

Enquiries: Anita Lange  
Telephone: (03) 9209 6815  
File Reference: 76/04/20/11



CITY OF  
**PORT PHILLIP**  
ABN 21 762 977 945

13 October 2010

Mr. Greg Wilson,  
Secretary, Department of Sustainability & Environment,  
Department of Sustainability and Environment  
PO Box 500,  
East Melbourne 8002

Attention: Sally Burgess, Group Manager, Public Land Services

Dear Mr Wilson,

**Re: CMA Consent Application for Marina Reserve Masterplan, St Kilda**

I am pleased to be lodging this application for *Coastal Management Act 1995* (CMA) consent for the implementation of the Marina Reserve Masterplan on behalf of the City of Port Phillip. The masterplan provides for an upgraded park with new pathways, open lawn area, increased indigenous vegetation, active recreation and skateable space, smaller car park, amenities and a considerably improved environmental footprint.

The Council has been through a lengthy and comprehensive process to develop the masterplan in conjunction with interested members of the local and wider community as well as the local police and other stakeholders within the precinct. Council has worked very closely with officers of DSE through the whole process in order to understand the requirements for coastal consent and to ensure all issues are addressed where possible in the development of the masterplan.

The Council believes that what is being proposed will provide a welcome addition to the coastal infrastructure along the foreshore as well as cater for the whole community. The Council has implemented a number of improvements to the foreshore as part of its long term vision to upgrade the St Kilda foreshore area. The completion of the St Kilda foreshore promenade in 2007 has been embraced by the wider community and is highly regarded. The promenade has set a new benchmark on how an urban coast should cater for its local and wider community. The Marina Reserve Masterplan finishes the south end of this promenade and the works will provide for all ages and abilities, especially the 8 -17 year olds, who currently are not as well served on the rest of the promenade.

Every effort has been taken to address concerns raised and to ensure that the proposed design enhances the reserve and addresses the specific urban coastal attributes of the reserve and its location within the wider St Kilda foreshore area. Marina Reserve is regarded as an important part of St Kilda's foreshore and the city's open space network.

Cnr Carlisle St & Brighton Rd,  
St Kilda Victoria 3182

Private Bag No 3,  
PO St Kilda Victoria 3182,  
DX 35706 Balaclava

**Phone** (03) 9209 6777

**Facsimile** (03) 9534 9105

The masterplan works will deliver an integrated park designed to be enjoyed by all age groups and abilities and will act as a 'bookend' to the southern part of the St Kilda foreshore promenade. It is considered to be coastal dependant because the works are needed to finish off the promenade, especially as it relates to 8 – 17 year olds, and could therefore not be located elsewhere. Each component of the works may not be necessarily coastal dependant but the overall promenade provides uses that complement and focus on the needs of the different groups within the local and wider community.

The overall design will allow for existing users of the reserve to use the reserve safely, without conflict and in an enhanced fashion. Furthermore the works will complement the current unstructured recreation along the St Kilda foreshore, and increase the range of play spaces. The inclusion of an active recreation and skateable space, much like children's playgrounds and open lawn areas, encourages informal less structured recreation for all age groups but most significantly young people who are under-represented in the current foreshore demographic. The social benefits in terms of physical, mental and spiritual health of individuals and the community as a whole will be vastly improved and will provide a net community benefit.

The reserve is an area of reclaimed land within the St Kilda Foreshore and is within the St Kilda Foreshore Activity Node (as described in the Local Planning Policy Framework Clause 22.10 St Kilda Foreshore Area Policy). There is an expectation that this area will serve a large range of user groups and provide a wide range of facilities of a more urban type, consistent with an area that is urbanised and highly modified. The standard set by the foreshore promenade is one that should be continued into Marina Reserve.

The CMA application for Marina Reserve expands on the above points as well as covers the process of developing the masterplan. It includes assessments against relevant planning requirements including the Victoria Coastal Strategy. It is considered that the proposed use is consistent with the Victorian Coastal Strategy, the State and Local Planning Policy Framework and the Skate Facility Guide.

It is the Council's view that the masterplan works will contribute significantly to public enjoyment and appreciation of the coast and will provide a net community benefit. The Council is very proud of the proposed design and of the process that has been conducted to develop the masterplan. We would appreciate an opportunity to present the masterplan to DSE, and to the Minister if considered appropriate, and we are available at short notice to undertake such a presentation.

This application is also available on the Council's website, as part of our commitment to ensuring that the process is open and transparent.

Please contact Mr John Hicks, General Manager City and Infrastructure Services on (03) 92096481 should you wish to have any further clarification on any matter included in this application.

Yours sincerely



**KAY RUNDLE**  
Chief Executive Officer

cc Mr Peter Watkinson, Executive Director Public Land

**Marina Reserve Masterplan – *Coastal Management Act*  
1985 consent application**

**City of Port Phillip  
13 October 2010**

# Marina Reserve Masterplan – *Coastal Management Act* 1985 consent application

## **SECTION 38 COASTAL MANAGEMENT ACT 1995 (CMA)** **COASTAL USE AND DEVELOPMENT APPLICATION**

- |  |   |
|--|---|
| <b>1. PROPOSAL:</b><br>Masterplan including  | Marina Reserve St Kilda   |
| <b>2. PROPONENT:</b>   | City of Port Phillip  |
| <b>3. COMMITTEE OF MANAGEMENT:</b>   | City of Port Phillip  |
| <b>4. LOCATION</b>   | Marina Reserve St Kilda<br><br>Proposed site/extent of works is whole of Reserve less the area leased by the St Kilda Marina and licensed to Melbourne Water. |
| <b>5. CROWN LAND RESERVATION:</b><br>P362393<br>permanently for public recreation            | Coastal Crown Land Reserve -<br>Land reserved   |
| <b>6. PLANNING SCHEME:</b><br>Scheme   | City of Port Phillip Planning   |
| <b>7. PLANNING SCHEME ZONE:</b><br>Zone  | PPRZ - Public Park & Recreation<br><br>DD010 – Design and Development Overlay   |
| <b>8. CONSENT &amp; PERMIT TYPE</b><br>Is a planning permit required?                        | No, subject to Coastal Consent except for the planting of vegetation  |
| Is this a planning permit application?   | No, CMA consent only.   |
| If yes, is DSE a referral authority?   | Yes   |
| <b>9. COST:</b><br>vicinity of \$3million. Proposed works will be staged over several stages | Estimated costs of works in the   |

1.0 Introduction.....	5
2.0 Background .....	5
2.1 <i>Process of selecting Marina Reserve as the preferred site for skating</i> .....	5
2.2. <i>Decision to review the 2002 Marina Reserve Masterplan</i> .....	6
2.3 <i>Development of a brief, appointment of a consultant and development of a process to develop the masterplan</i> .....	7
2.4 <i>Conducting phase one and two of the Marina Reserve Masterplan development process</i> .....	7
3.0 Proposal.....	10
3.1 <i>Current use</i> .....	10
3.2 <i>The proposal</i> .....	12
3.3 <i>Operations Plan</i> .....	13
3.4 <i>Skateable infrastructure area</i> .....	14
4.0 Strategic justification for site selection .....	15
5.0 Strategic Justification for the proposed works in the Marina Reserve Masterplan including the location of the skateable infrastructure on the foreshore reserve.....	18
5.1 <i>Overview</i> .....	18
5.2 <i>Assessment against the Victorian Coastal Strategy and in particular against the Hierarchy of Principles and the Criteria for use and development on coastal Crown land</i> .....	18
5.2.1 <i>Assessment against the Hierarchy of Principles</i> .....	18
5.2.2 <i>Assessment against the Criteria for use and development on coastal Crown land</i> .....	19
5.2.3 <i>Assessment against the “Siting and Design Guidelines for Structures on the Victorian Coast 1998” and the “Good Design and the Coast” brochure</i> .....	19
5.3 <i>Assessment against any relevant planning controls at state or local level</i> .....	21
5.4 <i>Assessment against any coastal management plan /approved masterplan applying to the land</i> .....	22
6.0 Assessment of potential impacts and benefits of the proposal.....	22
7.0 Coastal vulnerability assessment.....	24
8.0 Precedents .....	24
9.0 Conclusion .....	24

## Attachments:

### Volume 1

- 1 – Marina Reserve Masterplan September 2010
- 2 - Aerial photographs of Marina Reserve
- 3 - 2002 Marina Reserve Masterplan and CMA consent for first stage of works
- 4 - St Kilda Foreshore Activity Hub overview
- 5 - Skate Park Facilities Guide 2001 Criteria assessment
- 6 - Assessment against the Hierarchy of Principles and the Criteria for use and development on coastal Crown land (Victorian Coastal Strategy 2008)
- 7 - Assessment against the “Siting and Design Guidelines for Structures on the Victorian Coast 1998” and the “Good Design and the Coast” brochure

- 8 - Assessment against relevant planning controls at state and local level
- 9 - Coastal vulnerability assessment
- 10 - Applicable case studies in comparison with Marina Reserve

**Volume 2**

- 1 – Council report and minutes of the 18 December 2008
- 2 - Council report and minutes of the 23 February 2009
- 3 - Council report and minutes of the 1 June 2009
- 4 - Council report and minutes of the 22 June 2009
- 5 - Council report and minutes of the 30 September 2009
- 6 - Council report and minutes of the 28 June 2010
- 7 - Council report and minutes of the 9 August 2010
- 8 - Council report and minutes of the 13 September 2010
- 9 - Council report and minutes of the 11 October 2010

**Volume 3 (DSE only – 1 copy)**

Copy of all submissions to draft Marina Reserve Masterplan June 2010 and revised Marina Reserve Masterplan September 2010

## Section

### 1.0 Introduction

This application is to seek consent under Section 40(1) of the *Coastal Management Act* 1995 for the use and development of Marina Reserve in accordance with the Marina Reserve Masterplan September 2010, as included at Attachment 1.

### 2.0 Background

#### **2.1 Process of selecting Marina Reserve as the preferred site for skating**

In December 2008 Council decided to withdraw the previous planning application for the proposed St. Kilda Skate Park in Albert Park Reserve, and commence a new process to select a site for to include skateable infrastructure. The Council agreed to undertake an independent assessment of the previously assessed eight sites plus any new sites that were identified as part of the process. An independent assessor (professional recreation planning consultant Simon Leisure Consulting) was employed and a community reference group (St Kilda Skate Park Community Reference Group /CRG) of key stakeholders and local skater representatives (including 8 community members and 2 Councillors) was established to assist and provide input into the assessment process. The Independent Assessor's role was to provide an independent report to the Council on the preferred site for the St Kilda skate park.

It is important to note that Officers of the Department of Sustainability and Environment attended an early meeting of the CRG to provide advice on the suitability of several coastal locations for skateable infrastructure. The minutes of the meeting note the following:

*In summary therefore, all proposals are assessed on a case-by-case basis, each site is assessed against the relevant policy, strategies and guidelines, and decisions are made on balance. There are a number of competing considerations that have to be weighed and judged in accordance with the circumstances of particular cases and sites. A particular consideration may be more important in one case/site than another. The key outcome is to select the best possible location that would yield the greatest benefit for the whole community, based on a thorough assessment of all alternatives. Therefore, a site on coastal Crown land could be suitable subject to a thorough evaluation against a number of policies and guidelines including the Victorian Coastal Strategy 2008 and the Skate Park Facilities Guide. (Minutes of the 7<sup>th</sup> April 2009.<sup>1</sup>*

This was further supported in a letter by Mr Wayne Malone, Group Manager Public Land Services of the 3 April 2009 which stated:

*The Department would consider a proposal for a skate park on coast Crown land in the context of the Hierarchy of Principles in the Victorian Coastal Strategy and the associated policy mentioned above. The Department would also take into account whether alternative sites had been investigated and why they were not considered*

---

<sup>1</sup> These minutes were edited by an Officer of the DSE before finalisation.



*suitable. A genuine need for a skate park on Coastal land would need to be identified through a strategic assessment<sup>2</sup>.*

The Independent Assessor and the CRG noted this advice and in deliberations considered that all the issues raised by Officers of the DSE had been adequately addressed. After much deliberation, the Independent Assessor and the CRG settled on Marina Reserve as the preferred site. The recommendation of the Independent Assessor and the St Kilda Skate Park Community Reference Group was supported by the Council at its meeting of the 22 June 2009.

Council considered the report of the Independent Assessor on the 1 June 2009. Following a community meeting with local residents surrounding Marina Reserve and a second Council meeting, on 28 June 2009, Council selected Marina Reserve as its preferred site for skating infrastructure. Volume 2 includes the relevant Council reports and minutes as well as the Simon Leisure Consulting Report and the Community Reference Group Minutes (Attachments to the 1 June 2009 Council report). An extensive summary of the chronological history of the background and context for the development of a skate park in St Kilda is also included in Appendix 2 of the Simon Leisure Consulting report.

## **2.2. Decision to review the 2002 Marina Reserve Masterplan**

Following the decision of the Council to select Marina Reserve as its preferred site for a park including skateable infrastructure, work commenced on developing a brief. What was required was an integrated design that continued the design philosophy of the St Kilda Foreshore promenade and extended the coastal infrastructure into the reserve as well as upgrade what is an area of reclaimed foreshore open space that is of poor quality. Only stage 1 of the 2002 Marina Reserve Masterplan had been implemented (earthworks, creation of a raised berm, landscaping and pathway construction) and there was no current plan to implement the balance of works.

The term 'skateable infrastructure' was adopted to make the distinction that what was being planned was not a stand alone skate park but an unique form of infrastructure that would be integrated into the wider landscape, appropriate for a coastal location and be for shared use consistent with the design of the foreshore promenade. The foreshore promenade has set a new benchmark for infrastructure along the St Kilda foreshore and the design of any works for Marina Reserve needs to continue this design philosophy as well as cater for existing user groups and user groups that are not adequately catered for on the foreshore.

The Council agreed to commence the process of revising the 2002 Marina Reserve Masterplan at its meeting of 30 September 2009. Council approved the change in the scope of the St Kilda Skate Park project to the development of a new Marina Reserve Masterplan comprising landscaping, pathways and skateable infrastructure that responds to the reserve's coastal setting, expands the provision of coastal infrastructure along the St Kilda foreshore and addresses community comments raised. Council also approved the allocation of funds for the Marina Reserve Masterplan Update from the St Kilda Skate Park capital works project. The Council report and minutes are included in Volume 2 Attachment 5.

---

<sup>2</sup> Full letter is available on Council's website at <http://www.portphillip.vic.gov.au/default/A12 - St Kilda Skate Park Site Selection Process - Attachment 3E - CRG Minutes.pdf>



### **2.3     *Development of a brief, appointment of a consultant and development of a process to develop the masterplan***

A public tender for design services was prepared and advertised on 3 October 2009. The brief outlined the scope of works and key elements to be addressed in the masterplan. This included a list of issues raised by local residents in June 2009.

Council awarded Contract 1372 to Convic Design in January 2010, following a competitive tender process. Convic Design is a specialist landscaping and skateable infrastructure designer that has delivered award winning foreshore projects in Australia and overseas.

Following consultation with Officers of the DSE, the Council developed a community consultation process to develop the masterplan. Officers of the DSE had emphasised the importance of genuine community consultation at all stages of the master planning process. The Department stressed the importance of ensuring that all reserve users and stakeholders, and potential reserve users and stakeholders, have the opportunity to be consulted. DSE have advised that Council should conduct an open and transparent process, demonstrating that it has provided everybody with an opportunity to make a submission, with comments taken into account when deciding the final masterplan. Council has utilised such an approach in its consultation.

### **2.4 *Conducting phase one and two of the Marina Reserve Masterplan development process***

Council developed a very thorough process for the development of the masterplan as follows:

- *Phase one - initial consultation and development of a draft masterplan* from February to May;
- Phase two - formal community feedback on the draft masterplan and decision-making on the final masterplan from June to August.

A key aspect in the design of the consultation process has been to provide the community, local residents, local school aged children and various reserve user groups with an easy, clear and transparent process to provide input into the development of both the draft and final masterplan and ensure there is scope to modify the masterplan to respond to issues raised in the community consultation.

#### **2.4.1 *Phase one***

Consultation on phase one comprised the following:

- A personal invitation to 3,300 owners and occupiers in the form of a letter from the Mayor explaining the process to develop the draft and final masterplan and inviting community participation was forwarded to a large area surrounding Marina Reserve in late February 2010 ( 3,300 letters),
- An online consultation portal - "haveyoursayatportphillip.net.au" – which provided access to a discussion forum, survey, frequently asked questions, photos and key documents. Forum questions included "What do you like?" and "What do you dislike about Marina Reserve?" This feedback was used in the development of the draft masterplan. 35 people responded to the forum questions.
- A survey –347 people responded to a survey which included questions on recreational opportunities along the foreshore, travel patterns to the

foreshore, views on what is missing from Marina Reserve, what is most liked and what is least liked. The survey was completed by a range of people including students from local schools (82), users of the Reserve responding to surveyors on-site (130), surveys on-line (118) and hard copies of the survey sent in by mail (17). The survey has provided detailed information about likes and dislikes, patterns of usage and existing site conditions of the Reserve.

- Two community workshops (Tuesday 23 March and Wed 19 May) – the purpose of the community workshops was to encourage community members to discuss the preliminary site analysis (workshop 1) and the preliminary design (workshop 2). This supported the development of a masterplan that responds to site specific and community issues. Approximately 50 people attended the first workshop and 35 people attended the second workshop. The design consultant presented their preliminary work allowing the community members to analyse this work at roundtable discussions. All the feedback raised was used to develop the draft masterplan. This was particularly useful in assisting the design consultant to understand the nuances of how the Reserve is used, experienced and regarded by the local and wider community.
- Erecting a sign on the Marina Reserve inviting users to input into the process.
- Consultation sessions with local school children. Due to the importance of giving local children a voice in the process of developing the draft masterplan, the design consultant visited 5 local schools and carried out consultation sessions with approximately 125 children. The children were asked a number of questions including the following:
  - What is not available on the St. Kilda foreshore that you think would be fun or you would use?
  - What features would you include in a whole park for everyone at Marina Reserve?
- Further opportunity to comment on the preliminary design presentation was provided after the second workshop. The preliminary design was posted on the website for a further 10 days. Altogether 55 people provided comments with 683 viewings of the comments. This feedback was used in the development of the draft masterplan.
- Consultation with a number of stakeholders as follows:
  - Local police - Leading Senior Constable Crime Prevention Officer Mark James has provided advice on the lay out of the masterplan, the location of facilities such as toilets, the need for good sight lines, the use of CPTED (crime prevention through environment design) principles, the preference for encouraging a wide range of users and the presence of “capable guardians” as important in delivering a good outcome. Constable James attended and presented at the second community workshop.
  - Operator of the St Kilda Marina. The operators did not have any objection to a proposed upgrade of the Marina Reserve provided their operating requirements are catered for.
  - Artists of the Melbourne Solar System sculpture, members of the Kai Opua Club (the Australian Outrigger Canoe Racing Association), members of the Astronomical Society and Melbourne Water.

All comments made through the community consultation process were fed into the draft masterplan. Council considered the draft masterplan at its meeting of the 28 June 2010 and agreed to invite public submissions as part of the Phase 2 public consultation process. This report and attachments is included in Volume 2, Attachment 6.

#### 2.4.2 Phase two

Consultation on phase two comprised the following:

- A personal invitation to 3,300 owners and occupiers in the form of a personal letter from the Mayor inviting comment on the draft masterplan (approx 3,300 letters),
- Emailing the 'Interested Persons' data base and inviting submissions,
- Updating the CoPP web site which included the draft masterplan on the Have Your Say web-page with a submission form,
- Advertising the draft masterplan consultation in local newspapers,
- Updating the sign on the Reserve,
- Undertaking consultation with students at 5 local schools,
- Providing a formal information session by the design consultant on 14 July 2010, and
- Meeting, corresponding and speaking with any person who wished to discuss any aspects of the draft masterplan. Approximately 10 people took up this offer.

Submissions closed on 24 July 2010. The Council report of 9 August 2010 included a summary of all submissions, a discussion on issues raised and a number of independent consultant reports. Report is included in Volume 2, Attachment 7. Council considered the 190 submissions and requested a further report on issues raised in submissions. The main issues raised in submissions were:

- Whether skateable infrastructure should be provided in the Masterplan,
- Skateable infrastructure – size of area and form of infrastructure,
- Car parking - number of spaces and layout of car park,
- Sports lighting,
- Public toilet,
- Pedestrian crossing,
- Bicycle path,
- Provision of a café/kiosk,
- Generation of anti-social behaviour,
- View lines from both public and private vantage points,
- Access for jet skis and camping,
- Vegetation species,
- Drainage and flooding,
- Rationale for the selection of Marina Reserve for skating,
- Impact on the dog off leash area,
- Impact of noise generated by skaters, and
- Other issues.

At the 13 September 2010 meeting the Council considered a further report. The revised masterplan was approved by the Council with a number of changes including bringing the skateable areas together into one space, more detail in the plan to show a shallow skate bowl and site levels, and the removal of sports lighting, the pedestrian crossing, the timber boardwalk, shelters and the children's playground. The revised masterplan retained the 50 space car park and public toilet.

Council at its meeting of the 13 September 2010 also agreed to a further round of consultation on the revised masterplan prior to making a final decision. Submitters and the interested person's database were contacted and offered an additional

opportunity to comment on the revised masterplan, a press release was issued and the website was updated.

The revised masterplan was available for further comment from the 20 September to the 4 October 2010. The masterplan was posted on the Council's website and a hard copy of the revised masterplan was made available at the 3 Council Town Halls and libraries. Submitters and people listed on the 'interested persons' data base were notified and invited to make further comments. A press release was issued on the 15 September 2010 with the matter picked up by the two local papers on the 20 and 21 September 2010.

Altogether a further 26 submissions were considered by the Council at its meeting of the 11 October.

The Council resolved to adopt the revised masterplan and seek CMA consent.

The Marina Reserve Masterplan September 2010 included at Attachment 1 is the final version of the masterplan.

It should be noted that a separate section on community consultation has not been included in this application as it is considered that it has been amply covered in the above overview and is detailed in the Council reports included in Volume 2.

### **3.0 Proposal**

#### **3.1 Current use**

Marina Reserve is a triangle wedge shape of 1830m<sup>2</sup> located between Marina Parade, the St Kilda Marina and the foreshore. It was created as part of the St Kilda Marina development in the 1960s. It is a completely man made site that was flat until works were undertaken in 2002/2003 to create a 1500mm high mound in accordance with the 2002 Marina Reserve Masterplan. Attachment 2 includes aerial photographs of the site during its construction. Attachment 3 includes the 2002 Marina Reserve Masterplan and the CMA consent for the first stage of works. The reserve is Coastal Crown Land Reserve (P362393) which is reserved permanently for public recreation.

Marina Reserve is part of the St Kilda foreshore which is a 1.5km stretch of foreshore from West Beach Pavilion to the St Kilda Marina (refer Attachment 4.). It hosts a number of facilities and infrastructure including the foreshore promenade, St Kilda Pier, St Kilda Harbour, Royal Melbourne Yacht Squadron and boatshed, West Beach Pavilion, Sea Baths complex ( includes cafes, function centre, gymnasium and health spa), St Kilda Life Saving Club, 2 restaurants, several kiosks, Brookes Jetty and the St Kilda Marina. The range of infrastructure currently serves very young children or older members of the community with little active recreational infrastructure for young people aged 8 – 17. These include barbecue facilities at Catani Gardens, shelters, two children's playgrounds (for children under 8) Catani Gardens near Catani Arch, large sections of grassed areas at South Beach and Catani Gardens, foreshore promenade, separated cycle path along part of the foreshore and public toilets in several locations.

The survey<sup>3</sup> taken at Marina Reserve from February to May 2010 asked respondents which recreation activities they participate in at the St Kilda foreshore: The results of the survey<sup>4</sup> are as follows:

- BMX riding (6%),
- Cycling (27%),
- Gentle exercise (tai chi, etc) (5%),
- Jogging / running for exercise (15%),
- Kite flying (5%), Organised exercise groups (2%),
- Partying / picnics / BBQs (23%),
- Skateboarding (20%),
- Rollerblading (3%),
- Events / festivals (29%),
- Catching up with friends (48%),
- Children's play / games (9%),
- Exercising animals (26%),
- Walking for exercise (60%),
- Photography / drawing / painting (8%),
- Do not visit St Kilda foreshore (2%),
- Visit cafes and restaurants (42%),
- Sitting / relaxing / reading (43%),
- Other (10%) (N = 347).

The survey also asked how respondent travelled to the St Kilda foreshore. The largest number walked (68%), following by car (29%), bicycle (27%) and skateboard (17%) and tram (17%) (n=347).

Marina Reserve is at the southern end of the St Kilda foreshore, just north of the St Kilda Marina. It is currently used as an area for recreation and is occupied by a large area of grass, a 122 space car park, a shared path that accommodates pedestrian and cycle traffic, a BBQ, seating, rubbish bins and hosts several sculptures of the Solar System. The St Kilda Marina and a Melbourne Water weather station abut the reserve to the west and south.

The area is currently used for the following activities:

- Both active and passive recreation with pedestrians, joggers, cyclists and skaters using the pathway system and grassed area,
- Dog off leash area,
- Thoroughfare by members of the Kai Opua Club (the Australian Outrigger Canoe Racing Association) who store their boats in the St Kilda Marina and walk their boats across Marina Reserve to the sandy beach,
- Observation area for the Melbourne Solar System art work.

The area houses an outfall drain which requires regular access for maintenance purposes.

---

<sup>3</sup> The survey was completed by a range of people including students from local schools (82 or 24%), users of the Reserve responding to surveyors on-site (130 or 38%), surveys on-line (118 or 34%) and hard copies of the survey sent in by mail (17 or 5%). So whilst the survey was not completely random a large component (on-site surveys) were random and the various means to collect the survey results (on-line, schools and via hard copies) would result in a fairly representative sample.

<sup>4</sup> Respondents were able to select more than one category. Full survey results are included as Attachment 4 to the Council report 28 June 2010 which is in Volume 2, Attachment 6).

There have been issues associated with hoon activity and camping in the car park and the use of the reserve to launch jet skis. These are uses that the Council does not support and is continuing to address through various means, such as supporting the proposed changes to the boating zones. The masterplan has addressed these issues where possible through redesign of the car park and access to the beach, lighting and other aspects of the design. These changes should assist in minimising deleterious effects from these activities.

The masterplan provides a detailed site analysis which outlines the current issues and shortfalls of the current layout. This is covered in the Design report.

### **3.2 The proposal**

The Marina Reserve Masterplan is included at Attachment 1. The masterplan is comprised of the design report and ten images.

In summary, the masterplan proposes the following:

- Physical works to reshape the existing central mound (approximately 1500mm above ground level/3300mm above sea level) and create an amphitheatre like surface further south.
- New path networks including a new shared zone to provide access to beach and new commuter cyclist path,
- Reworked car parking area providing 50 space with a reduced hard paved footprint,
- New formalized seating areas, viewing decks and paved BBQ areas,
- New active recreation/skateable space,
- Reconfigured areas of lawn including a single flat large lawn space,
- Increased plantings of native indigenous coastal grasses, shrubs and trees, and
- New amenities including a public toilet, BBQ, seating, lighting, water fountains, bicycle parking and rubbish tins.

In terms of areas, this equates to the following:

- Approximately 3,000 square metres of new path networks, consisting of an additional 700metres of paths to provide access throughout the reserve, including a new shared zone to provide access to beach, and 224 metres of new commuter cyclist path.
- Approximately 1,800 square metres of car parking area (reducing the car park footprint by approximately 1,800 square metres).
- Approximately 1,300 square metres of new formalized seating areas, viewing decks and paved BBQ areas.
- Approximately 750 square metres of active recreation/skateable space.
- Approximate area of 8,860 square metres designated as open lawn, including a single lawn space of 5,160 square metres.
- Approximately 1,500 square metres of native indigenous coastal grasses and shrubs.
- Approximately 55 new trees and large shrubs (Refer section 5.25 page 27 Marina Reserve Masterplan Design Report).

Materials proposed within the whole reserve include materials ranging from coloured concrete, steel and timber offset by the inclusion of multiple zones of vegetation, lawn and WSUD treatments to soften the space and maintain the natural feel.

The design statement is repeated here to summarise what is being proposed:

## **7 MASTERPLAN DESIGN STATEMENT**

*The Marina Reserve 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 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 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 Masterplan to highlight and protect these valuable assets. The foreshore environment will remain prominent in Marina Reserve through increased vegetation and 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 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. (Marina Reserve Masterplan Design Report Section 7 page 30)*

A preliminary costing has been undertaken of the Marina Reserve masterplan. It is estimated that the costs are in the order of approximately \$3million. It is expected that the works will be staged over a number of stages.

### **3.3 Operations Plan**

An example of an operations plan is included in the Design report of the masterplan at section 5.27. The report states:

*The flexible nature of the 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. ....It is recommended that the City of Port Philip, with help from the local community and relevant user groups, develop a comprehensive operations plan for Marina Reserve.*



The report lists a range of activities that the upgraded reserve could accommodate from dog training to multi-cultural festivals. This is due to the adaptable design of the new infrastructure and in particular the active recreation and skateable space, 3 phase power, public toilet, water and reinforced pathway supporting a wider range of activities to occur. Upon receipt of CMA consent, the Council will embark on a process of developing the next stage of detail for the development and for the Operations Plan for the entire reserve.

It is anticipated that the Operations Plan will be developed with assistance from the local community, user groups, relevant areas of Council (including Traffic Engineering, Festivals and Events, Foreshore Management) and other stakeholders including local police and the St Kilda Marina.

It is proposed that the Operations Plan will include the following:

- List of activities and events that would be appropriate to occur within a 12 month period within Marina Reserve, and
- Protocols governing appropriate responses to issues associated with the operation and day to day use of the car park, gates, toilet, graffiti response, skateable infrastructure area, bbq and/or any other areas within the reserve,

It would be the Council's preference for DSE to specify a condition to any CMA consent detailing any further item to be covered by the Operations Plan.

### **3.4 Skateable infrastructure area**

The proposed skateable infrastructure area comprises an area of approximately 750m<sup>2</sup> which is sculptural in its form and incorporates strategically located sculptural elements, walls, transitions, corners and a bowl like semi enclosed pocket. This is described in the Design Report (Section 5.12 Skateable Infrastructure) and illustrated in 3D Artistic Impression on page 20. The skateable infrastructure zone includes 4 pods (with a total area of 680m<sup>2</sup>) and a bowl like semi enclosed pocket of 70m<sup>2</sup> (9.5 metre diameter and 2100mm deep pocket). The design of this area is unique and sculptural, integrating into the reshaped landscape. The area has been designed as a multi-purpose space and could accommodate a range of activities from skating, scooters, inline skating, sitting, running, events (either as a stage or as seating). It forms the edge of an amphitheatre focussing on the grassed space in front of it and allowing for delineation of the amphitheatre and some seating.

It is envisaged that it will be used for many different forms of unstructured play and activity and is considered to provide an extension to the coastal infrastructure provided as part of the foreshore promenade. It has not been designed for competition type sporting activity or as a sporting facility and could not be used as such. This is consistent with the advice of Officers of the DSE that the area should not transform the space into a stand alone skate park or disadvantage existing users of the reserve.

The allocation of space dedicated to the skateable infrastructure has been determined to allow for multiple users of differing disciplines to safely experience the space at one time, taking into account the specific requirements of each disciplines, approaches and egress from the sculptural moments within the space. The provision of a reduced footprint space will not provide for a range of activities to occur at once creating a space only safely usable by a single participant at a time. Based on the specific safety requirements of the activities being invited to the space and Convic

Design's extensive experience as world leaders in the provision of such facilities throughout Australia and abroad.

The advantages of using Marina Reserve for a wider range of activities include:

- It fulfils the vision of the St Kilda Foreshore UDF and the Port Phillip Planning Scheme of activating and upgrading the St Kilda foreshore,
- Supports the range of activities that currently occur along the St Kilda foreshore and completes the range of groups catered for along the foreshore, and
- Reduces the pressure on other open spaces within the St Kilda foreshore area by activating this site, especially given that there is no heritage value to this site. This is critical as many of the other open spaces along the St Kilda foreshore are of high heritage value.

#### **4.0 Strategic justification for site selection**

The strategic justification for the selection of Marina Reserve and the actual location within Marina Reserve was based on the 2 stage process of:

- Firstly, identify a site within St Kilda and environs that could accommodate skateable infrastructure, and
- Secondly, once Marina Reserve was identified, delivering an integrated masterplan for the entire reserve that responds to the site analysis and delivers a design response informed by community input and technical review of existing conditions and relevant plans.

As previously explained the Council employed an independent assessor (professional recreation planning consultant Simon Leisure Consulting) and established a community reference group (St Kilda Skate Park Community Reference Group /CRG) of key stakeholders and local skater representatives (including 8 community members and 2 Councillors) to assist and provide input into the assessment process.

The process was as follows:

- Understand constraints of different locations including coastal sites, other open space sites and other potential skate park sites,
- List possible sites ( 23 were identified),
- Agreement on criteria (incorporating the criteria from the Skate Facility Guide 2001 plus additional relevant criteria),
- Agreement on appropriate weighting to be given to each criteria,
- Agreement on the assessment of 23 sites against a number of criteria,
- Creation of a short list of nine sites,
- Further detailed review of the nine sites that incorporated assessments of site suitability, site accessibility and technical conditions,
- Agreement on the short list, and
- Agreement on the preferred site, which was Marina Reserve.

In further reviewing the short list of nine sites, the Simon Leisure Consulting reports states the following (page 2):

*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 Simon Leisure Consulting describes the key attributes of Marina Reserve and hence its suitability as follows:

- ☐ *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 (page 7).*

The report identifies issues to be addressed in the design phase, as follows:

*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 ( page 7).*

As outlined in section above the assessment criteria in the Report incorporates the location and siting checklists in the Skate Park Facilities Guide 2001. As this has been specifically requested by DSE, an assessment been conducted and is included in attachment 5. The conclusion of this assessment is that the proposed active recreation and skateable space generally meets the criteria specified in the location and siting checklists. As it is designed as a local facility catering for shared use it does not meet the criteria for regional facilities.

This is consistent with the findings of the Independent Assessor who found that: "The site (Marina Reserve) meets the criteria outlined in the Sport & Recreation Victoria Skate Guide (2001) for locating and siting a skate park", (Simon Leisure Consulting, May 2009 Page 7).

DSE have also requested an assessment of alternatives sites and why they were considered unsuitable. The Report lists the other sites and why they were not considered suitable.

A number of submitters supported the previous skate park site at Fitzroy Street and Lakeside Drive. The Independent Assessor report states the following:

*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 (page6).*

A number of submitters through the public consultation process have suggested that the Council consider the St Kilda Triangle site (not initially considered in the assessment process as it was subject to a development proposal at the time). Despite that scheme failing to proceed, it is unlikely that this site will be suitable for development in the short term. A comprehensive review of the future of the St Kilda Triangle site is underway and it is unlikely to be available for redevelopment in the near future.

Therefore the process has settled on the Marina Reserve site as the only appropriate site for skateable infrastructure within the St Kilda and environs area for the near future.

## **5.0 Strategic Justification for the proposed works in the Marina Reserve Masterplan including the location of the skateable infrastructure on the foreshore reserve**

### **5.1 Overview**

The justification for the selection of Marina Reserve for skateable infrastructure and the assessment of other sites and why they were considered unsuitable is outlined above in Section 2 and 4.

The Department has requested that the Council undertakes an assessment of the skateable infrastructure against the various policy controls including:

- Victorian Coastal Strategy and in particular the Hierarchy Of Principles and the Criteria for use and development on coastal Crown land,
- Siting and Design Guidelines for Structures on the Victorian Coast 1998,
- Any relevant planning controls at state or local level, and
- Any coastal management plan /approved masterplan applying to the land

It is the Council's understanding that it must obtain CMA approval for the proposed works (either with or without conditions) as well as a planning permit for the planting of vegetation pursuant to Design and Development Overlay (Schedule - 10 Port Phillip Coastal Area) to proceed with the implementation of the masterplan.

It is too limiting to undertake an assessment of the proposed works as only skateable infrastructure as this is not the sole or main expected use of these proposed works. The active recreation and skateable space has been designed to be used for a range of activities in addition to skating and any assessment should address the multipurpose nature of the space and how it is expected that it will be used.

### **5.2 Assessment against the Victorian Coastal Strategy and in particular against the Hierarchy of Principles and the Criteria for use and development on coastal Crown land**

#### **5.2.1 Assessment against the Hierarchy of Principles**

The assessment is included at Attachment 6. The conclusion is that the proposed works satisfy the Hierarchy of Principles as follows:

- The works will not have any significant impact on environmental and cultural values nor should impact on the habitat of the Rakali.
- The works will improve the physical and ecological integrity of this man made site.
- The works will provide clear direction for the future and are consistent with existing vision identified in planning documents such as the Port Phillip Planning Scheme and the St Kilda Foreshore UDF, which calls for the revitalisation of public land within the St Kilda foreshore area.
- The works will lead to the sustainable use of coastal resources.
- The impacts are not considered to be significant and any adverse impacts can be managed.

- The demand for the range of works including the skateable infrastructure component and the public toilet has been established through the consultation process.
- The site is a man made and resilient site and capable of supporting the range of works proposed, and
- Developing Marina Reserve will relieve pressure on other areas within the St Kilda foreshore which are heavily used and which have greater cultural heritage significance.

### *5.2.2 Assessment against the Criteria for use and development on coastal Crown land*

The assessment is included at Attachment 6. The assessment indicates that the proposed works including the active recreation and skateable space address the requirements of the Criteria for use and development on coastal Crown land, as follows:

- The works will contribute significantly to public enjoyment and appreciation of the coast and deliver a net community and public benefit,
- The works are an improvement on the current state of the reserve and its poor environmental performance. The reserve currently offers no direct physical relationship or access to the bay or beach, has low natural ecological values, is generally underutilised and considered to be a poor quality site on the St Kilda foreshore,
- The works fulfil an identifiable need that has been confirmed in the survey and through the community consultation process,
- The works are located within the St Kilda Foreshore Activity Node,
- The active recreation and skateable space cannot be located elsewhere,
- The active recreation and skateable infrastructure component will complete the range of infrastructure provided to cater for the various user groups along the foreshore promenade. To this extent the works are considered to be coastal dependant because the works are needed to finish off the promenade, especially as it relates to 8 – 17 year olds, and could therefore not be located elsewhere,
- The works will serve as a shared space for a variety of user groups and provide a form of unstructured play or recreation space,
- The works will facilitate multi – use of the reserve and also reduce the area dedicated to car parking and car movement through the reserve. Multi-use will be facilitated as the design encourages both active and passive forms of recreation,
- The proposed works are consistent with the Port Phillip Planning Scheme,
- The proposed works will not be vulnerable to climate change risk within the lifespan of the new development, and
- The proposed works will enhance public access to the coast and result in an increase in open space due to the decrease in the size of the car park area of approximately 10% of the reserve.

### *5.2.3 Assessment against the “Siting and Design Guidelines for Structures on the Victorian Coast 1998” and the “Good Design and the Coast” brochure*

The assessment is included at Attachment 7. The assessment against the “Siting and Design Guidelines for Structures on the Victorian Coast 1998” and the “Good Design and the Coast” brochure indicates that the masterplan generally meets the guidelines and the principles. In particular the assessment indicates additional areas

of compliance over and above the assessment against the Hierarchy of Principles and the Criteria for use and development of coastal Crown land. This is listed below, as follows:

- The proposed works generally meet the “Siting and Design Guidelines for Structures on the Victorian Coast 1998” in regard to development feasibility, site selection, site analysis, site planning, design of structures and site design.
- It is considered that the proposed works including the active recreation and skateable space are consistent with the comments regarding appropriate development under Section 3.1.2 (Appropriateness of Development) that state that *“The coastline is a precious and finite environment and its limited land resources need to be used sparingly and wisely. The heavy demands made on the coast and, in particular, the exceptional value of this resource for public recreation requires that uses of the land and water be preferentially allocated to those requiring a coastal site. These include primarily water based recreation activities and industries such as fishing and port activities, as well as uses associated with conservation and habitat. Only those structures associated with these activities, or directly related to marine works such as erosion protection and navigation, or which contribute significantly to public enjoyment and appreciation of the coast, should be located on the coast (page 11)”*. The proposed works will “...contribute significantly to public enjoyment and appreciation of the coast<sup>5</sup>”, providing a net community and public benefit.
- The proposed works achieve the various principles contained in the “Good Design and the Coast” brochure,
- The masterplan provides a range of works that respond to the cultural heritage of St Kilda and specifically the recreation and water based/ swimming culture of the St Kilda foreshore. It will have a strong sense of place and will become a loved part of the whole St Kilda foreshore which has a range of active and passive recreation spaces in addition to the purely coastal activities of sitting on the sand, swimming, boating and fishing. It will be significant in contributing to the development of identity and culture especially for the younger section of the community.
- The masterplan celebrates the importance of the St Kilda foreshore as an area of fun, play and congregation. This was identified in the St Kilda Foreshore Urban Design Framework 2002 and was a significant element in the design behind the St Kilda foreshore promenade. The proposed works will continue this design philosophy and further enhance the enjoyment and appreciation of the foreshore for the local and wider community.
- It will improve the visual and physical access to all parts of the reserve with the pathway around the edge of the space. The variety of unstructured spaces will promote inclusiveness and recreation for all groups including singles and families who will be able to enjoy this reserve as observers appreciating the athleticism and spectacle of active recreation and skateboarding.
- The masterplan promotes the clustering of both active and passive unstructured recreation spaces and the shared use of all facilities. In particular the active recreation and skateable space has been designed as a shared space to be used in multiple ways by different user groups. This could include passive recreational pursuits such as reading and sitting, active

---

<sup>5</sup> Siting and Design Guidelines for Structures on the Victorian Coast 1998 Page 11



recreational pursuits such as skating or scootering as well as organised events where the space becomes either a seating area or a stage.

- The masterplan will provide great community facilities and give expression to local identity and the forging of new forms of creative expression in a safe, coastal setting. This is especially critical for the youth in our community who are often overlooked in the design of open space.
- The design of the masterplan has taken account of the reserve's harsh environment and the use of drought tolerant coastal planting, contouring of water run-off and overland flow into filtration areas and the arrangements of surfaces and profiling of the topography will create areas protected from winds and control sand drift. A key aim is to minimise maintenance.

### **5. 3 Assessment against any relevant planning controls at state or local level**

The assessment is included at attachment 8. The assessment against the SPPF and LPPF (both existing and proposed) indicates that the masterplan generally meets all requirements. In particular the assessment indicates additional areas of compliance over and above the previous assessments against the Hierarchy of Principles, Criteria for use and development of coastal Crown land, "Siting and Design Guidelines for Structures on the Victorian Coast 1998" and the "Good Design and the Coast" brochure. These areas are listed below, as follows:

- The masterplan provides clear direction for the future sustainable use of Marina Reserve primarily for recreation and environmental use and identifies suitable opportunities for improvement.
- The range of works proposed is sensitively sited and are consistent with the range of improvements envisaged for the St Kilda foreshore.
- Implementation of the masterplan will support the role of public open space as offering a diversity of functions and experiences and hosting a range of leisure, recreation, cultural and social activities to meet the needs of all users. It should be noted that the focus of the proposed works is on recreation rather than tourism and sporting activities.
- The masterplan will support continuity of public access and active year round use of the foreshore, is sympathetic to the coastal landscape and increases net public open space available to the general public on the foreshore
- The masterplan will compliment and enhance the prevailing land uses in the area and does not disadvantage existing foreshore users.
- It will improve pedestrian and cyclist circulation and will not result in additional noise generation.
- The proposed works are not impacted by the impacts of climate change.
- The proposed works will "bookend" the southern section of the foreshore promenade and support and consolidate the role of the St Kilda Foreshore area as a historically and regionally significant cultural and recreational destination.
- The proposed works will reinforce the unique cultural heritage of the St Kilda Foreshore area and contribute to this area's role as a place of play and recreation.
- There is no loss of land used for public open space. The masterplan will result in an increase in open space of approximately 10% within the reserve due to the reduction in the car park.

#### **5.4 Assessment against any coastal management plan /approved masterplan applying to the land**

The only approved plan is the 2002 Marina Reserve Masterplan, of which stage 1 was given coastal consent on the 17 July 2002 by the DSE (refer attachment 3).

It is the view of the Council that the 2002 masterplan is no longer relevant and has been superseded by the new masterplan.

It should be noted that the Council did not include a review of the 2002 masterplan as a separate step in the process of developing the new masterplan for the following reasons:

- It was considered preferable to conduct a master planning process based on a thorough site analysis of the Reserve, a design response informed by community input and technical review of existing conditions and relevant plans,
- The community consultation process has been extensive and time consuming for participants and it was decided that it should be targeted to elicit community feedback on the most important aspects of any future masterplan,
- The 2002 masterplan was made available on the Council's website (and on request) and referred to as a relevant consideration in the development of the new masterplan,
- The consultants based their site analysis on the 2002 masterplan as well as other plans, policies and recent developments within the area including the foreshore promenade, and
- The 2002 masterplan covers a different area (i.e. it included the tip of the Reserve which is part of the St Kilda Marina which is not available) and would not be consistent with current Council policy in relation to elements such as the lack of water sensitive urban design. There was concern about asking for direct feedback on the earlier masterplan as a separate step in the process given the significant site area differences and the potential for confusion.

#### **6.0 Assessment of potential impacts and benefits of the proposal**

The proposed works are considered to have impacts on the:

- Current use of the reserve,
- Current infrastructure provided within the reserve, and
- Visual impact.

The current use of the reserve will be enhanced and extended. The improvement will cater for and extend the opportunities for recreational participation that currently occurs along the St Kilda foreshore.

The work will improve the level of infrastructure provided within the reserve.

A visual assessment was conducted to assess the impact of any proposed above ground structures and changes to the contour levels, and how this might affect views of, through or within Marina Reserve. The assessment indicates that the visual impacts are not significant.

The Masterplan proposes earthworks to move the existing central mound (approximately 3.3 metres above sea level) further south to create an amphitheatre effect. The height of the earthworks will remain within the current prevailing site height, meaning the general views to and across the site should not change

significantly. The visual impacts are outlined in the Marina Reserve Masterplan, Design Report section 5.20 (refer Attachment 1).

The design report states:

*The existing views from residential areas generally show Marine Parade in the foreground then a large open car park, public open reserve, pathways, trees, light poles, vegetation lighthouse and broken views of the marina, and in some instances of the coastal foreshore. The anticipated new view following the Masterplan implementation will be of Marine Parade, a smaller car park, public open reserve, a sunken active hub of skateable infrastructure, play area, barbecues, additional pathways, trees, light poles, toilet, vegetation, light house and broken views of the marina and in some instances of the coastal foreshore.*

*The existing trees along Marine Parade are Norfolk Island Pines. The southern boundary fence has existing Phoenix Palms. Assuming good health, both species will grow substantially over time and create broken views of the marina. This will have an impact of views into the reserve and marina respectively.*

*The car park is proposed to be smaller, so this shall reduce the view of road pavements. The skateable infrastructure & play space is low level and sunken into the existing mounds where possible. Paths will increase along the perimeter of the reserve but will not significantly affect views. The number of light poles will be increased but in line with Australian standards for security level lighting and designed to have cut off fittings which will have minimal visual impact on residents.*

*Shade trees will be planted in clusters to provide both shelter and shade throughout the reserve. These will have minimal impact on views given the existing trees along Marine Parade and the marina boundary.*

*The toilet may have some visual impact in its proposed location, so this will require more detailed assessment prior to implementation. Refer to attached Visual impact Study.*

The proposed works are considered to have the following benefits:

- Upgrade an existing space that is currently considered to be of poor quality and not optimising its valuable foreshore location. The site is currently 18350m<sup>2</sup>, is taken up with a large expanse of grass, a bike path, a carpark area of 3600m<sup>2</sup> (20%). The carpark is not well utilised and serves as overflow parking to the wider precinct. (It should be noted that Marina Reserve was not scheduled for any upgrade works in the near future and these have now been accelerated as a result of the proposed masterplan.)
- Provide active recreation and skateable space for young people who are currently using the foreshore promenade for skating, scootering and cycling. It will provide a play space that will be used for play and entertainment and also provide opportunities for viewing and seating for older people. It should be noted that school aged children were very enthusiastic about the proposed improvements. They listed their priorities in terms of what they would use as barbecue, skateable infrastructure, clean bathrooms, open park, shelter/trees

and drinking fountains. In terms of how they would use it their response as follows:

- Picnic/gathering - the most anticipated use of the space is social gathering and eating around the bbq's and shelters,
  - Fun/play – in the open space and the playground,
  - Walk/explore – along the connective paths and boardwalk, on the beach and in the forested areas, and
  - Skate/cycling/soccer - the three most anticipated sports in the reserve.<sup>6</sup>
- Provide improvements to the reserve which will improve its long term sustainability by introducing WSUD and water saving features to the reserve. The proposal includes features which will have significant environmental benefits.

## **7.0 Coastal vulnerability assessment**

Council has assessed the coastal vulnerability of the proposed development and the conclusion is that the reserve's relative elevation makes it highly unlikely to be affected by climate change or sea level rise within the foreseeable life of the proposed development. If the site was subjected to inundation from an extreme and rare storm event, the effects would be relatively minimal on the proposed development with a very low risk to human life due to the protection provided by St Kilda Marina. It is unlikely people would remain in the reserve during an extreme storm event. The coastal vulnerability assessment is included at Attachment 9.

## **8.0 Precedents**

A number of comparisons can be made between the location of Marina Reserve within the St Kilda Foreshore Activity Hub and the Geelong and Cairns foreshores. Refer to Attachment 10 - Applicable case studies in comparison with Marina Reserve.

All these foreshores (Cairns, Geelong and St Kilda) are urban coastal foreshores that provide a range of structured and unstructured spaces for the local and wider community. They are within a range of 1 to 1.5 km wide and have sandy beaches for part of their foreshore. The works proposed for the St Kilda foreshore are comparable with these urban coastlines except that what is being proposed is far less intrusive and of a much smaller scale.

It is considered that these foreshores provide an appropriate benchmark for the active recreation and skateable space proposed for Marina Reserve and shows the degree of compatibility of this form of play space in an Australian coastal location.

## **9.0 Conclusion**

In conclusion, Council has undertaken a comprehensive and thorough process to develop the masterplan for Marina Reserve.

---

<sup>6</sup> See [http://www.portphillip.vic.gov.au/default/Report\\_2\\_-\\_Attachment\\_3\\_-\\_Report\\_on\\_Schools\\_Consultation\\_by\\_Convic\\_Pty\\_Ltd.pdf](http://www.portphillip.vic.gov.au/default/Report_2_-_Attachment_3_-_Report_on_Schools_Consultation_by_Convic_Pty_Ltd.pdf) at Attachment 3 to the Council report 9 August 2010 included in Volume 2, Attachment 7

Council has consulted widely on the process of developing the masterplan. We have sent out 3300 letters twice to a large section of owners and occupiers within the vicinity of the site, have advertised in the local newspapers, have erected a large sign inviting input on the site which was viewable by any person visiting the reserve, communicated with a large group of 'interested persons including submitters, attempted to consult with groups that often are overlooked but have an interest in the future of Marina Reserve and the St Kilda foreshore such as local schoolchildren and other user groups and liaised with the local police.

Council has liaised very closely with officers of the DSE in order to better understand the requirements for CMA consent. These have been incorporated but have been modified in order to respond to the result of community input.

Marina Reserve is currently an open space that would benefit from substantial improvements that would assist it to better serve existing user groups that are currently recreating on the St Kilda foreshore as well as cater for groups that have been traditionally under catered for. This is consistent with other urban coastal environments and the cultural heritage of the St Kilda foreshore.

This Council has a proud tradition of valuing the special attributes that make the St Kilda foreshore special and contribute to the cultural heritage and range of recreation opportunities available. It is important for Council that all groups are catered for and that any proposed works are of high quality, sustainable and leave a lasting legacy for the future.

The Council hopes that this application for consent under Section 40(1) (b) of the *Coastal Management Act* 1995 is successful and that the DSE grants consent with conditions that can be further progressed.

## **Attachments**

### **Volume 1**

- 1 – Marina Reserve Masterplan September 2010
- 2 - Aerial photographs of Marina Reserve
- 3 - 2002 Marina Reserve Masterplan and CMA consent for first stage of works
- 4 - St Kilda Foreshore Activity Hub overview
- 5 - Skate Park Facilities Guide 2001 Criteria assessment
- 6 - Assessment against the Hierarchy of Principles and the Criteria for use and development on coastal Crown land (Victorian Coastal Strategy 2008)
- 7 - Assessment against the "Siting and Design Guidelines for Structures on the Victorian Coast 1998" and the "Good Design and the Coast" brochure
- 8 - Assessment against relevant planning controls at state and local level
- 9 - Coastal vulnerability assessment
- 10 - Applicable case studies in comparison with Marina Reserve

### **Volume 2**

- 1 – Council report and minutes of the 18 December 2008
- 2 - Council report and minutes of the 23 February 2009
- 3 - Council report and minutes of the 1 June 2009
- 4 - Council report and minutes of the 22 June 2009
- 5 - Council report and minutes of the 30 September 2009
- 6 - Council report and minutes of the 28 June 2010
- 7 - Council report and minutes of the 9 August 2010
- 8 - Council report and minutes of the 13 September 2010
- 9 - Council report and minutes of the 11 October 2010

## **Marina Reserve Masterplan – *Coastal Management Act* 1985 consent application**


### **Volume 1**

- Attachment 1 – Marina Reserve Masterplan September 2010
- Attachment 2 - Aerial photographs of Marina Reserve
- Attachment 3 - 2002 Marina Reserve Masterplan and CMA consent for first stage of works
- Attachment 4 - St Kilda Foreshore Activity Hub overview
- Attachment 5 - Skate Park Facilities Guide 2001 Criteria assessment
- Attachment 6 - Assessment against the Hierarchy of Principles and the Criteria for use and development on coastal Crown land (Victorian Coastal Strategy 2008)
- Attachment 7 - Assessment against the “Siting and Design Guidelines for Structures on the Victorian Coast 1998” and the “Good Design and the Coast” brochure
- Attachment 8 - Assessment against relevant planning controls at state and local level
- Attachment 9 - Coastal vulnerability assessment
- Attachment 10 - Applicable case studies in comparison with Marina Reserve





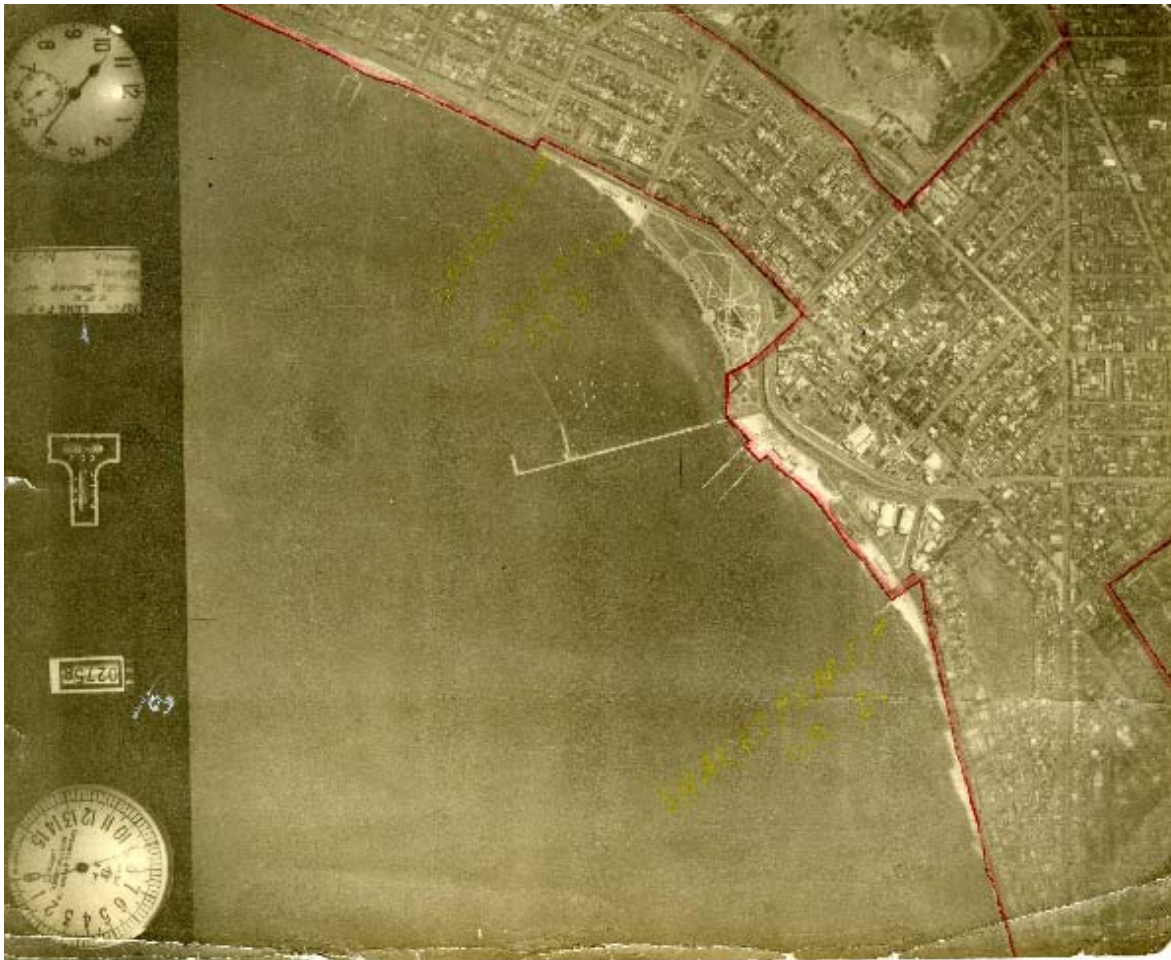
## **Attachment 1 – Marina Reserve Masterplan September 2010**

-  [Revised Marina Reserve Masterplan September 2010](#) (1.6 MB)
-  [Image 1 - Marina Reserve - Existing Conditions](#) (1.8 MB)
-  [Image 2 – Marina Reserve Masterplan](#)  
(<http://haveyoursayatportphillip.net.au/document/show/153>)
-  [Image 3 - Marina Reserve Masterplan - Proposed Contours](#) (1.2 MB)
-  [Image 4 - Contour Overlay 01](#) (1.3 MB)
-  [Image 5 - Contour Overlay - 02](#) (1.8 MB)
-  [Image 6 - Skate Space Spot Levels](#) (1 MB)
-  [Image 7 - Commuter Bicycle Path](#) (1.2 MB)
-  [Image 8 - Vegetation Plan](#) (1.2 MB)
-  [Image 9 - Visual Impact Study](#) (1.4 MB)
-  [Image 10 - Artistic Impression](#) (370 KB)



## Attachment 2 - Aerial photographs of Marina Reserve<sup>1</sup>

1931



---

<sup>1</sup> Photographs sourced from DSE

1942



1951



1961





1960s<sup>2</sup>



---

<sup>2</sup> Photograph supplied by St Kilda Marina



1970



1982





**Attachment 3 - 2002 Marina Reserve Masterplan and CMA consent for first stage of works**

<http://haveyoursayatportphillip.net.au/document/show/151>

<http://haveyoursayatportphillip.net.au/document/show/152>



#### **Attachment 4 - St Kilda Foreshore Activity Hub overview**

# MARINA RESERVE SITE COMPARISON

## KEY COMMENTS:

- COASTAL FRONTAGE
- SOCIAL SPACES, VIEWING, REFUGES
- EVENT INFRASTRUCTURE
- WITHIN ST KILDA FORESHORE ACTIVITY  
NODES
- ESTABLISHED SURROUNDING PEDESTRIAN  
INFRASTRUCTURE





## Attachment 5 –Assessment against the Skate Facility Guide Sport and Recreation 2001

This assessment has been conducted at the request of DSE. Council does not consider it necessary as the area has been designed as a multi-purpose space.

The masterplan has been designed so it could accommodate a range of activities from skating, other forms of wheeled sports, sitting, running and events (either as a stage or as seating). It is envisaged that it will be used for many different forms of unstructured play and activity and is considered to provide an extension to the coastal infrastructure provided as part of the foreshore promenade.

The masterplan has not been designed for competition type sporting activity or as a sporting facility. Therefore the following assessment is limited as the criteria are based on a stand alone skate park which is not what is being proposed.

Criteria from location and siting checklist (chapters: 4, 5 and 6, page 107)	Assessment of the active recreation and skateable infrastructure component compliance
<b>Location</b>	
Existing and projected age of the population is largest for 10–19 year olds (or 8–24 year olds).	There is a significant existing and projected population within this age category. The relevant analysis as well as some recent population projections was included at Attachment 3 in the 11 October 2010 Council report which is in Volume 2 Attachment 9. They indicate the following: <ul style="list-style-type: none"><li>• based on SRV estimate of participation by age group, there is a catchment of 2034 person in the municipality aged between 5 – 19 who would skate if a facility was provided ( based on 2006 census figures)</li><li>• Population of 7- 25 year olds in Elwood/Ripponlea and St Kilda (closest neighbourhoods) will remain relatively stable between 2010 and 2020.</li></ul>
Located where young people want to be, or adjacent to where they congregate.	Young people like to be in the area. This was confirmed through the survey response (high proportion of young people responding (18% between 5 – 17) (See Volume 2 Attachment 6 <sup>3</sup> ), submissions and in the schools consultation. School aged children were very enthusiastic and the proposed improvements.  In terms of what school aged children would use the following is a list in order of

<sup>3</sup> Available at [http://www.portphillip.vic.gov.au/default/4\\_-\\_Attach\\_4\\_-\\_Marina\\_Reserve\\_-\\_Recreational\\_Opportunities\\_Survey\\_Results\\_May\\_2010.pdf](http://www.portphillip.vic.gov.au/default/4_-_Attach_4_-_Marina_Reserve_-_Recreational_Opportunities_Survey_Results_May_2010.pdf)



Criteria from location and siting checklist (chapters: 4, 5 and 6, page 107)	Assessment of the active recreation and skateable infrastructure component compliance
	<p>priorities: Bbq, skateable infrastructure, clean bathrooms, open park, shelter/trees and drinking fountains.</p> <p>In terms of how they would use it their response as follows:</p> <ul style="list-style-type: none"> <li>• Picnic/gathering - the most anticipated use of the space is social gathering and eating around the bbq's and shelters,</li> <li>• Fun/play – in the open space and the playground,</li> <li>• Walk/explore – along the connective paths and boardwalk, on the beach and in the forested areas, and</li> <li>• Skate/cycling/soccer - the three most anticipated sports in the reserve.<sup>4</sup></li> </ul>
Where a major community hub or central area with undeveloped land (either council-owned or Crown land) is available, is being recycled, or has low value for other users (e.g. under freeway fly- overs).	Marina Reserve is part of the St Kilda Foreshore Activity hub and is currently in a poor state and is considered to not fulfil its potential.
Easy access to public transport (preferably train — especially if BMX provision is planned).	The site has easy access to public transport via the No. 96 tram (Acland St) and bus services No's 246, 600, 922 & 923 (Barkly St). Off-road and on-road car parking is available adjacent to the site. It is noteworthy that in the survey over 17% of people travelled to the foreshore by public transport.
The catchment (regional or local) matches the proposed facility.	Complies. It has been designed as a local facility that is integrated into the landscape and not a competition standard or regional facility.
Co-location or partnerships with existing shopping centres, sport or recreation facilities, or interested schools may be possible.	At this stage no partnerships have been pursued. It may be possible to pursue partnerships with local school and other recreational groups ( i.e. the disabled, cycling groups, sports training groups etc)
<b>Siting</b>	
Suitable planning scheme zone.	Complies. Zoning is suitable. The site is within a Public Park and Recreation Zone.
Suitably sized (allow for expansion, and space for parking if a district or regional skate park).	There is no plan to expand beyond what is proposed in the masterplan. As it is proposed to be a local facility the space for parking for district or regional purposes is not relevant.

<sup>4</sup> See Schools Consultation Report in Volume 2, Attachment 7

<b>Criteria from location and siting checklist (chapters: 4, 5 and 6, page 107)</b>	<b>Assessment of the active recreation and skateable infrastructure component compliance</b>
Suitable soil, slope and environmental conditions.	Complies. The soil and environmental condition support the proposed works.
Emergency vehicle access (fire and ambulance).	There is emergency vehicle access.
Visually prominent, pleasant site with good public surveillance for safety and high marketability (e.g. for obtaining sponsorship).	The skateable infrastructure component will have good public surveillance. There are no plans to pursue sponsorship.
Associated amenities, such as a telephone, toilets, water, shelter and shade are available or cost-effective to provide.	Associated amenities (toilet, water) are being planned as part of the masterplan.
Adequate distance from residential dwellings and incompatible land uses (i.e. avoiding noise and light intrusions).	The distance between the edge of the skateable infrastructure space to the nearest fence is 70 metres and to the nearest house is 77 metres. The distance between the bowl to the nearest fence is 82 metres and to the nearest house is 90 metres. It is considered that the design of the space and the already high ambient noise levels will

---

<sup>5</sup> The Skate Facility Guide (Sport and Recreation 2001) under the section titled "Noise considerations (page 76)" makes reference to noise and suggests some key steps to minimise noise and the impact of noise. The Guide suggests to "site skate facilities and steel ramps a minimum of 100m from adjacent dwellings (desirably 200m)". The Guide also suggests measuring noise and employing a qualified noise engineer. While the nearest residence from the edge of the skateable infrastructure zone is between 77 to 90 metres it should be noted that the 100 metre guideline is not mandatory and what is critical is the minimisation of noise rather than the distance. The skateable infrastructure area has been designed within an amphitheatre like setting to minimise noise and visual impact to residents of Marine Pde. This is consistent with the initial findings of the acoustical engineer. An assessment of the proposed noise levels was undertaken by Heggies Pty Ltd. The key conclusions were that residences along Marine Parade are already subject to high noise levels from the considerable traffic which uses Marine Parade, and the anticipated skate infrastructure noise level (both LAeq and LAMax) is unlikely to contribute any further to the already existing high ambient noise environment. Report is included at Volume 2, Attachment 7.

Criteria from location and siting checklist (chapters: 4, 5 and 6, page 107)	Assessment of the active recreation and skateable infrastructure component compliance
	<p>not create significantly greater levels of noise to residential dwellings.<sup>5</sup></p> <p>With regard to lighting, an assessment on the lighting conditions was undertaken by BRT Consulting Pty. Ltd<sup>6</sup>. Key conclusions:</p> <ul style="list-style-type: none"> <li>• The current provision of lighting on the reserve will need to be upgraded to accommodate the required Australian Standard lighting levels for the proposed facilities and pathways.</li> <li>• With good design and careful placement of light fittings the proposed lighting arrangements will improve current lighting arrangements</li> <li>• The residents are currently significantly impacted by the road lighting in the median strip along Marine Parade. The additional lighting proposed shall have little to no impact on the existing lighting levels measured at their property frontage if designed in accordance with the reports recommendations (for example include using low poles to minimise interruptions to site lines, and localised light spillage).</li> </ul>
Where there will be minimal conflict with other users (e.g. pedestrians) or other sports (e.g. netball).	There will be minimal conflict with other users. The active recreation and skateable space are adjacent to the pedestrian pathway and have been designed to allow for shared use with minimal conflict. This was a recommendation of the bike path network assessment undertaken by Trafficworks Pty Ltd.
Suitable to fence if required (e.g. where a skate bowl is sited).	Fencing is not proposed, rather the design is such that the skate pocket is integrated into the space and will not require separation for safety purposes.
Served by an off-road shared bicycle path network or route.	Achieved
Not too close to a busy road.	Achieved. There is a separation between the active recreation and skateable space and Marine Parade with a car park and pedestrian path.
Restricted access to vehicles to prevent skating at night by car lights.	Achieved. The design of the space and the proposed changes in topography will not allow for lighting from parked cars at night.
Free access to users and spectators.	Achieved. Spectators are encouraged and the decking and seating will provide opportunities for people of all ages and all abilities to enjoy the space and watch more active participants within the space and within the wider reserve.
Close to shops selling food and drink.	The nearest shop is the petrol station which is 400 metres away. There may be

<sup>6</sup> Included at Volume 2, Attachment 7

Criteria from location and siting checklist (chapters: 4, 5 and 6, page 107)	Assessment of the active recreation and skateable infrastructure component compliance
	opportunities for other cafes closer to the space within the precinct to also provide refreshments.
On a local circulation route.	Achieved. Marina Reserve is part of the St Kilda foreshore and publicly accessible.

The conclusion of this assessment is that the proposed active recreation and skateable space generally meet the criteria specified in the location and siting checklists. As it is designed as a local facility catering for shared use it does not meet the criteria for regional facilities.

## **Attachment 6 - Assessment against the Hierarchy of Principles and the Criteria for use and development on coastal Crown land (Victorian Coastal Strategy 2008)**

An assessment has been undertaken of the proposal's consistency with the Victorian Coastal Strategy 2008

### **A. Overview**

The Victorian Coastal Strategy 2008 provides a comprehensive integrated management framework for the coast of Victoria. It includes the hierarchy of principles that set the foundation of the strategy and should guide planning and decision-making about land use and development on coastal private and Crown land.

An assessment of the proposed masterplan and in particular the skateable infrastructure components against the hierarchy of principles for coastal planning and management have been undertaken. It is not possible to separate the skateable infrastructure components from the entire masterplan as the proposed works are integrated.

The skateable infrastructure has been designed as a shared space to be used in multiple ways by different user groups. This includes passive recreational pursuits such as reading and sitting, active recreational pursuits such as skating or scootering as well as organised events where the space becomes either a seating area or a stage. These activities include a range of activities that occur on the foreshore and which the St Kilda foreshore promenade has actively encouraged and supported since its completion in late 2007.

The masterplan describes the skateable infrastructure as active recreation and skateable space. This space is *“Shared spaces not only designed to be appropriated by those actively recreating but for all park users from those walking and sitting to those sun baking or reading books (amongst other things). Integrating into the coastal landscape the skateable infrastructure conforms and deforms with the topography providing a multitude of unstructured active recreation opportunities catering to all disciplines (skate, BMX, scooter, inline), levels (beginner to intermediate) and ages(5 to 55). (Section 5.12 page 20)”*.

The assessment has been undertaken of the whole range of works with a separate column for comments in regard to the skateable infrastructure component.

## B. Assessment against the Hierarchy of principles

The assessment is as follows:

Hierarchy of principles for coastal planning and management	Assessment of the masterplan's compliance with the Hierarchy	Comments in regard to the skateable infrastructure component as requested by DSE.
Decision-making by planning authorities and responsible authorities should apply the hierarchy of principles for coastal planning and management as set out in the Victorian Coastal Strategy 2008, which are:		
1. Provide for the protection of significant environmental and cultural values.	<p>The proposal protects the site's environment and cultural values, mainly the habitat of the Rakali (native water rat).</p> <p>As the site is a constructed site, built in the 1960's as part of the St Kilda Marina, the site has limited cultural, historical, biological or scientific significance.</p> <p>The proposed works will improve the physical and ecological integrity of the site by:</p> <ul style="list-style-type: none"><li>• reducing the area of car parking,</li><li>• increasing indigenous vegetation, introducing WSUD and other environmentally sustainable features, and</li><li>• improving the usability of the reserve to cater for current user groups and new users groups who are not adequately catered for on the foreshore currently.</li></ul> <p>The coastal vulnerability assessment indicates that</p>	<p>The skateable infrastructure component is consistent with this principle. The area of the active recreation/ skateable infrastructure component is 750m<sup>2</sup> or 4% of the reserve.</p>

Hierarchy of principles for coastal planning and management	Assessment of the masterplan's compliance with the Hierarchy	Comments in regard to the skateable infrastructure component as requested by DSE.
	the proposed works will not have negative impacts as the changes to the landscape are minor.	
2. Undertake integrated planning and provide clear direction for the future.	The proposed works provide for a clear direction for the future of this reserve as part of the St Kilda Foreshore. The proposed works are consistent with the vision of improving the St Kilda foreshore which is identified in the Port Phillip Planning Scheme. It implements the 'St Kilda Foreshore Urban Design Framework, 2002', which establishes strategic directions for revitalisation of (primarily public) land within the St Kilda Foreshore area.	The active recreation and skateable space is consistent with this principle.
3. Ensure the sustainable use of natural coastal resources.	<p>The proposed works will improve the usability and functionality of Marina Reserve which is currently underutilised and is a poor quality component of the St Kilda foreshore.</p> <p>The need to improve Marina Reserve was identified and works proceeded in 2002. Only stage 1 of these works was implemented and the revised masterplan now establishes a more appropriate regime for the future development of the reserve. This is considered to be consistent with current demand and the standards set by the foreshore promenade and more contemporary standards.</p>	The active recreation and skateable infrastructure component is consistent with this principle.
When the above principles have been considered and addressed: 4. 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.	<p>The proposed works are to be placed on a reclaimed constructed site within an urban coastal location. Impacts are not considered to be significant and any additional adverse impacts associated are able to be managed.</p> <p>The works provide for improved environmental</p>	The active recreation and skateable infrastructure component is consistent with this principle.

Hierarchy of principles for coastal planning and management	Assessment of the masterplan's compliance with the Hierarchy	Comments in regard to the skateable infrastructure component as requested by DSE.
	<p>condition and maintenance of the reserve. The demand for the range of works proposed has been established through the community consultation process.</p> <p>Developing Marina Reserve will relieve pressure on other areas within the St Kilda foreshore which are heavily used and which have greater cultural heritage significance.</p>	

The conclusion is that the proposed works satisfy the Hierarchy of Principles as follows:

- The works will not have any significant impact on environmental and cultural values nor should impact on the habitat of the Rakali.
- The works will improve the physical and ecological integrity of this man made site.
- The works will provide clear direction for the future and are consistent with existing vision identified in planning documents such as the Port Phillip Planning Scheme and the St Kilda Foreshore UDF, which calls for the revitalisation of public land within the St Kilda foreshore area.
- The works will lead to the sustainable use of coastal resources.
- The impacts are not considered to be significant and any adverse impacts can be managed.
- The demand for the range of works including the skateable infrastructure component and the public toilet has been established through the consultation process.
- The site is a man made and resilient site and capable of supporting the range of works proposed, and
- Developing Marina Reserve will relieve pressure on other areas within the St Kilda foreshore which are heavily used and which have greater cultural heritage significance.

### C. Assessment against Criteria for use and development on coastal Crown land

The following is an assessment for the whole masterplan and for the skateable infrastructure component of the masterplan against the criteria

Criteria - Use and development on coastal Crown land:	Assessment of the masterplan's compliance with the criteria	Comments in regard to the skateable infrastructure component as requested by DSE
---	---	--



Criteria - Use and development on coastal Crown land:	Assessment of the masterplan's compliance with the criteria	Comments in regard to the skateable infrastructure component as requested by DSE
<p>Has demonstrated need to be sited on the coast and requires a coastal location to function</p>	<p>The masterplan provides for an upgraded park with new pathways, open lawn area, increased indigenous vegetation, active recreation and skateable space, smaller car park, amenities and a considerably improved environmental footprint. It provides for integrated activities for this coastal space and acts as a 'bookend' to the southern part of the St Kilda Foreshore Promenade. It is considered to be coastal dependant because the works are needed to finish off the promenade, especially as it relates to 8 – 17 year olds, and could therefore not be located elsewhere. Each component of the works may not be necessarily coastal dependant but the overall promenade provides uses that complement and focus on the needs of the different groups within the local and wider community.</p> <p>These components continue and enhance existing uses within the reserve and provide and support unstructured recreation that is currently practised and very popular on the coast and along the foreshore. The range of works has been developed in response to the results of the community consultation and the brief issued by the Council.</p> <p>While the proposed works, reduce the use of the reserve for car parking (from 20% to 10%), it is considered that this is justified and results in a greater area of open space that can be used by the general community.</p> <p>The actual site, whilst on the coast, only has a small part</p>	<p>The active recreation and skateable infrastructure component will complete the range of infrastructure provided to cater for the various user groups along the foreshore promenade. It is part of an integrated design for the whole of the Marina Reserve, will serve as a shared space for a variety of user groups, will provide a form of unstructured recreation that is already catered for within the foreshore but is limited and fits within the range of improvements envisaged for the St Kilda Foreshore Activity Node. It will also enable the activation of the space and the conduct of a broad range of activities. It is therefore considered that these works will “...<i>contribute significantly to public enjoyment and appreciation of the coast</i>”<sup>7</sup>, providing a net community and public benefit.</p>

<sup>7</sup> Siting and Design Guidelines for Structures on the Victorian Coast 1998 Page 11

Criteria - Use and development on coastal Crown land:	Assessment of the masterplan's compliance with the criteria	Comments in regard to the skateable infrastructure component as requested by DSE
	<p>of its boundary directly adjacent to the coast (at its northern end), with the other boundaries being part of a shared boundary to the St Kilda Marina and Marina Parade. It has an artificial rock edge and is a completely man made site so it is very limited in terms of which coastal uses it could support. An extension of the St Kilda Marina onto the reserve has not been pursued.</p> <p>It is considered that the proposed works will gives people good public access to all parts of the reserve and reflect safety, recreation and community needs. They will also encourage joint use by a range of coastal user groups that currently are present along the St Kilda foreshore. It is considered that there is a net community and public benefit from these proposed works.</p> <p>The proposed range of works including the active recreation and skateable space is considered to be consistent with the comments contained in the <b>Siting and Design Guidelines for Structures on the Victorian Coast 1998</b> under Section 3.1.2 Appropriateness of Development state the following:</p> <p><i>"The coastline is a precious and finite environment and its limited land resources need to be used sparingly and wisely. The heavy demands made on the coast and, in particular, the exceptional value of this resource for public recreation requires that uses of the land and water be preferentially allocated to those requiring a coastal site. These include primarily water based recreation activities and industries such as fishing and port activities, as well as uses associated with conservation</i></p>	

Criteria - Use and development on coastal Crown land:	Assessment of the masterplan's compliance with the criteria	Comments in regard to the skateable infrastructure component as requested by DSE
	<i>and habitat. Only those structures associated with these activities, or directly related to marine works such as erosion protection and navigation, or which contribute significantly to public enjoyment and appreciation of the coast, should be located on the coast (page 11)".</i>	
Located within an activity node or recreation node	The reserve is located within the St Kilda Foreshore Activity Hub. This area is envisaged as an area that should cater for the local and wider community	The reserve is located within the St Kilda Foreshore Activity Hub.
Fulfils an identifiable need or demand that cannot be met elsewhere	The need for the proposed range of works was established through the initial deliberation of the Council in September 2009 when it agreed to review the 2002 Marina Reserve masterplan. This has been confirmed through the consultation exercise that has been carried out as part of the developing the draft and then the revised Marina Reserve masterplan.	<p>A need for the proposed works has been a Council priority for many years and was confirmed through the process of reviewing sites for the St Kilda skate park in early 2009. Council selected Marina Reserve as its preferred site for skating in June 2009 following a thorough review process (outlined in Section 4.0 of this report). This has been confirmed through the consultation exercise that has been carried out as part of developing the Marina Reserve masterplan.</p> <p>There are no other sites that were identified as suitable by the Council in its process of selecting a site for skateable infrastructure. This issue was revisited as part of the process of reviewing public submissions (Council report of the 13 September 2010) The advice was that there are no other sites that can provide active recreation and skateable space in the near future. If the development of skateable infrastructure does not proceed on this site it is likely to not proceed at all.</p>

Criteria - Use and development on coastal Crown land:	Assessment of the masterplan's compliance with the criteria	Comments in regard to the skateable infrastructure component as requested by DSE
Demonstrates considerable net community and public benefit and ensures equity in community access to new and existing use and development	The proposed works achieve these criteria. The application demonstrates that there is a net community and public benefit from improving the reserve and catering for a wide range of user groups.	The active recreation and skateable infrastructure component achieves this criteria, especially the aspect of ensuring equity in community access to active space. While it is envisaged that the space will cater to inter-generation use and appeal to people of all ages, the active recreation element will primarily have a youth focus (ages 8 to 17). This is a group that is often overlooked in open space and foreshore planning. Developing the active space with seating and viewing areas will create an inclusive space that 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. This will result in a new community and public benefit.
Involved consultation with local and broader community	There has been extensive community consultation with the local and broader community (refer to the Council reports in Volume 2 for detailed break down of the consultation exercise and survey results). Issues raised in the consultation process have been incorporated where possible in the development of the masterplan.	<p>The active recreation and skateable infrastructure component has been based on broad consultation.</p> <p>The draft masterplan included 3 areas of skateable infrastructure with no defined form of infrastructure. This was revised as part of the consideration of submissions and Council agreed to combine the 3 skateable areas into one area of 750m2 and include a shallow skate bowl and supporting transition areas catering for beginners, intermediate and some advanced users within the same footprint.</p>

Criteria - Use and development on coastal Crown land:	Assessment of the masterplan's compliance with the criteria	Comments in regard to the skateable infrastructure component as requested by DSE
		Further detail and a 3D impression was provided in the revised masterplan to provide a clearer indication of the type of skateable infrastructure that is proposed as well as how it would fit into the landscape.
Facilitates multi-use of sites and existing infrastructure and the rationalisation of existing buildings and car parks without resulting in over-use	The proposed works will facilitate multi – use of the reserve and also reduce the area dedicated to car parking and car movement through the reserve. Multi-use will be facilitated as the design encourages both active and passive forms of recreation.	The active recreation and skateable infrastructure component has been designed as a shared space that can be appropriated by those actively recreating as well as all park users from those walking and sitting to those sun baking or reading books (amongst other things). The space integrates with the topography and provides a multitude of unstructured active recreation opportunities catering to all disciplines (skate, BMX, scooter, inline), levels (beginner to intermediate) and ages (5 to 55).
Facilitates improvements of sites or existing developments that have poor environmental or social performance	The proposed works will facilitate improvements to the reserve and improve how it caters to different user groups. The site analysis has identified the deficiencies of the reserve currently and its poor environmental performance. The reserve currently offers no direct physical relationship or access to the bay or beach, has low natural ecological values and is generally underutilised and considered to be a poor quality site on the St Kilda foreshore.	The proposed works will facilitate improvements to the reserve and improve how it caters to different user groups. These works in particular will improve the social performance of the reserve as to how it encourages informal less structured recreation for all age groups but most significantly young people (8–17yrs) who currently are not as well served on the rest of the promenade.
Is consistent with the requirements of Coastal Action	The proposed works are consistent with the Port Phillip Planning Scheme. There is no Coastal Action Plan or	The proposed active recreation and skateable infrastructure component is consistent with the

Criteria - Use and development on coastal Crown land:	Assessment of the masterplan's compliance with the criteria	Comments in regard to the skateable infrastructure component as requested by DSE
Plans, management plans and the relevant planning scheme	management plan in place. An assessment of the proposed works compliance against the planning controls is included at Attachment 8.	Port Phillip Planning Scheme.
Exhibits excellence in siting and design, complements or integrates with the coastal landscape and setting, maintains important public views, vistas and sightlines and is set back from the coast as far as practicable in line with vulnerability assessments (please see the "Siting and Design Guidelines for Structures on the Victorian Coast" and the "Good Design and the Coast" brochure, both available at <a href="http://www.vcc.vic.gov.au">www.vcc.vic.gov.au</a> )	<p>The proposed works exhibit excellence in design and integrate with the proposed earthworks on the reserve. These works propose to create an amphitheatre which opens towards the northern edge and creates a greater sense of space on the site. The site will retain the existing height but shift the high point further south. 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.</p> <p>A visual assessment was undertaken and is included in the design report at section 5.20. It found that the visual impacts are not significant.</p>	The proposed skateable infrastructure component achieves these criteria.
Will not be vulnerable to climate change risk within the lifespan of the new development	The proposed works achieve these criteria. This matter was addressed in the coastal vulnerability assessment which found that the reserve's relative elevation make it highly unlikely to be affected by climate change or sea level rise within the foreseeable life of the proposed development.	The proposed skateable infrastructure component achieves this criteria
Enhances public access to the coast and will not result in a reduction of open space	The proposed works achieve will enhance public access to the coast. The new pathway system that will create a pathway around the reserve and improve access for all	The active recreation and skateable infrastructure component is considered to be an important contribution to the open space

Criteria - Use and development on coastal Crown land:	Assessment of the masterplan's compliance with the criteria	Comments in regard to the skateable infrastructure component as requested by DSE
	abilities. The works will result in an increase in open space due to the decrease in the size of the car park area. Altogether 1800m <sup>2</sup> of area is returned to open space or approximately 10% of the reserve.	network along the foreshore. It does not include any closed structures and will encourage people to be involved in active recreation. It is considered to be part of open space in the same way as a children's playground (for younger children) is considered to be part of open space.
Has carefully considered access, pedestrian safety and implications to the surrounding community from demand likely to be generated by the new use	The proposed works have addressed these criteria. Works are proposed to improve the pedestrian experience from new pathways providing access for all abilities around the entire site to raised pedestrian footpaths at intersections with roads.	The active recreation and skateable infrastructure component has addressed these criteria.
Encourages access by modes other than private vehicle	The proposed works encourage access by foot, bicycle, scooter and skateboard. Bicycle parking is to be provided in 3 locations within the reserve.	The skateable infrastructure component will encourage access by foot, bicycle, scooter and skateboard. Bicycle parking is provided close to the space.
Ensures that off-site impacts of the use or development do not detrimentally affect coastal and marine natural and cultural values	This is achieved.	This is achieved
Does not disturb coastal acid sulfate soils	This is achieved	This is achieved
Supports market rent and appropriate rates and taxes for all commercial use of coastal Crown land to discourage the use of coastal Crown land as a cheap alternative to private land.	This is not relevant	This is not relevant

The above assessment indicates that the proposed works including the active recreation and skateable space address the requirements of the Criteria for use and development on coastal Crown land, as follows:

- The works will contribute significantly to public enjoyment and appreciation of the coast and deliver a net community and public benefit,
- The works are an improvement on the current state of the reserve and its poor environmental performance. The reserve currently offers no direct physical relationship or access to the bay or beach, has low natural ecological values, is generally underutilised and considered to be a poor quality on the St Kilda foreshore,
- The works fulfil an identifiable need that has been confirmed in the survey and through the community consultation process,
- The works are located within the St Kilda Foreshore Activity Node,
- The active recreation and skateable space cannot be located elsewhere,
- The active recreation and skateable infrastructure component will complete the range of infrastructure provided to cater for the various user groups along the foreshore promenade. To this extent the works are considered to be coastal dependant because the works are needed to finish off the promenade, especially as it relates to 8 – 17 year olds, and could therefore not be located elsewhere,
- The works will serve as a shared space for a variety of user groups and provide a form of unstructured recreation,
- The works will facilitate multi – use of the reserve and also reduce the area dedicated to car parking and car movement through the reserve. Multi-use will be facilitated as the design encourages both active and passive forms of recreation,
- The proposed works are consistent with the Port Phillip Planning Scheme,
- The proposed works will not be vulnerable to climate change risk within the lifespan of the new development, and
- The proposed works will enhance public access to the coast and result in an increase in open space due to the decrease in the size of the car park area of approximately 10% of the reserve.



**Attachment 7 - Assessment against the “Siting and Design Guidelines for Structures on the Victorian Coast 1998” and the “Good Design and the Coast” brochure**

**A. Assessment against the “Siting and Design Guidelines for Structures on the Victorian Coast 1998**

The *Siting and Design Guidelines for Structures on the Victorian Coast* and the *Landscape Settings Types for the Victorian Coast* have been developed to assist the implementation of the Victorian Coastal Strategy by ensuring sympathetic development which complements the surrounding landscape and results in excellence in design and more generally by raising awareness of the importance of achieving sensitive design and development along the Victorian coast. An assessment has been undertaken against the checklist of planning and design as follows:

<b>Guidelines questions</b>	<b>Assessment of the masterplan’s compliance with the guidelines</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
<b>a) Development Feasibility</b>		
Is the proposed use dependent upon a coastal siting?	The proposed use is an upgraded park with new pathways, open lawn area, increased indigenous vegetation, active recreation and skateable space, smaller car park, amenities and a considerably improved environmental footprint. It provides for integrated activities for this coastal space and acts as a ‘bookend’ to the southern part of the St Kilda Foreshore Promenade. It is considered to be dependant upon a coastal setting because the works are needed to finish off the promenade, especially as it relates to 8 – 17 year olds, and could therefore not be located elsewhere. Each component of the works	The active recreation and skateable infrastructure component will complete the range of infrastructure provided to cater for the various user groups along the foreshore promenade. It is part of an integrated design for the whole of the Marina Reserve, will serve as a shared space for a variety of user groups, will provide a form of unstructured recreation that is already catered for within the foreshore but is limited and fits within the range of improvements envisaged for the St Kilda Foreshore Activity Node. It will also enable the activation of the space and the conduct of a broad range of activities. It is therefore considered that these works will

Guidelines questions	Assessment of the masterplan's compliance with the guidelines	Comments in regard to the skateable infrastructure component as requested by DSE
	<p>may not be necessarily coastal dependant but the overall promenade provides uses that complement and focus on the needs of the different groups within the local and wider community.</p> <p>These components continue and enhance existing uses within the reserve and provide and support unstructured recreation that is currently practised and very popular on the coast and along the foreshore. The range of works has been developed in response to the results from of the community consultation and the brief issued by the Council.</p> <p>It is considered that the proposed works will gives people good public access to all parts of the reserve and reflect safety, recreation and community needs. They will also encourage joint use by a range of coastal user groups that currently are present along the St Kilda foreshore. It is considered that there is a net community and public benefit from these proposed works.</p> <p>The proposed range of works including the active recreation and skateable space is considered to be consistent with the</p>	<p><i>"...contribute significantly to public enjoyment and appreciation of the coast<sup>8</sup>", providing a net community and public benefit.</i></p>

---

<sup>8</sup> Siting and Design Guidelines for Structures on the Victorian Coast 1998 Page 11

Guidelines questions	Assessment of the masterplan's compliance with the guidelines	Comments in regard to the skateable infrastructure component as requested by DSE
	<p>comments contained in the <b>Siting and Design Guidelines for Structures on the Victorian Coast 1998</b> under Section 3.1.2 Appropriateness of Development state the following:</p> <p><i>“The coastline is a precious and finite environment and its limited land resources need to be used sparingly and wisely. The heavy demands made on the coast and, in particular, the exceptional value of this resource for public recreation requires that uses of the land and water be preferentially allocated to those requiring a coastal site. These include primarily water based recreation activities and industries such as fishing and port activities, as well as uses associated with conservation and habitat. Only those structures associated with these activities, or directly related to marine works such as erosion protection and navigation, or which contribute significantly to public enjoyment and appreciation of the coast, should be located on the coast (page 11)”.</i></p>	
Is a new structure necessary?	The new structures are necessary to provide the range of infrastructure proposed.	This has been addressed in the adjacent response.
Can an existing structure be utilised?	No existing structure exists	Not applicable
Can a temporary structure be utilised?	No	Not applicable
Has the Council and local management authority been consulted?	Yes	Not applicable

<b>Guidelines questions</b>	<b>Assessment of the masterplan's compliance with the guidelines</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
<b>b) Site Selection</b>		
Is the development in accordance with the approved plans or policies for the area?	Yes	Yes
Can the proposed use be accommodated with minimal disturbance to the soils, drainage, vegetation and marine environment of the area?	Yes –earthworks are required to improve the space. Additional vegetation will be planted.	Yes –earthworks are required to improve the space. Additional vegetation will be planted.
Are the required services available to the site, or are renewable energy alternatives available?	Yes	Yes
Can the traffic generated by the proposed use be accommodated by the adjacent roads?	Yes	Yes
<b>c) Site Analysis</b>		
Have the Municipal Council and all other relevant authorities been consulted to identify their requirements regarding permits, specific regulations, easements, etc.	Yes	Yes
Have the slopes of the site and ridgelines been identified?	Yes	Yes
Is the topography type, (i.e. cliff, flat or undulating), known?	Yes	Yes
Have all drainage patterns of the site been identified, (e.g. location of natural drainage swales and seasonally wet areas)?	Yes	Yes
Are the soil types and their physical characteristics, as relating to footing design and plant growth, known?	Yes	Yes
Have erosion prone areas been identified?	Yes – there are none present	Not applicable
Have local wind conditions, temperature ranges, rainfall and humidity been analysed?	Yes as part of the site analysis and these are not significant	Yes

<b>Guidelines questions</b>	<b>Assessment of the masterplan's compliance with the guidelines</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
Have all stands of existing native vegetation, including their type and condition, been identified?	Yes	Yes
Has the adjacent marine environment been analysed to identify important marine habitats, water quality and dynamic shoreline processes, (e.g. sediment movement, high and low tide marks and the effect of wave action, particularly during storms)?	Yes, a coastal vulnerability assessment has been undertaken which indicates that the proposed works are not expected to have any adverse impacts.	Yes, not applicable
Have all desirable and undesirable views, both into and from the site, been identified?	Yes, a Visual Impact Study has been prepared which indicates that the impact on existing view lines is not significant.	Yes, a Visual Impact Study has been prepared which indicates that the impact on existing view lines is not significant.
Have all desirable and undesirable visual elements in the vicinity been identified?	Yes	Yes
Does the area surrounding the site exhibit a distinctive landscape character; if so, what are the natural and cultural elements which contribute to this character?	The site does not exhibit a distinctive landscape character	Not applicable
Are existing land uses in the surrounding area known?	Yes, they are mainly recreational and residential.	Yes, they are mainly recreational and residential.
Has the desirable degree of pedestrian access to the shoreline been identified?	Yes, the proposed works will improve the degree of pedestrian access to the reserve.	Yes
Have desirable access points to the site been identified?	Yes, these will be the existing access points	Yes
Have sites, or structures of scientific, cultural (Aboriginal and European) historical and architectural importance likely to be affected by the proposal been identified?	No as the site is a site that was constructed in the mid 1960s.	No
<b>d) Site Planning</b>		

<b>Guidelines questions</b>	<b>Assessment of the masterplan's compliance with the guidelines</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
Is the development set back as far as possible from the shoreline?	Not relevant	Not relevant
Are structures grouped and/or located near existing groups of structures?	Structures fit within the modified landscape except for the proposed toilet which is a stand alone structure.	This has been addressed in the adjacent response.
Is the development sited on a suitable slope to minimise cut and fill and expensive footing design?	Works are proposed but these are considered appropriate.	Works are proposed but these are considered appropriate.
Is the development sited to minimise disruption to surface and sub-surface drainage patterns?	Not relevant	Not relevant
In particular, is the development sited to avoid drainage ways, seasonally wet areas and flood prone lands?	Not applicable	Not applicable
Does the development minimise changes to the quality of run-off water which flows to the ocean?	Yes as the proposed works will result in greater retention of rain water on site through WSUD applications	Yes
Is the development sited to avoid unstable, erosion prone soils?	Yes	Yes
Is the development sited to minimise the disruption of natural erosive and marine sediment flow processes?	Not applicable	Not applicable
Is the development sited to minimise wind and salt spray impact?	Not applicable	Not applicable
Is the development sited to minimise disturbance to existing vegetation?	Yes, some existing trees and vegetation will need to be removed but significantly additional plantings will occur.	Yes
Does the development minimise negative impacts on the water quality of the coast?	Yes due to water cleaning techniques to be used to treat, store and re-use runoff.	Yes
Are important marine habitats protected?	Yes, there should be a significant impact on the habitat of the Rakali (native water rat).	Not applicable

Guidelines questions	Assessment of the masterplan's compliance with the guidelines	Comments in regard to the skateable infrastructure component as requested by DSE
Is the development sited to allow minimum disruption to the major lines in the landscape?	Yes	Yes
Is the development sited to protect and enhance desirable views?	Yes and new views will be created	Yes
Is the development sited and planned to minimise congestion on adjacent roads?	Not applicable	Not applicable
Does the development minimise interruption to pedestrian movement along the foreshore?	Yes and the proposed works will improve pedestrian movement along the foreshore and to all parts of the reserve.	Yes
Does the development allow controlled access to the shoreline?	Yes, the proposed works will allow improved access to the shoreline.	Yes
Is the development sited clear of all service easements and statutory setbacks?	Yes	Yes
<b>e) Design of Structures<sup>9</sup></b>		
Have the proposed uses of the building and the functional requirements been clearly identified?	Yes. The building is to serve as a toilet. The template used is based on the design for a toilet at Sandridge Beach. Further design will be required to adapt this design to this location.	Not applicable
Does the structure allow for future changing needs and expansion?	Not applicable – no further changes are anticipated to the various structures including the toilet.	Not applicable - no further changes are anticipated
Are areas which may require heating served by north facing windows?	Not applicable	Not applicable
Where appropriate, have the dominant forms in the surrounding landscape been used as a basis for design?	The new dominant forms in the landscape (i.e. the amphitheatre type affect) will be used as a basis for the 'wave inspired' design.	The new dominant forms in the landscape (i.e. the amphitheatre type affect) will be used as a basis for the 'wave inspired' design.

<sup>9</sup> A structure is not defined but reference to structures as bridges, drains and boardwalks, something built or erected. In this case it is considered to refer to the toilet building, the barbecue, the pathways and the active recreation/ skateable space (including the decking and seating areas).

Guidelines questions	Assessment of the masterplan's compliance with the guidelines	Comments in regard to the skateable infrastructure component as requested by DSE
Have existing major lines in the landscape been maintained?	<p>The major lines in the landscape have been maintained. This is shown in the visual impact study in the masterplan.</p> <p>The proposed toilet will impact on view lines but these are considered to be minimal and acceptable.</p>	The major lines in the landscape have been maintained. This is shown in the visual impact study in the masterplan.
Have the dominant colours in the surrounding landscape been used as a basis for design?	<p>The final colours for all the structures within the masterplan have not yet been determined but are expected to be based on materials such as concrete (including natural and coloured concrete), steel and timber and offset by the inclusion of multiple zones of vegetation, lawn and WSUD treatments to soften the space and maintain the natural feel.</p> <p>The colours for the toilet have not yet been determined but colours will be chosen to ensure that the toilet fits within its landscape context.</p>	The final colours for the active recreation/ skateable space has not yet been determined but is expected to be based on materials such as concrete (including natural and coloured concrete), steel and timber and softened with the inclusion of vegetation. It is also expected to reference the colours and built form of the foreshore promenade.
Have the dominant textures in the surrounding landscape been used as a basis for external detailing and material selection?	The final colours for all the structures within the masterplan have not yet been determined but are expected to reference the dominant textures in the surrounding landscape and built form of the foreshore promenade as a basis for external detailing and material selection.	The final colours for the active recreation/ skateable space has not yet been determined but is expected to reference the dominant textures in the surrounding landscape and built form of the foreshore promenade as a basis for external detailing and material selection.
Does the design minimise salt build-up; in particular, are roof slopes sufficient to allow self-washing?	The final design of the toilet has not yet been determined, but the design will aim to minimise maintenance and include self-washing elements.	Not applicable



<b>Guidelines questions</b>	<b>Assessment of the masterplan's compliance with the guidelines</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
Where required, are fittings and finishes robust enough to withstand high usage?	The final design of all of the elements of the masterplan has not yet been determined, but the design of any structures will aim to minimise maintenance and withstand high usage.	The final design of all of active recreation/ skateable space has not yet been determined, but the design of any structures will aim to minimise maintenance and withstand high usage.
Where required, are fittings and finishes vandal resistant?	The final design of the masterplan including the toilet has not yet been determined, but the design will aim to minimise maintenance.	The final design of the active recreation/ skateable space has not yet been determined, but the design will aim to minimise maintenance.
Are materials and finishes durable in the coastal environment and have the most ecologically suitable technologies been used?	The materials and finishes used will aim to ensure durability and sustainability in a coastal location.	The materials and finishes used will aim to ensure durability and sustainability in a coastal location.
Are windows located and protected to allow winter sun penetration while excluding summer sun?	The final design of the toilet has not yet been determined, but the design will aim to maximise environmental sustainability.	Not applicable
Are the walls and roof appropriately insulated to minimise undesirable heat loss and gain?	Not applicable	Not applicable
Are openings located to allow cross ventilation?	The final design of the toilet has not yet been determined, but the design will aim to ensure appropriate ventilation.	Not applicable
Are the physical properties of building materials utilised to manage heat loss and gain?	Not applicable	Not applicable
Is the structure designed to withstand the higher more constant wind forces of the coastal area?	The final design of the masterplan including the toilet has not yet been determined, but the design will aim to address its coastal location.	The active recreation/ skateable space has been sited and designed to address its coastal location.
Are the footings appropriate for the soil type, depth and bearing capacity?	Footings will be required for several of the structures in the masterplan and they will be appropriate and based on the footing information from the geo-technical report.	Footings will be required for the active recreation/ skateable space and they will be based on the footing information from the geo-technical report.

<b>Guidelines questions</b>	<b>Assessment of the masterplan's compliance with the guidelines</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
Are the footings the least disruptive to site drainage and soil stability? Does the siting and design satisfy the requirements of the relevant authorities and result in the minimum installation costs for the following services, where appropriate? Stormwater, sewage, electricity, gas, telephone, garbage collection	Will be satisfied	Will be satisfied
Are structures associated with services, including radio, television and other signal aerial structures located to minimise their visual prominence?	Not applicable	Not applicable
Is the structure designed to minimise interference with natural erosive and marine sediment flow processes?	Not applicable	Not applicable
<b>f) Site Design</b>		
Does the landscape design maintain and enhance the existing coastal character of the area?	Yes, the proposed design will enhance the character of the reserve.	Yes, the proposed design will enhance the character of the reserve.
Have appropriate plant species been selected?	Yes	Yes
Do the landscape works effectively visually integrate the development into the site?	Yes	Yes
Do the landscape works allow winter sun penetration while providing shade in the summer?	Yes	Yes
Do the landscape works used screen prevailing winter winds?	To the extent possible across the site.	Not applicable
Do the landscape works screen utilities and undesirable structures and views?	There are no major site utilities or undesirable structures	Not applicable
Are site utilities grouped?	Not applicable	Not applicable

Guidelines questions	Assessment of the masterplan's compliance with the guidelines	Comments in regard to the skateable infrastructure component as requested by DSE
Are site utilities located to ensure their efficient use?	Not applicable	Not applicable

## B. Assessment against the “Good Design and the Coast” brochure

This publication aims to raise awareness of good design and promote discussion supporting its benefits and value. The focus for this publication is the coast and the importance of good architecture and urban design in coastal environments.

Good design principle	Value	Assessment of the masterplan's compliance with the guidelines	Comments in regard to the skateable infrastructure component as requested by DSE
Reflect and respond to community needs and identity	Promote pride in our places, increase public safety, reduce vandalism and strengthen community connectedness	The masterplan achieves this principle. The design has been developed through a comprehensive community consultation process which identified community needs and desires. It is based on CPTED principles and will improve the usability and enjoyment of foreshore open space. It will provide areas of unstructured active and passive recreation which will provide active, social spaces for a range of user groups and will improve community connectedness.	The active recreation/ skateable space achieve this principle. The design and the range of spaces within the space have been developed through a comprehensive community consultation process which identified community needs and desires. It is based on CPTED principles and will improve the usability and enjoyment of foreshore open space. It will provide an area of unstructured active recreation which will provide active recreation and social spaces for a range of user groups but especially young people, and will improve community connectedness.
Reflect and respond to cultural values and diversity	Develop a strong sense of community and place, support a sense of belonging, and contribute to contemporary culture and identity	The masterplan provides a range of works that respond to the cultural heritage of St Kilda and specifically the recreation and water based/ swimming culture of the St Kilda foreshore. It will have a strong sense of place and will	The active recreation/ skateable space respond to the cultural heritage of St Kilda and specifically the recreation and water/based swimming culture of the St Kilda foreshore. It will have a strong sense of place and will

Good design principle	Value	Assessment of the masterplan's compliance with the guidelines	Comments in regard to the skateable infrastructure component as requested by DSE
		become a loved part of the whole St Kilda foreshore which has a range of active and passive recreation spaces in addition to the purely coastal activities of sitting on the sand, swimming, boating and fishing. It will be significant in contributing to the development of identity and culture especially for the younger section of the community.	become a loved part of the whole St Kilda foreshore. It will be significant in contributing to the development of identity and culture especially for the younger section of the community and will enhance the active unstructured recreation experience that exists along the foreshore.
Retain and integrate cultural heritage	Celebrate history and support memory. Promote understanding of and continuity with the past	The masterplan celebrates the importance of the St Kilda foreshore as an area of fun, play and congregation. This was identified in the St Kilda Foreshore Urban Design Framework and was a significant element in the design behind the St Kilda foreshore promenade. The proposed works will continue this design philosophy and further enhance the enjoyment and appreciation of the foreshore for the local and wider community.	The active recreation/ skateable space continue the themes of the St Kilda foreshore as an area of fun, play and congregation. This was identified in the St Kilda Foreshore Urban Design Framework and was a significant element in the design behind the St Kilda foreshore promenade. The proposed works will continue this design philosophy and further enhance the enjoyment and appreciation of the foreshore for the local and wider community.
Integrate and enhance key views and local features	Enhance local identity and pride in places, and support tourism	The masterplan will integrate existing views and create new views as a result of the proposed reshaping of the terrain to create an amphitheatre type affect. This is not expected to have a	The active recreation/ skateable space will integrate existing views and create new views as a result of the proposed reshaping of the terrain to create an amphitheatre type affect. This is not expected

Good design principle	Value	Assessment of the masterplan's compliance with the guidelines	Comments in regard to the skateable infrastructure component as requested by DSE
		significant impact on the overall views. It will create a more usable area (large flat grassed area of approximately 5160m2) and an active recreation/ skateable space.	to have a significant impact on the overall views.
Prioritise and enhance the design of public places	Provide safe, positive places that promote community pride and ownership through responsiveness to natural beauty	The masterplan will enhance the design of the reserve which is regarded to be underutilised and in a state of poor quality.	The masterplan will enhance the design of the reserve which is regarded to be underutilised and in a state of poor quality.
Provide for physical and visual access to the foreshore and outdoor spaces	Enhance the sense of connection to the environment and the community through improved accessibility. Promote inclusiveness and recreation	It will improve the visual and physical access to all parts of the reserve with the pathway around the edge of the space. The variety of unstructured spaces will promote inclusiveness and recreation for all groups including singles and families who will be able to enjoy this reserve as observers appreciating the athleticism and spectacle of active recreation and skateboarding.	The variety of unstructured spaces will promote access to outdoor spaces. It will promote inclusiveness and recreation for all groups including singles and families who will be able to enjoy this reserve as observers appreciating the athleticism and spectacle of active recreation and skateboarding and/or with their children.
Treat public infrastructure on dune systems and foreshore (access ramps, steps, look-outs, benches etc) with careful consideration	Reduce visual clutter and protect the natural environment	The masterplan treats this man made site with careful and appropriate consideration.	The active recreation and skateable space has been designed with careful and appropriate consideration.
Promote the clustering of activities and shared use of	Provide accessible services, reduce travel distances, reduce	The masterplan promotes the clustering of both active and	The masterplan promotes the clustering of both active and

Good design principle	Value	Assessment of the masterplan's compliance with the guidelines	Comments in regard to the skateable infrastructure component as requested by DSE
facilities	footprint, protecting and preserving our natural environment	passive unstructured recreation spaces and the shared use of all facilities. In particular the active recreation/ skateable space has been designed as a shared space to be used in multiple ways by different user groups. This could include passive recreational pursuits such as reading and sitting, active recreational pursuits such as skating or scootering as well as organised events where the space becomes either a seating area or a stage. These activities include a range of activities that occur on the foreshore and which the St Kilda foreshore promenade has actively encouraged and supported since its completion in late 2007.	passive unstructured recreation spaces and the shared use of all facilities. In particular the active recreation and skateable space has been designed as a shared space to be used in multiple ways by different user groups. This could include passive recreational pursuits such as reading and sitting, active recreational pursuits such as skating or scootering as well as organised events where the space becomes either a seating area or a stage. These activities include a range of activities that occur on the foreshore and which the St Kilda foreshore promenade has actively encouraged and supported since its completion in late 2007.
Celebrate great community facilities	Give expression to local identity and cultural values	The masterplan will provide great community facilities and give expression to local identity and the forging of new forms of creative expression in a safe, coastal setting. This is especially critical for the youth in our community who are often overlooked in the design of open space.	The active recreation/ skateable space will provide great community facilities and give expression to local identity and the forging of new forms of creative expression in a safe, coastal setting. This is especially critical for the youth in our community who are often overlooked in the design of open space.

<b>Good design principle</b>	<b>Value</b>	<b>Assessment of the masterplan's compliance with the guidelines</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
Avoid 'ribbon' development, infill within existing town boundaries	Minimise town expansion, preserve natural landscape and vistas, retain distinction between towns	Not applicable	Not applicable
Provide diverse housing types and costs	Promote inclusive communities through more choices to suit changing and diverse household demographics	Not applicable	Not applicable
Adopt Ecologically Sustainable Design principles including controlled solar access, natural light and ventilation, responsive siting, use of local materials and services, rainwater capture and water recycling	Minimise impact on the environment and maximise comfort and enjoyment of built spaces	Environmental considerations have been instrumental in guiding the design of the masterplan and responsive siting, rainwater capture and water recycling and coastal drought tolerant indigenous plant species will be used where possible	Environmental considerations have been instrumental in guiding the design of the active recreation/ skateable space and surrounds.
Minimise disturbance to indigenous vegetation and use locally indigenous species in landscaping	Protect habitat for indigenous species and preserve ecosystems	While some trees and shrubs will be removed the bulk has been retained and new plantings will enhance the reserve and promote appropriate indigenous plantings. Coastal drought tolerant indigenous plant species will be used where possible	While some trees and shrubs will be removed to accommodate the active recreation/ skateable space these are minimal and will be replaced with new appropriate indigenous plantings.
Design for impact of harsh coastal weather on the built environment and outdoor spaces	Minimise maintenance, increase longevity of structures	The design of the masterplan has taken account of the reserve's harsh environment and the use of	The design of the active recreation/ skateable space has taken account of the harsh



Good design principle	Value	Assessment of the masterplan's compliance with the guidelines	Comments in regard to the skateable infrastructure component as requested by DSE
		drought tolerant coastal planting, contouring of water run-off and overland flow into filtration areas and the arrangements of surfaces and profiling of the topography will create areas protected from winds and control sand drift. A key aim is to minimise maintenance.	environment and the use of drought tolerant coastal planting, contouring of water run-off and overland flow into filtration areas and the arrangements of surfaces and profiling of the topography will create areas protected from winds and control sand drift. A key aim is to minimise maintenance.

The assessment against the “Siting and Design Guidelines for Structures on the Victorian Coast 1998” and the “Good Design and the Coast” brochure indicates that the masterplan generally meets the guidelines and the principles. In particular the assessment indicates additional areas of compliance over and above the assessment against the Hierarchy of Principles and the Criteria for use and development of coastal Crown land. This is listed below, as follows:

- The proposed works generally meet the “Siting and Design Guidelines for Structures on the Victorian Coast 1998” in regard to development feasibility, site selection, site analysis, site planning, design of structures and site design.
- It is considered that the proposed works including the active recreation and skateable space are consistent with the comments regarding appropriate development under Section 3.1.2 (Appropriateness of Development) that state that *“The coastline is a precious and finite environment and its limited land resources need to be used sparingly and wisely. The heavy demands made on the coast and, in particular, the exceptional value of this resource for public recreation requires that uses of the land and water be preferentially allocated to those requiring a coastal site. These include primarily water based recreation activities and industries such as fishing and port activities, as well as uses associated with conservation and habitat. Only those structures associated with these activities, or directly related to marine works such as erosion protection and navigation, or which contribute significantly to public enjoyment and appreciation of the coast, should be located on the coast (page 11)”*. The proposed works will “...contribute significantly to public enjoyment and appreciation of the coast<sup>10</sup>”, providing a net community and public benefit.
- The proposed works achieve the various principles contained in the “Good Design and the Coast” brochure,

<sup>10</sup> Siting and Design Guidelines for Structures on the Victorian Coast 1998 Page 11

- The masterplan provides a range of works that respond to the cultural heritage of St Kilda and specifically the recreation and water based/ swimming culture of the St Kilda foreshore. It will have a strong sense of place and will become a loved part of the whole St Kilda foreshore which has a range of active and passive recreation spaces in addition to the purely coastal activities of sitting on the sand, swimming, boating and fishing. It will be significant in contributing to the development of identity and culture especially for the younger section of the community.
- The masterplan celebrates the importance of the St Kilda foreshore as an area of fun, play and congregation. This was identified in the St Kilda Foreshore Urban Design Framework 2002 and was a significant element in the design behind the St Kilda foreshore promenade. The proposed works will continue this design philosophy and further enhance the enjoyment and appreciation of the foreshore for the local and wider community.
- It will improve the visual and physical access to all parts of the reserve with the pathway around the edge of the space. The variety of unstructured spaces will promote inclusiveness and recreation for all groups including singles and families who will be able to enjoy this reserve as observers appreciating the athleticism and spectacle of active recreation and skateboarding.
- The masterplan promotes the clustering of both active and passive unstructured recreation spaces and the shared use of all facilities. In particular the active recreation and skateable space has been designed as a shared space to be used in multiple ways by different user groups. This could include passive recreational pursuits such as reading and sitting, active recreational pursuits such as skating or scootering as well as organised events where the space becomes either a seating area or a stage.
- The masterplan will provide great community facilities and give expression to local identity and the forging of new forms of creative expression in a safe, coastal setting. This is especially critical for the youth in our community who are often overlooked in the design of open space.
- The design of the masterplan has taken account of the reserve's harsh environment and the use of drought tolerant coastal planting, contouring of water run-off and overland flow into filtration areas and the arrangements of surfaces and profiling of the topography will create areas protected from winds and control sand drift. A key aim is to minimise maintenance.

## Attachment 8 - Assessment against relevant planning controls at state and local level

The strategic framework in the Port Phillip Planning Scheme consists of the State Planning Policy Framework and the Local Planning Policy Framework. An assessment against each of these frameworks is provided below.

### A. Assessment against the State Planning Policy Framework

The relevant sections of the SPPF are Clause 12.02 Coastal Areas. There are several sections that are relevant such as the protection of coastal areas (CI 12.02-1), appropriate development of coastal areas (CI 12.02-2), coastal Crown land (12/02-3) and bays (12.02-5).

These areas are assessed in the table below:

Relevant Clause	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
<b>12.02 Coastal areas</b>		
<b>12.02-1 Protection of coastal areas</b>		
<b>Strategies</b>		
Coordinated land use and planning with the requirements of the Coastal Management Act 1995 to: Provide clear direction for the future sustainable use of the coast, including the marine environment, for recreation, conservation, tourism, commerce and similar uses in appropriate areas. Protect and maintain areas of environmental significance. Identify suitable areas and opportunities for improved facilities.	The masterplan provides clear direction for the future sustainable use of Marina Reserve primarily for recreation and environmental use and identifies suitable opportunities for improvement.	The masterplan provides clear direction for the future sustainable use of Marina Reserve primarily for recreation and environmental use and identifies suitable opportunities for improvement.

Relevant Clause	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
<p>Apply the hierarchy of principles for coastal planning and management as set out in the Victorian Coastal Strategy 2008, which are:</p> <p>Principle 1: Provide for the protection of significant environmental and cultural values.</p> <p>Principle 2: Undertake integrated planning and provide clear direction for the future.</p> <p>Principle 3: Ensure the sustainable use of natural coastal resources.</p> <p>When the above principles have been considered and addressed:</p> <p>Principle 4: 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.</p>	<p>The assessment against the Hierarchy of Principles of the Victorian Coastal Strategy 2008 is included at Attachment 6 and concludes that the masterplan satisfies these principles.</p>	<p>The assessment against the Hierarchy of Principles of the Victorian Coastal Strategy 2008 is included at Attachment 6 and concludes that the active recreation and skateable space satisfies these principles.</p>
<b>12.02-2 Appropriate development of coastal areas</b>		
<b>Strategies</b>		
<p>Ensure development is sensitively sited and designed and respects the character of coastal settlements.</p>	<p>The range of works proposed is sensitively sited and are consistent with the range of improvements envisaged for the St Kilda foreshore.</p>	<p>The range of works proposed is sensitively sited and are consistent with the range of improvements envisaged for the St Kilda foreshore.</p>
<p>Encourage revegetation of cleared land abutting coastal reserves.</p>	<p>The works will include additional indigenous vegetation.</p>	<p>This has been addressed in the adjacent response.</p>
<p>Maintain the natural drainage patterns, water quality and biodiversity within and adjacent to coastal estuaries, wetlands and waterways.</p>	<p>The proposed works will improve water quality with surface runoff water from all hard surfaces to be captured and harvested through rain gardens and planting treatments. The water will be used to irrigate vegetation within the reserve or fed back in a cleaner state into the bay. Rain gardens are provided</p>	<p>This has been addressed in the adjacent response.</p>

Relevant Clause	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
	within the car park specifically, while multiple WSUD systems are placed throughout the reserve to treat the surface run off.	
Avoid disturbance of coastal acid sulfate soils.	Not applicable. Site is a reclaimed site.	Not applicable
Protect cultural heritage places, including Aboriginal places, archaeological sites and historic shipwrecks.	Not applicable. Site is a reclaimed site.	Not applicable
<b>12.02-3 Coastal Crown land</b>		
<b>Objective</b>		
To achieve development that provides an environmental, social and economic balance.	The masterplan provides a range of works that balance environmental and social considerations.	This has been addressed in the adjacent response.
<b>Strategies</b>		
<p>Ensure that use and development on or adjacent to coastal foreshore Crown land:</p> <p>Maintains safe, equitable public access and improves public benefit whilst protecting Local environmental and social values.</p> <p>Demonstrates need and coastal dependency.</p> <p>Is located within a defined activity or recreation node.</p>	The assessment against the Criteria for use and development on coastal Crown land concludes that the masterplan satisfies these three matters. The proposed works will maintain safety and improve public access to the reserve. The works will result in an improved public benefit whilst protecting local environmental and social values. The works are considered to demonstrate coastal need and dependency in so far as they are needed to finish off the promenade, especially as it relates to 8 – 17 year olds, and could therefore not be located elsewhere.	This has been addressed in the adjacent response.
<b>12.02-5 Bays</b>		
<b>Objective</b>		
To improve the environmental health of the bays and their catchments.	The masterplan will include works which will lead to an improvement in the quality of water being fed back to the bay.	This has been addressed in the adjacent response.

Relevant Clause	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
<b>Strategies</b>		
<p>Reduce major environmental pressures associated with urban growth and development within catchments of Port Phillip Bay and Western Port by:</p> <p>Requiring growth area planning to protect significant natural assets.</p> <p>Improving the quality of stormwater entering waterways, particularly that emanating from construction sites and road development.</p>	<p>The proposed works will improve water quality with surface runoff water from all hard surfaces to be captured and harvested through rain gardens and planting treatments. This will result in cleaner water being fed back to the bay</p>	<p>This has been addressed in the adjacent response.</p>
<p>Improve waterway management arrangements for the whole of the Port Phillip Bay and Western Port catchments.</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p>Protect coastal and foreshore environments and improve public access and recreation facilities around Port Phillip Bay and Western Port by:</p> <p>Requiring coastal planning and management to be consistent with the Victorian Coastal Strategy 2008.</p> <p>Managing privately owned foreshore consistently with the adjoining public land.</p>	<p>The coastal environment and public access and recreation facilities within Marina Reserve will be protected and enhanced and the proposed works are considered to be consistent with the Victorian Coastal Strategy 2008.</p>	<p>This has been addressed in the adjacent response.</p>

## C. Assessment against the Local Planning Policy Framework

This assessment is carried out against the existing framework in the Port Phillip Planning Scheme.

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
<b>21.05-2 Foreshore</b>		
<b>Objectives</b>		
To protect, manage and enhance the Port Phillip foreshore as an important natural, recreational and tourism asset and as the premier stretch of foreshore in inner Melbourne.	The masterplan will lead to the management and enhancement of the Port Phillip foreshore.	This has been addressed in the adjacent response.
To achieve a sustainable balance between preserving the physical and environmental attributes of the foreshore, meeting the needs of users and minimising adverse amenity impacts on the local area.	The masterplan achieves a sustainable balance, meets the needs of users and minimises adverse amenity impacts.	This has been addressed in the adjacent response.
To maximise enjoyment, use of and access to the foreshore by the community.	The proposed works will improve enjoyment and use of the reserve.	This has been addressed in the adjacent response.
To integrate coastal management and development across public and private land.	Not applicable	Not applicable
To establish a management and maintenance regime for the foreshore based on sound environmental principles and designed to ensure that these assets are kept clean and safe.	Will be achieved.	This has been addressed in the adjacent response.
To ensure all development within the viewshed of the foreshore is designed to respect the established cultural, heritage, recreational and environmental values of the foreshore public realm.	Will be achieved.	This has been addressed in the adjacent response.
<b>Strategies</b>		

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
<b>Municipal wide</b>		
<p>Ensure that new use and development on the foreshore reserve will:</p> <ul style="list-style-type: none"> <li>be located in an existing building or in a new building that replaces an existing building, is sympathetic to the surrounding coastal landscape and built environment and does not disrupt important views and vistas,</li> <li>not reduce the net volume of public open space available to the general public on the foreshore,</li> <li>complement and enhance the prevailing land uses in the area and not disadvantage existing foreshore users,</li> <li>not increase traffic congestion, parking, pedestrian or cyclist circulation problems, and</li> <li>not increase air, water, or noise pollution, result in the removal of significant vegetation or pose any other threat to the sensitive natural environment.</li> </ul>	<p>The masterplan will lead to an increase in public open space on the foreshore, complements and enhances the prevailing land uses, does not disadvantage existing users and does not pose any threat to the natural environment.</p> <p>While car parking spaces will be reduced it is considered that the proposed works will result in a net community benefit and are a preferable use of public open space.</p>	<p>This has been addressed in the adjacent response.</p>
<p>Ensure there is no overshadowing of any part of the foreshore reserve between 10:00am and 4:00pm on 22 June (winter solstice). This will ensure all parts of the foreshore receive maximum sunlight all year round.</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p>Enhance and protect flora and fauna, water quality and ecosystems on the foreshore, particularly on sites that have identified significance or are environmentally sensitive.</p>	<p>The proposed works will enhance water quality due to the collection and harvesting of surface runoff.</p>	<p>This has been addressed in the adjacent response.</p>



	<b>Assessment of the masterplan's compliance with the SPPF</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
Explore innovative approaches to landscape design and construction, including the greater use of indigenous plant species and recycled materials.	This has been achieved.	This has been addressed in the adjacent response.
Effectively manage traffic, bicycle, and pedestrian movements to, from and along the foreshore.	Proposed works with regard to the car park and pedestrian and cycle pathways will improve the ease and safety of traffic movement.	Not applicable
Enhance the physical environment of the foreshore to provide a range of services and facilities to meet the needs of users and to maintain or establish a high quality setting for recreation – having regard to user safety, usage patterns and the physical attributes of the foreshore.	This will be achieved with the implementation of the masterplan. The physical environment will be greatly enhanced, especially compared with the present poor state of the reserve.	This has been addressed in the adjacent response. The proposed active recreation and skateable space will establish a high quality setting for recreation.
Support measures to improve coordination between the various state and local authorities responsible for managing the foreshore and waters of Port Phillip Bay.	Not applicable	Not applicable
Consider any relevant Management Plans (such as the St Kilda Breakwater Management Plan) when assessing applications for new development.	Not applicable	Not applicable
Consider any proposed expansion of Webb Dock and any other Dock activities or other water based activities against the potential impact on local residents and the needs of business.	Not applicable	Not applicable
Encourage land uses that support links between the foreshore, Bay Street and other parts of Port Phillip.	Not applicable	Not applicable
Protect the Point Ormond area.	Not applicable	Not applicable
Protect and manage the impacts from any activities or further development of Station Pier and Princes Pier.	Not applicable	Not applicable

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
<b>St Kilda Foreshore Area</b>		
Support and consolidate the role of the St Kilda Foreshore area as a historically and regionally significant cultural and recreational destination.	The proposed works will “bookend” the southern section of the foreshore promenade and support and consolidate the role of the St Kilda Foreshore area as a historically and regionally significant cultural and recreational destination.	This has been addressed in the adjacent response
Ensure an integrated approach to the revitalisation of the St Kilda Foreshore area in relation to activity mix, built form and improvements to the public realm.	The proposed works are part of an integrated approach to the revitalisation of the St Kilda Foreshore area.	This has been addressed in the adjacent response
Retain and reinforce the unique cultural heritage of the St Kilda Foreshore area through ensuring new uses and development compliment and enhance established iconic buildings, spaces and attractions.	The proposed works will reinforce the unique cultural heritage of the St Kilda Foreshore area and contribute to this area's role as a place of play and recreation.	This has been addressed in the adjacent response. The new use of the active recreation and skateable space builds on the cultural heritage of the foreshore and its beach culture.
Reinforce the role of key activity destinations within the Foreshore area including St Kilda Pier, St Kilda Harbour, West Beach area and the Triangle site.	Not applicable	Not applicable
Enhance the Foreshore area's network of public spaces through emphasis on design quality, connectivity, and the provision of diverse recreational opportunities and experiences.	The masterplan will enhance the network of public spaces and deliver design quality, improved connectivity, and the provision of diverse recreational opportunities and experiences.	The active recreation and skateable space will provide a quality recreational experience.
Ensure that the Foreshore area's important metropolitan tourism and recreational roles are balanced with the needs of local residents, the ecological health of the Bay and the environmental values of the Foreshore.	This has been achieved in the masterplan with a range of works proposed to cater for the local community and established through an extensive community consultation process. This will be further	This has been addressed in the adjacent response.

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
	supported by the implementation of the Operations Plan.	

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
<b>22.10 St Kilda Foreshore Area Policy<sup>11</sup></b>		
<b>Public Space Network and Connections</b>		
<p>It is policy to:            Create an integrated network of public spaces which support a variety of activities and incorporate a balance of:</p> <ul style="list-style-type: none"> <li>activity nodes (West Beach north end, West Beach Pavilion area, end of Fitzroy Street / Royal Melbourne Yacht Squadron area, St Kilda Pier Entry, Seabaths area, St Kilda Triangle site, Shakespeare Grove / Veg Out area and Marina Reserve); and</li> <li>quiet contemplative spaces (Catani Gardens, Marina Reserve, St Kilda Pier and Alfred Square).</li> </ul>	<p>This will be achieved in the masterplan with a range of activities which provide active recreation spaces as well as more passive recreational and social opportunities. The reserve is within the St Kilda Foreshore Activity Node.</p>	<p>The active recreation and skateable space will provide active recreation consistent with the St Kilda Foreshore Activity Node designation.</p>

<sup>11</sup> Only relevant sections of the Policy have been included

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
<p>Improve linear connectivity between and across existing public spaces by enhancing pedestrian permeability, attractiveness and visual guidance at key locations including:</p> <ul style="list-style-type: none"> <li>along the Foreshore Promontory,</li> <li>across the Veg Out and St Kilda Triangle sites,</li> <li>around the Seabaths and to Catani Gardens,</li> <li>between Catani Gardens and West Beach, and</li> <li>between Marina Reserve and St Kilda Beach.</li> </ul>	<p>This is achieved with the enhanced pedestrian pathways and new view opportunities provide within the masterplan.</p>	<p>This has been addressed in the adjacent response</p>
<p>Improve cross connectivity between the built urban area and the Foreshore Reserve by establishing Shakespeare Grove and the Cowderoy Street – Pier Road link as safe and attractive pedestrian routes, supplemented by further pedestrian crossings of Beach Road at locations identified in the 'St Kilda Foreshore Urban Design Framework, 2002'.</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p>Encourage visual integration of the Foreshore Reserve by:</p> <ul style="list-style-type: none"> <li>Restoring and reinforcing established landscape themes.</li> <li>Co-ordinating street furniture and street design details.</li> </ul>	<p>This is achieved in the masterplan.</p>	<p>This has been addressed in the adjacent response</p>
<p>Maximise personal safety and a sense of security in all public spaces.</p>	<p>This is achieved through the application of CPTED principles in the design and siting of structures within the masterplan.</p>	<p>This has been addressed in the adjacent response</p>



## D. Amendment C62 to the Port Phillip Planning Scheme

This assessment is carried out against the proposed framework in the Port Phillip Planning Scheme. Amendment C62 is currently being considered by an independent panel. The amendment was publicly exhibited for two months (February to April 2010). Submissions closed on 12 April 2010 and nineteen written submissions were received. All the submissions were considered by Council at its meeting on 28 June 2010. None of the submissions received relate to Marina Reserve so there is unlikely to be any changes to these sections.

It should be noted that a large component of the proposed changes are the same as existing provisions within the Planning Scheme.

### Municipal Strategic Statement - Clause 21

	<b>Assessment of the masterplan's compliance with the SPPF</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
<b>21.04-5 Public Open Space and Foreshore</b>		
<b>Key Objectives and strategies</b>		
<b>1. To create a public open space network that caters for a diverse range of users and is accessible to all.</b>		
1.1 Aim to provide all residents with access to high quality open space within walking distance of their home (400-500 metres).	This will be achieved with the implementation of the masterplan, especially given the relatively poor state of Marina Reserve currently.	This has been addressed in the adjacent response.
1.2 Ensure that public open space offers a diversity of functions and experiences and continues to host a range of leisure, tourism, recreation, cultural, social and sporting activities to meet the needs of all users.	This will be achieved with the implementation of the masterplan, except the focus of the proposed works is on recreation rather than sporting activities.	This has been addressed in the adjacent response. The active recreation and skateable space will provide a range of active recreation opportunities.
1.3 Ensure public open space areas and facilities are accessible for use by people of all ages and abilities.	This will be achieved with the implementation of the masterplan.	This has been addressed in the adjacent response. The design of the active recreation and skateable space has been based on maximising access and use by all ages and all abilities.

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
1.4 Maximise public safety within all public open space areas, through applying Crime Prevention Through Environmental Design principles to the design of all spaces and connections.	CPTED principles have been applied in the design of the masterplan.	This has been addressed in the adjacent response.
1.5 Encourage facilities at key locations to provide information and signage about accessing key tourist/open space areas.	This will be provided in future signage to be erected within Marina Reserve.	This has been addressed in the adjacent response.
1.6 Identify and support the establishment of new open space linkages, and the improvement of existing linkages, to connect public open space areas throughout Port Phillip and to the regional open space network.	Proposed pathways will improve linkages across the public open space network.	This has been addressed in the adjacent response.
<b>2. To ensure the retention and optimum provision of high quality public open space.</b>		
2.1 Secure the future of existing open space sites through applying either a Public Park and Recreation Zone or Public Conservation and Resource Zone.	Achieved. Marina Reserve is already zoned Public Park and Recreation Zone	This has been addressed in the adjacent response.
2.2 Ensure that there is no loss of land currently used for public open space, unless all of the following can be demonstrated: The available land offers poor amenity for public open space use (the criteria for poor amenity of public open space is that it is under utilised; offers poor connection to other spaces or streets; is unsafe for users; offers poor accessibility, and has little potential for improvement as functional public open space). Alternative sites of higher quality can be identified for acquisition.	There is no loss of land used for public open space. The masterplan will result in an increase in open space of approximately 10% within the reserve due to the reduction in the car park.	This has been addressed in the adjacent response.

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
Net community gain can be guaranteed by an alternative land use.		
2.3 Pursue opportunities to acquire land in appropriate locations to increase the amount of useable open space, including adjacent to existing open space areas, to offset increases in population and the decline in the provision of private open space.	Not applicable	Not applicable
2.4 Prioritise the acquisition of new public open space in neighbourhoods identified as being currently deficient: Ripponlea, south of Glen Eira Road; East St Kilda, especially east of Hotham Street; South Melbourne, especially north of Park Street.	Not applicable	Not applicable
2.5 Require a minimum 5% open space contribution (as either land or cash) in association with the future subdivision of all land, to support enhancement of the open space network through acquisition or the development of existing spaces.	Not applicable	Not applicable
2.6 Seek opportunities to develop public open space with other land managers such as schools, Parks Victoria and Vic Track.	Not applicable	Not applicable
2.7 Ensure the environmental or recreational value of any surplus Government land is considered prior to its sale or disposal.	Not applicable	Not applicable



	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
2.8 Ensure that the buildings and private space within new developments adjacent public open space areas are clearly delineated and do not degrade the values of the existing public open space.	Not applicable	Not applicable
<b>3. To protect and enhance the physical and cultural heritage values and environmental attributes of public open space.</b>		
3.1 Support commercial facilities in public open spaces only where: The facility is located in an existing building or an existing building is replaced with one of a scale and character which is sympathetic to the surrounding landscape or built form. The facility will enhance the range of facilities available and not disadvantage existing users. Environmental issues such as waste management, traffic movement and parking can be satisfactorily addressed.	Not applicable	Not applicable
3.2 Protect public open space from overshadowing by private development.	Not applicable	Not applicable
3.3 Protect the identified significant heritage features and qualities of Port Phillip's gardens and parks, including identified natural heritage areas.	Marina Reserve does not contain significant heritage features. Its further development and use will result in less pressure on other areas within the St Kilda foreshore that have significant cultural heritage.	This has been addressed in the adjacent response.

	<b>Assessment of the masterplan's compliance with the SPPF</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
3.4 Protect environmentally sensitive sites (particularly sites that are important havens for native and introduced species), flora and fauna, water quality and ecosystems that make up public open space.	The masterplan should not impact on the habitat of the Rakali	This has been addressed in the adjacent response.
3.5 Support innovative and environmentally sustainable design approaches to landscape design and construction, including the greater use of indigenous plant species, recycled materials, low water use and recycling.	The masterplan will lead to improved environmental conditions within Marina Reserve.	This has been addressed in the adjacent response.
3.6 Retain and enhance the established mature trees that line Port Phillip's streets and attractive landscape elements in the public realm.	Mature trees and shrubs will be retained if possible.	This has been addressed in the adjacent response
3.7 Enhance the landscape quality of Port Phillip's key boulevards including St Kilda Road, Brighton Road, Queens Road, The Boulevard, Beach Street, Beaconsfield Parade, Kerferd Road, Jacka Boulevard, The Esplanade, Marine Parade, Ormond Esplanade, Bay Street and Fitzroy Street.	Proposed works should improve the landscape quality of Marine Parade.	This has been addressed in the adjacent response
3.8 Require all development proposals involving works and building within historic parks and reserves to be considered in accordance with the relevant Management Plan.	An Operations Plan will be developed to cover the management of the reserve as part of the implementation of the masterplan.	This has been addressed in the adjacent response
3.9 Consider any relevant Management Plans when assessing applications for new use or development.	There is no relevant management plan.	Not applicable
<b>4. To achieve a sustainable balance between preserving public open space, including the foreshore, and meeting the needs of users.</b>		

	<b>Assessment of the masterplan's compliance with the SPPF</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
4.1 Ensure that new uses make a positive contribution to the public open space area and offer a net community benefit.	The proposed works will make a positive contribution to the foreshore and offer a net community benefit.	This has been addressed in the adjacent response.
4.2 Consider the competing demands and potential conflicts of foreshore users, visitors and residents, and implement appropriate management measures.	The conflicting demands have been considered and factored into the masterplan.	This has been addressed in the adjacent response.
4.3 Support measures to improve the coordination between various state and local authorities responsible for management of the foreshore and waters of Port Phillip Bay.	Not applicable	Not applicable
<b>5. To protect, manage and enhance the foreshore as an important natural, recreational and tourism asset.</b>		
5.1 Facilitate widespread use and visitation along the foreshore, through reinforcing a series of activity destinations including at Elwood, St Kilda and Port Melbourne, connected by high quality pedestrian and cycle links.	This has been achieved with the masterplan. Improvements at Marina Reserve will assist in supporting use of the reserve.	This has been addressed in the adjacent response.

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
<p>5.2 Ensure use and development on the foreshore:</p> <p>Maintains and contributes to the continuity of public access to the foreshore.</p> <p>Supports active year round use of the foreshore.</p> <p>Is located in an existing building or in a new building that replaces an existing building.</p> <p>Is sympathetic to the surrounding coastal landscape and built environment and does not disrupt important views and vistas.</p> <p>Does not reduce the net volume of public open space available to the general public on the foreshore.</p> <p>Compliments and enhances the prevailing land uses in the area and does not disadvantage existing foreshore users.</p> <p>Does not increase traffic congestion, parking, and pedestrian or cyclist circulation problems.</p> <p>Does not increase air, water or noise pollution, result in the removal of significant vegetation, or pose any other threat to the sensitive natural environment.</p> <p>Incorporates a waste management plan if the use involves the sale and consumption of food and drink.</p> <p>Is appropriate in the context of the impacts of climate change.</p>	<p>The masterplan achieves these requirements. It will support continuity of public access and support active year round use of the foreshore, it is sympathetic to the coastal landscape and increase net public open space available to the general public on the foreshore, it compliments and enhances the prevailing land uses in the area and does not disadvantage existing foreshore users, it will improve pedestrian and cyclist circulation and will not result in additional noise generation and is not impacted by the impacts of climate change.</p>	<p>This has been addressed in the adjacent response. Furthermore the active recreation and skateable space will support active year round use of the foreshore.</p>
<p>5.3 Enhance the physical environment of the foreshore to provide a range of services and facilities to meet the needs of users and to maintain a high quality setting for recreation.</p>	<p>This will be achieved with the implementation of the masterplan.</p>	<p>This has been addressed in the adjacent response.</p>

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
5.4 Consider any proposed expansion of Webb Dock and any other Dock activities or other water based activities against the potential impact on local residents and the needs of businesses.	Not applicable	Not applicable
<b>6. To maintain an active waterfront of relevant coastal dependant uses.</b>		
6.1 Discourage uses that do not rely on the foreshore for the operation of their activities.	It is considered that the proposed range of works complement the range of coastal infrastructure currently provided along the St Kilda foreshore to cater for the whole community.	This has been addressed in the adjacent response.
7. To recognise the economic value and contribution of the foreshore to both the local and regional economy.	This is recognised.	This has been addressed in the adjacent response.
7.1 Manage and enhance the foreshore as an important tourism asset which appeals to local, national and international visitors.	The proposed works will enhance the appeal of the foreshore for all users.	This has been addressed in the adjacent response.
7.2 Support environmentally sustainable tourism services and facilities.	Not applicable	Not applicable

#### **Municipal Strategic Statement - Clause 21.06 Neighbourhoods**

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
<b>Clause 21.06-6 St Kilda</b>		
<b><i>St Kilda Foreshore Area</i></b>		
6.6.39 Ensure an integrated approach to the revitalisation of the St Kilda Foreshore area in	The proposed works are part of an integrated approach to the revitalisation of	This has been addressed in the adjacent response

	<b>Assessment of the masterplan's compliance with the SPPF</b>	<b>Comments in regard to the skateable infrastructure component as requested by DSE</b>
relation to activity mix, built form and improvements to the public realm.	the St Kilda Foreshore area.	
6.6.40 Support and consolidate the area's historically significant role as a cultural and recreational destination.	The proposed works will bookend the southern section of the foreshore promenade and support and consolidate the role of the St Kilda Foreshore area as a historically and regionally significant cultural and recreational destination.	This has been addressed in the adjacent response
6.6.41 Retain and reinforce the unique cultural heritage of the area though ensuring new uses and development compliment and enhance established iconic buildings, spaces and attractions.	The proposed works will reinforce the unique cultural heritage of the St Kilda Foreshore area and contribute to this area's role as a place of play and recreation.	This has been addressed in the adjacent response. The new use of the active recreation and skateable space builds on the cultural heritage of the foreshore and its beach culture.
6.6.42 Reinforce the role of key activity destinations including St Kilda Pier, St Kilda Harbour, West Beach area and the Triangle site.	Not applicable	Not applicable
6.6.43 Enhance the network of public spaces through emphasis on design quality, connectivity and the provision of diverse recreational opportunities and experiences.	The masterplan will enhance the network of public spaces and deliver design quality, improve connectivity, and the provision of diverse recreational opportunities and experiences.	The active recreation and skateable space will provide a quality recreational experience.
6.6.44 Ensure that the area's important metropolitan tourism and recreational roles are balanced with the needs of local residents, the ecological health of the Bay and the environmental values of the Foreshore.	This has been achieved in the masterplan with a range of works proposed to cater for the local community and established through an extensive community consultation process. This will be further supported by the implementation of the Operations Plan.	This has been addressed in the adjacent response.
6.6.45 Support cultural uses that complement and link the tourism and retail role of Acland Street and Fitzroy Streets and the St Kilda Triangle site.	Not applicable	Not applicable

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
6.6.46 Encourage the potential of ferries and boats to provide visitor transportation to the St Kilda Foreshore area.	Not applicable	Not applicable
6.6.47 Recognise the ongoing cultural significance of the Esplanade Hotel when assessing applications for change of use or development	Not applicable	Not applicable

## Clause 22 - Local Planning Policies – Clause 22.10 St Kilda Foreshore Area Policy<sup>12</sup>

This policy applies to the St Kilda Foreshore area, as defined in the St Kilda Foreshore Urban Design Framework, 2002, and shown on the map below.

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
<b>Public Space Network and Connections</b>		
It is policy to:		
Create an integrated network of public spaces which support a variety of activities and incorporate a balance of: activity nodes (West Beach north end, West Beach Pavilion area, end of Fitzroy Street / Royal Melbourne Yacht Squadron area, St Kilda Pier Entry, Seabaths area, St Kilda Triangle site, Shakespeare Grove / Veg Out area and Marina Reserve); and quiet contemplative spaces (Catani	This will be achieved in the masterplan with a range of activities which provide active recreation spaces as well as more passive recreational and social opportunities.	The active recreation and skateable space will provide active recreation consistent with the St Kilda foreshore activity node designation.

<sup>12</sup> <sup>12</sup> Only relevant sections of the Policy have been included

	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
Gardens, Marina Reserve, St Kilda Pier and Alfred Square).		
<p>Improve linear connectivity between and across existing public spaces by enhancing pedestrian permeability, attractiveness and visual guidance at key locations including:</p> <ul style="list-style-type: none"> <li>along the Foreshore Promontory, around the Seabaths and to Catani Gardens,</li> <li>between Catani Gardens and West Beach, and</li> <li>between Marina Reserve and St Kilda Beach.</li> </ul>	This is achieved with the enhanced pedestrian pathways and new view opportunities provide within the masterplan.	This has been addressed in the adjacent response
<p>Improve cross connectivity between the built urban area and the Foreshore Reserve by establishing Shakespeare Grove and the Cowderoy Street – Pier Road link as safe and attractive pedestrian routes, supplemented by further pedestrian crossings of Beach Road at locations identified in the 'St Kilda Foreshore Urban Design Framework, 2002'.</p>	Not applicable	Not applicable
<p>Encourage visual integration of the Foreshore Reserve by:</p> <ul style="list-style-type: none"> <li>Restoring and reinforcing established landscape themes.</li> </ul>	This is achieved in the masterplan.	This has been addressed in the adjacent response



	Assessment of the masterplan's compliance with the SPPF	Comments in regard to the skateable infrastructure component as requested by DSE
Co-ordinating street furniture and street design details.		
Maximise personal safety and a sense of security in all public spaces.	This is achieved through the application of CPTED principles in the design and siting of structures within the masterplan.	This has been addressed in the adjacent response
<b>Transport Networks</b>		
It is policy to:		
Encourage public transport, along with walking, cycling and water based transport, as the preferred modes of travel to the Foreshore area.	Proposed works with regard to the car park and pedestrian and cycle pathways will improve the ease and safety of traffic movement.	Not applicable
Encourage improved bicycle, pedestrian and rollerblade paths and facilities, which contribute to a safe, comprehensive and useable network.	This will be achieved with the implementation of the masterplan.	This has been addressed in the adjacent response
Encourage improvements to public transport infrastructure and facilities to serve the Foreshore area.	Not applicable	Not applicable
Limit the extent of additional car parking in the area.	This is achieved with the reduction in car parking proposed as part of the masterplan.	This has been addressed in the adjacent response.
Encourage new development to contain on-site car parking underground, or be designed so as not to be visible from public spaces.	Not applicable	Not applicable
Enhance the useability, access and safety for pedestrians and cyclists, through the appropriate design of road spaces.	This has been achieved in the masterplan	This has been addressed in the adjacent response.
Reduce the adverse impacts of through traffic, particularly on Jacka Boulevard, Marine Parade, The Upper Esplanade and residential streets.	Not applicable	Not applicable

Support the role of Fitzroy Street as a destination focused on retail, entertainment and tourism, whilst allowing moderate housing growth subject to heritage and amenity considerations.

Encourage new office and non-retail commercial uses and facilitate a transition to the St Kilda Junction

Encourage new office, non-retail commercial uses and residential development and facilitate a transition to the St Kilda Junction

Encourage core retailing uses to locate in this area of Fitzroy Street, south of Princes Street to Acland Street.

Encourage the consolidation of this centre for commercial and office uses.

Support commercial and office uses as the primary function of the centre with some opportunities for retail showrooms and restricted retail uses. Encourage moderate housing growth subject to heritage and amenity considerations.

Support the development of this centre as a location for convenience retail goods and services.

Encourage the redevelopment of this precinct as a preferred location for housing growth, whilst allowing office and light industrial/warehouse uses where they do not undermine the primary residential function.








Support the development of Acland Street as a destination focused on retail, entertainment and tourism, allowing opportunities for moderate housing growth subject to heritage and amenity considerations. Maintain the daily/weekly retail goods and service role of this area.

Support the convenience retail goods and services role of this centre.

Ensure the use and development of this site creates a hub focused on the arts, entertainment and leisure, supported by some commercial and retail land uses, and includes large areas of open space and a highly pedestrianised environment that links Acland Street, Fitzroy Street and the foreshore.

**Boundary of significant activity hub**

## Local Community Hub

-  Boundary of significant activity hub
-  Public Open Space
-  Tram Route
-  Bus Route
-  Boulevard
-  Preferred Freight Route
-  Opportunity for urban improvement

Note: This map is indicative only. Refer to the Port Phillip Planning Scheme Maps for statutory boundaries



Precinct Area: 3.35km<sup>2</sup>

# st kilda framework plan

The assessment against the SPPF and LPPF (both existing and proposed) indicates that the masterplan generally meets all requirements. In particular the assessment indicates additional areas of compliance over and above the previous assessments against the Hierarchy of Principles, Criteria for use and development of coastal Crown land, "Siting and Design Guidelines for Structures on the Victorian Coast 1998" and the "Good Design and the Coast" brochure. These areas are listed below, as follows:

- The masterplan provides clear direction for the future sustainable use of Marina Reserve primarily for recreation and environmental use and identifies suitable opportunities for improvement.
- The range of works proposed is sensitively sited and are consistent with the range of improvements envisaged for the St Kilda foreshore.
- Implementation of the masterplan will support the role of public open space as offering a diversity of functions and experiences and hosting a range of leisure, recreation, cultural and social activities to meet the needs of all users. It should be noted that the focus of the proposed works is on recreation rather than tourism and sporting activities.
- The masterplan will support continuity of public access and active year round use of the foreshore, is sympathetic to the coastal landscape and increases net public open space available to the general public on the foreshore
- The masterplan will compliment and enhance the prevailing land uses in the area and does not disadvantage existing foreshore users.
- It will improve pedestrian and cyclist circulation and will not result in additional noise generation.
- The proposed works are not impacted by the impacts of climate change.
- The proposed works will "bookend" the southern section of the foreshore promenade and support and consolidate the role of the St Kilda Foreshore area as a historically and regionally significant cultural and recreational destination.
- The proposed works will reinforce the unique cultural heritage of the St Kilda Foreshore area and contribute to this area's role as a place of play and recreation.
- There is no loss of land used for public open space. The masterplan will result in an increase in open space of approximately 10% within the reserve due to the reduction in the car park.

## Attachment 9 - Coastal vulnerability assessment Marina Reserve Master Plan

### Intent

To assess the potential impacts of climate change, sea level rise, tides, storm surges and coastal processes on the proposed development at Marina Reserve, St Kilda.

This assessment is based on the General Practice Note – Managing coastal hazards and the coastal impacts of climate change published by Department of Planning and Community Development.

### Location

The site is located on the seaward side of Marine Parade, St Kilda, opposite Blessington Street. The reserve is adjacent to the southern end of St Kilda beach and its southern and western sides are protected from the prevailing south westerly winds and waves by St Kilda Marina. St Kilda Pier is approximately 800 metres north of the reserve and it provides protection from northerly winds and waves with Brookes Jetty approximately 200 metres north providing additional protection. The site is triangular in shape with a total area of approximately 600m<sup>2</sup>. Only the northern side has a direct frontage to Port Phillip Bay, approximately 250 metres long, consisting of a wide shallow sandy beach on the east side and protected with rock boulders and reef on the western side.



### **Coastal Inundation**

The Williamstown mean high tide is 0.42 metres above mean sea level (0.0m AHD - Australian Height Datum). According to Melbourne Water's Interim Guidelines Planning for Sea Level Rise for Port Phillip Bay the 1 in 10 year tide level is 1.30m and the 1 in 100 year level is 1.6m. The Marina Reserve is between 1.5 and 2.0m above mean sea level and Marine Parade adjacent to Blessington Street is approximately 1.0m. Based on current scenarios Marina Reserve will not be subject to coastal inundation, particularly as the 1 in 100 year level of 1.6m includes an allowance of 0.2m for wave action that would have a lesser impact due to the protected location of the Marina Reserve.

Sea level rises are predicted to add 0.2m by 2040 and 0.8m by 2100 to the above figures. This is not regarded as an issue as the development is considered to have an effective life of only 30 to 40 years. In addition the development is non-habitable and the risk and consequential damage of a rare storm event resulting in temporary inundation is considered minimal.

Flood Modelling of the Blessington Street outfall drain at Marina Reserve was undertaken by the consultants URS for Port Phillip City Council in 2009. The report noted that the design 1 in 5 year capacity of the drain would be compromised by a 0.2m sea level rise. It determined that Marine Parade would be subject to more frequent flooding as a result of sea level rise. However the flood maps show that Marina Reserve will not be affected due to its higher elevation, see attachment 1.

### **Coastal Erosion**

As noted above the protected location of the Marina reserve does not make it subject to coastal erosion processes. In this section of Port Phillip Bay the general movement of sand is predominately to the north. Due to the location of the reserve adjacent to the Marina and St Kilda Pier, the reserve is protected from the effects of northerly drift and there is minimal movement of sand. The beach if anything tends to accumulate sand in its southern corner adjacent to the reserve.

### **Summary**

Marina Reserve is a well protected coastal site adjacent to Port Phillip Bay. Its relative elevation makes it highly unlikely to be affected by climate change or sea level rise within the foreseeable life of the proposed development. If it was ever subjected to inundation from an extreme and rare storm event, the effects would be relatively minimal on the proposed development and there would be a very low risk to human life due to the protection provided by St Kilda Marina and unlikely expectation that people would remain in the reserve during an extreme storm event.

David Elson  
Bachelor of Civil Engineering (Hons)  
Coordinator Asset Planning  
Port Phillip City Council  
September 2010

Attachment 1 - Flood Modelling of the Blessington Street catchment based on a 1.5m sea level (URS June 2009).



## **Attachment 10 - Applicable case studies in comparison with Marina Reserve**



St Kilda VIC, Australia

*Applicable Case Studies in Comparison  
with Marina Reserve*



# MARINA RESERVE SITE COMPARISON

## KEY COMMENTS:

- COASTAL FRONTAGE
- SOCIAL SPACES, VIEWING, REFUGES
- EVENT INFRASTRUCTURE
- WITHIN ST KILDA FORESHORE ACTIVITY  
NODES
- ESTABLISHED SURROUNDING PEDESTRIAN  
INFRASTRUCTURE





# GEELONG YOUTH ACTIVITIES AREA CASE STUDY

- COASTAL FRONTAGE
- ADJACENT BEACH VOLLEY BALL COURTS
- SOCIAL SPACES, VIEWING, REFUGES
- EVENT INFRASTRUCTURE
- 2009 CCAA PUBLIC DOMAIN AWARDS  
'NATIONAL BEST PRECINCT' AWARD
- 2009 CCAA PUBLIC DOMAIN AWARDS  
'BEST PROJECT IN VICTORIA' AWARD
- 2009 AILA VICTORIA MEDAL IN  
LANDSCAPE ARCHITECTURE
- 2009 AWARD FOR DESIGN EXCELLENCE  
IN LANDSCAPE ARCHITECTURE
- 2010 AILA NATIONAL LANDSCAPE  
ARCHITECTURE AWARD FOR DESIGN





# GEELONG YOUTH ACTIVITIES AREA - AERIAL OVERVIEW





# CAIRNS ESPLANADE SKATEPARK CASE STUDY

- COASTAL FRONTAGE
- ADJACENT BEACH VOLLEY BALL COURTS
- SOCIAL SPACES, VIEWING, REFUGE AREAS
- EVENT INFRASTRUCTURE
- 2008 NATIONAL AILA DESIGN AWARD
- 2007 VICTORIAN AILA PRESIDENT PLAYGROUND AWARD
- 2007 CCAA PUBLIC DOMAIN AWARD 'PATHS' COMMENDATION
- 2007 CCAA PUBLIC DOMAIN BEST QUEENSLAND PROJECT AWARD





# CAIRNS SKATE FACILITY - AERIAL OVERVIEW

