



# Marina Reserve Draft Masterplan

## Initial Design Report

June 2010



## CONTENTS

<b>1</b>	<b>DRAFT MASTERPLAN .....</b>	<b>5</b>
<b>2</b>	<b>COMMUNITY CONSULTATION .....</b>	<b>5</b>
2.1	SURVEYS .....	5
2.2	SCHOOL WORKSHOPS .....	5
2.3	COMMUNITY WORKSHOPS 1 & 2 .....	5
2.4	STAKEHOLDER CONSULTATIONS .....	6
<b>3</b>	<b>SITE ANALYSIS .....</b>	<b>6</b>
3.1	PATH NETWORK .....	6
3.2	OPEN LAWN .....	6
3.3	CAR PARK .....	7
3.4	PROMENADE ENTRANCE .....	7
3.5	MARINA ENTRANCE .....	8
3.6	ROCK EDGE .....	8
3.7	MARINA BOUNDARY .....	8
3.8	VEGETATION .....	8
3.9	AMENITY .....	9
3.10	WEATHER STATION .....	9
<b>4</b>	<b>PRELIMINARY DESIGN RESPONSE .....</b>	<b>9</b>
<b>5</b>	<b>DRAFT MASTERPLAN .....</b>	<b>9</b>
5.1	PATH NETWORK .....	10
5.1.1	BICYCLE PATH .....	11
5.2	LARGE OPEN LAWN .....	11
5.3	CAR PARK .....	12
5.3.1	EXISTING .....	12
5.3.2	NO CAR PARKS .....	12
5.3.3	PREFERRED .....	13
5.4	PROMENADE ENTRANCE .....	14
5.5	MARINA ENTRANCE .....	15
5.6	ROCK EDGE .....	15
5.7	MARINA BOUNDARY .....	15
5.8	VEGETATION .....	16
5.9	AMENITY .....	16
5.10	SKATEABLE INFRASTRUCTURE .....	16
5.11	PLAY OPPORTUNITY .....	18
5.12	WEATHER STATION .....	18
5.13	SOLAR SYSTEM ART WORK .....	19

5.14	WATER SENSITIVE URBAN DESIGN .....	19
5.15	LIGHTING .....	20
5.16	TOILETS .....	21
5.17	DOG OFF LEASH .....	21
5.18	SIGNAGE .....	21
5.19	ACTIVE .....	22
5.20	PASSIVE .....	22
5.21	INTER GENERATIONAL .....	22
5.22	MATERIALS .....	22
5.23	APPROXIMATE SPACES .....	23
5.24	OPERATIONS PLAN .....	23
<b>6</b>	<b>DRAFT MASTERPLAN DESIGN STATEMENT.....</b>	<b>24</b>
<b>7</b>	<b>BIBLIOGRAPHY .....</b>	<b>24</b>
7.1	Port Phillip Open Space Strategy. ....	24
7.2	Port Phillip Planning Scheme .....	24
7.3	Port Phillip Sustainable Design Policy .....	24
7.4	Port Phillip Sustainable Design Strategy .....	24
7.5	Siting and Design Guidelines for Structures on the Victorian Coast (May 1998) .....	24
7.6	St. Kilda Foreshore Urban Design Framework 2002 .....	25
7.7	Victorian Coastal Strategy 2008 .....	25

## **1 DRAFT MASTERPLAN**

The City of Port Phillip engaged Convic Design in 2010 to prepare a Draft Masterplan for the Marina Reserve on Marine Parade in St. Kilda, with an objective to further activate the site with the inclusion of active infrastructure and other landscape improvements. The Draft Masterplan will be a public document and used to support future decisions regarding design and capital works expenditure.

The Draft Masterplan which accompanies this report has been developed in conjunction with the City of Port Phillip as a strategic plan for the ongoing development and use of a public asset over an extended period of time. It provides direction for environmentally sustainable design (ESD) and water sensitive urban design (WSUD) strategies, proposed future uses of the site and management and maintenance of the asset.

The Draft Masterplan is also consistent with the wider planning policies, frameworks and strategies which apply to the site and which were identified in the Design Brief for the Marina Reserve Masterplan. These include the *Victorian Coastal Strategy 2008* and the criteria for use and development on coastal Crown land, *Siting and Design Guidelines for Structures on the Victorian Coast* (May 1998), Port Phillip Planning Scheme including the incorporated document *St. Kilda Foreshore Urban Design Framework 2002*, Council's Sustainable Design Policy, Sustainable Design Strategy and Open Space Strategy. It has been developed to respond to comments made by Officers on the Department of Sustainability and Environment of issues posed by Marina Reserve's coastal location and to respond to community concerns listed in Section 5.4 of the Design Brief.

## **2 COMMUNITY CONSULTATION**

Different forms of community consultation were used to help gather information regarding the future direction of Marina Reserve and inform the direction of the initial design report and Draft Masterplan.

### **2.1 SURVEYS**

347 surveys were completed on the City of Port Phillip website, and on site. The results of the surveys have been incorporated into the design response and the Draft Masterplan.

### **2.2 SCHOOL WORKSHOPS**

School workshops were conducted across five local schools (Elwood College, Elwood Primary School, St. Kilda Park Primary School, St. Kilda Primary School and Christian Brothers College) ranging from grades 3-6 in the primary schools to years 9-12 in the secondary schools. The feedback from these sessions has been collated and has helped in developing the initial design response and Draft Masterplan.

### **2.3 COMMUNITY WORKSHOPS 1 & 2**

Two community workshops were held at St. Kilda Town Hall to present, and receive feedback, on the site analysis and initial design response. Table facilitators noted and have

collated the feedback from these nights, which has been used to inform the initial design response and the Draft Masterplan.

## 2.4 STAKEHOLDER CONSULTATIONS

Consultation has also occurred with the current operator of the St Kilda Marina, to understand their operating requirements and boundary considerations, with the local Crime Prevention Officer, Leading Senior Constable Mark James in order to gain further understanding of the application of CPTED (crime prevention through environment design) principles, the layout of the Draft Masterplan, the location of facilities such as toilets and the sight lines, with the artists of the Melbourne Solar System sculpture, members of the Kai Opua Club (the Australian Outrigger Canoe Racing Association) and Melbourne Water.

The City of Port Phillip will undertake a further round of consultation on the Draft Masterplan prior to the preparation of the final Masterplan.

## 3 SITE ANALYSIS

The site analysis of Marina Reserve revealed several key elements, each with their separate issues and opportunities for improvement. Listed below are the categories which were used to frame the existing conditions and site analysis at Marina Reserve, along with issues which are addressed in the Draft Masterplan;

### 3.1 PATH NETWORK

The current path network at Marina Reserve divides the site into separate spaces and does not invite or allow access to all points of the space. The nature of the 'super highway' path promotes constant movement through the reserve, creating conflict between those taking an opportunity to pause and rest, and commuter cyclists (amongst other faster moving users). The pathways do not cater for the use of all parts of Marina Reserve, nor promote lateral movement from the car park or footpath to the edges and tip of the reserve.

- No access to the whole park
- Divides site
- Constant movement

### 3.2 OPEN LAWN

The existing open lawn is a key component of Marina Reserve. There is very little shade provided (from trees or otherwise), leaving it open to the elements, and resulting in significant wind impact and creeping sand. It lacks simple amenities such as seating, lighting and rubbish bins particularly around the edges. This reduces the number of users engaging with the lawn.

- Significant wind impact
- Lack of shade

- Creeping sand
- Lack of amenity

### 3.3 CAR PARK

The City of Port Phillip has stated that the car park is at capacity approximately 50 days a year with peak months depending on weather being January and February with usage being double that in the two month periods either side, then reducing significantly over winter and the colder months. The car park is used mainly on the weekends and evenings as an overflow to the tourist precincts with restrictions applying 8am-11pm, 7 days per week.

The existing car park is a very large hard surface dedicated to a single function. At approximately 3000 square metres, it takes up more area than is required to provide the 122 car spaces which are currently there. Such a large surface area captures proportionate amounts of water during wet periods, however the existing space does not utilize this fact or contain any WSUD treatment elements to maximize the rainfall and/or surface run off.

As it exists, the position and layout of the car park in the larger scope of the reserve does not function effectively. It is removed from the majority of the reserve due to a lack of lateral connecting paths and the existing bisecting pathway. The long linear layout has previously been used for hoon activities, requiring council to fit gates to the car park resulting in increased operational costs and maintenance work.

- Single use
- No WSUD considerations
- Exceeds spatial requirements
- Does it operate at capacity?
- Takes up large area of space
- Have to cross main path to access reserve
- Current hoon activity

### 3.4 PROMENADE ENTRANCE

Currently the large path through the site is funneled into a narrow bottleneck at the northern connection point where it meets the beach. Due to the large number of users moving in both directions, this creates conflict between pedestrians, cyclists, maintenance vehicles and trailers accessing the water. It is edged by retaining walls, the beach and vegetation (which acts as a visual buffer), which effectively limits access and views to the rest of the reserve.

- Narrow
- Exposed
- Creeping sand
- No connection to rest of reserve

### 3.5 MARINA ENTRANCE

In its existing format, the Marina entrance at the southern edge of the site creates a conflict between vehicles accessing the marina and car park and the pedestrians and cyclists entering the reserve. There are too many active elements operating in a confined space where view lines are partially or wholly blocked by fences or vegetation. This places pedestrians and cyclist in danger when vehicles are involved.

- Vehicular access required
- Cycle/pedestrian/vehicle conflict

### 3.6 ROCK EDGE

The northern edge of the reserve contain large rocks, chunks of concrete, brick and other assorted hard waste acting as a protective break wall to the reclaimed site. A large storm water drain is housed within this wall, opening into the bay. The rock edge acts as a collection point for rubbish and debris, and is not readily accessible. This removes Marina Reserve from the water edge, and eliminates potential viewing spots back towards the beach.

Issues exist with flooding of the drain during heavy rains, creating an over flow effect in Marine Parade and surrounding areas. The reclaimed land of the reserve has interrupted tidal flows in the area, creating a stagnant body of water around the drain and rock edge which (when combined with the storm water outlet) emits bad odours.

- Large drain
- Smell of drain
- Rocks potential hazard
- Lack of water access

### 3.7 MARINA BOUNDARY

As it stands, the fence along the south edge provides adequate security for the St. Kilda Marina, although it does not add anything aesthetically or functionally to Marina Reserve. The chain link fence topped with barbed wire is a brutal selection of materials for a public open space in a beach side setting.

- Visually intrusive
- Lack of connection between Marina & reserve

### 3.8 VEGETATION

The vegetation on site is currently limited in species. This is in part due to the reserve's coastal location, but could be improved extensively.



- Coastal environment limits species selection
- Harsh climatic conditions

### 3.9 AMENITY

There is minimal amenity provided for users on the existing site. A single bbq and some wheelie bins are provided, as are a couple of timber seats close to the northern edge. This is not sufficient to draw a wide array of people into the space though, and can potentially improve.

- Limited seating
- Limited BBQ's
- Limited all abilities access
- No toilets
- No drinking fountain
- No shade / shelter
- No bike racks

### 3.10 WEATHER STATION

The weather station is currently fenced in by the same chain mesh fence and barbed wire as the marina. The fence cordons off a much larger area than the weather station itself takes up and limits access to the point of the reserve.

- Requires fence
- Isolated
- Limits access to point

## 4 PRELIMINARY DESIGN RESPONSE

The design intent for the Draft Masterplan is to activate Marina Reserve as a space for everybody, with a focus of unstructured passive and active recreation catering for all age groups and abilities. Marina Reserve is a public space, and the Draft Masterplan ensures that everyone has the opportunity to enjoy using the space, facilities and activities it has to offer. The design response positions the park as an inclusive, rather than exclusive, public space for everybody.

## 5 DRAFT MASTERPLAN

Marina Reserve Draft Masterplan has taken an integrated design approach to activate Marina Reserve and create a precedent in an inclusive foreshore activity space. Rather than design a specific use space, the Draft Masterplan endeavours to create a flexible foreshore environment, where the landscape and the elements within it can be used for a multitude of activities, and for people of all ages and all abilities to use at their leisure and in any appropriate way they choose.

The existing landscape and surrounding context have been carefully considered along with the design brief supplied by the City of Port Phillip to ensure that all proposed additions to the space

become a part of, rather than imposed on, the larger environment. The Draft Masterplan ensures it ties into the existing framework on and around the site, and allows the current uses and activities which occur currently to continue in the future.

The current mound height of approximately 3.3 metres above sea level will remain constant, but be relocated towards the south of the reserve to create a more dramatic entry into the space. This results in an amphitheatre which opens towards the northern edge and creates a greater sense of space on the site. The active components of the reserve will then predominately occur to the north west of the amphitheatre, which will buffer the prevailing winds and create a more sheltered space for these zones. This will also minimize visible vertical structures, built objects and earth works and help to conserve the bay views as a feature of the site.

By including both passive and active elements the Draft Masterplan provides for a wide variety of users. This allows people to inhabit the site in their own manner, and is crucial to service the array of people set to frequent the site, and for it to be successfully implemented as a flexible, multiple use space. Through catering for users of all ages and backgrounds, increasing amenity and infrastructure, and encouraging participation at the site by all people, Marina Reserve will connect to the wider community and create a sense of ownership over the space. Truly great public spaces become much loved and integral parts of the community.

- Integrated approach
- Address context and larger environment
- Promotes community ownership of the space.
- Caters for a wide array of users
- Active & passive spaces
- Users and residents as capable guardians

## 5.1 PATH NETWORK

The new path network in the reserve improves access both through and within the site, allowing for, and promoting wider usage for people of all abilities. The specification of widths, heights, materials and angles of the pathway help create a mixed use landscape element which can be appropriated by users in multiple ways. The layout of the pathway connects at crucial moments to Marine Parade, the footpath and car parks. These multiple points of connection create an ease of lateral movement across the path and into the reserve which does not exist in the current state.

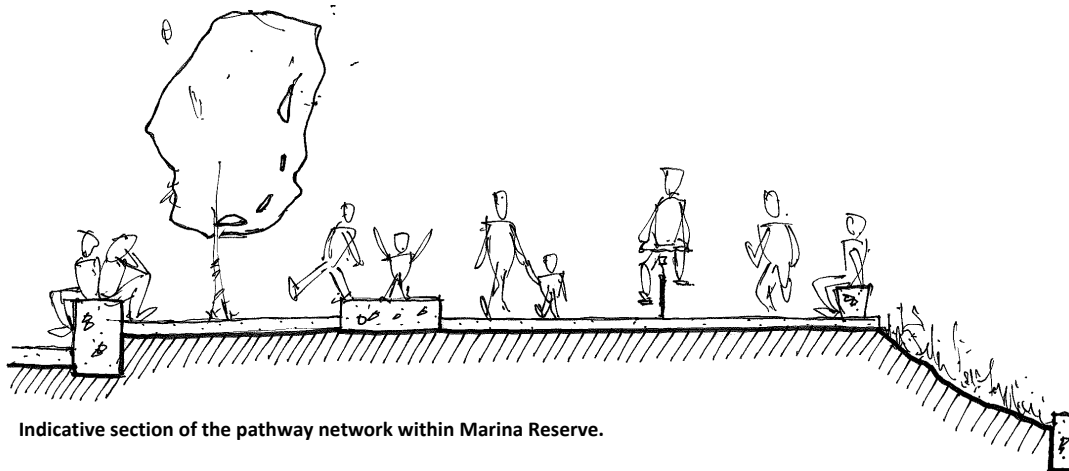
While the path network caters primarily for users of the reserve and the adjoining areas, it must also allow for various maintenance vehicles to access the beach, the drain and multiple service locations across the reserve.

### 5.1.1 BICYCLE PATH

The provision of a temporary separated commuter bicycle path running along Marine Parade will be provided to minimize fast wheeled traffic through the site while the City of Port Phillip aim to install an on-road cycling lane in the future. Commuter cyclists will have the choice to continue on the road until reaching the dedicated on-road lane on Jacka Boulevard, or join the bicycle path along the north end of the shared pathway at the north of the site.



The existing pathways on St. Kilda Promenade allow people to engage with the network in many different ways.



Indicative section of the pathway network within Marina Reserve.

### 5.2 LARGE OPEN LAWN

The implementation of a new Draft Masterplan at Marina Reserve aims to maintain the sense of open space which is currently available to users. An open lawn remains the largest element of the design, at approximately one third the size of a full size sports oval. The

lawn is proposed as a flat space which again allows for higher rates of use by multiple groups or individuals.



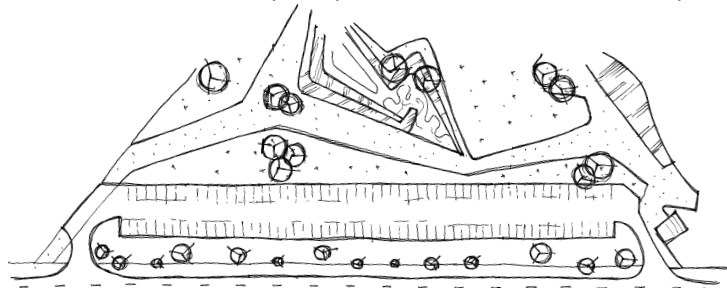
The lawn area will help Marina Reserve maintain the sense of open space at the site.

### 5.3 CAR PARK

As part of the design brief, the Draft Masterplan looks at three possible solutions for car parking. These include maintaining the existing car park format, removing car parking from the site all together and the preferred option in line with other design developments in Marina Reserve.

#### 5.3.1 EXISTING

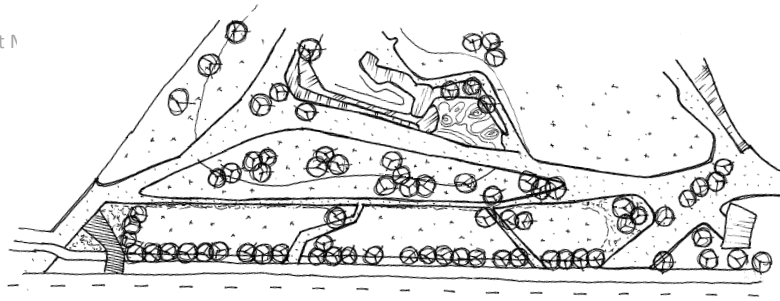
As referred to in the site analysis, the existing layout of the car park uses more area than it requires for 122 spaces. This equates to over 3000 square metres of hard surface dedicated to a single use. By containing this format and inserting other key elements of the Draft Masterplan design, Marina Reserve is faced with both a net loss of soft surfaces within the open space, and also a net loss of open lawn area.



Existing car park format.

#### 5.3.2 NO CAR PARKS

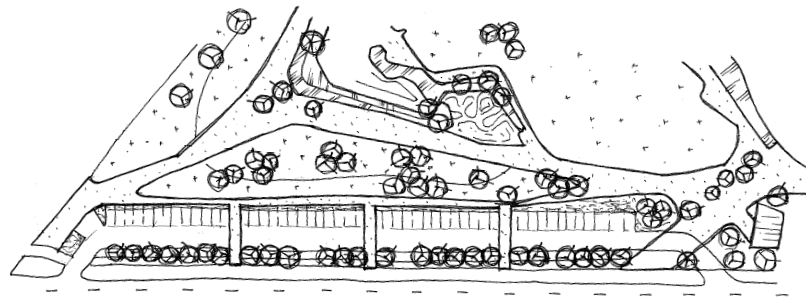
While removing all the car parks significantly increases the level of open space and open lawn area in Marina Reserve by up to 3000 square metres, it does not provide any amenity or service for those that wish to access the site via vehicle, which will most likely be relied upon by some patrons.



No car parking option.

### 5.3.3 PREFERRED

The preferred car parking option has been developed to cater for Marina Reserve and the activities within the space, recognizing that it currently serves as a spill over parking facility for visitors to the foreshore and nearby area.



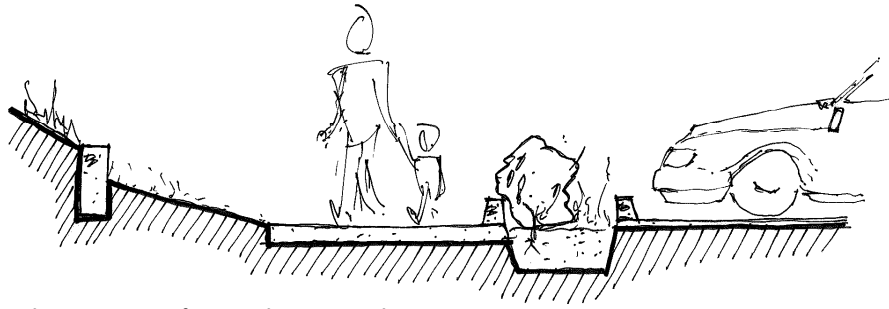
Preferred car parking option.

The preferred option reduces the number of car parks to 50. This layout creates an additional 1800 square metres of space in the reserve. It operates along the frontage of Marine Parade in much the same fashion as the existing car park, but does not stretch as far north. In this location the car park provides direct access for vehicles, a buffer zone from the road for the patrons of the park and can effectively catch the surface run off from not only the park but the surrounding landscape as well, before feeding it into localized WSUD elements.

It is felt that 50 spaces will cater for the demand placed upon it by the new facilities in Marina Reserve such as the skate elements, a playground, bbq's and passive recreation opportunities. Due to the nature of unstructured activities such as skating, walking, picnics, playground use etc. catered for in the Draft Masterplan a guiding ratio of three to four car spaces per 100 metres squared of active space has been used to provide 46 regular spaces, as well as four disabled space. These spaces will be in line with the current Australian Standards to ensure that a minimal footprint is occupied by a single use space.

The preferred option for car parking will provide multiple sections separated by speed bumps and pedestrian paths, eliminating the long flat stretch of road which in the past has been used for hoon activity.





Indicative section of rain garden in car park.

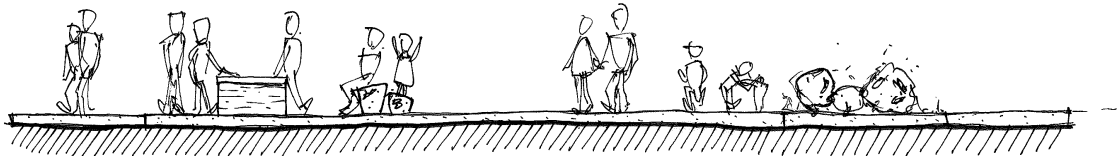


Example images of rain gardens serving as WSUD elements within car parks.

The draft design report recommends that a detailed traffic study is undertaken to provide accurate information on the usage rates of the Marina Reserve car park and help design the layout.

#### 5.4 PROMENADE ENTRANCE

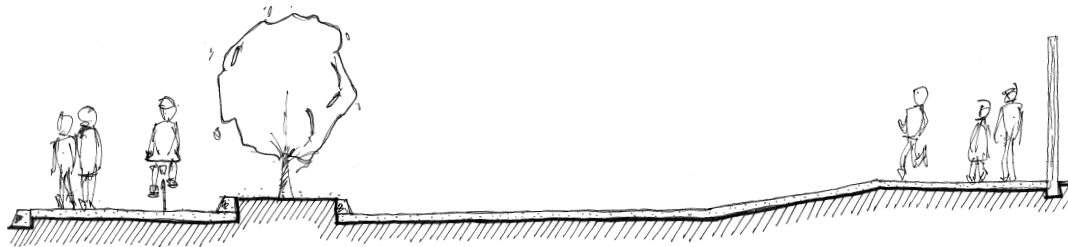
The Draft Masterplan design strengthens the entry to the reserve at the north end by widening it significantly and creating multiple pathway options to access all parts of the reserve, the pathway and the car park. The increased width of the pathway, along with the insertion of seating, bike racks, bbq's etc. allows for both passive and active uses, and also caters for maintenance access to the beach and drain. The existing entry pathway will be replaced by an entire entry space.



Indicative section of the increased width at the promenade entrance, allowing for multiple activities, both passive and active.

### 5.5 MARINA ENTRANCE

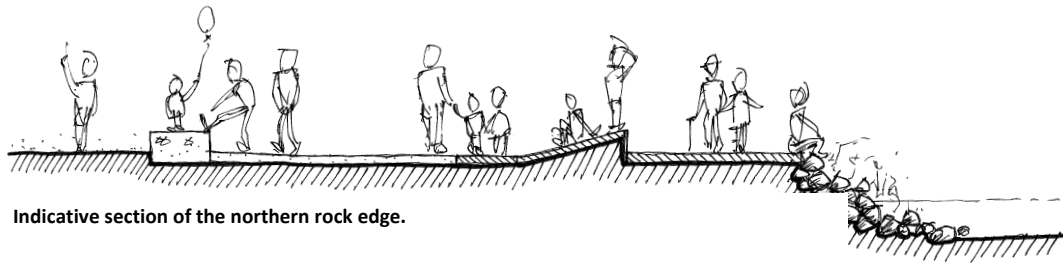
In the Draft Masterplan, the entrance from Marine Parade has been shifted north, allowing a longer, straighter entrance to the marina. This creates clear lines of sight for both drivers and pedestrians, resulting in a safer interaction between the two groups. A change in materials and height where the pathway crosses the vehicle road creates a hierarchy of pedestrians over vehicles.



Indicative section of the expanded Marina entrance highlighting the raised pedestrian crossing and separate cycle path.

### 5.6 ROCK EDGE

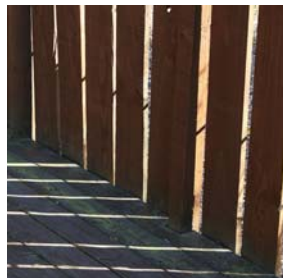
The creation of a defined hard edge at the northern interface to the water will promote the use of this portion of the reserve. There is an opportunity here to frame spectacular views back along the water's edge to St. Kilda and the city beyond it, however the state of the rocks and vegetation there currently do not encourage or allow any opportunity for pause. This can be achieved through the addition of viewing and seating facilities along its length. To complement this, the planting of coastal vegetation to improve habitat and environmental conditions has been included in the Draft Masterplan. The activation of this edge can really help to enliven the space as it is currently poorly used.



Indicative section of the northern rock edge.

### 5.7 MARINA BOUNDARY

It is important to maintain a strong visual link to the marina (which is a key feature of the area), and for that reason sporadically spaced vertical elements are proposed along this boundary which services the needs of the marina and continue to allow a visual link from the reserve, but are less intimidating and more aesthetically pleasing for the reserve than the current barbed wire fence.



- 5.8 A spaced vertical fence would maintain a strong visual link to the Marina, but still serve the security purposes required. The implementation of the Marina Reserve Draft Masterplan will provide an increase in vegetation across the site, focusing on local and indigenous species to increase and improve habitat and fauna. Vegetation can assist in providing shade at the site, and cleaning surface water in various locations and processes before it re-enters the bay. Vegetation can also act as an educative tool for younger children, adding a sensorial experience through different textures and smells.

Species such as *Atriplex sp.*, *Banksia sp.*, *Correa sp.*, *Eucalyptus sp.*, and *Leucophyta sp.* have been considered for the Draft Masterplan due to their individual qualities and abilities to survive in the coastal location. The placement of any new vegetation within the reserve will be considered to ensure that any disruption of ocean views from the reserve and nearby residential locations are minimized.



Robust coastal plantings will make up a large portion of the vegetation in Marina Reserve.

#### 5.9 AMENITY

A key notion in drawing all manner of people to Marina Reserve is to provide a level of amenity which allows them to use the space in a number of different ways, both passive and active. Beyond the pathway network, car park and vegetation, the Draft Masterplan has increased infrastructure which caters for a wider field of use by visitors to the reserve. The reserve now includes more seating, viewing areas, lighting, drinks fountains, rubbish bin's, bbq's and shelters to cater for a variety of users at the site. All amenities inserted into the reserve will be done so in a manner that respects and appreciates the unique views available to the users and nearby residents of Marina Reserve, and will aim to maintain these where possible.

#### 5.10 SKATEABLE INFRASTRUCTURE

A key part of the design brief for Marina Reserve is the inclusion of skateable infrastructure. The term skateable infrastructure addresses multiple elements within the landscape design which can be used for, but are not exclusive to skating. This ensures that various items within the reserve can be appropriated by users for walking, sitting, skating, riding and sun baking (amongst other things). Such flexibility within the design will also help cater for different sized events, such as skate competitions or displays, where the pathways and

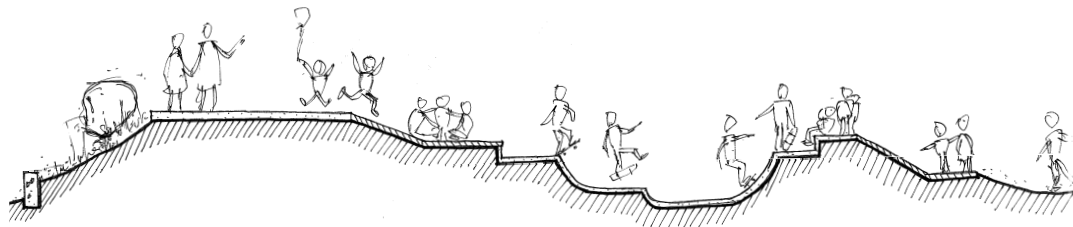


terraces can become viewing platforms, or small scale performances, where the lawn may be used as a stage, and the skateable infrastructure becomes terraced seating.

Such spaces within the reserve will cater for influxes of skaters at peak hours, but can effectively be used by all those who visit at other times. The integrated nature of the design provides a flexibility of use to as many elements as possible in the reserve, so as to appeal to a wide cross section of society.

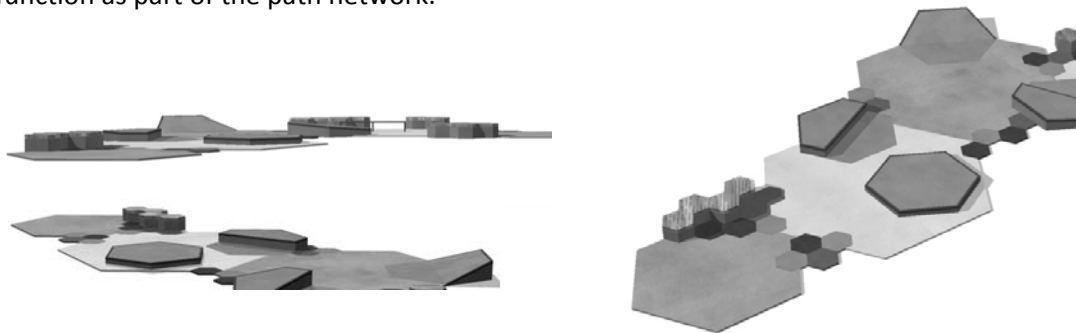
A wide cross section of users has been considered before committing a particular kind of skate facility to Marina Reserve. Various forms of consultation reflected a want for a competition standard bowl, a half pipe, transition style skating, a plaza course and mini ramps.

Any facility must sit properly within the reserve and the wider landscape, and must also be a multi-use landscape element, rather than a standalone skate feature. Further limiting factors to what may be constructed on Marina Reserve include the footprint of the skateable infrastructure, the retention of existing sight lines and a pending geotechnical report which dictates what may be built on the site, and how deep into the reclaimed land any structure can penetrate. The skill level of users must also be considered in line with Marina Reserve's position as a space for everybody to use.

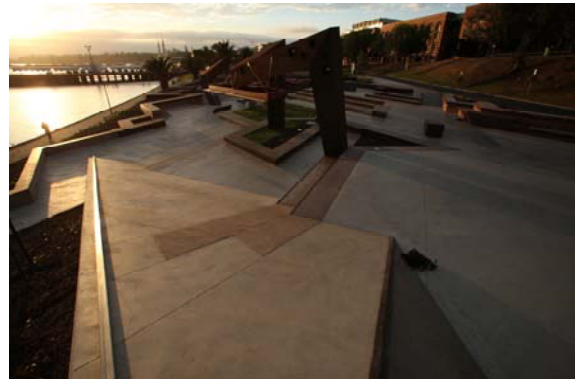


Indicative section of flexible use skate and active spaces sitting below the pathway network.

The preferred skateable infrastructure will sit comfortably within the aesthetic framework of the reserve and complement the other landscape features embedded in the Draft Masterplan. There will be one larger active space which caters for the major skateable infrastructure in Marina Reserve tucked into the amphitheatre. This main space will be complemented by two other more incidental, flexible skate spaces which are located in and function as part of the path network.



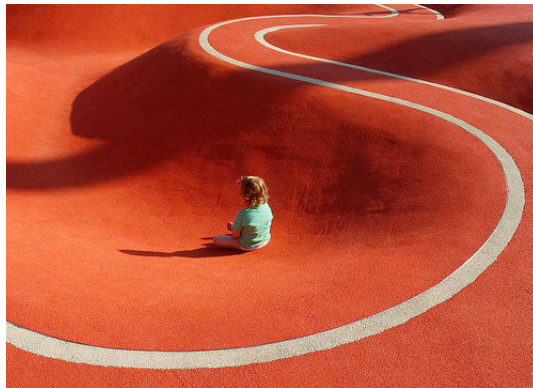
The above images are conceptual only, displaying how multi use incidental skateable infrastructure may operate throughout the site.



Precedents in Cairns (left) and Geelong (right) display skateable landscapes in coastal locations.

### 5.11 PLAY OPPORTUNITY

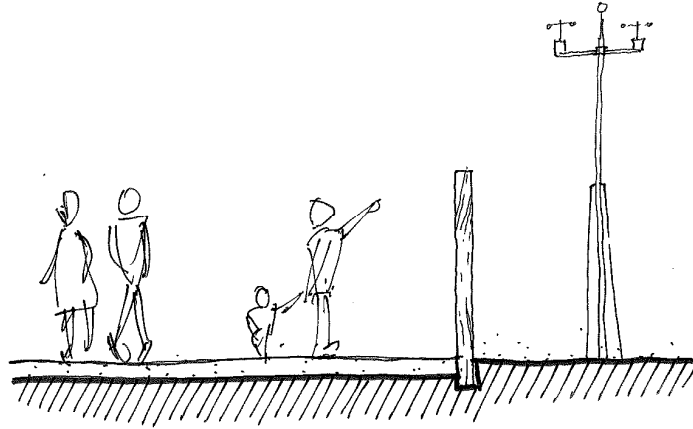
A topographic surface is included in the Draft Masterplan allowing for non-traditional and incidental play by younger children from the ages of three to nine. The nature of the surface reflects the nearby solar system sculptures and incorporates craters and mounds of differing surfaces, allowing children to create and imagine games while utilizing the undulating terrain, rather than relying on specific equipment such as slides and swings to define how and where they play. The play space will be removed from the skate zone by material changes and minimal vertical elements to ensure the safety of users, but also maintain the open nature of Marina Reserve.



Topographical play spaces allow children to invent games and explore the terrain, prompting creativity and imagination.

### 5.12 WEATHER STATION

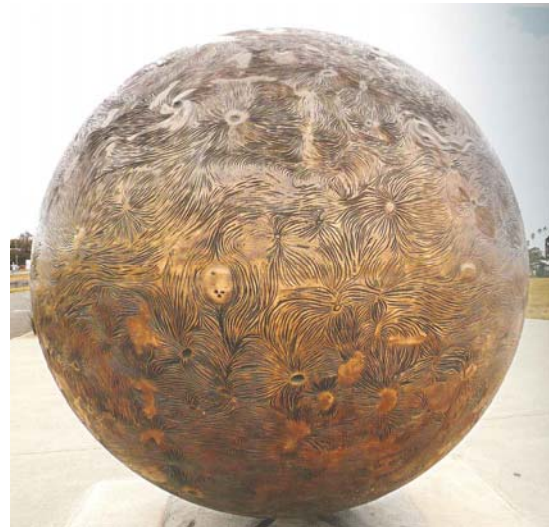
The weather station sits on the western point of the reserve, but remains isolated due to the fence surrounding it. While a fence is required to secure it, there is an opportunity to connect it more to its surrounds and allow the users of the reserve to engage more with information it collects on the weather and bay conditions.



Indicative section of the weather station, allowing users of the reserve to get closer to the instrument and engage with the information it collects.

#### 5.13 SOLAR SYSTEM ART WORK

The sun art work that currently sits in Marina Reserve acts as the centre piece of the solar system model which is dotted along the foreshore. In conjunction with the creators of the work, the solar system will be relocated slightly within the reserve to further highlight and promote its status as an icon of the St. Kilda foreshore. Crucial scale factors, positions and view lines of the work have been incorporated into the Draft Masterplan, ensuring the integrity of the model as a whole will not be compromised.



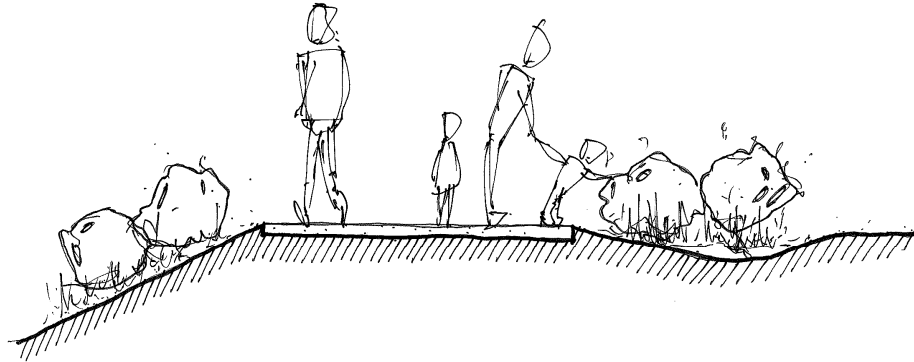
The solar system art work remains a central point of Marina Reserve, and will maintain its integrity as a scale model.

#### 5.14 WATER SENSITIVE URBAN DESIGN

Surface runoff water from all hard surfaces in Marina Reserve is captured and harvested through rain gardens and planting treatments. The water can then be used to irrigate vegetation within the reserve or fed back into the bay. Rain gardens are provided within

the car park specifically, while multiple WSUD systems are placed throughout the reserve to treat the surface run off.

It is understood that the City of Port Phillip Council in 2010/2011 will commence a detailed review of the municipality's drainage system in response to predictions of sea level rise, as well as the current flooding issues. The findings from this review will aid in developing a long term solution for the Marina Reserve drainage system. Potential options may include construction of a dedicated drainage pump or extending the drain further into the bay.



**Run off water from all hard surfaces will be collected and either re-used at the site, or filtered back into the bay.**

This issue has been taken into account in the design of the Draft Masterplan, which has positioned installations and amenity in such a way that any future works to the existing drain can be conducted with minimal disruptions to the operation of the space.

#### 5.15 LIGHTING

The lighting aesthetic existing on the St. Kilda foreshore promenade will be continued through the reserve. To ensure certain areas are lit to a reasonable degree and to ensure its use for various groups at different hours, parts of the site will be illuminated to a sports standard from 6-9 pm, and return to standard lighting levels at other times in accordance with council policy. The design and positioning of lighting across the reserve will be such that it has minimal impact on nearby residents. Pending a lighting audit of Marine Parade, the car park and Marina Reserve, all proposed lights will sit within the relevant standards and guidelines for the appropriate area.

The draft design report recommends that a detailed lighting audit is undertaken to provide accurate information on the current lighting levels.





The lighting aesthetic employed on the St. Kilda promenade will be continued throughout Marina Reserve.

#### 5.16 TOILETS

A toilet is needed within the reserve to support existing users and the expanded range of recreational opportunities available at Marina Reserve. They have been positioned (and will be designed) to minimize impact on sight lines, and in accordance with CPTED guidelines for the placement of toilets in public locations. It is felt that this location is the most preferable within the reserve as it sits well within the applicable guidelines and caters well for the more social areas on the site, including the playground, the skate space and the bbq and gathering area.

#### 5.17 DOG OFF LEASH

Marina Reserve will remain a dog off leash area under the new Draft Masterplan. The improved lawn area provides a large space to cater for dogs and owners, and is separated from other user areas through changes in height and materials. This will provide a clear boundary between dog friendly spaces and other zones.

#### 5.18 SIGNAGE

The nature of a flexible use open space requires clear signage to ensure an awareness of potential uses and users of the reserve. Any such signage will be embedded into the landscape and its features to minimize the vertical built elements across the site.



Examples of signage as a landscape feature, rather than a standalone object.

#### 5.19 ACTIVE

Defined hard spaces within the Draft Masterplan cater for active recreation such as bike riding, skateboarding, BMX and in line skating, while the topographical play surface promotes creative and imaginative play for younger children. The open lawn provides space for any number of informal and unstructured uses such as soccer, frisbee, personal training and fitness classes.

#### 5.20 PASSIVE

Passive recreation is catered for throughout the reserve. Multiple locations are provided for seating and viewing areas, while social nodes with bbq's and tables are available for picnics and gatherings. The outer path network of the site moves along side areas of vegetation removed from the active spaces to provide opportunity for pause and reflection when required.

#### 5.21 INTER GENERATIONAL

The provision of both active and passive spaces within Marina Reserve creates an environment which appeals to people of all ages. Such an inclusive space supports and promotes interaction between multiple generations and becomes a space for the family, for the group or for the individual to utilize in various ways. The different spaces and amenities allow a wider spectrum of ages to inhabit the one space simultaneously, which then creates a safe environment through passive surveillance and social interaction and the presence of capable guardians.

#### 5.22 MATERIALS

To allow this space to function as proposed, the constructed elements must be made from durable and robust materials such as concrete, steel and timber where required. This will be offset by the inclusion of multiple zones of vegetation, lawn and WSUD treatments to soften the space and maintain the natural feel. Every measure will be taken to finish the materials with anti graffiti products to assist in the upkeep and maintenance of Marina Reserve.

### 5.23 APPROXIMATE SPACES

The Draft Masterplan for Marina Reserve contains the following spaces;

- Approximately 3600 square metres of new path networks, consisting of an additional 350 l/m of paths put in to provide access throughout the reserve including a new shared zone to provide access to beach, and a 370 square metres of new temporary commuter cyclist path.
- Approximately 1700 square metres of car parking area. The preferred option for car parking reduces the footprint by approximately 1800 square metres.
- Approximately 1100 square metres of new formalized seating areas, viewing decks and paved bbq areas, including approximately 100-200 square metres of active skateable sculptural infrastructure within these areas.
- Approximately 500 square metres of active recreation/skateable space.
- Approximately 200 square metres of play spaces.
- Approximate area of 9800 square metres designated as open lawn, including a single lawn space of 5500 square metres which is one third the size of a full size sports oval .
- Approximately 1000 square metres of native indigenous coastal grasses and shrubs.
- Approximately 50 trees and large shrubs to be removed to make way for path system and new car park configuration, but will be replaced with over 100 new trees on site.

### 5.24 OPERATIONS PLAN

The flexible nature of the Draft Masterplan allows the space to operate at different scales and cater for different events. The landscape elements in the design can be appropriated for various events or uses as required. Below is a sample operations plan, outlining what the reserve could be used for across the span of a year, and what additions or temporary insertions would be required to make it work.

Event	Frequency	Timing	Audience Demog	Attend	Required	Facilities Required
Solar System Viewing - ASV	Quarterly	Wednesday lunch	Club members	25	Tour guide	n/a
Solar System Viewing - educative	Weekly during term	Thursday 1-3pm	Teachers & students	30	Tour guide	n/a
Skate Demonstrations	Quarterly	Saturday afternoon	Skaters & spectators	200	Skaters	Loud speaker, marquee
Skate Competition	Half yearly	Weekend long event	Competitors & spectators	200	Skaters	Loud speaker, marquee
Dog Training	Monthly (Spring & Summer)	Wednesday 5-6pm	Dog owners	25	n/a	n/a
Celebrating Local Music	Monthly (Summer)	2nd Friday evening	Youth & singles	300	Local artists - music	Stage, sound system, power
Hip Hop	Once off	March night	Local youth	150	Local artists - music	Stage, sound system, power
Art exhibition	Monthly	2nd Saturday	Local & visitors	250	Local artists	Small marquees & tables
Art Installation	Half yearly	Weekend long event	Local & visitors	250	Local artists	Small marquees & tables
Multicultural Festival	Once off	Feb day	Local & visitors	1000	Local artists	Stage, marquees & tables
Climate Change Conversation	Bi-monthly (Summer)	Sunday afternoon	Local & visitors	100	Facilitators/guides	n/a
Environmental Systems Sessions	Half yearly	Saturday afternoon	Local & visitors	25	Facilitators/guides	n/a

Personal Training Sessions	Daily	Early morning/evening	Locals	12	Personal Trainer	n/a
Kite Flying Day	Monthly (Spring & Summer)	Last Sunday	Locals, youths & children	30	Facilitators/guides	n/a
Outrigger Information Session	Half yearly	Saturday morning	Locals & visitors	15	Outrigger representative	Small marquees & tables
Foreshore Clean Up Day	Once off	Sunday afternoon	Locals	50	Facilitators/guides	n/a
Informal Games	Weekend	All day	Locals & youths	10	n/a	n/a
Triathlon	Once off	Saturday morning	Locals & visitors	500	Event staff	Marquees, table, chairs, barriers

## 6 DRAFT MASTERPLAN DESIGN STATEMENT

The Marina Reserve Draft Masterplan will transform a prominent piece of under used public space into a mixed use foreshore environment which further promotes and utilizes its stunning and unique location.

The Draft Masterplan addresses the whole of the space by taking advantage of the existing conditions and exploring the opportunities which they offer. Currently the reserve is portioned into different pockets of space and is dominated by an over sized car park. The proposed Draft Masterplan takes an integrated design approach that allows the entire reserve to operate as a single space, and ensures that the various elements of the landscape work in proportion to one another meaning that no single activity or user group takes over. The flexible design features and materials create an elastic landscape which can cater for multiple activities, both passive and active, and will allow Marina Reserve to seemingly swell when needed to cater for larger numbers and user groups, but also accommodate those seeking to inhabit the space at a more intimate level as an individual or in small groups.

The open nature of the space will be maintained wherever possible. View lines and a connection to the coastal elements are features of the current site and every effort has been made in the Draft Masterplan to highlight and protect these valuable assets. The foreshore environment will remain prominent in Marina Reserve through increased vegetation and better connections to the edge conditions currently existing on the site in the Marina, the Melbourne Water weather station and the northern rock edge.

The development of Marina Reserve as a mixed use, flexible environment will create a valuable public asset on a prominent foreshore site. The Draft Masterplan creates a space that every member of the community can enjoy at some capacity, but maintains key features of the site such as the sense of open space and the connection to the coastal location and is conscious of not over developing the site. Marina Reserve will operate as a truly public space, much like the beach, where people of all ages, backgrounds and abilities are free to spend their time and utilize the flexible nature of the landscape in their own unique way.

## 7 BIBLIOGRAPHY

- 7.1 Port Phillip Open Space Strategy.
- 7.2 Port Phillip Planning Scheme
- 7.3 Port Phillip Sustainable Design Policy
- 7.4 Port Phillip Sustainable Design Strategy
- 7.5 Siting and Design Guidelines for Structures on the Victorian Coast (May 1998)



- 7.6 St. Kilda Foreshore Urban Design Framework 2002
- 7.7 Victorian Coastal Strategy 2008