

# St Kilda Skate Park Site Assessment Project

A report for the City of Port Phillip

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Richard Simon, Simon Leisure Consulting

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## ABSTRACT

This report outlines the process undertaken to assess 23 sites as potential locations for a proposed new skate park within the St Kilda environs. The project was part of a broader community engagement process involving the St Kilda Skate Park Community Reference Group. The report contains recommendations by Richard Simon in relation to a preferred site for a St Kilda skate park, and other sites considered suitable.

## **St Kilda Skate Park Site Assessment Project (City of Port Phillip)**

### **Preamble**

Richard Simon, Director of Simon Leisure Consulting, was engaged by the City of Port Phillip in February 2009 to the role of Independent Assessor to assist with the process of site selection for a proposed new St Kilda skate park. The appointment followed a select tender process that required Simon Leisure Consulting to submit a proposed methodology and fee to undertake the project in accordance with the directions outlined in the project brief.

The key tasks and outcomes that formed the methodology proposed by Simon Leisure Consulting were subsequently incorporated into the overall project process implemented by the Council project team and the St Kilda Skate Park Community Reference Group.

### **Expertise to Undertake this Appointment**

Richard Simon has been involved in skate park planning in a number of different capacities for the past 9 years. Roles and functions have included preparing broad municipal skate strategies, research into skaters' patterns of use and preferences for skate park elements, site assessment for new skate parks, and community engagement with residents and other stakeholders in relation to site planning for specific skate parks. Richard has undertaken in excess of 10 municipal-wide skate facility planning studies, and has facilitated site-specific planning for five skate parks in Melbourne in conjunction with skate park design companies.

A more comprehensive overview of Simon Leisure Consulting and Richard's previous work in skate facility planning is included in Appendix 1. (This document was prepared for the benefit of the members of the St Kilda Skate Park Community Reference Group at the commencement of this project).

### **Summary of Opinion**

The Port Phillip City Council nominated eight sites to be assessed for their suitability as locations for a proposed St Kilda skate park. In addition, the St Kilda Skate Park Community Reference Group identified a further 15 potential sites. Following a preliminary process of evaluation of these 23 sites by the Community Reference Group (with input from Richard Simon), the number of potential sites was subsequently reduced to nine. These nine sites were then assessed in more detail to determine a preferred site for the proposed St Kilda skate park.

Following the research and planning conducted during the St Kilda Skate Park Site Assessment Project, including the valuable input from the Community Reference Group, Richard Simon (in his capacity as the Independent Assessor) has determined the following in relation to the nine short-listed sites:

1. That the preferred site for the proposed St Kilda skate park is the Marina Reserve – Parkland Area.
2. That the sites at Albert Park Reserve (north east of MSAC) and Albert Park Reserve (Vert Ramp) are less suitable sites when compared to other sites investigated, however, have the capacity to accommodate a skate park that would be well used and safe for skaters, despite some inherent constraints.
3. That the remaining six short-listed sites are considered either 'not suitable' or 'unlikely to be available' as a location for the proposed St Kilda skate park. These sites are the Sea Baths Car Park, Fitzroy Street (corner of Lakeside Drive), West Beach (south of the pavilion), Albert Park Reserve (Bob Jane Stadium car park), the Shakespeare Grove Car Park (northern site) and Elwood Park (southern car park).

The following information summarises the project methodology and detailed outcomes from the planning process.

## Project Process

Richard Simon undertook two key tasks during the St Kilda Skate Park Site Options Assessment Project:

1. Provision of assistance and advice to the St Kilda Skate Park Community Reference Group on various matters relating to skate park planning.
2. Independent assessment of 23 sites in relation to their adequacy and appropriateness for the construction of the proposed St Kilda skate park, being the eight sites nominated by Council and the additional 15 sites identified by the Community Reference Group.

## St Kilda Skate Park Community Reference Group Assistance

Richard Simon attended all meetings of the St Kilda Skate Park Community Reference Group. He contributed to discussions as required, and provided the Group with the following resources:

1. A Briefing Paper summarising the background information on the history of the St Kilda Skate Park Project. (See Appendix 2).
2. A Briefing Paper summarising how the four Principles of *Crime Prevention Through Environmental Design* (or CPTED) can be directly applied to skate park planning and construction. (See Appendix 3)
3. General information concerning skate park planning from a previous project for the City of Frankston undertaken by Richard Simon (when employed with Stratcorp Consulting).
4. Assistance in identifying potential new sites for the proposed St Kilda skate park.
5. Design and application of a framework for assessing the 23 nominated sites for the proposed St Kilda skate park, which was based on a three-step process:
  - Site Suitability.
  - Site Accessibility.
  - Technical Assessment.(More detail about this framework and the assessment process follows)
6. Preliminary advice and assistance to a member of the Community Reference Group who had planned to carry out a survey of young people in relation to the need and demand for a skate park in St Kilda.

## Assessment of 23 Potential Skate Park Sites

A planned approach was undertaken to assess the 23 sites identified by the St Kilda Skate Park Community Reference Group as potential sites for locating a skate park. It is important to note that the Community Reference Group did not specify a size or style of skate park required to be accommodated at any potential site, other than the proposed facility would need to incorporate opportunities for a range of skaters from 'beginners' to 'experienced'.

A presentation was made to the Community Reference Group at Project Meeting No. 3 (which was held over two separate days, being the 7<sup>th</sup> & 14<sup>th</sup> April 2009) which outlined a draft framework for assessing potential sites. The framework is called the *Site Assessment Scoring Criteria*, and was developed using the following references:

- Sport & Recreation Victoria Skate Guide (2001).
- History of the planning for a St Kilda Skate Park.

- Project Assumptions agreed to by the Community Reference Group.
- Discussions involving the Community Reference Group.
- Site criteria for assessing a site's suitability for a skate park on coastal land as presented by representatives from the Department of Sustainability & Environment to the Community Reference Group on the 7<sup>th</sup> April 2009.
- The previous experience of Richard Simon with similar projects.

The *Site Assessment Scoring Criteria* incorporates a three-step process to assess each site. The recommended first step was initially the Technical Assessment, however, the Community Reference Group subsequently agreed that this step should be carried out only on the short-listed sites due to the level of detail required to complete this work for each site. The Technical Assessment required a rigorous and comprehensive assessment of a site be carried out that included such items as planning controls that may impact a site, the physical characteristics of a site, and any implications on a site that could arise from relevant policy or strategy documents of the City of Port Phillip and other Agencies.

As a result of the decision to delay the Technical Assessment to the last phase of site evaluation, the two remaining steps became the method by which the 23 potential sites would be short-listed. The Site Suitability and Site Accessibility steps required a number of criteria pertaining to each category to be subjectively scored out of 10, where a score of '1' was a poor assessment of the site in relation to the criterion and a score of '10' was an outstanding assessment. The raw score out of 10 was then multiplied by a weighting value to determine the actual score for each criterion.

A weighting multiple was attributed to each criterion to acknowledge that criterion may have differing degrees of impact or benefit in relation to the suitability of a site as a venue for a skate park. The specific criteria and their respective weightings were discussed and debated by the Community Reference Group before the final scoring system was established. (See Appendix 4 that shows the final version of the *Site Assessment Scoring Criteria* used to assess each site, including the respective weightings).

It should be noted that the key purpose of applying the *Site Assessment Scoring Criteria* to each of the 23 potential sites was to reduce the number of 'potential' sites to a more manageable number 'suitable or preferred' sites for which the Technical Assessment could then be carried out. The 23 potential sites identified by the Community Reference Group were:

- |  |  |
|--|--|
| ▪ Luna Park                              | ▪ Marina Car Park                                      |
| ▪ Sea Baths Car Park                     | ▪ Albert Park Reserve (Vert Ramp)                      |
| ▪ Peanut Farm                            | ▪ Albert Park Reserve (Bob Jane Stadium car park)      |
| ▪ Marina Reserve (Turkey Tom car park)   | ▪ Albert Park Reserve (MSAC Southern car park)         |
| ▪ Fitzroy Street (corner Lakeside Drive) | ▪ Elwood Park (southern car park)                      |
| ▪ Lower Esplanade (2 sites)              | ▪ Alma Park (3 sites)                                  |
| ▪ West Beach (2 sites)                   | ▪ Albert Park Reserve (south of Golf Driving Range)    |
| ▪ Shakespeare Grove Car Park (2 sites)   | ▪ Albert Park Reserve (Middle Park Light Rail Station) |
| ▪ Marina Reserve (Park Area)             | ▪ Albert Park Reserve (parkland north east of MSAC)    |

(The specific locations assessed at each site and their respective scores are provided in Appendix 5 - *St Kilda Skate Park Site Assessment Matrix*. Two spreadsheets are included in Appendix 5: one showing each site in order of site number; and the second showing the sites in ranked order from highest score to lowest score).

Richard Simon carried out the assessment of the 23 potential sites over the three days of the 17<sup>th</sup>, 18<sup>th</sup> and 26<sup>th</sup> April 2009.

The outcomes of the site assessment against criteria were presented to the Community Reference Group and discussed at Meeting No. 4 on the 21<sup>st</sup> April 2009. To assist the discussion, a *Site Summary Plate* was prepared for each site which included the name of the site, a map denoting the specific location assessed, a photograph of the specific location assessed, and the resultant weighted score and ranking. (A sample *Site Summary Plate* is attached in Appendix 6)

A revised *Site Assessment Matrix* was subsequently prepared by Richard Simon and was tabled at Meeting No. 5 on the 5<sup>th</sup> May 2009. This updated version incorporated some minor alterations to the scoring of some sites and also included the outcome of the assessment of an alternate site at Elwood Park.

At Meeting No. 4, the Community Reference Group agreed to short-list nine sites for further investigation (i.e. to subject these sites to the Technical Assessment phase). The short-listed sites in order of ranking were:

1. Sea Baths Car Park
2. West Beach (south of pavilion)
3. Albert Park Reserve (Bob Jane Stadium car park)
4. Marina Reserve (Park Area)
5. Fitzroy Street (corner Lakeside Drive)
6. Shakespeare Grove Car Park (northern site)
7. Albert Park Reserve (Vert Ramp)
8. Albert Park Reserve (parkland north east of MSAC)
9. Elwood Park (southern car park)

The Technical Assessment provided additional information about each site with which a more informed decision could be made concerning the suitability and likelihood of a site to become the venue for the proposed St Kilda skate park. The Technical Assessment for each site is attached as Appendix 7.

On the basis of the additional information collected for each site combined with extensive discussion with and feedback from the Community Reference Group, Richard Simon considers the following six sites to be either 'not suitable' or 'unlikely to be available' for future use as a site for the proposed St Kilda skate park.

Site	Overriding Issue
1. Sea Baths Car Park	<p>The siting of a skate park at this location would have many benefits from a skating perspective and would significantly improve the use and amenity of the site from its current use as a car park.</p> <p>However, the site is located within the immediate environs of the Beachcomber Café and the general environs of other commercial enterprises within the Sea Baths complex, most of which rely on the peaceful and tranquil environs of the foreshore area as a key attribute for attracting customers. The use of a skate park is inherently active and dynamic, and the noise generated during high-use would likely be in conflict with this setting.</p> <p>Further, the site is a strategic location within the St Kilda foreshore precinct, being at the intersection of the promenade, the pier access, and the end of Fitzroy Street. The current ambience at this location would be changed with the siting of a heavily used skate park.</p>

Site	Overriding Issue
	A final constraint is the fact the car park is currently leased to the South Pacific St Kilda Ltd to the year 2045 which will likely result in a protracted planning period for the construction of a skate park.
2. West Beach (south of the pavilion)	<p>The strategic significance of the site as a location to preserve and conserve sensitive natural environmental attributes overrides the features and likely benefits of the location as a site for a skate park.</p> <p>A skate park would be inconsistent with the landscape values for this precinct and there would be potential for the planned restoration works of the West Beach conservation and habitat precinct to be damaged.</p>
3. Albert Park Reserve (Bob Jane Stadium car park)	<p>A skate park in this location is highly unlikely in the short to medium term due to the planning and construction for the conversion of the Bob Jane Stadium into a new athletics/soccer complex.</p> <p>Further, the high need for car parking in this precinct to continue to service patrons using existing facilities, plus the demand for parking created by the future athletics/soccer complex will likely necessitate the use of all available car parking.</p>
4. Fitzroy Street (corner Lakeside Drive)	<p>The siting of a skate park at this location would have many benefits from a skating perspective. However, the divided view of the community and local groups as to the suitability of this site was evidenced with the magnitude of objections and the protracted planning process undertaken for same project in 2008. The weight of community opinion rejecting the site clearly suggests that this site is 'highly unlikely' to deliver a skate park to the community in the short to medium term, if at all.</p>
5. Shakespeare Grove Car Park (northern site)	<p>A skate park in this location will not be appropriate given the close location of the site to residents (40m) and businesses (40m), with the separation being a residential street only.</p> <p>A further issue is the location of an MMBW main drain underneath the subject site, and the resultant implications on design and capital cost that are likely.</p>
6. Elwood Park (southern car park)	<p>This site has many attributes from a skating perspective, however, the compounding issue is its poor accessibility for the significant majority of young people residing in the City of Port Phillip – the desired predominant catchment for the facility.</p> <p>Of the nine shortlisted sites, Elwood Park (southern car park) scores the poorest in the three key areas of accessibility, being <i>location to catchment or potential users</i>, <i>proximity to public transport - buses</i> and <i>proximity to public transport - trains/trams</i>.</p>

## Summary of Preferred Sites

The process to identify and investigate a preferred site for the proposed St Kilda skate park has shown that there is no one site within St Kilda and its immediate environs that is a 'stand-out' site with no constraints or challenges. However, there is one site that has significant attributes from a skating perspective that if developed with a skate park will create an exciting and dynamic skating location in St Kilda. This site is Marina Reserve – Parkland.

The two remaining sites investigated in more detail do not have the same weight of attributes when compared with the above site, however, are considered suitable to be developed into skate parks. These sites are:

1. Albert Park Reserve (north east of MSAC).
2. Albert Park Reserve (Vert Ramp).

### Marina Reserve – Parkland

The key attributes of this site are:

- Its location as part of, but not within, the St Kilda foreshore activity hub.
- The site is a relatively central location within St Kilda.
- Its size, scale and topography (flat).
- Its foreshore location provides an exciting opportunity to capitalise on the backdrop of Port Phillip Bay in the design phase and when staging events.
- It has good exposure and surveillance (consistent with a key Principle of CPTED) that will enhance its safety and attractiveness for skaters of all ages and abilities.
- The site does not appear to be well used as a community space, however, due to the large size of the parkland area the strategic placement of a skate facility should still ensure significant sections of open space remain available for broad community recreational use. As a result, a skate park is likely to significantly increase the community use and enjoyment of this space.
- The site is easy to access for skaters who need to use public transport or a car to arrive at the site. Public transport is available via the No. 96 tram (Acland St) and bus services No.s 246, 600, 922 & 923 (Barkly St). Ample off-road and on-road car parking is available adjacent to the site.
- The site meets the criteria outlined in the Sport & Recreation Victoria Skate Guide (2001) for locating and siting a skate park.

Potential issues for the site are:

- The site is a Coastal Crown Land Reserve, and by virtue of this will require coastal management consent and approval from the Department of Sustainability & Environment. A range of criteria are outlined within the *Victorian Coastal Strategy 2008* that any proposed new use of a coastal reserve must meet. Whilst precedents do exist in Victoria for locating skate parks on coastal reserves, a skate park in itself is not considered a 'coastal dependent activity' and requires the case for locating a skate park on the reserve to be compounding.
- The sub-surface of the park is not known at this stage. If the sub-surface is poor quality fill, this will likely impact the construction cost of the skate park due to additional engineering and building works associated with establishing a suitable foundation.
- The site is overlooked by dwellings located opposite on Beaconsfield Parade. Whilst this point alone should not be sufficient grounds to prevent the development of part of the site for a proposed new skate park, the design and placement of the facility should be carefully determined after considering this factor. Other design features such as berms, landscape treatments and tree selection should also assist in mitigating this factor.

- The loss of 'green' public open space. This factor can firstly be mitigated by incorporating sections of grass and other plants within the footprint of the skate park (refer attached example below of the new Geelong Waterfront Skate Park), and secondly by offsets where existing hard paved areas and/or degraded public open space within the municipality are upgraded to create either new, improved or more usable 'green' open space areas – the latter could in fact be achieved at Marina Reserve by improving the park-to-water edge treatment and by upgrading other parts of the reserve as more attractive and functional passive recreation areas.



**Geelong Waterfront Skate Park**

#### Albert Park Reserve (north east of MSAC)

This site is considered suitable for the proposed St Kilda skate park, however, the strength of its attributes are somewhat weakened by a couple of inherent constraints.

The key attributes of the site are:

- It is part of a larger recreation and sporting reserve and the development of a skate park in Albert Park Reserve is consistent with the broad objectives of the *Albert Park Draft Future Directions Plan 2005*.
- Its size, scale and topography (flat).
- The site has good exposure to users of MSAC as they walk/drive to the Centre from early morning through to late in the evening all days of the week, thereby providing the site with good exposure and surveillance.
- The site does not appear to be used by significant numbers of people as a passive or active recreational space and a contemporary skate park could significantly increase the community's use and enjoyment of the space.

- The site is located on the edge of Albert Park Reserve and would be relatively easy to access for skaters who need to use public transport or a car to arrive at the site. Public transport is available via the No. 112 tram (Albert Rd), the No. 96 tram (Canterbury Rd / Ferrars St). Off-road and on-road car parking is available adjacent to the site.
- A skate park at the site would result in minimal direct conflict with other people and groups using adjacent sporting and passive areas.

Potential issues for the site are:

- The site is a little removed from being a central location within St Kilda.
- The loss of 'green' public open space would be significant at the site. This factor can be partly addressed by incorporating sections of grass and other plants within the footprint of the skate park (refer example on the previous page of the new Geelong Waterfront Skate Park), and secondly by offsets where existing hard paved areas and/or degraded public open space within the municipality are upgraded to create either new, improved or more usable 'green' open space areas.
- The set-up and dismantling of infrastructure for the Grand Prix, plus the actual staging of the event, will restrict usage of the site for skating activities during March / April.

#### Albert Park Reserve (Vert Ramp)

This site is considered suitable for the proposed St Kilda skate park, however, the strength of its attributes are somewhat weakened by a couple of inherent constraints. The key attributes of the site are:

- It is part of a larger recreation and sporting reserve and the development of a skate park in Albert Park Reserve is consistent with the broad objectives of the *Albert Park Draft Future Directions Plan 2005*.
- Its size, scale and topography (flat).
- The site has an existing skating use and would provide an exciting opportunity to capitalise on the backdrop of Albert Park Lake in the design phase and when staging events.
- The site and its surrounds do not appear to be used by significant numbers of people as a passive or active recreational space and a contemporary skate park could significantly increase the community's use and enjoyment of the space.
- Off-road and on-road car parking is available adjacent to the site.
- A skate park would result in minimal direct conflict with other people and groups using adjacent sporting and passive areas.

Potential issues for the site are:

- The site is a little removed from being a central location within St Kilda.
- The site has satisfactory exposure and surveillance during the day from walkers and joggers using the recreational path around Albert Park Lake and from general vehicular traffic using Aughtie Drive, but would be considered to have low exposure and surveillance when compared to other sites investigated.
- The site is located on the edge of Albert Park Lake at Grebe Point and does not provide ideal access for skaters needing to use public transport. The No. 96 tram (Canterbury Rd) and a longer walk to the No. 112 tram (Park St) are the closest options. Access from the tram stops to the site is then via a 400m walk from the light rail cross-over at Fraser St.
- The site's location places it further from food outlets – a factor not critical for a successful skate park, but one which can enhance the stay of users.

- The loss of 'green' public open space would be marginal at the site. This factor can be partly addressed by incorporating sections of grass and other plants within the footprint of the skate park (refer example on page 8 of the new Geelong Waterfront Skate Park), and secondly by offsets where existing hard paved areas and/or degraded public open space within the municipality are upgraded to create either new, improved or more usable 'green' open space areas.
- The set-up and dismantling of infrastructure for the Grand Prix, plus the actual staging of the event, will restrict usage of the site for skating activities during March / April.

### **Recommendation by Richard Simon**

Following the research and planning conducted during the St Kilda Skate Park Site Assessment Project, including the valuable input from the Community Reference Group, Richard Simon (in his capacity as the Independent Assessor) has determined the following in relation to the nine short-listed sites:

1. That the preferred site for the proposed St Kilda skate park is the Marina Reserve – Parkland Area.
2. That the sites at Albert Park Reserve (north east of MSAC) and Albert Park Reserve (Vert Ramp) are less suitable sites when compared to other sites investigated, however, have the capacity to accommodate a skate park that would be well used and safe for skaters, despite some inherent constraints.
3. That the remaining six short-listed sites are considered either 'not suitable' or 'unlikely to be available' as a location for the proposed St Kilda skate park. These sites are the Sea Baths Car Park, Fitzroy Street (corner of Lakeside Drive), West Beach (south of the pavilion), Albert Park Reserve (Bob Jane Stadium car park), the Shakespeare Grove Car Park (northern site) and Elwood Park (southern car park).

## **Appendix 1**

### **Overview - Simon Leisure Consulting**

## ***St Kilda Skate Site Assessment Study***



### ***Overview - Simon Leisure Consulting***

**SIMON LEISURE CONSULTING** was formed in May 2008, and is a newly established sports & recreation planning company.

Company Director, **RICHARD SIMON**, has an extensive background in the local government sporting, recreation and leisure sectors having worked for 15 years for three local government authorities (Cities of Melbourne, Knox and Moreland), and with leading Australian recreation planning consultancy, Stratcorp Consulting from 2000 to early 2008.

Sound planning skills, broad industry expertise and outstanding consultative skills are three of the attributes that SLC will bring to this important study for the City of Port Phillip.

### ***Skills and Experience - Simon Leisure Consulting***

Richard has undertaken in excess of 10 municipal-wide skate facility planning studies and site-specific planning projects for new/upgraded skate / BMX facilities in the past 9 years for various Victorian local government authorities. All of these projects have incorporated comprehensive community and stakeholder consultation, participation research and industry trends analysis as part of their methodology. In addition, all considered the site selection criteria and design directions outlined in Sport and Recreation Victoria's *Skate Facility Guide (2001)*.

A selection of skate facility planning and development projects completed by Richard include:

- Skate Facility Planning Study for the City of Yarra (2008) *in conjunction with CONVIC Design.*
- Skate Park Site Options Analysis Study for the City of Manningham (2006).
- Site options assessment for proposed skate facility/ies for the City of Glen Eira (2006).
- Facilitation of consultation with residents abutting the Samuel Sherlock Skate Park for City of Frankston (2005).
- Site options assessment and community consultation associated with the proposed Mt Eliza Skate Park (2005).
- Skate Strategy Review for the City of Brimbank (2005).
- Frankston Regional Skate Park Site Options Analysis for the City of Frankston (2004).
- Facilitation of community consultation and design development for the HD Graham Reserve Skate & BMX Facility for the City of Hobsons Bay (2004).
- Facilitation of community consultation and design development for the Newport Park Skate Park for the City of Hobsons Bay (2003).
- Skate / BMX Strategy for the City of Frankston (2003).
- Skate and BMX Facilities Strategy for the City of Hobsons Bay (2002).

In addition, Richard has completed more than 25 municipal recreation / leisure plans or strategies for Victorian and interstate local government authorities, most of which required some broad community needs research and demand analysis for skate parks and subsequent identification of potential sites. Some of the plans and strategies completed by Richard include:

#### **Victoria**

- Recreation Strategy Plan for the City of Whitehorse.
- Recreation Plan for the City of Hobsons Bay.
- Recreation Needs Study for the City of Glen Eira.
- Leisure Services Strategic Plan for the City of Hume.
- Leisure Facilities & Development Plan for the City of Casey.
- Recreation and Leisure Plan for the Wodonga Rural City Council.
- Recreation Plan for the Latrobe City Council.
- Leisure Strategy Plan for the Macedon Ranges Shire Council.
- Leisure Services Strategic Plan for the Southern Grampians Shire.
- Echuca-Moama Recreation Plan for the Campaspe Shire and Murray Shire.

#### **NSW**

- Open Space and Recreation Needs Study for the City of Sydney.
- Open Space, Recreation and Cultural Needs Study for Penrith City Council.
- Sport and Recreation Plan for the Parramatta City Council.
- Strategic Recreation Plan for the Leichhardt City Council.
- Recreational Needs Study for the Randwick City Council.

#### **Queensland**

- Recreation Policy and Strategy (community surveying and consultation only) for Caloundra City Council.
- Hinterland Townships Recreation Plan for Caloundra City Council.

#### **South Australia**

- Regional Recreation and Leisure Strategy for Planning South Australia (Upper Spencer Gulf Region).

Richard has extensive background knowledge of the City of Port Phillip through his direct involvement in previous recreation planning studies for Council when with Stratcorp Consulting, including the Elwood Park User Needs Study (2005), and more recently with Simon Leisure Consulting when engaged to prepare a Strategic Plan for the Port Melbourne Cricket Club in 2008 (Council being the client organisation).

## **Appendix 2**

### **Briefing Paper – History of the St Kilda Skate Park Project**

## **St Kilda Skate Park Site Assessment Study**

### **Summary of the History of the St Kilda Skate Park Project**

This paper has been prepared for the benefit of the members of the St Kilda Skate Park Community Reference Group, for the purpose of providing background information on the history of the St Kilda Skate Park Project.

*(The document has been prepared by Richard Simon, Simon Leisure Consulting, in his capacity as an independent assessor appointed by the City of Port Phillip, March 2009).*

### **Chronological Sequence of Key Milestones**

The following is a summary of the chronological history of the background and context for the development of a skate park in St Kilda.

- 1998**                      The *City of Port Phillip Sport and Recreation Strategy (1998)* identified the need for and recommended the development of a skate and roller blade facility for St Kilda.
- 2001**                      Council investigated the development of a skate park at Marina Reserve. The project proceeded through a planning permit process and received a range of objections. The development of a skate park on this site was subsequently not pursued by Council.
- 2004**                      Council initiated an investigation into the identification and assessment of sites for a new skate park for St Kilda.
- In November 2004, Council considered a Council Report on the outcome of the assessment of eight potential sites for a new skate park for St Kilda. The Report identified that six of the sites "*were not suitable for development of a skate facility*". These sites are the Sea Baths, the Peanut Farm, Marina Reserve, West Beach, Shakespeare Grove (lower end) and the Lower Esplanade". The Report also identified that the Fitzroy Street site and the Luna Park site be further investigated as to their feasibility as locations for the development of a skate park (through design development and consultation with stakeholders).
- 2005**                      In November 2005, Council considered a Council Report outlining the outcome of the investigation into the feasibility of developing a skate park at the Fitzroy Street site and the Luna Park site, and resolved to endorse the recommendations of an independent facilitator that "*... the Albert Park Reserve – Fitzroy St [site] is the most appropriate site to develop [the] St Kilda Skate Park ...*" subject to four conditions.
- The Council Report recommending this site made no mention of the majority view of the investigating group that the Fitzroy St was unsuitable.
- 2006**                      The *City of Port Phillip Open Space Strategy (2006)* identifies the following Action for St Kilda ... "*Provide a skate park in Albert Park at Fitzroy Street*".

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Council resolved to restrict objections to heritage grounds on the basis that it was the land manager and so did not have to hear ordinary planning objections. Council then granted itself a planning permit for the construction of a skate park in Albert Park Reserve on the corner of Fitzroy Street and Lakeside Drive.

The land manager decision was challenged by a number of objectors at VCAT hearings, and was won by objectors. VCAT determined to hear the case on its merits anyway and approved the permit. The objectors went then to the Supreme Court and won a re-hearing at VCAT with the planning process to be fully re-opened. Then Council at its Ordinary Meeting in December 2008 resolved to withdraw the planning application for the skate park in Albert Park Reserve and commence a process to determine the most appropriate site for a skate park in St Kilda.

### **Summary of the Site Assessment of the Previously Identified Eight Sites**

The process to assess the previously identified eight sites in St Kilda involved two parts. The first part of the process was to assess each site using the site assessment criteria outlined in the Sport and Recreation Victoria publication, *The Skate Facility Guide, 2001*. When Council officers undertook the assessment, the criteria were widely regarded as “best practice” in relation to the process of determining an appropriate site or location for a skate facility.

The second part of the process was developed after input from Councillors who wanted to ensure that the assessment process considered specific policies and directions of the Council.

#### **Part A Assessment**

There are 24 criteria identified in *The Skate Facility Guide* which are grouped under the following five categories:

1. Complementary Context, Surrounds and Amenity.
2. Accessibility.
3. Design Development.
4. Natural surveillance.
5. Siting.

For the purpose of determining sites most likely to be acceptable, two business rules were applied to Part A, being that:

- any site should meet more than half of the criteria in at least three of the five categories, and
- any site should achieve a score in excess of 60% of the total criteria (24).

Those sites that did not meet these two rules were deemed as unlikely to succeed as possible sites. Those sites that did meet these rules were then considered in Part B of the assessment process.

The sites that did not meet these rules were:

- Peanut Farm - met 12 of the 24 criteria (50%).
- Marina Reserve - met 11 of the 24 criteria (46%).
- West Beach - met 13 of the 24 criteria (54%).
- Shakespeare Grove - met 11 of the 24 criteria (46%).

The sites that did meet these rules and proceeded to Part B of the assessment process were:

- Luna Park - met 15 of the 24 criteria (62%).
- Sea Baths - met 15 of the 24 criteria (62%).
- Fitzroy Street - met 23 of the 24 criteria (96%).
- Lower Esplanade - met 16 of the 24 criteria (67%).

#### Part B Assessment

For the Port Phillip-specific assessment, there were 18 criteria grouped under the following five categories:

1. Consistency with Strategic Objectives.
2. Site Availability.
3. Site Impact / Benefit.
4. Recreational Impact / Benefit.
5. Financial and Risk Implications.

The assessment of the four sites using the Port Phillip-specific criteria returned the following result:

- Luna Park - met 13 of the 18 criteria.
- Sea Baths - met 10 of the 18 criteria.
- Fitzroy Street - met 16 of the 18 criteria.
- Lower Esplanade - met 10 of the 18 criteria.

Further analysis by Council officers of the key constraints for each site identified that the Lower Esplanade site was not available due to it being located within an area that was being considered for an Expression of Interest for re-development, and the Sea Baths site is not public land.

Based on this assessment undertaken in 2004, the Fitzroy Street site and the Luna Park site were the only sites determined to be potentially feasible, although the summary report did note that both sites had some limitations.

#### **Key Issues Identified by Objectors of the Fitzroy Street Site**

A review of the submissions made by the Objectors to the issuing of a planning permit for the development of a skate park at the Albert Park Reserve site on the corner of Fitzroy Street and Lakeside Drive identified the following key issues raised by Objectors during the VCAT hearing held in October 2007 (listed in no particular order):

- The impact that the proposed skate park may have on the views and vistas across Albert Park Reserve, particularly the views into the park from the southern 'gateway'.
- The proposed skate park would be inconsistent with and unsympathetic to the environs.
- The proposal is contrary to the key strategic direction of the Albert Park Master Plan (1994) for Precinct 5 (the *Village Green*) being an area set aside for different types of activities to other areas of the Park, which were largely sporting.
- Concerns for the safety and wellbeing of students from the St Kilda Park Primary School as they move about the environs of the proposed skate park.

- Potential risks to children and other park users from litter, discarded syringes, broken glass, etc. that may result from any unlawful use of the facility and the adjacent oval by non-skaters who frequent the Fitzroy Street precinct after dark.
- Potential for students from the St Kilda Park Primary School to be subjected to a range of anti-social behaviour from users of the skate park, such as vandalism, damage and graffiti of the school property, drug use, alcohol use, and inappropriate language.
- Precedents of conflict between school communities and users of skate parks that are located within close proximity to each other.
- The potential negative effect that the proposed skate park may have on the properties and the businesses of local traders.
- The potential negative impact that the proposed skate park may have on the adjoining streetscape and the openness of Albert Park Reserve.
- The loss of green passive recreation open space from Albert Park Reserve resulting from the construction of the proposed skate park.
- The proposal was part of a practice of siting 'brown field' sporting facilities in green open space, a practice that has had the cumulative effect of a dramatic loss of parkland across Melbourne.

## **Appendix 3**

### **Briefing Paper - CPTED**

## Crime Prevention Through Environmental Design

*Crime Prevention Through Environmental Design* or 'CPTED' (pronounced 'sep-ted') is underpinned by the premise that proper design and effective use of the built environment can reduce the incidence and fear of crime. There are four Principles of CPTED:

1. Natural surveillance
2. Natural access control
3. Territorial reinforcement
4. Maintenance and management

There are strong overlaps and synergies among the four CPTED Principles.

### **Natural Surveillance**

The fundamental premise supporting this Principle is that criminals do not wish to be observed. So the primary aim of surveillance is not to keep intruders out (although it may have that effect) but rather, to keep intruders under observation.

#### *Application of Natural Surveillance Principle to skate park planning:*

- Locate skate parks adjacent to high pedestrian and/or high traffic thoroughfares.
- Divert the flow of people (observers) to a site not in a high exposure location.
- Remove obstructions to improve sight lines.

### **Natural Access Control**

Natural access control relies on physical elements (such as locks, fences, shrubs, etc.) to keep unauthorised persons out of a particular place if they do not have a legitimate reason for being there. Strategically located entrances, exits, fencing, landscaping and lighting can subtly direct people in ways that may decrease criminal accessibility.

#### *Application of Natural Access Control Principle to skate park planning:*

- Designate a preferred access path to a skate park.
- Have a separation between the skate park environs and 'the public domain'.
- Place signage in locations to denote when people are entering the skate park environs.

### **Territorial Reinforcement**

Territoriality is a design concept that clearly one space from other spaces, and can also create a sense of ownership. When there is a sense of ownership within a space, strangers and intruders stand out and are more easily identified.

#### *Application of Territorial Reinforcement Principle to skate park planning:*

- Reinforce existing natural surveillance and natural access control strategies with additional symbolic or social ones to enhance a feeling of legitimate ownership, i.e. select colours, design-style and fixtures that are compatible with the preferences of young people/skaters.
- Design the skate park & environs to encourage extended or continued use, e.g. create 'hang-out' zones for skaters/spectators, provide shade and seats/ledges, etc.
- Use pavement treatments, landscaping, art, signage, and fences to define and outline ownership of space.

### **Maintenance and Management**

This is related to the sense of 'pride of place' and territorial reinforcement - the more dilapidated an area/facility/site, the more likely it is to attract unwanted activities. The maintenance and the 'image' of an area can have a major impact on whether it will become targeted for unauthorised or unintended uses.

#### *Application of Management and Maintenance Principle to skate park planning:*

- Select materials and finishes for a skate park to ensure maintenance regimes can be sustained over time.
- Introduce a management program that will keep the facility & environs in a clean and well-maintained state.
- Select plants that will avoid blocking sight lines when they reach maturity, and which are durable and low-care.

## **Appendix 4**

### **Site Assessment Scoring Criteria Form**

## Process Overview

The process agreed by the St Kilda Skate Park Community Reference Group to identify a preferred future site for a new skate park in the St Kilda & Environs area is two-step one. The first (or preliminary) step is to reduce the large list of potential sites to a smaller list of the *most suitable* sites. This will be achieved by simply comparing the relative merits or constraints of each site against each other by applying a weighted score to 17 site criteria.

The second phase involves the *most suitable* sites then undergoing a more rigorous and comprehensive assessment that will consider such items as planning controls impacting the site, the physical characteristics of the site, and any implications on the site that could arise from relevant policy or strategy documents of the City of Port Phillip and other Agencies.

### Step 1

The assessment criteria to be applied in Step 1 have been grouped into two categories - *Site Suitability* and *Site Accessibility*.

All criteria have the collective role of allowing a comparison of the relative attributes, constraints and issues of each site to be made in relation to a site's potential for use as a skate park *from a skater's perspective* and from the *perspective of other people and/or the local environs*. Each criterion is allocated a score out of 10 and has been weighted to acknowledge that each may have differing degrees of impact or benefit in relation to the suitability of the site as a venue for a future skate park.

Sites that achieve the highest total score in Step 1 (i.e. the sum of the sub-totals for *Site Suitability* and *Site Accessibility*) will be considered *more suitable* sites for a skate park than those with a lower score. It will be the decision of the St Kilda Skate Park Community Reference Group which sites will then proceed to Step 2 in the assessment process.

### Step 2

Step 2 involves undertaking a detail technical assessment (or audit) of a site to determine whether there might be any characteristics or constraints which may ultimately prevent the site's development as a skate park, or which may impact upon the size, design, cost, timing and construction of a skate park at the site.

# St Kilda Skate Park Site Assessment Scoring Form

Site: \_\_\_\_\_

## 1. Site Suitability

### Legend

Criteria Perspective Column: S = Skater (or user) O = Other

Assessment Column: A score of '1' is a poor assessment of the site in relation to the criterion, whilst a score of '10' is an outstanding assessment.

Weighting Column: H (High) = 3 M (medium) = 2 L (Low) = 1

Criteria	Criteria Perspective	Assessment (1 – 10)	Weighting (H, M, L)	SCORE	Comments
1. Visibility of site to passive surveillance	S		H		
2. Site is located where young people will feel comfortable and safe	S		H		
3. Site is attractive and has an inspiring ambience for users	S		M		
4. Site is located where there is likely to be minimal direct conflict with other people using adjacent public spaces	O		H		
5. Site is located where there is likely to be minimal direct conflict with business and retail premises located within the surrounding area	O		M		
6. Proximity of site to support services – shops selling food & drinks <i>Actual estimated distance to closest food shop is _____ metres</i>	S		L		
7. Proximity of site to support services – public toilets <i>Actual estimated distance to closest public toilet shop is _____ metres</i>	S		L		
8. There will be low impact on the existing amenity of residents – vistas	O		M		
9. There will be low impact on the existing amenity of residents - noise	O		M		
10. Site is located on land that has low existing or potential for future public use	O		H		
11. Site will result in little or no loss of green public open space	O		H		
12. A skate park will improve the amenity of the area surrounding the site	O		H		
<b>Total</b>					

## St Kilda Skate Park Site Assessment Scoring Form

### 2. Site Accessibility

Criteria	Assessment (1 – 10)	Weighting (H, M, L)	SCORE	Comments
13. Location to catchment or potential users		<b>M</b>		
14. Proximity of site to public transport - buses <i>No. of bus routes and distance to closest bus stop is _____ metres</i>		<b>L</b>		
15. Proximity of site to public transport – trains / tram <i>Actual estimated distance to closest station/stop is _____ metres</i>		<b>M</b>		
16. Proximity of site to existing (or planned) shared pedestrian / bike path		<b>M</b>		
17. Proximity of site to existing (or planned) car parking		<b>M</b>		
<b>Total</b>				

**Combined Weighted Score =**

## St Kilda Skate Park Site Assessment Scoring Form

### 3. Technical Assessment

Land Information	Current Situation	Factor Could Prevent Use for Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
18. Land Owner				
19. Land Manager				
20. Land Zone				
21. Planning Overlays				
22. Land Size				
23. Topography				
24. Land Setting or Environment				
25. Soil Type and Sub-Surface				
26. Set aside for future use, in accordance with an adopted plan by a planning authority				
27. Relevant strategic policies of City of Port Phillip or Agencies, e.g. Victorian Coastal Strategy				
28. Actual distance to closest place of residence				
29. Actual distance to closest business (specify type)				

## **Appendix 5**

### **St Kilda Skate Park Site Assessment Matrix**

Two spreadsheets:

- In order of site number.
- In order from highest score to lowest score (ranked order).

**St Kilda Skate Park Site Assessment Matrix - All Sites**

(Assessment Scores compiled by Richard Simon, 17-18, 26 April 2009)



**Raw Score Assessment** is a score out of 10 for the criterion, where a score of '1' is poor assessment of the site in relation to the criterion, whilst a score of '10' is an outstanding assessment.  
**Weighting** for each site criteria was determined by the St Kilda Skate Park Community Reference Group. L(Low) = 1 point, M(Medium) = 2 points, H(High) = 3 Points  
**Total Score** is the sum of each assessment score including the corresponding weighting factor. The higher the Total Score for a site, the more favourable the potential site.

**Site Suitability Criterion**  
**Site Access**

Site No.	Site Name / Location	1. Visibility of site for passive surveillance	2. Weighted Score (L)	3. Site is located in a prominent and safe position	4. Weighted Score (L)	5. Site is attractive and has an inviting ambience	6. Weighted Score (M)	7. There is a clear and unobstructed path to the site	8. Weighted Score (M)	9. There is a clear and unobstructed path to the site	10. Weighted Score (M)	11. There is a clear and unobstructed path to the site	12. Weighted Score (M)	13. There is a clear and unobstructed path to the site	14. Weighted Score (M)	15. There is a clear and unobstructed path to the site	16. Weighted Score (M)	17. There is a clear and unobstructed path to the site	18. Weighted Score (M)	19. There is a clear and unobstructed path to the site	20. Weighted Score (M)	21. There is a clear and unobstructed path to the site	22. Weighted Score (M)	23. There is a clear and unobstructed path to the site	24. Weighted Score (M)	25. There is a clear and unobstructed path to the site	26. Weighted Score (M)	27. There is a clear and unobstructed path to the site	28. Weighted Score (M)	29. There is a clear and unobstructed path to the site	30. Weighted Score (M)	31. There is a clear and unobstructed path to the site	32. Weighted Score (M)	33. There is a clear and unobstructed path to the site	34. Weighted Score (M)	35. There is a clear and unobstructed path to the site	36. Weighted Score (M)	37. There is a clear and unobstructed path to the site	38. Weighted Score (M)	39. There is a clear and unobstructed path to the site	40. Weighted Score (M)	41. There is a clear and unobstructed path to the site	42. Weighted Score (M)	43. There is a clear and unobstructed path to the site	44. Weighted Score (M)	45. There is a clear and unobstructed path to the site	46. Weighted Score (M)	47. There is a clear and unobstructed path to the site	48. Weighted Score (M)	49. There is a clear and unobstructed path to the site	50. Weighted Score (M)	51. There is a clear and unobstructed path to the site	52. Weighted Score (M)	53. There is a clear and unobstructed path to the site	54. Weighted Score (M)	55. There is a clear and unobstructed path to the site	56. Weighted Score (M)	57. There is a clear and unobstructed path to the site	58. Weighted Score (M)	59. There is a clear and unobstructed path to the site	60. Weighted Score (M)	61. There is a clear and unobstructed path to the site	62. Weighted Score (M)	63. There is a clear and unobstructed path to the site	64. Weighted Score (M)	65. There is a clear and unobstructed path to the site	66. Weighted Score (M)	67. There is a clear and unobstructed path to the site	68. Weighted Score (M)	69. There is a clear and unobstructed path to the site	70. Weighted Score (M)	71. There is a clear and unobstructed path to the site	72. Weighted Score (M)	73. There is a clear and unobstructed path to the site	74. Weighted Score (M)	75. There is a clear and unobstructed path to the site	76. Weighted Score (M)	77. There is a clear and unobstructed path to the site	78. Weighted Score (M)	79. There is a clear and unobstructed path to the site	80. Weighted Score (M)	81. There is a clear and unobstructed path to the site	82. Weighted Score (M)	83. There is a clear and unobstructed path to the site	84. Weighted Score (M)	85. There is a clear and unobstructed path to the site	86. Weighted Score (M)	87. There is a clear and unobstructed path to the site	88. Weighted Score (M)	89. There is a clear and unobstructed path to the site	90. Weighted Score (M)	91. There is a clear and unobstructed path to the site	92. Weighted Score (M)	93. There is a clear and unobstructed path to the site	94. Weighted Score (M)	95. There is a clear and unobstructed path to the site	96. Weighted Score (M)	97. There is a clear and unobstructed path to the site	98. Weighted Score (M)	99. There is a clear and unobstructed path to the site	100. Weighted Score (M)	Sub-Total (Site Suitability)	13. Location to catchment or parking users	14. Proximity of site to public transport - buses	15. Proximity of site to public transport - taxis	16. Proximity of site to public transport - taxis	17. Proximity of site to existing (or planned) parking	18. Proximity of site to existing (or planned) parking	19. Proximity of site to existing (or planned) parking	20. Proximity of site to existing (or planned) parking	21. Proximity of site to existing (or planned) parking	22. Proximity of site to existing (or planned) parking	23. Proximity of site to existing (or planned) parking	24. Proximity of site to existing (or planned) parking	25. Proximity of site to existing (or planned) parking	26. Proximity of site to existing (or planned) parking	27. Proximity of site to existing (or planned) parking	28. Proximity of site to existing (or planned) parking	29. Proximity of site to existing (or planned) parking	30. Proximity of site to existing (or planned) parking	31. Proximity of site to existing (or planned) parking	32. Proximity of site to existing (or planned) parking	33. Proximity of site to existing (or planned) parking	34. Proximity of site to existing (or planned) parking	35. Proximity of site to existing (or planned) parking	36. Proximity of site to existing (or planned) parking	37. Proximity of site to existing (or planned) parking	38. Proximity of site to existing (or planned) parking	39. Proximity of site to existing (or planned) parking	40. Proximity of site to existing (or planned) parking	41. Proximity of site to existing (or planned) parking	42. Proximity of site to existing (or planned) parking	43. Proximity of site to existing (or planned) parking	44. Proximity of site to existing (or planned) parking	45. Proximity of site to existing (or planned) parking	46. Proximity of site to existing (or planned) parking	47. Proximity of site to existing (or planned) parking	48. Proximity of site to existing (or planned) parking	49. Proximity of site to existing (or planned) parking	50. Proximity of site to existing (or planned) parking	51. Proximity of site to existing (or planned) parking	52. Proximity of site to existing (or planned) parking	53. Proximity of site to existing (or planned) parking	54. Proximity of site to existing (or planned) parking	55. Proximity of site to existing (or planned) parking	56. Proximity of site to existing (or planned) parking	57. Proximity of site to existing (or planned) parking	58. Proximity of site to existing (or planned) parking	59. Proximity of site to existing (or planned) parking	60. Proximity of site to existing (or planned) parking	61. Proximity of site to existing (or planned) parking	62. Proximity of site to existing (or planned) parking	63. Proximity of site to existing (or planned) parking	64. Proximity of site to existing (or planned) parking	65. Proximity of site to existing (or planned) parking	66. Proximity of site to existing (or planned) parking	67. Proximity of site to existing (or planned) parking	68. Proximity of site to existing (or planned) parking	69. Proximity of site to existing (or planned) parking	70. Proximity of site to existing (or planned) parking	71. Proximity of site to existing (or planned) parking	72. Proximity of site to existing (or planned) parking	73. Proximity of site to existing (or planned) parking	74. Proximity of site to existing (or planned) parking	75. Proximity of site to existing (or planned) parking	76. Proximity of site to existing (or planned) parking	77. Proximity of site to existing (or planned) parking	78. Proximity of site to existing (or planned) parking	79. Proximity of site to existing (or planned) parking	80. Proximity of site to existing (or planned) parking	81. Proximity of site to existing (or planned) parking	82. Proximity of site to existing (or planned) parking	83. Proximity of site to existing (or planned) parking	84. Proximity of site to existing (or planned) parking	85. Proximity of site to existing (or planned) parking	86. Proximity of site to existing (or planned) parking	87. Proximity of site to existing (or planned) parking	88. Proximity of site to existing (or planned) parking	89. Proximity of site to existing (or planned) parking	90. Proximity of site to existing (or planned) parking	91. Proximity of site to existing (or planned) parking	92. Proximity of site to existing (or planned) parking	93. Proximity of site to existing (or planned) parking	94. Proximity of site to existing (or planned) parking	95. Proximity of site to existing (or planned) parking	96. Proximity of site to existing (or planned) parking	97. Proximity of site to existing (or planned) parking	98. Proximity of site to existing (or planned) parking	99. Proximity of site to existing (or planned) parking	100. Proximity of site to existing (or planned) parking	Sub-Total Site Accessibility	Total Score	Site Suitability Ranking	Comments
1	Luna Park (site located south west of Luna Park)	10	30	9	27	7	14	8	24	8	16	9	9	8	8	5	10	2	4	4	12	5	15	4	12	181	7	14	7	7	14	8	16	10	20	10	20	71	252	10																																																																																																																																																										
2	Sea Baths Car Park	10	30	10	30	9	18	3	9	3	6	10	10	9	8	16	10	20	2	6	9	27	9	27	208	9	18	7	7	14	10	20	10	20	10	20	79	287	1																																																																																																																																																											
3	Peanut Farm (site located on road hump in Blessington Street)	3	9	5	15	6	12	3	9	10	20	9	9	10	10	6	12	2	4	3	9	8	24	4	12	145	6	12	8	8	7	14	7	14	10	20	10	20	68	213	20																																																																																																																																																									
4	Marina Reserve - Turkey Tom (north end of Turkey Tom car park)	10	30	9	27	8	16	8	24	7	14	7	7	6	6	2	4	3	6	2	6	8	24	7	21	185	4	8	5	5	5	10	10	10	20	10	20	63	248	12																																																																																																																																																										
5	Fitzroy Street (Albert Park, corner Fitzroy St & Lakeside Dr)	9	27	8	24	8	16	9	27	7	14	6	6	7	7	7	14	6	12	8	24	0	0	6	18	189	5	10	8	8	9	18	9	18	8	16	8	16	70	259	5																																																																																																																																																									
6A	Lower Esplanade (Site A) (site located north of public toilets)	10	30	7	21	7	14	7	21	7	14	10	10	10	10	20	9	18	1	3	0	0	2	6	167	9	18	7	7	7	14	9	18	8	16	8	16	73	240	14																																																																																																																																																										
6B	Lower Esplanade (Site B) (site located south of public toilets)	10	30	7	21	7	14	8	24	7	14	10	10	10	9	18	9	18	1	3	2	6	4	12	180	9	18	7	7	7	14	9	18	8	16	8	16	73	253	8																																																																																																																																																										
7	West Beach (beach site located on the corner of Beaconsfield Pde & Pier Rd)	8	24	8	24	10	20	7	21	6	12	10	10	10	8	16	6	12	10	30	0	0	7	21	200	8	16	6	6	6	12	10	20	10	20	10	20	74	274	2	Q. 5, 6 & 7 assumes pavilion upgrade will result in a café/kiosk with public toilets Q. 11 interprets beach environs as 'green public open space'																																																																																																																																																									
8A	Shakespeare Grove Car Park (Site A) (site located north east corner of Luna Park)	7	21	9	27	6	12	4	12	4	8	10	10	10	9	18	4	8	2	6	9	27	7	21	180	8	16	8	8	8	16	7	14	10	20	10	20	74	254	6																																																																																																																																																										
8B	Shakespeare Grove Car Park (Site B) (site located opposite Spenser St)	4	12	7	21	3	6	9	27	8	16	9	9	10	10	8	16	1	2	2	6	10	30	9	27	182	8	16	7	7	7	14	6	12	10	20	10	20	69	251	11																																																																																																																																																									
9	Marina Reserve - Park (site located mid-point of the reserve)	8	24	9	27	10	20	9	27	8	16	7	7	6	6	2	4	7	14	10	30	0	0	8	24	199	4	8	5	5	5	10	10	10	20	10	20	10	20	63	262	3																																																																																																																																																								
10	Marina Car Park (site located south of the boat ramps and Riva Restaurant)	3	9	3	9	5	10	8	24	4	8	9	9	10	10	10	20	10	20	2	6	10	30	10	30	185	2	4	5	5	3	6	10	20	10	20	10	20	55	240	14																																																																																																																																																									
11	Albert Park Vert Ramp (site located at existing Vert Ramp, Grebe Picnic Area)	2	6	4	12	7	14	8	24	10	20	2	2	10	10	10	20	10	20	10	30	7	21	7	21	200	4	8	4	4	6	12	5	10	10	20	10	20	54	254	6																																																																																																																																																									
12	Albert Park - Bob Jane Stadium Car Park (site located south of the car park entrance)	7	21	8	24	4	8	7	21	7	14	8	8	10	10	10	20	10	20	2	6	10	30	8	24	206	5	10	4	4	6	12	5	10	10	20	10	20	56	262	3																																																																																																																																																									
13	MSAC Car Park (site located at the end of the south car park)	2	6	1	3	2	4	10	30	9	18	8	8	7	7	10	20	9	18	2	6	9	27	10	30	177	6	12	4	4	7	14	6	12	10	20	10	20	62	239	17																																																																																																																																																									
14	Elwood Park (site located in the car park south of the Sails Restaurant)	5	15	7	21	9	18	6	18	7	14	8	8	9	9	9	18	9	18	2	6	8	24	6	18	187	3	6	4	4	2	4	10	20	10	20	10	20	54	241	13																																																																																																																																																									
15	West Beach North (beach site located north of the pavilion)	8	24	8	24	10	20	4	12	7	14	10	10	10	6	12	5	10	4	12	0	0	2	6	154	8	16	6	6	6	12	10	20	10	20	10	20	74	228	19	Q. 5, 6 & 7 assumes pavilion upgrade will result in a café/kiosk with public toilets Q. 11 interprets beach environs as 'green public open space'																																																																																																																																																									
16A	Alma Park (Site A) (site located west of Dandenong Rd overpass)	1	3	2	6	6	12	8	24	9	18	7	7	6	6	10	20	10	20	1	3	0	0	1	3	122	1	2	4	4	10	20	2	4	2	4	4	4	34	156	23																																																																																																																																																									
16B	Alma Park (Site B) (site located south west corner of Alma Park)	7	21	7	21	7	14	6	18	6	12	7	7	7	2	4	3	6	1	3	0	0	3	9	122	2	4	4	4	7	14	1	2	7	14	4	4	38	160	22																																																																																																																																																										
16C	Alma Park (Site C) (site located east of Dandenong Rd overpass)	3	9	4	12	6	12	7	21	9	18	6	6	9	9	9	18	10	20	7	21	0	0	4	12	158	1	2	4	4	10	20	2	4	1	2	4	4	32	190	21																																																																																																																																																									
17	Albert Park - South of Golf Driving Range (site located between Golf Driving Range and light rail)	3	9	1	3	3	6	10	30	8	16	8	8	7	7	8	16	7	14	10	30	5	15	8	24	178	6	12	4	4	7	14	6	12	10	20	10	20	62	240	14																																																																																																																																																									
18	Albert Park - Middle Park Light Rail Stop (site located northern end of car park south of Middle Park Bowls Club)	4	12	6	18	5	10	2	6	10	20	8	8	10	10	10	20	9	18	3	9	7	21	4	12	164	7	14	7	7	7	14	7	14	10	20	10	20	69	233	18																																																																																																																																																									
19	Albert Park - North East of MSAC (site located west of the Parks Victoria Depot)	8	24	9	27	8	16	7	21	7	14	8	8	10	10	8	16	8	16	8	24	0	0	7	21	197	5	10	4	4	6	12	5	10	10	20	10	20	56	253	8																																																																																																																																																									

**St Kilda Skate Park Site Assessment Matrix - Ranked Sites**

(Assessment Scores compiled by Richard Simon, 17-18, 26 April 2009)



**Raw Score Assessment** is a score out of 10 for the criterion, where a score of '1' is poor assessment of the site in relation to the criterion, whilst a score of '10' is an outstanding assessment.  
**Weighting** for each site criteria was determined by the St Kilda Skate Park Community Reference Group. L(Low) = 1 point, M(Medium) = 2 points, H(High) = 3 points  
**Total Score** is the sum of each assessment score including the corresponding weighting factor. The higher the Total Score for a site, the more favourable the potential site.

**Site Suitability Criterion**

**Site Access**

Site No.	Site Name / Location	1. Visibility of site for passive surveillance	2. Site is located in a well-ventilated and well-illuminated area	3. Site is attractive and safe for users	4. There is a clear and unobstructed path to the site	5. There is a clear and unobstructed path to the site	6. There is a clear and unobstructed path to the site	7. There is a clear and unobstructed path to the site	8. There is a clear and unobstructed path to the site	9. There is a clear and unobstructed path to the site	10. There is a clear and unobstructed path to the site	11. There is a clear and unobstructed path to the site	12. There is a clear and unobstructed path to the site	13. Location to catchment or potential users	14. Proximity to site to public transport - buses	15. Proximity to site to public transport - taxis	16. Proximity to site to existing (or planned) parking	17. Proximity of site to existing (or planned) parking	Sub-Total (Site Suitability)	13. Location to catchment or potential users	14. Proximity to site to public transport - buses	15. Proximity to site to public transport - taxis	16. Proximity to site to existing (or planned) parking	17. Proximity of site to existing (or planned) parking	Sub-Total (Site Accessability)	Total Score	Site Suitability Ranking	Comments													
2	Sea Baths Car Park	10	30	10	30	9	18	3	9	3	6	10	10	9	9	8	16	10	20	2	6	9	27	9	27	208	9	18	7	7	14	10	20	10	20	79	287	1			
7	West Beach (Beach site located on the corner of Beaconsfield Pde & Pier Rd)	8	24	8	24	10	20	7	21	6	12	10	10	10	8	16	6	12	10	30	0	0	7	21	200	8	16	6	6	12	10	20	10	20	74	274	2	Q. 5, 6 & 7 assumes pavilion upgrade will result in a cafe/kiosk with public toilets Q. 11 interprets beach environs as 'green public open space'			
12	Albert Park - Bob Jane Stadium Car Park (site located south of the car park entrance)	7	21	8	24	4	8	7	21	7	14	8	8	10	10	10	10	10	10	20	2	6	10	30	8	24	206	5	10	4	4	6	12	5	10	10	20	56	262	3	
9	Marina Reserve - Park (site located mid-point of the reserve)	8	24	9	27	10	20	9	27	8	16	7	7	6	6	2	4	7	14	10	30	0	0	8	24	199	4	8	5	5	5	10	10	20	10	20	63	262	3		
5	Fitzroy Street Albert Park, corner Fitzroy St & Lakeside Dr)	9	27	8	24	8	16	9	27	7	14	6	6	7	7	7	14	6	12	8	24	0	0	6	18	189	5	10	8	8	9	18	9	18	8	16	70	259	5		
8A	Skakespeare Grove Car Park (Site A) (site located north east corner of Luna Park)	7	21	9	27	6	12	4	12	4	8	10	10	10	10	9	18	4	8	2	6	9	27	7	21	180	8	16	8	8	8	16	7	14	10	20	74	254	6		
11	Albert Park Vert Ramp (site located at existing Vert Ramp, Grebe Picnic Area)	2	6	4	12	7	14	8	24	10	20	2	2	10	10	10	10	10	20	10	20	10	30	7	21	200	4	8	4	4	6	12	5	10	10	20	54	254	6		
6B	Lower Esplanade (Site B) (site located south of public toilets)	10	30	7	21	7	14	8	24	7	14	10	10	10	10	9	18	9	18	1	3	2	6	4	12	180	9	18	7	7	7	14	9	18	8	16	73	253	8		
19	Albert Park - North East of MSAC (site located west of the Parks Victoria Depot)	8	24	9	27	8	16	7	21	7	14	8	8	10	10	8	16	8	16	8	24	0	0	7	21	197	5	10	4	4	6	12	5	10	10	20	56	253	8		
1	Luna Park (site located south west of Luna Park)	10	30	9	27	7	14	8	24	8	16	9	9	8	8	5	10	2	4	4	12	5	15	4	12	181	7	14	7	7	7	14	8	16	10	20	71	252	10		
8B	Skakespeare Grove Car Park (Site B) (site located opposite Spenser St)	4	12	7	21	3	6	9	27	8	16	9	9	10	10	8	16	1	2	2	6	10	30	9	27	182	8	16	7	7	7	14	6	12	10	20	69	251	11		
4	Marina Reserve - Turkey Tom (north end of Turkey Tom car park)	10	30	9	27	8	16	8	24	7	14	7	7	6	6	2	4	3	6	2	6	8	24	7	21	185	4	8	5	5	5	10	10	20	10	20	63	248	12		
14	Elwood Park (site located in the car park south of the Sails Restaurant)	5	15	7	21	9	18	6	18	7	14	8	8	9	9	9	18	9	18	2	6	8	24	6	18	187	3	6	4	4	2	4	10	20	10	20	54	241	13		
10	Marina Car Park (site located south of the boat ramps and Riva Restaurant)	3	9	3	9	5	10	8	24	4	8	9	9	10	10	10	20	10	20	2	6	10	30	10	30	185	2	4	5	5	3	6	10	20	10	20	55	240	14		
6A	Lower Esplanade (Site A) (site located north of public toilets)	10	30	7	21	7	14	7	21	7	14	10	10	10	10	10	20	9	18	1	3	0	0	2	6	167	9	18	7	7	7	14	9	18	8	16	73	240	14		
17	Albert Park - South of Golf Driving Range (site located between Golf Driving Range and light rail)	3	9	1	3	3	6	10	30	8	16	8	8	7	7	8	16	7	14	10	30	5	15	8	24	178	6	12	4	4	7	14	6	12	10	20	62	240	14		
13	MSAC Car Park (site located at the end of the south car park)	2	6	1	3	2	4	10	30	9	18	8	8	7	7	10	20	9	18	2	6	9	27	10	30	177	6	12	4	4	7	14	6	12	10	20	62	239	17		
18	Albert Park - Middle Park Light Rail Stop (site located northern end of car park south of Middle Park Bowls Club)	4	12	6	18	5	10	2	6	10	20	8	8	10	10	10	20	9	18	3	9	7	21	4	12	164	7	14	7	7	7	14	7	14	10	20	69	233	18		
15	West Beach North (beach site located north of the pavilion)	8	24	8	24	10	20	4	12	7	14	10	10	10	6	12	5	10	4	12	0	0	2	6	154	8	16	6	6	6	12	10	20	10	20	74	228	19	Q. 5, 6 & 7 assumes pavilion upgrade will result in a cafe/kiosk with public toilets Q. 11 interprets beach environs as 'green public open space'		
3	Peanut Farm (site located on road hump in Blessington Street)	3	9	5	15	6	12	3	9	10	20	9	9	10	10	6	12	2	4	3	9	8	24	4	12	145	6	12	8	8	7	14	7	14	10	20	68	213	20		
16C	Alma Park (Site C) (site located east of Dandenong Rd overpass)	3	9	4	12	6	12	7	21	9	18	6	6	9	9	9	18	10	20	7	21	0	0	4	12	158	1	2	4	4	10	20	2	4	1	2	32	190	21		
16B	Alma Park (Site B) (site located south west corner of Alma Park)	7	21	7	21	7	14	6	18	6	12	7	7	7	7	2	4	3	6	1	3	0	0	3	9	122	2	4	4	4	7	14	1	2	7	14	38	160	22		
16A	Alma Park (Site A) (site located west of Dandenong Rd overpass)	1	3	2	6	6	12	8	24	9	18	7	7	6	6	10	20	10	20	1	3	0	0	1	3	122	1	2	4	4	10	20	2	4	2	4	34	156	23		

## **Appendix 6**

### **Sample Site Summary Plate**

## 9. MARINA RESERVE - PARK



**Weighted Score: 262**

**Relative Ranking: 3**

## **Appendix 7**

### **Technical Assessment of Preferred Sites**

## Technical Assessment

The St Kilda Skate Park Community Reference Group agreed that the short list for further investigation comprise the following nine sites in no agreed order or ranking:

- The Sea Baths Car Park
- West Beach - site to the south east of the pavilion on the corner of Beaconsfield Pde and Pier Road
- Albert Park Reserve – Bob Jane Stadium Car Park (south of car park entrance off Aughtie Drive)
- Albert Park Reserve - corner of Fitzroy Street and Lakeside Drive
- Marina Reserve – site located mid-point of the Reserve
- Elwood Park - site located to south of the Sails Restaurant within existing car park
- Shakespeare Grove Car Park – site located north east corner of car park opposite Veg Out
- Albert Park Reserve – site to the north east of MSAC
- Albert Park Reserve Vert Ramp - site located at existing Vert Ramp, Grebe picnic area

## Sea Baths Car Park (Site No. 2)

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
1. Land Owner	Coastal Crown Land Reserve - P243793 Land reserved for recreation convenience and amusement of the people	Yes	Yes	Consultation with DSE and formal approval (coastal management consent)
2. Land Manager	Port Phillip Council is Committee Of Management. Car park is currently leased to the South Pacific St Kilda Pty Ltd. The lease expires in 2045. The lease is under the Land (St Kilda Sea Baths) Act 2000	Yes	Yes	Consultation with South Pacific St Kilda Pty Ltd and variation of the terms of the current lease.
3. Land Zone	Schedule 1 to the Special Use Zone	Yes	Yes	May require a Planning Scheme Amendment – currently being checked with Statutory Planning Dept <sup>1</sup>
4. Planning Overlays	None	NA		
5. Land Size	900m2 approx	No		
6. Topography	The site is a level concrete space	No		
7. Land Setting or Environment	The site is the top level of a 3 level, 440 space car park. This car park has no reserved or private spaces and is open 24 hours per day. The site abuts the Sea Baths complex to the south and in particular the outdoor eating area of the Beachcomber café. To the east the site forms part of a wider car park and entrance to the Sea Baths To the north, the site abuts a footpath and Pier Road. To the south the site abuts the new foreshore promenade and the foreshore	Yes	Yes	Consultation with adjoining stakeholders and sensitive design within this activity hub. A skate park has potential to value-add as an 'attractor' to this activity hub.
8. Soil Type and Sub-Surface	The site has a concrete surface. Load level restrictions apply for the combined weight of up to a specified number of vehicles, however, a representative from a	Yes	Yes	Construction techniques using light-weight material to mould the ramps,

<sup>1</sup> The use and development of the site as a skate park may not fit within the allowable uses as outlined in the Incorporated Document at item 2 .2 where it states:  
*"The land may be used and developed for the purpose of a health and fitness centre incorporating heated sea baths as a primary activity; a 25 metre (minimum length) swimming pool, saunas; steam baths; gymnasiums; health and beauty therapy centre; sports medicine centre; multi-purpose activity room which includes the sale and disposal of liquor for consumption in that area; drinking and/or eating areas (including liquor); take-away food facilities; entertainment; tourist, beach and health-related retailing; administrative and maintenance facilities; other special events; a car park; and landscaping if the following conditions are met:..."*

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
	skate park construction company suggested that the weight of a skate park on this site would be likely to be less than the current weight limit for vehicles.			ledges and other elements would reduce the overall weight of the skate park. Reinforcing the existing foundations could also occur, however, this would add cost to the construction of a skate park.
9. Set aside for future use, in accordance with an adopted plan by a planning authority	<p>The site is not set aside for any other use though the Sea Baths have considered using parts of it for various temporary uses as well as its current use of car parking.</p> <p>The available car parking within the Sea Baths complex has been factored into the Council's support for the St Kilda Harbour Concept Plan.</p> <p>The area to the north of the site is part of the St Kilda Foreshore Promenade Plan / St Kilda Harbour Concept Plan which envisages an expanded and improved pedestrian environment as part of the pier extension to Jacka Boulevard. Refer <a href="http://www.parkweb.vic.gov.au/resources/mresources/haveyoursay/StKildaHarbourConceptPlan.pdf">http://www.parkweb.vic.gov.au/resources/mresources/haveyoursay/StKildaHarbourConceptPlan.pdf</a> page 15.</p>	Yes	Yes	A skate park on this site may reduce the overall provision for car parking.
10. Relevant strategic policies of City of Port Phillip or Agencies, e.g. Victorian Coastal Strategy	<p>Victorian Coastal Strategy 2008</p> <p>St Kilda Foreshore UDF 2003</p> <p>Port Phillip Foreshore Management Plan 2004</p> <p>St Kilda Foreshore Promenade Concept Plan 2005</p> <p>Port Phillip Open Space Strategy 2006</p> <p>St Kilda Harbour Concept Plan 2008</p> <p>St Kilda Place Management Precinct 2009</p>	Yes – Coastal Strategy only	Yes	Consultation with DSE and formal approval
11. Actual distance to closest place of residence	120 metres over Jacka Boulevard and Upper Esplanade	No		
12. Actual distance to closest business (specify type)	5 metres – outdoor eating area of Beachcomber Café	Yes	Yes	Specific location and design of a skate park could mitigate this issue, as well as introducing management arrangements.

### West Beach (Site No. 7)

(Site is to the south east of the pavilion on the corner of Beaconsfield Pde and Pier Road)

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
1. Land Owner	Coastal Crown Land Reserve – P243807 Land reserved for recreation convenience and amusement of the people	Yes	Yes	Consultation with DSE and formal approval (coastal management consent)
2. Land Manager	Port Phillip Council is Committee Of Management	No		
3. Land Zone	PPRZ	No		
4. Planning Overlays	Design And Development Overlay – Schedule 10 (Port Phillip Coastal Area)	Yes	Yes	Consultation with DSE and formal approval (coastal management consent)
5. Land Size	600 m2 approx	No		
6. Topography	Coastal dune	Yes	Yes	Utilise the former AW Walker House site
7. Land Setting or Environment	<p>The site is the location of the former AW Walker House that was demolished in January 2006.</p> <p>To the north-west of the site is the West Beach Pavilion which is being refurbished and is due to open in late 2008. The pavilion will contain a 300 seat café and 90 seat function centre as well as provide public facilities, such as toilets, change rooms, showers and other amenities.</p> <p>To the north-east is Beaconsfield Pde.</p> <p>To the south-west is St Kilda West Beach which is one of the last remaining urban pockets of Coastal Dune vegetation in Melbourne with remnant stands of Heathy Woodland and Sandy Woodland ecosystems. This landscape supports native flora and fauna and serves as a stepping stone habitat for birds, mammals and reptiles as they navigate the urban context. (These ecosystems are delicate and are damaged by foot traffic and rubbish resulting from human intervention).</p> <p>Local residents and visitors value the site as a place of refuge and respite from the built urban environment. The site is primarily used for wildlife viewing, light exercise, nature viewing and contemplative sitting. The site also serves as a</p>	Yes	No	<p>A skate park would be inconsistent with the landscape values for this precinct and there would be potential for the planned restoration works of the West Beach conservation and habitat precinct to be damaged.</p> <p>Further, the site is valued as a place for quiet contemplation by residents and the environmental significance of the area's conservation and habitat values override the attributes of the location as a potential site for a skate park.</p>

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
	site for outdoor education with local groups, such as the St Kilda Earthcare leading nature walks, aboriginal heritage walks and flora investigation walks from and within the site.			
8. Soil Type and Sub-Surface	Part of coastal dunes – soil type is sand	Yes	Yes	Design and construct technique
9. Set aside for future use, in accordance with an adopted plan by a planning authority	<p>At present the site is part of a planning process that will yield a design to protect the vegetation and open space area of St Kilda West Beach while improving access and amenity. The landscape plan will be prepared by the end of this financial year with construction scheduled for commencement in 2009/10.</p> <p>Community consultation recently commenced on 1<sup>st</sup> April 2009 with the overwhelming majority of those surveyed (110 respondents out of 500 sent out) favouring the natural, quiet and untouched character of the site with little or no building additional to what is already existent.</p>	Yes	No	<p>The strategic significance of the site as a location to preserve and conserve sensitive natural environmental attributes override the attributes and likely benefits of the location as a site for a skate park.</p> <p>Additional building anywhere within the study area will probably not be well received by the community.</p>
10. Relevant strategic policies of City of Port Phillip or Agencies, e.g. Victorian Coastal Strategy	<p>Victorian Coastal Strategy 2008            St Kilda Foreshore UDF 2003            Port Phillip Foreshore Management Plan 2004            St Kilda Foreshore Promenade Concept Plan 2005            Port Phillip Open Space Strategy 2006            St Kilda Harbour Concept Plan 2008            St Kilda Place Management Precinct 2009</p>	<p>Yes - St Kilda Foreshore UDF</p> <p>Yes - Victorian Coastal Strategy</p>	No	<p>The strategic significance of the site as a location to preserve and conserve sensitive natural environmental attributes override the attributes and likely benefits of the location as a site for a skate park.</p>
11. Actual distance to closest place of residence	85 metres over Beaconsfield Pde	No		
12. Actual distance to closest business (specify type)	10 metres to West Beach Pavilion (currently being refurbished)	Yes	Yes	Management arrangements

### Albert Park Reserve - Bob Jane Stadium Car Park (Site No. 12)

(Site is south of car park entrance off Aughtie Drive)

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
1. Land Owner	Crown Land Reserve - P378371 / P378370 / P362137 Land reserved for public park	Yes	Yes	Consultation with Parks Vic and formal approval
2. Land Manager	Parks Vic	No		
3. Land Zone	PPRZ	No		
4. Planning Overlays	Heritage Overlay – Schedule 3	No		
5. Land Size	1500 m2 approx	No		
6. Topography	Flat asphalt car park	No		
7. Land Setting or Environment	The site is part of the wider car park area. To the west is open space and buildings, and to the east and south is open space.	Yes	Not likely	A skate park on this site will reduce the overall provision for car parking.
8. Soil Type and Sub-Surface	Asphalt car park	No		
9. Set aside for future use, in accordance with an adopted plan by a planning authority	The site is part of the Bob Jane Stadium redevelopment which is being managed by the State Sports Centre Trust to house the Australian Institute of Sport, Athletics Australia, Athletics Victoria, and Victorian Little Athletics at a new track and field complex. The site will also be the home and match venue for the South Melbourne Soccer/Football Club. The car park will be used as part of the parking for the redevelopment and is currently used by MSAC patrons and patrons of other sporting and recreation groups located in the area. Further detail on the redevelopment is available at <a href="http://www.portphillip.vic.gov.au/attachments/o28652.pdf">http://www.portphillip.vic.gov.au/attachments/o28652.pdf</a>	Yes	No	A skate park in this location is highly unlikely in the short to medium term due to the planning and construction for the new athletics/soccer complex. Further, the high need for car parking to continue to service patrons using existing services, plus the demand for parking created by the future major athletics facility will likely necessitate the use of all car parking areas for this use.

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
10. Relevant strategic policies of City of Port Phillip or Agencies, e.g. Victorian Coastal Strategy	The Crown Lands and Reserves Act (Albert Park Regulations) The Australian Grand Prix Act and Regulations The Albert Park Master Plan 1994 The Albert Park Draft Future Directions Plan 2005 MOU between Port Phillip Council, Parks Vic and Grand Prix Corporation	Yes - Australian Grand Prix Act and Regulations	Yes	However, given the close location of the site to the alignment of the Grand Prix track it is likely that there would be protracted negotiations which will not deliver a skate park in the short term, and would be likely to be rejected by the Corporation.
11. Actual distance to closest place of residence	250 metres over Albert Road	No		
12. Actual distance to closest business (specify type)	150 metres to MSAC	No		

**Albert Park Reserve (Site No. 5)**

(Site is located on the corner of Fitzroy Street and Lakeside Drive)

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
1. Land Owner	Crown Land Reserve - P362137 Land reserved for public park	Yes	Yes	Consultation with Parks Vic and formal approval
2. Land Manager	Parks Vic	No		
3. Land Zone	PPRZ	No		
4. Planning Overlays	Heritage Overlay (HO3)	No		
5. Land Size	1500m2 approx	No		
6. Topography	Flat parkland	No		
7. Land Setting or Environment	Part of Albert Park Reserve. Site condition is good with the loss of several trees over recent years.	No		
8. Soil Type and Sub-Surface	Soil	No		
9. Set aside for future use, in accordance with an adopted plan by a planning authority	<p>The site is included in the draft Fitzroy Street Landscape Plan which is currently being prepared and is to be reported to the Council in the June cycle with a recommendation to commence community consultation. A skate park was included in a previous draft but is not included in the current draft Plan.</p> <p>Parks Vic has offered the site to the Port Phillip Council for a skate park.</p>	Yes	Not likely	<p>A skate park has not been incorporated into the current draft Fitzroy Street Landscape Plan and the divided view of the community and local groups as to the suitability of the Fitzroy St site (reflected in the magnitude of objections and the protracted planning process evident in 2008) suggests that this site is highly unlikely to deliver a skate park to the community in the short to medium term, if at all.</p>

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
10. Relevant strategic policies of City of Port Phillip or Agencies, e.g. Victorian Coastal Strategy	The Crown Lands Reserves Act (Albert Park Regulations) The Australian Grand Prix Act and Regulations The Albert Park Master Plan 1994 The Albert Park Draft Future Directions Plan 2005 St Kilda Place Management Precinct 2009 MOU between Port Phillip Council , Parks Vic and Grand Prix Corporation	Yes - Australian Grand Prix Act and Regulations	Yes	The site's location away from key operational areas of the Grand Prix may ameliorate any significant concerns the Corporation may have, however, it is likely that negotiations with the Corporation and other stakeholders may not deliver a skate park in the short term at this site.
11. Actual distance to closest place of residence	60 metres across Fitzroy Street	Yes	Yes	The site is separated from residences by Fitzroy St and management arrangements and design could be introduced to reduce/eliminate any potential issues.
12. Actual distance to closest business (specify type)	60 metres across Fitzroy Street to the Elephant & White Arrow Hotel and a coffee shop	Yes	Yes	The site is separated from residences by Fitzroy St and management arrangements and design could be introduced to reduce/eliminate any potential issues.

**Marina Reserve (Site No. 9)**

(Site is located mid-point of the Reserve)

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
1. Land Owner	Coastal Crown Land Reserve - P362393 Land reserved for public recreation	Yes	Yes	Consultation with DSE and formal approval (coastal management consent)
2. Land Manager	Port Philip Council as Committee of Management	No		
3. Land Zone	PPRZ	No		
4. Planning Overlays	Design and Development Overlay - Schedule 10 (Port Phillip Coastal Area)	Yes	Yes	Consultation with DSE and formal approval (coastal management consent)
5. Land Size	1500 m2 approx	No		
6. Topography	flat to undulating	No		
7. Land Setting or Environment	Coastal dune with good grass coverage. Sub-surface conditions are unknown and would require a geo-tech report to establish. (Aspect Melbourne prepared a skate park design for this site as part of the previous town planning application in 2001, however, a geo-tech report cannot be found).  Site is a triangular open space that abuts the Marina to the south and the foreshore to the south	No		
8. Soil Type and Sub-Surface	Sand	No		Depending on sub-surface characteristics and profile, some additional footings may be required to support a skate park on this site, which may add to the development cost.

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
9. Set aside for future use, in accordance with an adopted plan by a planning authority	<p>Part of the Port Philip foreshore A previous proposal for a skate park in the Marina Reserve Concept Plan was considered and withdrawn by the Port Phillip Council in November 2001.<sup>2</sup></p> <p>St Kilda Foreshore UDF designated the Reserve as Opportunity (No 11) as a local open space with a native, marine theme and recommended a number of minor improvements. Stage One works, including earthworks, tree planting and extension of the bike/pedestrian path, are now complete. Further works over the long term will see the installation of drinking fountains, seating and tables; paths throughout the site; and shrub planting.</p> <p>Site abuts the future capital works project to complete the section of the St Kilda foreshore promenade from Brookes Jetty to the St.Kilda Marina. This project has not been funded and is on the extended capital works list with the earliest schedule date being 2011\12.</p>	No		The development of a skate park at the site could be encompassed within the strategic direction identified in the St Kilda Foreshore UDF. There are many examples of skate parks which have been successfully integrated within a popular foreshore hub setting.
10. Relevant strategic policies of City of Port Phillip or Agencies, e.g. Victorian Coastal Strategy	<p>Victorian Coastal Strategy 2008 St Kilda Foreshore UDF 2003 Port Phillip Foreshore Management Plan 2004 St Kilda Foreshore Promenade Concept Plan 2005 Port Phillip Open Space Strategy 2006 St Kilda Harbour Concept Plan 2008 St Kilda Place Management Precinct 2009</p>	Yes - Victorian Coastal Strategy only	Yes	Consultation with DSE and formal approval
11. Actual distance to closest place of residence	100 metres over Marine Pde	Yes	Yes	The site is separated from residences by Marine Pde and management arrangements and design could be introduced to reduce/eliminate any potential issues.

<sup>2</sup> <http://www.portphillip.vic.gov.au/attachments/o540.pdf>

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
12. Actual distance to closest business (specify type)	110 metres to Café Racer	No	Yes	The site is separated from residences by Marine Pde and management arrangements and design could be introduced to reduce/eliminate any potential issues.

**Elwood Park Site No. 14)**

(Site is located to south of Sails Restaurant within existing car park)

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
1. Land Owner	Coastal Crown Land Reserve - P362793 Land reserved for public recreation	Yes	Yes	Consultation with DSE and formal approval (coastal management consent)
2. Land Manager	Council is Committee of Management	No		
3. Land Zone	PPRZ	No		
4. Planning Overlays	Design and Development Overlay - Schedule 10 (Port Phillip Coastal Area)	No		
5. Land Size	1500m2 approx	No		
6. Topography	Existing car park area	No		
7. Land Setting or Environment	Site is an existing asphalt car park	Yes	Yes	A skate park on this site may reduce the overall provision for car parking.
8. Soil Type and Sub-Surface	Asphalt on sand	No		
9. Set aside for future use, in accordance with an adopted plan by a planning authority	<p>The area is currently set aside for car parking. The site is due for refurbishment in 2009/10 as part of an overall refurbishment project for the Elwood Foreshore to upgrade the car parking, realign the bicycle paths and undertake associated landscaping.</p> <p>The Elwood Foreshore and Recreation Reserves Management Plan 2005 identifies the Elwood foreshore as a popular family foreshore location for both leisure and local sport. A dual cycle/skate and walking trail extends along the length of the foreshore.</p> <p>The Plan calls for further rationalisation of car parking and more recreational facilities but does not specifically propose a skate park.</p>	No		

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
10. Relevant strategic policies of City of Port Phillip or Agencies, e.g. Victorian Coastal Strategy	Victorian Coastal Strategy 2008 Port Phillip Foreshore Management Plan 2004 Elwood Foreshore and Recreation Reserves Management Plan 2005 Port Phillip Open Space Strategy 2006	Yes - Victorian Coastal Strategy only	Yes	Consultation with DSE and formal approval
11. Actual distance to closest place of residence	200m across Ormond Esplanade	No		
12. Actual distance to closest business (specify type)	70 metres to Sails Restaurant	Yes	Yes	The site is separated by car parking and management arrangements and design could be introduced to reduce/eliminate any potential issues.

### Shakespeare Grove Car Park (Site 8A)

(Site is located north east of Luna Park opposite Veg Out)

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
1. Land Owner	Crown Land Reserve - P363401 Land reserved for plantation gardens, recreational purposes for elderly people and for underground drainage.	Yes	Yes	Consultation with DSE and formal approval
2. Land Manager	Port Phillip Council as Committee of Management	No		
3. Land Zone	PPRZ	No		
4. Planning Overlays	Heritage Overlay - Schedule 5 Special Building Overlay	No		
5. Land Size	700m2 approx	No		
6. Topography	Asphalt car park	No		
7. Land Setting or Environment	Car park. To the north are further car parking areas, and the O'Donnell Gardens and the Acland Street shopping centre precincts. To the west is Luna Park, and to the south is further car parking. To the east is Shakespeare Grove, and Veg Out is directly opposite the site.	Yes	Yes	A skate park on this site will reduce the overall provision for car parking.
8. Soil Type and Sub-Surface	Asphalt car park Below is an MMBW main drain.	Yes	Yes	Depending on the size and hierarchy of the drain, there may be restrictions on the scale of any development to be built over or adjacent to an MMBW drain.
9. Set aside for future use, in accordance with an adopted plan by a planning authority	The St Kilda Foreshore UDF identifies Shakespeare Grove as an opportunity (Opportunity 4) to develop a linear urban plaza, culminating visually at the historic Burley Griffin columns at the Beach edge and with active frontages extending from Acland Street towards the Beach. Some basic concept planning has been undertaken but this project is a low priority and has not been scheduled in the forward capital works program. The concept would see the realignment of Shakespeare Grove in the place of part of the proposed site.	Yes	Yes	Due to the early stages of planning for this proposed treatment of Shakespeare Grove, there may some capacity to reassess the specific design and alignment that could consider the opportunity for a skate park in this location despite the current strategic direction of the St Kilda Foreshore UDF.

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
10. Relevant strategic policies of City of Port Phillip or Agencies, e.g. Victorian Coastal Strategy	St Kilda Foreshore UDF 2003 St Kilda Place Management Precinct 2009	Yes	Yes	As above
11. Actual distance to closest place of residence	40m diagonally opposite on Shakespeare Grove	Yes	Unlikely	The site is across the road and management arrangements and design could be introduced to reduce/eliminate any potential issues.
12. Actual distance to closest business (specify type)	40m to the business centre (Century 21 Real Estate) and Australia Post outlet	Yes	Unlikely	The site is across the road and management arrangements and design could be introduced to reduce/eliminate any potential issues.

**Albert Park Reserve – North East of MSAC (Site 19)**

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
1. Land Owner	Crown Land Reserve	Yes	Yes	Consultation with Parks Vic and formal approval
2. Land Manager	Parks Vic	No		
3. Land Zone	PPRZ	No		
4. Planning Overlays	Heritage Overlay – Schedule 3	No		
5. Land Size	1500m2 approx	No		
6. Topography	Predominantly flat land	No		
7. Land Setting or Environment	Currently an open space with young native tree coverage	Yes	Yes	Additional tree planting and open space gains at other locations in Albert Park Reserve could be negotiated as part of any detailed planning for the site
8. Soil Type and Sub-Surface	Soil	No		
9. Set aside for future use, in accordance with an adopted plan by a planning authority	Unknown	Not Known		
10. Relevant strategic policies of City of Port Phillip or Agencies, e.g. Victorian Coastal Strategy	The Crown Lands and Reserves Act (Albert Park Regulations) The Australian Grand Prix Act and Regulations The Albert Park Master Plan 1994 The Albert Park Draft Future Directions Plan 2005 MOU between Port Phillip Council, Parks Vic and Grand Prix Corporation	Yes - Australian Grand Prix Act and Regulations	Yes	The location of the site adjacent to existing buildings may ameliorate any significant concerns the Corporation may have, however, it is likely that negotiations with the Corporation and other stakeholders may not deliver a skate park in the short term at this site.

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
11. Actual distance to closest place of residence	115 metres across Albert Road	No		
12. Actual distance to closest business (specify type)	220 metres to MSAC café	No		

### Albert Park Reserve – Vert Ramp (Site 11)

(Site is located on the existing Vert Ramp site at Grebe picnic area)

Land Information	Current Situation	Factor Could Prevent Use for a Skate Park (Yes or No)	Factor Can be Resolved (Yes or No)	What Action is Required and / or What Impact May Result on a Skate Park at the Site
1. Land Owner	Crown Land Reserve	Yes	Yes	Consultation with Parks Vic and formal approval
2. Land Manager	Parks Vic	No		
3. Land Zone	PPRZ	No		
4. Planning Overlays	Heritage Overlay – Schedule 3	No		
5. Land Size	1500m2 approx	No		
6. Topography	Flat site	No		
7. Land Setting or Environment	Within the centre of the Park. Site currently contains a non-fixed steel vert skate ramp, with a picnic area north-east on the lake side of the precinct. Parking is available to the south of the site on Aughtie Walk. Site is in an isolated part of the Park.	No		
8. Soil Type and Sub-Surface	Vert ramp is set on concrete pad but the prevailing conditions are soil	No		
9. Set aside for future use, in accordance with an adopted plan by a planning authority	The current skate ramp in the Park is not well used because it is the middle of the Park and is considered to be of an old design.	No		
10. Relevant strategic policies of City of Port Phillip or Agencies, e.g. Victorian Coastal Strategy	The Crown Lands and Reserves Act (Albert Park Regulations) The Australian Grand Prix Act and Regulations The Albert Park Master Plan 1994 The Albert Park Draft Future Directions Plan 2005	Yes - Australian Grand Prix Act and Regulations	Yes	The existing use of part of the site as a skate space will likely ameliorate any significant concerns the Corporation may have.
11. Actual distance to closest place of residence	440 metres across Canterbury Road	No		
12. Actual distance to closest business (specify type)	800 metres to Armstrong Street shopping centre	No		

## Bibliography

<p>Victorian Coastal Strategy 2008</p>	<p>In December 2008, the Victorian Government published the Victorian Coastal Strategy 2008<sup>3</sup>, which is its policy commitment for coastal, estuarine &amp; marine environments in Victoria. It is a revision of the Victorian Coastal Strategy 2002 and has been included within section 15.08 'Coastal Areas' of the State Planning Policy Framework (SPPF). It applies to all private and coastal Crown land within the foreshore, coastal hinterland, or catchment. It was prepared by the Victorian Coastal Council, approved, and adopted by the Victorian Government.</p> <p>The Strategy specifies that decision-making should be consistent with the Strategy's hierarchy of principles, which are:</p> <ul style="list-style-type: none"> <li>○ Provide for the protection of significant environmental and cultural values.</li> <li>○ Undertake integrated planning and provide clear direction for the future.</li> <li>○ Ensure the sustainable use of natural coastal resources.</li> </ul> <p>And once these are considered and addressed:</p> <ul style="list-style-type: none"> <li>○ Ensure development on the coast is located within existing modified and resilient environments where the demand for development is evident and the impact can be managed.</li> </ul> <p>The main relevant policies with regard to buildings &amp; infrastructure on coastal Crown land are contained in Section 4.3 Coastal Crown land buildings &amp; infrastructure (pg 62-63 of VCS), are as follows:</p> <ul style="list-style-type: none"> <li>○ 4.3 Policy 1: Ensure provision of buildings &amp; infrastructure on coastal Crown land is coastal dependant, sustainable, accessible, equitable and meets community needs for coastal and water-based experiences</li> <li>○ 4.3 Policy 2: Apply the criteria for use and development on coastal Crown land (page 56) when considering investment or development on coastal Crown land.</li> <li>○ 4.3 Policy 4: Support investment in activity nodes<sup>4</sup> and recreation nodes with significant community benefit outcomes, and where a genuine need is identified through a strategic assessment consistent with this strategy.</li> </ul>
<p>St Kilda Foreshore UDF 2003</p>	<p>The St Kilda Foreshore Urban Design Framework (UDF)<sup>5</sup> is a strategic planning document to guide the renewal of St Kilda's significant foreshore area. It provides a detailed analysis of the study area and incorporates a set of objectives, opportunities, proposals including the community's aspirations for the area. The UDF has been the framework for which the St Kilda's Edge range of projects have been developed and progressively implemented.</p> <p>The UDF is a document incorporated within the Port Phillip Planning Scheme.</p>

<sup>3</sup> Strategy is available at <http://www.vcc.vic.gov.au/vcs.htm>

<sup>4</sup> Activity nodes are considered to be Activity Centres as per Melbourne 2030

<sup>5</sup> Document is available at [http://www.portphillip.vic.gov.au/ske\\_udf.html](http://www.portphillip.vic.gov.au/ske_udf.html)

<p>St Kilda Foreshore Promenade Concept Plan 2005</p>	<p>The plan was developed in 2004, and following community consultation, has served as the basis of the foreshore promenade works that have been undertaken recently between St Kilda Pier and Brookes Jetty.</p> <p>The Concept Plan also covers the area from St Kilda Pier to Jacka Boulevard and from Brookes Jetty to Marina Reserve. The former works did not proceed pending the resolution of the St Kilda Harbour Concept Plan. The St Kilda Harbour Concept Plan has included these concepts in its final plan. The latter works have not been funded and are on the extended capital works list.</p>
<p>Port Phillip Foreshore Management Plan 2004</p>	<p>The Foreshore Management Plan 2004 recognises the foreshores and waters of the Bay are the most significant natural environmental areas in the City of Port Phillip. It is of paramount importance that the foreshore environment is maintained in order to support the significant social, cultural and economic role it plays in supporting both the local community and wider metropolitan Melbourne.</p> <p>It provides a comprehensive single source document, covering the entire 11 kilometres of coastline managed by the City, outlining the principles and values by which the management of the foreshore is undertaken, and outlines how the City of Port Phillip conducts its business in the protection, maintenance and improvement of the foreshore.</p> <p>The Plan makes no specific reference to skate parks.</p>
<p>Port Phillip Open Space Strategy 2006</p>	<p>The Open Space Strategy provides a strategic direction for the supply and development of all public open space within the City. Included are a set of open space principles, updates on previous strategies, guidelines for the collection of developer contributions to improve or acquire new open space, key issues and recommended actions for parks across this City.</p> <p>The City of Port Phillip Open Space Strategy 1998 was reviewed during 2005, and this review informed the Open Space Strategy 2006. The Strategy defines open space as:</p> <p><i>Public open space in this context refers to outdoor space that is in the public realm and is freely accessible. Public open space may be grassed or paved depending upon its function. Public plazas provide meeting and socializing spaces and are just as important as the provision of grassed and landscaped open space. Paved walking and cycling trails, skate parks, small city squares and sporting surfaces provide for a variety of physical and social activity in public open space. Areas of native vegetation with a focus on conservation are also included in the definition. (page2)</i></p> <p>One of the key actions for the St Kilda neighbourhood was to “Provide Skate Park in Albert Park at Fitzroy Street (page 58).”</p>
<p>The St Kilda Harbour Concept Plan 2008</p>	<p>The St Kilda Harbour Concept Plan 2008 was developed by Parks Victoria with Committee consultation occurring in late 2008. A concept plan for the redevelopment of the St Kilda Harbour precinct has been jointly prepared by Parks Victoria (Committee of Management for the harbour area) with the Department of Sustainability &amp; Environment and the City of Port Phillip. Parks Victoria invited comment on the concept plan in September 2008.</p> <p>The Plan is available at <a href="http://www.parkweb.vic.gov.au/resources/mresources/haveyoursay/StKildaHarbourConceptPlan.pdf">http://www.parkweb.vic.gov.au/resources/mresources/haveyoursay/StKildaHarbourConceptPlan.pdf</a></p>

<p>St Kilda Place Management Precinct 2009</p>	<p>The St Kilda Place Management Precinct is part of a proposal planned to be put before the Council in July 2009 for the Council to adopt a place management approach for St Kilda. The St Kilda Place Management Precinct is the area broadly bounded by Blessington Street to the south, the St Kilda foreshore to the east [extending across to include the St Kilda Harbour, Catani Gardens and West Beach Pavilion], Fitzroy Street to the north and St Kilda Road to the west.</p> <p>The St Kilda Place Management Precinct covers only approximately 4sq km, but encompasses a diverse public realm and complex social, cultural and economic environment. A place management approach for St Kilda will support a more integrated approach to policy development, resources allocation and service delivery by focusing on the needs of St Kilda. It will be especially useful in the shaping of the St Kilda Activity Centre Structure Plan, the Fitzroy Street Master Plan and the Entertainment Management Precinct Plan as well as addressing social, economic and cultural projects and programs operating within the precinct.</p>
<p>Memorandum of Understanding (MOU) between Port Phillip Council , Parks Vic and Grand Prix Corporation</p>	<p>The City of Port Phillip has entered into a Memorandum of Understanding (MOU) with Parks Victoria and the Australian Grand Prix Corporation. The MOU establishes mechanisms for consultation and liaison between parties to facilitate a more collaborative approach to the roles and responsibilities of each party.</p>