

RESULTS FROM ONLINE FORUM – HAVE YOUR SAY
Project: New Masterplan for Marina Reserve, St Kilda

All comments received up until 15 September 2011.

Question 1. New Masterplan for Marina Reserve, St Kilda : Car park - Do you have any questions or comments on the car park component of the draft Marina Reserve detailed design plans?

Would the area of asphalt be reduced if a squarer car park were established with two rows of parking spaces separated by a common access/egress lane? Also a single entrance/exit? The only real issue is minimising the paved space.
I agree with the idea of a single entrance/exit to the car park. It will stop the 'rat-run' that happens now in peak traffic times.
Port Phillip Councillors - again 'security and safety' - why is there not a category for this?
No matter what design you end up with for a car park, the bottom line is that unless gates and lockdown regiment is in place (as is currently operations successfully), problems will occur with misusing this space for unacceptable behaviour, especially after hours. Keep gates & lockdown in place!
Whilst it looks very pretty its functionality will be a nightmare as soon is the sun is out, again I stress you have removed 100 plus car parks further along Jacka Blvd and visitors will still drive here and take residents spaces who are you catering for rate payers or visitors!
As the current Marina Reserve car park will be significantly reduced from 120 places to 50, and visitors to Marina Reserve will be increasing due to using the new facilities, the actions that residents and others can take when street parking offences or problems occur should be specifically noted within the operations plan. e.g. who to contact and likely response times
Taking away parking spaces from the beach for summer...another brilliant move. Council stopped catering for residents years ago when they started charging us to park outside the properties we own.

Question 2 . New Masterplan for Marina Reserve, St Kilda: Skateable space - Do you have any questions or comments on the skateable space component of the draft Marina Reserve detailed design plans?

The consultant who spoke at the Monday night meeting (9/5/11) advised that the skate space will be based on a flowing design. I would note that the tender issued on the 3/10/09 "Provision of consultancy services for the design of Marina Reserve Masterplan" emphasised that "the skateable components will offer diverse skating experiences for beginners through to experiences skaters". My question is that with a possible flowing skate space design, how will beginners be provided with a safe and protected environment?
Hello Peter, I agree that contention for skatepark obstacles between beginners (usually the very young) and the more experienced skaters can occur when it is crowded. My suggestion is add this issue to the list of operations topics as an educational consideration, because skatepark designs with flow opportunities as was presented by Convic do not mean the park must be treated as such by all skaters, all it means

is that there are flow opportunities for those who wish to discover and use them during quiet times. Even parks with limited flow opportunities can have the contention I mentioned.

Many obstacles in a park are suitable for both beginner and expert e.g. a beginner can roll down a flat bank whereas an expert will perform all sorts of intricate tricks on that same bank - both users will be challenged in their own individual way.

To cope with crowded situations skateparks all over the world have adopted an unwritten etiquette where skaters take turns on the popular obstacles and give everyone of all standards a go. They also look out for others before taking a line across the park to avoid collisions.

Novice skaters from the youth and older age group soon pick up this unwritten etiquette from their more experienced friends and watching others. However the very young (on both skateboards and scooters) haven't developed the perception to recognise this on their own and need instruction on park etiquette. In the situation where the parent who accompanies them is a skater then it's no problem, however non-skating parents may not pick up on the park protocol and instead just focus on their child's safety. From the child's safety point of view this is fine as the experienced skaters will be looking out for the children anyway, but what happens is that the children and their parents will not realise the idea of taking turns and giving others who are waiting a go on the obstacle. This causes frustration to those waiting for a go.

When I lived in California my local park made lessons available to the schoolchildren and the park ran in a very orderly manner observing the protocol. In this park I have seen a girl as young as 5 and boys of 7 or so take orderly turns on the obstacles in a crowded situation without direct supervision from their parents. I think they were too young to have received the organised lessons so I expect someone must have instructed them on the park etiquette.

So I think the answer is to provide education and information on park etiquette for coping with crowded situations and how to do this can be an operational issue.

I'm genuinely happy with the current situation that we have arrived at. As an example Prahran skatepark is highly rated amongst skaters, because it is well designed

I agree with the overall philosophy/transition emphasis of the proposed skateable space design presented in meeting 2 for the following reasons:

1. The main bowl was the most the most requested/most important feature which emerged from the schools consultation and from independent submissions from interested skaters. It therefore makes sense that the skatepark have an emphasis on transition rather than plaza, because transition skating is a complementary skill to bowl riding and a variety of transition will assist novice skaters in obtaining bowl skills.
2. 750 m2 is not big enough to provide both a rich set of street plaza, bowl and transition.
3. The idea of providing the opportunity to flow between different sections of the park in quiet times, but be able to session individual pockets in busier times as suggested by the presenter from Convic sounds possible and desirable based on what I have experienced in other skateparks.

4. The flow park philosophy does allow for creative skating by allowing the skater to discover "lines"

5. The flow park landscape is potentially more aesthetic which will help it gain residence acceptance and hopefully some respect from non-skating youth such that it won't be treated as prime graffiti target.

Nevertheless I have the following suggestions for further detailed design:

1. I agree with the request during the meeting 2 Q and A session for more street infrastructure, apart from flat banks none is shown although Convic have said they will provide this detail in meeting 3. Street skating is very popular, particularly with the youth.

2. A good place to put the street infrastructure would be at the western end i.e. away from the bowl and tranny end.

3. The flat banks and pyramid corners illustrated in the Library section of Community Meeting 2, 5 September the pdf document of Presentation 2 - Part 3, page 25 shows an absence of flat platform from which to roll into the banks. It is much harder to pump speed into flat banks than it is in tranny/bowl. Therefore providing generous amounts of flat platform around the banks on which to push some speed before descending into them is much more important than the size of the platforms around the tranny/bowl.

4. The tranny end of the park should have both mellow (large radius) and whippy tranny to accommodate beginners and experts.

A couple more suggestions on the flat bank section:

1. As a follow on to my above suggestion to provide good amounts of roll in platform around the flat banks, if meeting the 750 m2 restriction is a problem then providing skateable paths leading into the flat banks perpendicular to the bank lips will allow for varied roll in speeds without absorbing so much surface area.

2. Providing the flat banks in varied gradients will allow for different ability levels and a greater variation in tricks in the flat bank section.

Security and safety - why is there not a category for this?

I'd like to know what's going to be done to ensure people aren't skating over there at 2 am in the morning?

The skateable area needs to be secured after dark in some way. Simply saying it won't be lit isn't good enough, some responsibility for securing the area after dark needs to be taken by Council. Who's going to pay when someone skates there after dark and breaks their neck?

1. The idea presented by Convic to have a flow between different sections in quiet times and to be able to "session" individual pockets in busier times, suggests to me that this park will be monitored by person/s at all times. Who will take on this chore and at what extra cost to the community?

2. There seems to be a distinct feel that at 750m2, the skate boarding community are less than happy with the current allocation for skateable infrastructure being able to accommodate all levels of skaters, from beginners through to experienced (Allowing provision of street plaza/bowl and transition). I would also question the bowl depth of

<p>2.1m being deep enough to offer a challenge to the more experienced skater.</p>
<p>3. The agenda, stated in the tender, was to offer diverse skating experiences from beginner to experienced skaters. This doesn't seem to have been achieved, and in fact won't be achieved on this site due to restrictions put in place by DSE.</p>
<p>Hello Greenspace,</p> <p>this message board hides replies by default, so maybe you didn't see my reply to PeterT (which you can click on the "Show. reply" link), which covers the subject of skatepark etiquette. Skatepark etiquette is something which allows users of different abilities to share infrastructure without the need for monitoring - the users regulate themselves without official monitors or supervisors. Visit Prahran or Riverslide next to Alexandra gardens in the City on a weekend afternoon and you will see this happen.</p> <p>I do however suggest considering the idea of providing information to the very young users on etiquette because they find it harder to pick up on this etiquette. I think it's an operational issue and may just need leaflets, online information to users, some words on a notice board, encouraging the more experienced to offer advice to new users - I have received informal advice from others when starting out. These are just initial thoughts which I would like discussed further.</p> <p>On your point 2, 750m2 can potentially provide a very good experience - it's slightly bigger than the concrete area of Prahran skatepark and Prahran skatepark is considered to be a very good park by local and visiting users.</p> <p>I am not a bowl rider so can't comment on the 2.1 depth and I'm going to wait on more detail which is promised by Convic in the next meeting before making a judgement on how diverse an experience the Marina park will provide - as yet we don't have tranny/flat bank heights and details of the street infrastructure yet</p>
<p>Again I am unsure why the council feels it necessary to push this through why is it so high on their agenda? With the same amenities being available around all the open space at Albert Park lake, i.e. toilets public transport and no residents in cooeee, why have it in this tiny piece of land in the first place. You are compromising what the skaters want because of size and certainly not winning any friends with the residents.....clearly you don't wish to have further terms on council!!!</p>
<p>I totally agree with Everyones Space and Marine Parade Residents. It seems to me council is hell bent on pushing through with 'skateable space' without due diligence to safety and security. In fact the whole draft Masterplan seems to overlook the most critical factor - security and safety.</p>
<p>It's almost as if council is trying to rush it through to shut the skaters up, and be able to say "we gave you your park, you've had your chance now be quiet". I said in the Leader almost a year ago that the skaters were being given a sub standard site and space to shut them up, winning the battle but losing the war. They could have such a better world class park at the Lake that COULD hold international competitions, but instead they've been given a dinky excuse for a bowl on a windswept point that is unusable half the time, not allowed to host comps, and most of them cheered about it. I guess they've been trying for so long they would have settled for just about anything.</p>
<p>We are residents opposite the marina reserve. We want more grass and recreational space for families and the general community.</p> <p>The Marina reserve is not a skate park. From the recent meetings the general consensus seems to be that the skaters are not happy with the space and the residence are not happy because they now have a very limited area to utilise for recreation. We want it changed and reduced or removed.</p>

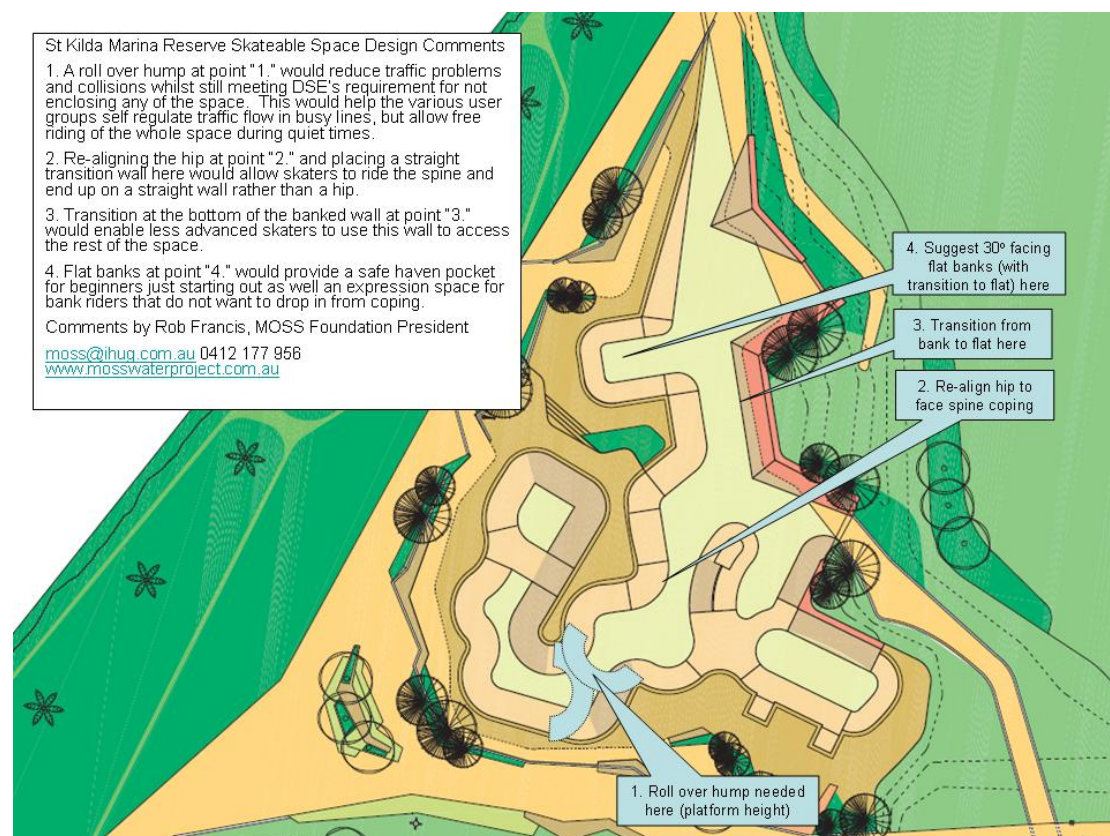
It humours the residents how we rally together attend meeting in mass to express our concerns about saving the park from being turned into a jungle or small proportion and then the council advises its decisions is based on this feedback! What are the meetings for? Are you listening council!!!! Not sure about the council members at all.

Congratulations to you and the Council Team on another well organised and conducted community meeting.

I have a few comments on the finer points of the design detailed below and in the attached files.

St Kilda Marina Reserve Skateable Space Design Comments

1. A roll over hump at point "1." on the attached plan would reduce traffic problems and collisions whilst still meeting DSE's requirement for not enclosing any of the space. This would help the various user groups self regulate traffic flow in busy lines, but allow free riding of the whole space during quiet times.
2. Re-aligning the hip at point "2." and placing a straight transition wall here would allow skaters to ride the spine and end up on a straight wall rather than a hip.
3. Transition at the bottom of the banked wall at point "3." would enable less advanced skaters to use this wall to access the rest of the space.
4. Flat banks at point "4." would provide a safe haven pocket for beginners just starting out as well an expression space for bank riders that do not want to drop in from coping.



Question 3 - New Masterplan for Marina Reserve, St Kilda: Vegetation - Do you have any questions or comments on the vegetation component of the draft Marina Reserve detailed design plans?

At the Monday (5/9/11) night meeting the Landscape Architect (Christa Mitchell) mentioned that a shelter shed will be built over the picnic table/s to provide protection. In the tender "Provision of consultancy services for the design of marina Reserve masterplan" under the design requirements it was specifically required that "Design should avoid any obtrusive structures that may have impact on sight lines". Why shelter is shed type of structure being introduced at this stage, when the initial design master plan, did not include it?

This is a good point. This type of 'shed' will be both unsightly and detract from the view of people already living on Marine Pde.

Port Phillip Councillors - again 'security and safety' - why is there not a category for this?

Question 4 - New Masterplan for Marina Reserve, St Kilda: Path network - Do you have any questions or comments on the path network (pedestrian and bike path) component of the draft Marina Reserve detailed design plans?

With the introduction of a path way circuit around Marina Reserve, will this circuit pathway be dedicated for pedestrian access only? As both cyclists (bike path) and skaters (skate space) have their own dedicated areas.

Port Phillip Councillors - again 'security and safety' - why is there not a category for this?

From what I can see on the site plans on line that are not very clear there is still plans for pedestrian lights across the city side (north) of Marine Parade and Blessington Street, again this takes up resident parking and as suggested by council the walkways and inclusion of this area should be started at the Marina fence line, incorporating the whole area as foreshore.

Any bike path should be separate to pedestrian walking path. The shared area of the promenade is a disaster. Again, why isn't council putting safety and security at the top of the priority list? I can tell you why. It costs money to employ officers to enforce bi-laws outside normal hours, when most violations will take place. There was loud unison at the first council forum for a strong show of law enforcement to ensure residents didn't suffer, and reserve users were safe. And I suspect the main reason council is pushing for skateable space, in other words, concrete, because it is cheaper to maintain than vegetation, hence the concrete jungle on the foreshore.

Question 5. New Masterplan for Marina Reserve, St Kilda : Other infrastructure - Do you have any questions or comments on the other infrastructure (including lighting, seats and bins) component of the draft Marina Reserve detailed design plans?

Why is Promenade level lighting being used for the path facing Marine Parade, which is closest to residents? With security level lighting being used for the remainder of the Marina Reserve. Wouldn't it be best if security level lighting was used for the entire Marina Reserve? (please note that the Promenade level lighting is much brighter than security level lighting)

Also any lighting should be focussed to shine into the park and not towards the residents. Bit of a moot point as the park is well lit with the ambient light from the light house.

"Gates??? - Why do you keep dodging this question?
Port Phillip Councillors - again 'security and safety' - why is there not a category for this?"
"Why is a 'shade structure' that will impact sight lines being introduced, when it wasn't on the original masterplan?
"
The lighting should not be the same as the promenade, again whilst it looks pretty there are NO residents living immediately opposite any of these lights.....come to my house and check out the lighting as it is now, it is bright enough!!

Question 6 - New Masterplan for Marina Reserve, St Kilda: Picnic and play space - Do you have any questions or comments on the preliminary concept plan for the picnic and play space?

Great. I like the way the design provides a specific area rather than invading the other areas with bits of play infrastructure.
Port Phillip Councillors - again 'security and safety' - why is there not a category for this?

Question 7 - New Masterplan for Marina Reserve, St Kilda: Toilet - Do you have any questions or comments on the preliminary concept plan for the toilet?

Port Phillip Councillors - again 'security and safety' - why is there not a category for this?
"What safety measures have been done to ensure that this facility will only be used for purpose it is intended?
Will there be needle bins installed in this facility?"
With public toilets 50 meters down the path at Donovan's southern end why is there a need for another toilet block in such close proximity, if there is an apparent need surely further down the path on the Marina fence line would be a far more appropriate place. And then if you dare say that there will be security issues with it next to a skate bowl I refer back to Council stating that there will be no security issues or "undesirables" hanging out at the skate bowl.....can't have it both ways!!
"Doesn't matter which end you put it at. It'll just become a gay beat within weeks anyway.
Not somewhere I want my kids playing anywhere near."
"All of the community is aware the toilet facility it's not required, there are 2 toilets already in very close vicinity, the council is pushing it through as it builds the foundation for their tiny silly unusable skate bowl opposite our homes. The Fitzroy Street toilet is not going ahead. I appose the Toilet block on the Marina reserve for the same reason. It's a real problem.
The toilet is far too large and should be removed. Its obstruct my view of the beach and I want it removed. Are you listening council - Take it out. It's the size of a garage !!"
I am shocked that the toilet block planned for the St Kilda Marina is still in the same position.
We stood yesterday at the proposed site and it makes absolutely no sense to put a toilet block there instead of at the Southern end of the Marina next to the Skate board park.
The proposed position is removed from the picnic area and the skate boarders and is

closer to the toilet already available near Donovan's.

In addition it will result in pulling out planting, and putting a toilet block on a pristine piece of beach.

You say that the reason why this site has been chosen is because the police prefer it. Does this mean that neighbours are expected to maintain a vigil on activities in the toilet block?

I hope that common sense will prevail and that the toilet block will be moved closer to where the users of the Marina Park will be using the facility.