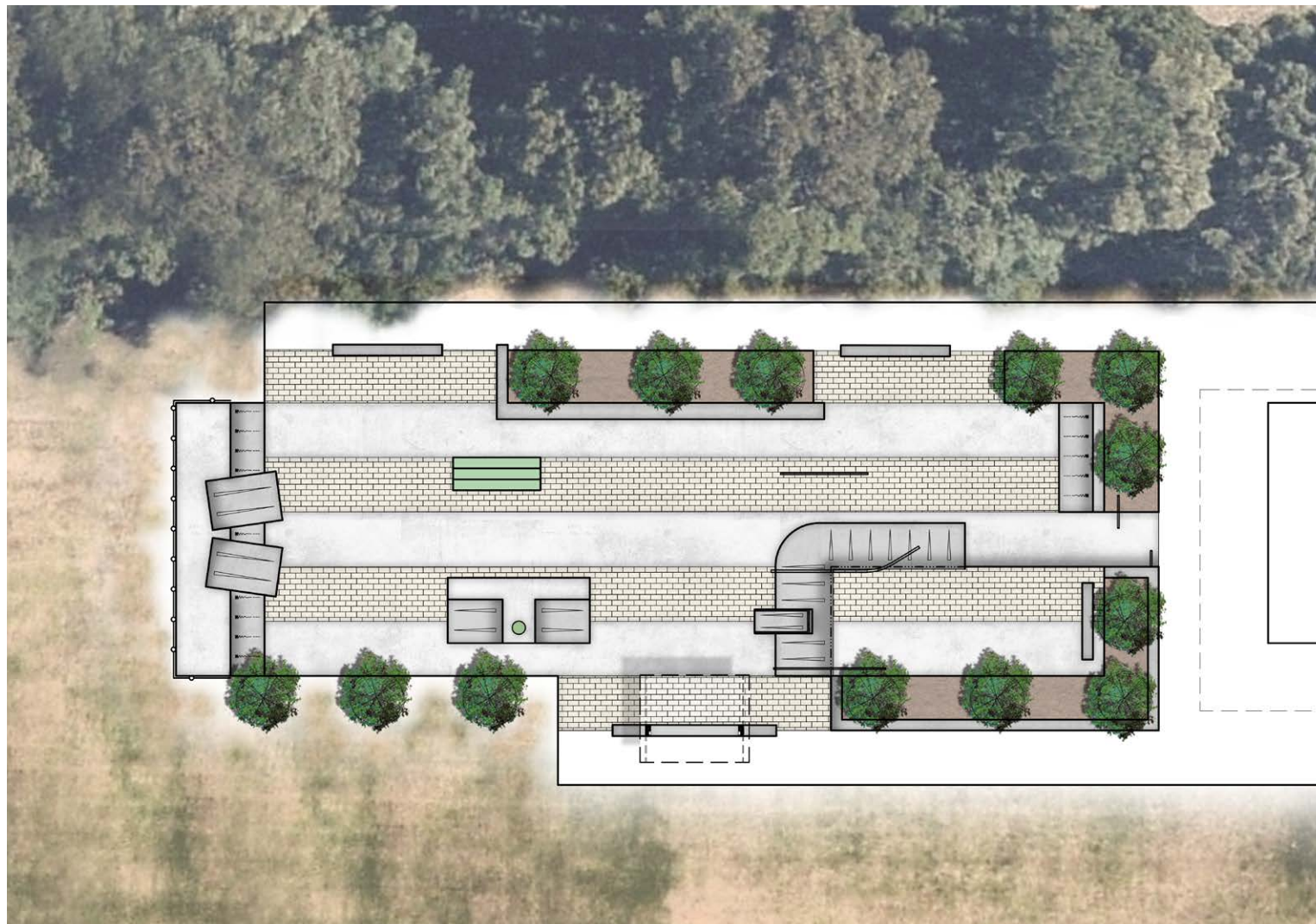
The request for a bowl and mini ramp area were a standout request. Many mentioned that a stand alone ramp section would help with capacity during peak periods and allow beginners to learn fundamental skills.



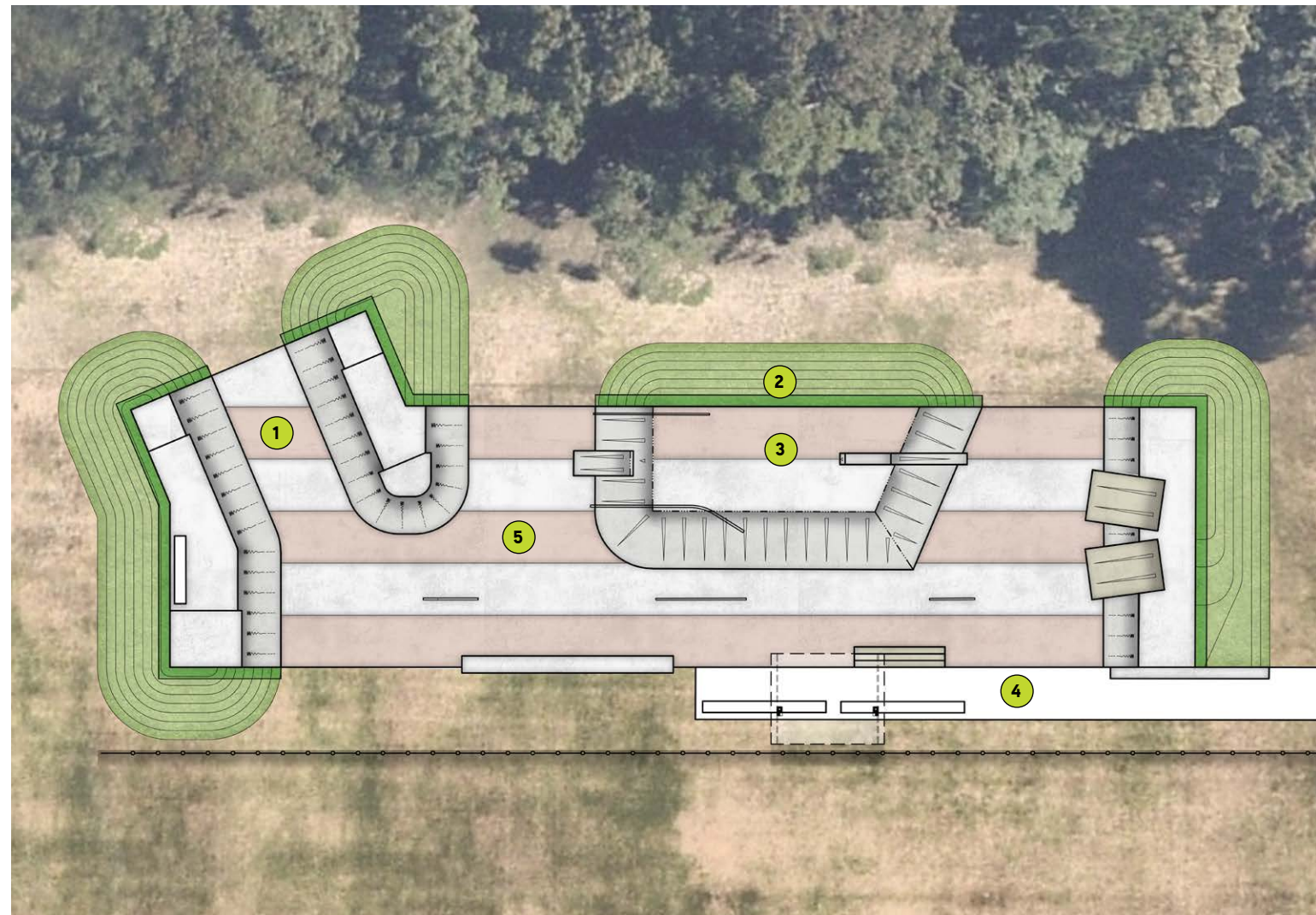
DRAFT CONCEPT DESIGN



DRAFT CONCEPT



FINAL CONCEPT

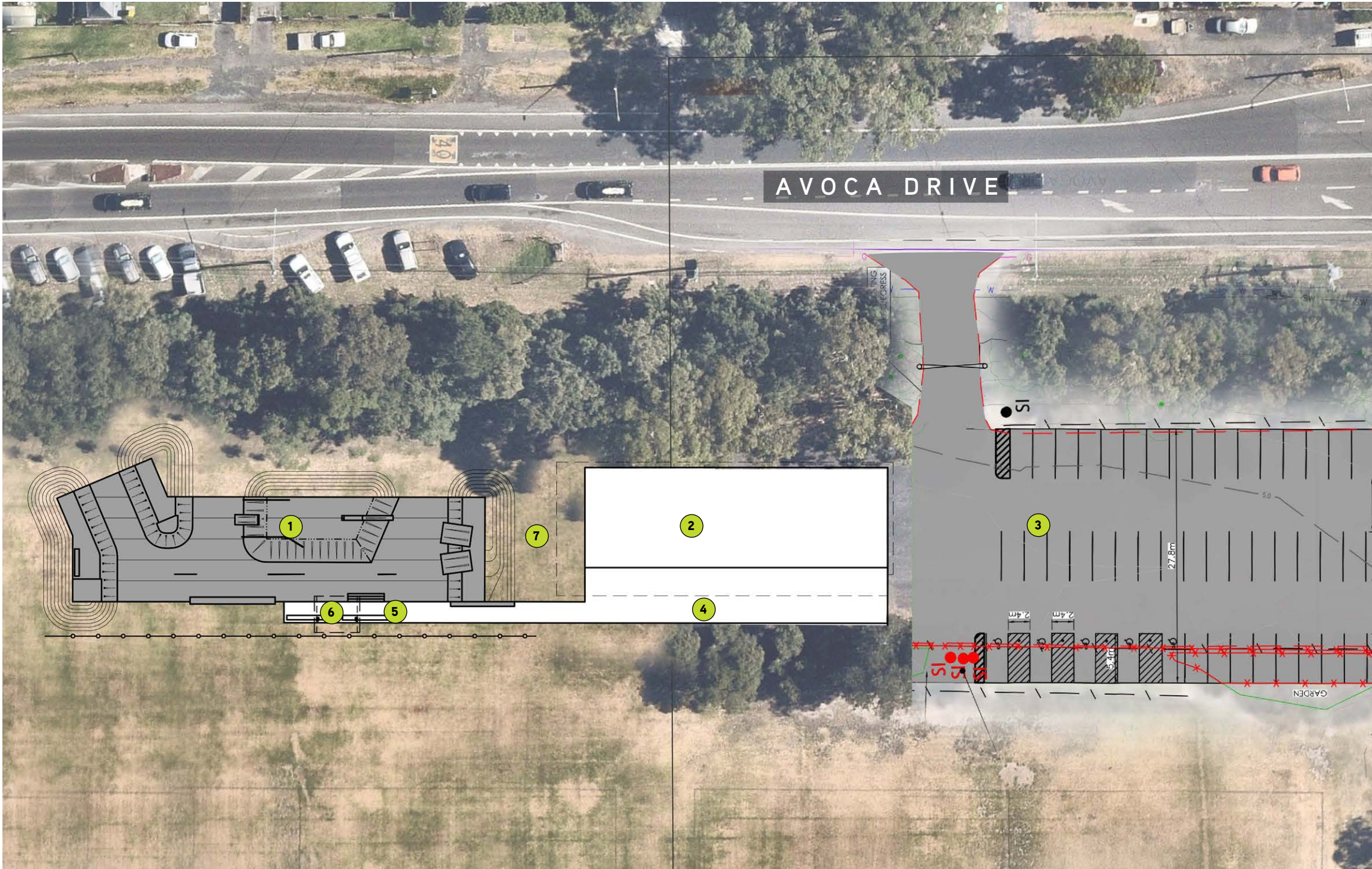


- 1 Mini ramp integrated
- 2 Garden area removed
- 3 Bank area repositioned with increased flow
- 4 Footpath rationalized to southern edge with sports fence added
- 5 Paving replaced with coloured concrete

LEGEND

PRECINCT WORKS

- Skatepark:**
- 1 Concrete skatepark with street style + mini ramp layout, suitable for all skill levels.
- Landscape Works:**
- 2 Amenities Building
 - 3 Carpark
 - 4 Connection path
 - 5 Spectator area
 - 6 Shaded seating
 - 7 8m offset for future works



CLIENT: Central Coast Council

DESIGNER: CONVIC

SCALE: 1:500 @ A3
0m 5m 10m 15m 25m 40m



PROJECT: Frost Reserve Skatepark

TITLE: Context Plan

DATE: 30.05.2025
REV: A

CONCEPT PLAN

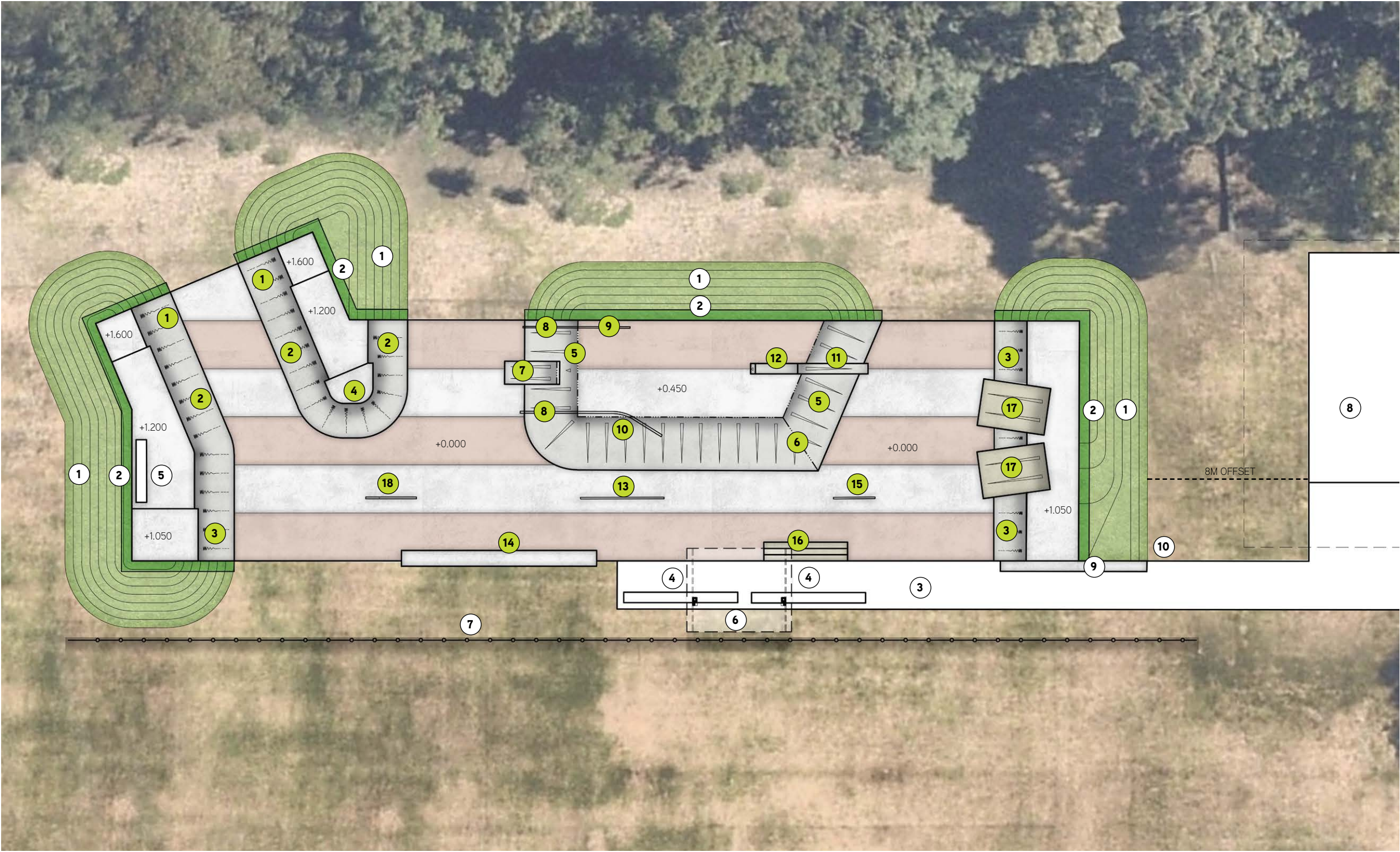
LEGEND

SKATEPARK WORKS

- 1 Quarter pipe - 1600H
- 2 Quarter pipe - 1200H
- 3 Quarter pipe - 1050H
- 4 Volcano - 800H
- 5 Bank - 450H
- 6 Bank hip - 450H
- 7 Euro kicker
- 8 Down rail
- 9 Out rail
- 10 Curved hip rail
- 11 Hubba - 450H
- 12 Out ledge - 450H
- 13 Flat bar - 350H
- 14 Flat ledge - 350H
- 15 Pole jam - 200H
- 16 Tiered ledge (replica)
- 17 Bank extension hip
- 18 Slappy kerb

LANDSCAPE WORKS

- 1 Turf batters
- 2 Softfall strip - 500mm Wide
- 3 Footpath connections
- 4 Spectator seating
- 5 Skatepark seating
- 6 Shade shelter
- 7 Sports Fence - 2.1m x 50lm
- 8 Amenities building
- 9 Concrete terrace - 450H
- 10 Entry signage



CLIENT:

DESIGNER:

SCALE: 1:200 @ A3

PROJECT:

Frost Reserve Skatepark

TITLE:

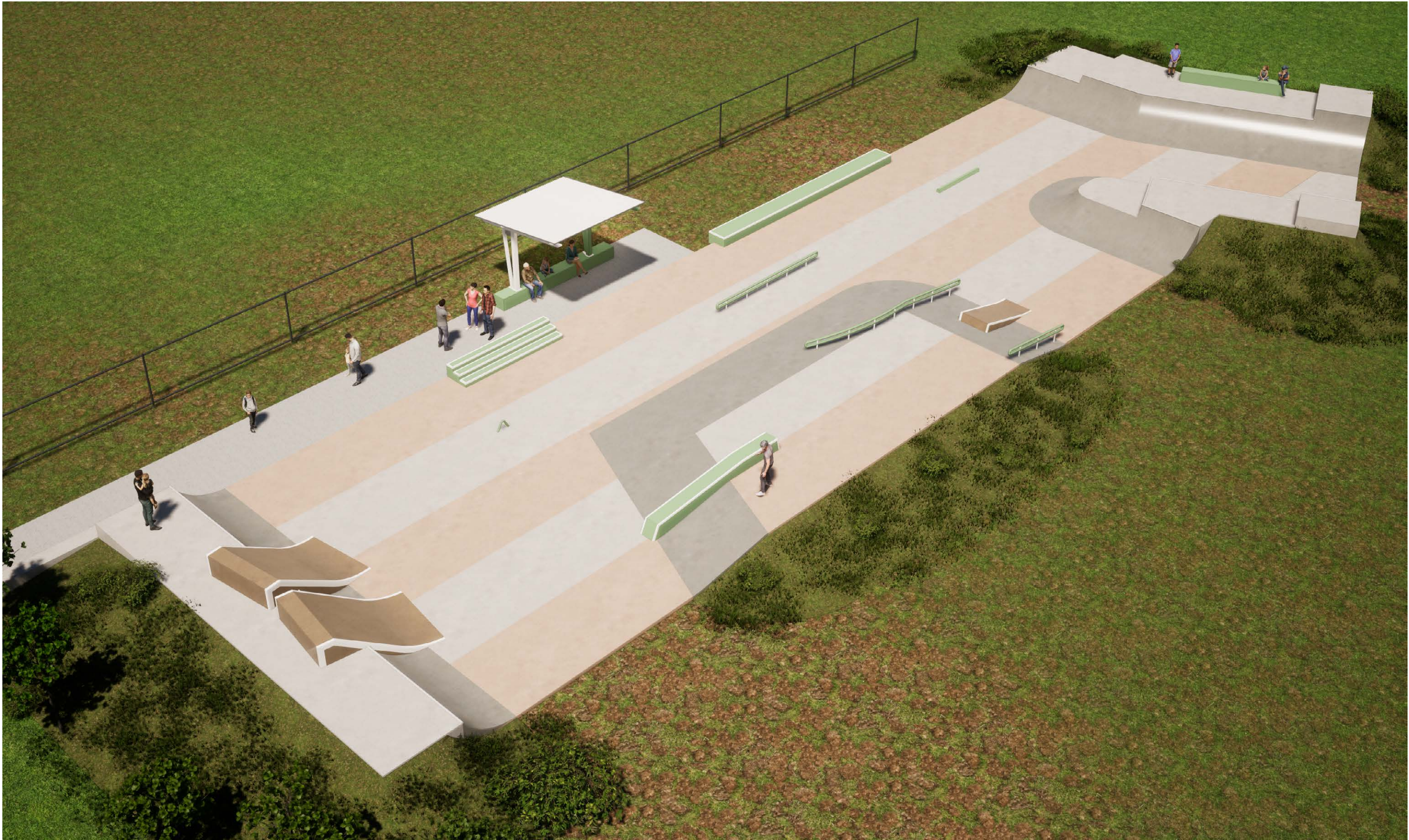
Final Concept Plan

DATE:

17.06.2025

REV:

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Frost Reserve Skatepark

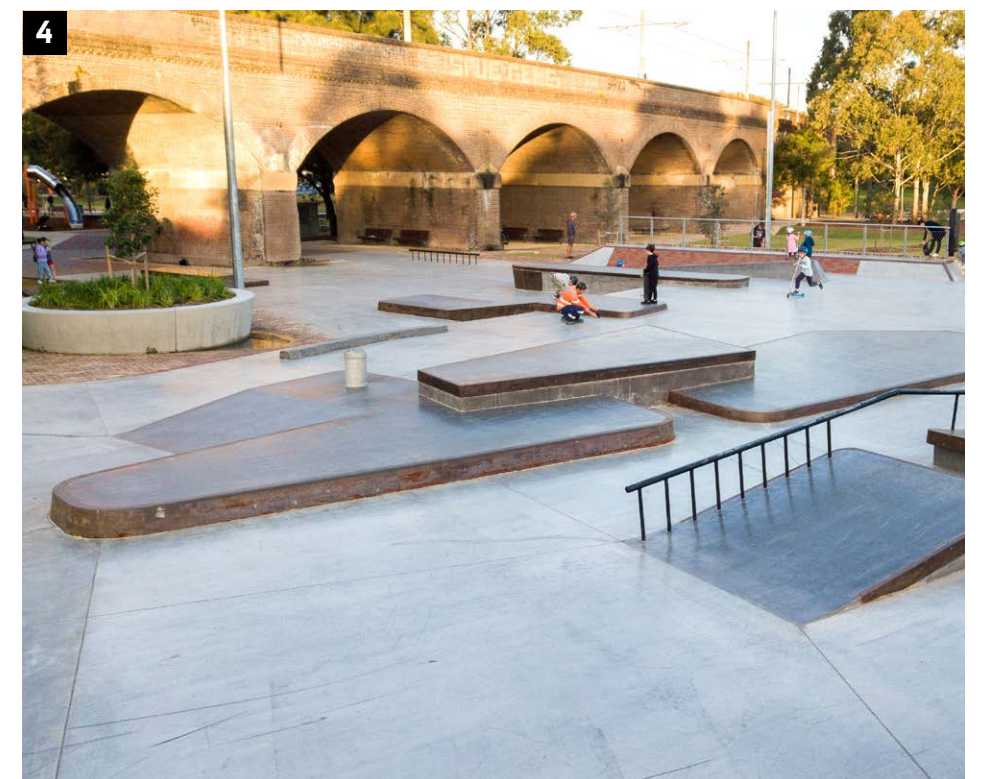
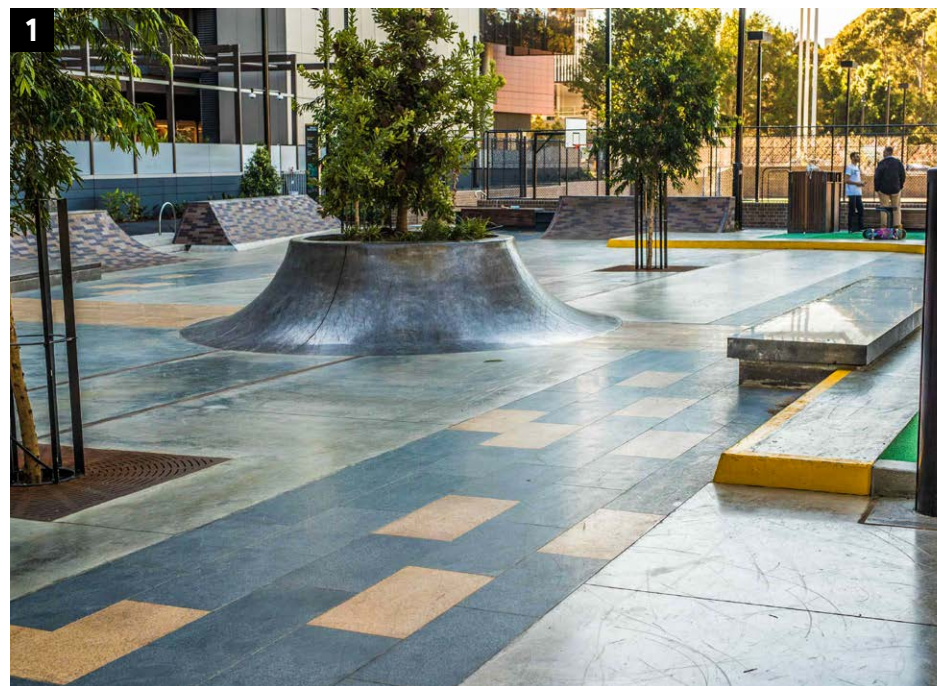
Schedules
Based on Final Concept

Item	Description		Specification
1.00	DESIGN WORKS		
1.01	Detailed Design Consultants	Design works to finalise IFC drawings to enable construction works. Assume required disciplines include civil engineering, feature surveying and structural engineering.	Assume design scope to include 50% detailed design, 90% detailed design and 100% detailed design for construction.
2.00	SKATEPARK WORKS		
2.01	Concrete Skatepark	Concrete skatepark supplied and installed by experienced specialist contractor complying with skatepark specifications.	Concrete Grey: Portland Grey Concrete Dark Grey: CCS Morpheus Concrete Brown: CCS Desert Sand Depth: 130mm - 150mm RC Colour/Finish: Specialist Skatepark Burnished Finish
			Steel Coping: Galvanised Finish
3.00	HARD LANDSCAPE		
3.01	Concrete Footpath	Concrete connection path from ammenities building to skatepark shelter.	Colour: Portland Grey Depth: 100mm RC Finish: Broom Finish
4.00	SOFT LANDSCAPE		
4.01	Turf incl. Topsoil	Turf Lawn	Type: Hydroseeded lawn applied on 50mm approved top soil Species: appropriate for local conditions as approved by council Irrigation: not required
4.02	Softfall	Supply and install 500mm wide wet pour softfall edging to top of skatepark batters inclusive of concrete base.	Type: Rosehill TPV Colour/Finish: TBC
5.00	FURNITURE		
5.01	Sign	Facility safety signage. (council confirmation or wording required)	Aluminium signage panel with laminated print on steel posts in concrete footing.
5.02	Shade Structure	Supply and install proprietary cantilever Shade Structure - 6x4m.	Supplier: GX Outdoors Product: Akora Cantilever Shelter Colour/Finish: TBC Number: 1no.
5.03	Seating	Supply and install pre cast concrete bench seating	Supplier: SVC Product: Plateau Bench Height/Size: 3no. 3m Colour/Finish: TBC
5.04	Sports Fence	Supply and install chain mesh sports fence - 50lm	Height/Length: 2.1 x 50 lm Colour/Finish: Black

REFERENCE IMAGES

As part of the community engagement process participants discussed the relevance of local skate spots around the Kincumber area and how they could be celebrated within the design. The design has looked to replicate some skate features put forward by local riders as significant to the local scene and skate community.

1. Flat open street runs
2. Local 'stoop' spot replica
3. Local 'wallie' spot replica
4. Low height technical obstacles



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