



## Skate and BMX Strategy

Adopted July 2016



Prepared by SGL Consultants & Playce P/L  
July 2016

# Contents

ITEM	TITLE	PAGE
<b>1</b>	<b>EXECUTIVE SUMMARY</b>	<b>3</b>
1.1	Introduction	3
1.2	Recommendations	3
1.2.1	High priority	3
1.2.2	Medium priority	3
1.2.3	Low priority	3
1.3	Summary of Recommendations	3
<b>2</b>	<b>INTRODUCTION</b>	<b>4</b>
2.1	Introduction	4
2.2	Project Aim	4
2.3	Project Objectives	4
2.4	Project Tasks	4
<b>3</b>	<b>DEMOGRAPHIC REVIEW</b>	<b>5</b>
3.1	Introduction	5
3.2	Population	5
3.3	Age Group Profile	5
3.4	Ethnicity	5
3.5	Employee Profile	5
3.4	Income Levels	5
3.7	Vehicle Ownership	5
3.8	Population Projections	5
<b>4</b>	<b>CONSULTATION</b>	<b>6</b>
4.1	Introduction	6
4.2	Summary of Survey Outcomes	6
4.3	Public Submissions	10
4.4	Youth Bus	11
4.5	Discussion with Neighbouring Municipalities	11
4.6	Discussion with Skateboarding Bodies	12
4.7	BMX Victoria	12
4.8	Current Council Masterplans	13
4.9	Other Council plans, issues and opportunities	13

ITEM	TITLE	PAGE
<b>5</b>	<b>CONFIRMING DEMAND</b>	<b>14</b>
5.1	Introduction	14
5.2	Participation comparison	14
5.3	Facility comparison benchmarking	15
5.4	Comparison of skateparks against play spaces	16
<b>6</b>	<b>A TWO PRONGED APPROACH</b>	<b>17</b>
6.1	Introduction	17
6.2	A skatepark or youth space	18
6.2.1	The sporting model - a skatepark!	18
6.2.2	Summary of skatepark model	18
6.3	The social model - a youth inclusive activity space!	19
6.3.1	Summary of social model (youth activity space)	19
<b>7</b>	<b>THE RIGHT MODEL FOR CARDINIA</b>	<b>20</b>
7.1	Different municipalities require different models	20
7.1.1	Metropolitan	20
7.1.2	Townships	20
7.1.3	Country centres	20
7.1.4	Suburban areas	20
7.2	Single use versus multi use in smaller facilities	20
7.3	Cardinia Model	20
<b>8</b>	<b>CARDINIA MODEL DEFINITION</b>	<b>21</b>
8.1	Definition of sports model	21
8.1.1	Regional	21
8.1.2	Local / Neighbourhood	21
8.1.3	Incidental	22
8.2	Definition of social model	23
8.2.1	Major Youth Activity Space	24
8.2.2	Youth Inclusive Space	24
8.2.3	Site selection summary table	25

ITEM	TITLE	PAGE
<b>9</b>	<b>EXISTING PROVISION</b>	<b>26</b>
9.1	Introduction	26
9.2	Cardinia Skatepark existing facilities condition review	27-32
9.3	Cardinia Skatepark existing facility condition review	33-43
9.4	Discussion	44
<b>10</b>	<b>PLANNING FOR GROWTH</b>	<b>44</b>
8.1	Future provision	44
<b>11</b>	<b>IMPLEMENTATION STRATEGY</b>	<b>45</b>
11.1	Introduction	45
11.2	A new regional skatepark	45
11.3	Infill local sporting (BMX, Skate & Social Spaces)	45
11.4	Youth Activity Spaces	45
11.5	Summary of Sporting Model Strategic Implementation	46
11.6	10 year implementation action plan	47
11.7	Example of potential new regional skatepark	49
11.8	Examples of youth inclusive / local skate spaces	50

# 1. Executive Summary

## 1.1 Introduction

SGL and Playce were engaged in March 2015 to undertake a review of the current and future provision of skate & BMX spaces across the municipality as well as the consideration of broader public recreation spaces for young people to enjoy.

To achieve this plan SGL and Playce engaged with local stakeholders including undertaking a comprehensive survey to determine their specific needs as well as a more municipal wide review and demographic distribution, on site assessment of possible new available sites as well as a detailed review of Cardinia's existing skate facilities. The overriding focus was ensuring that Cardinia Shire Council had a clear strategic plan to appropriately be able to provide accessible, inclusive and relevant skate and BMX spaces and broader youth activity spaces in line with current world's best practice for the next ten years.

The key recommendations therefore to achieve the above plan are outlined below and focus on both new facilities and upgrades to existing parks to give Council clear strategic direction.

## 1.2 Recommendations

The following recommendations are based upon the key outcomes from the strategic plan and focus on both skate facility provision and providing spaces for young people more broadly.

### 1.2.1 High priority

- Implement a new regional scale skatepark within Officer or similarly appropriate central location along the main growth and rail corridor that can service the entire Cardinia population, be the main space to hold events, run competitions and provide opportunities for training and education in action sports.
- Develop & adopt standard maintenance best practice plans for all BMX tracks including provision of standard design profiles for all jumps and tracks and reshape all tracks accordingly.
- Develop & adopt standard maintenance best practice plans for all existing skateparks including more formal inspection regimes.
- Allocate additional funding resources for increased maintenance to existing skateparks in line with strategy recommendations.
- Demolish and replace existing Koo-Wee-Rup skate park and replace with a local facility to current best practice.
- Investigate site options for a new BMX track in Koo-Wee-Rup.
- Design and implement a new local skatepark/space at Holm Reserve, Beaconsfield to current best practice.\*
- Investigate site locations for new BMX track at Cockatoo\*
- Investigate site locations for new Skatepark at Emerald\*

\* recommendation / changed priorities as adopted by Council 18 July 2016

### 1.2.2 Medium priority

- Demolish and replace existing Gembrook skate park and replace with smaller local facility to current best practice.
- Design and implement a new local BMX track at Cockatoo to meet the community need
- Review Pakenham Skatepark condition and provide rectifications and improvements to meet best practice.
- Work with Youth team to ensure outdoor recreation areas considered as part of any future Cardinia Youth Precincts (not costed as part of this strategy).
- Work with open space and strategic planners to ensure all new developments consider youth inclusive spaces to provide opportunities for social focused youth recreation (not costed as part of this strategy).
- Investigate site options for new local skatepark in Upper Beaconsfield.

### 1.2.3 Low priority

- Develop a cyclical resurfacing and reshaping of all BMX parks across the shire (5 years cycle recommended subject to condition and use)
- Design and implement new local BMX tracks at Lang Lang, Gembrook and Koo-Wee-Rup to meet the community need
- Design and implement a new local skatepark/space at James Bathe Reserve, Pakenham to current best practice.
- Provide rectifications and improvements to Cockatoo, Lang Lang and Garfield Skateparks including improving amenity and function.

## 1.3 Summary of recommendations

The surveys undertaken and onsite assessment of existing facilities confirmed the need for upgrades and new facilities to cater for the growing population of Cardinia and ensure existing demand is appropriately met. This included not only skate & BMX spaces but other community spaces for socialising and other active recreation opportunities.

The strategy recommends not only upgrades to existing facilities but advocates for careful consideration for future sites in new development areas to include both skate and recreation spaces which actively include young people as part of the broader community.

Cardinia Shire Council has the tools to ensure comprehensive planning of new developments to appropriately cater for the social and recreational needs of the young people within the municipality. The implementation of this strategy for any future planning will ensure the needs of Cardinia's young people are met to create a more active and inclusive community.

# 2. Introduction

## 2.1 Introduction

Cardinia Shire Council is located on the fringe of the Melbourne metropolitan area approximately 55 kilometres south east of the Melbourne CBD. Cardinia Shire is bound by Yarra Ranges Shire Council in the north, Baw Baw Shire Council to the east, South Gippsland and Bass Coast Shires to the south and the City of Casey to the west. Currently Cardinia Shire contains a mix of rural and residential land with the major population centre currently in Pakenham. There are currently six existing skate parks and 11 BMX tracks in various locations within the Municipality. These facilities vary in both size and level of difficulty. Existing facilities are located throughout the Shire in both township recreation reserves and areas of open space. There are also a number of sites that while located on council managed open space, have been constructed informally by local BMX riders.

Cardinia Shire Council's previous skate strategy was developed in 2002. Since the development of the previous report, the area has experienced significant growth. In order to address the growing demand unstructured recreational activities and an increase in skate and BMX facility provision, a new Skate and BMX Strategy is required.

## 2.2 Project Aim

The aim of this project is to work with Cardinia's communities to develop a Skate and BMX strategy that will guide the planning, provision and management of skate and BMX facilities in Cardinia Shire over the next 10 years.

## 2.3 Project Objectives

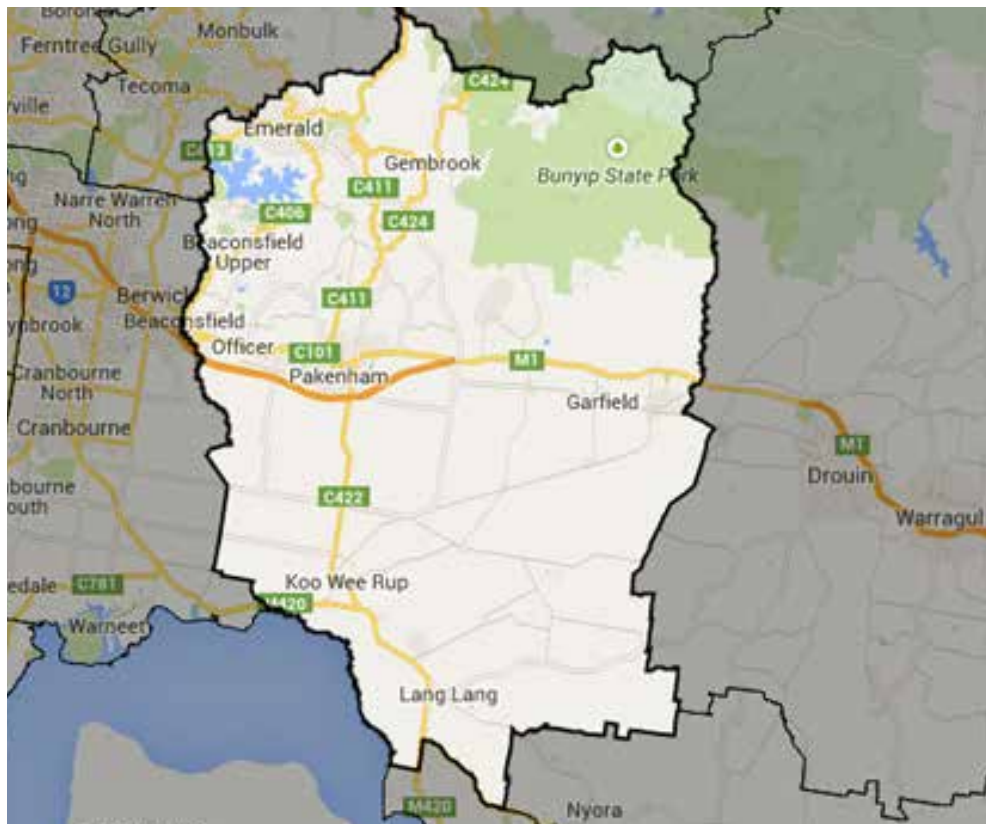
1. Undertake a detailed review of existing skate and BMX facilities throughout the Shire using a combination of site visits and analysis of existing data (i.e. skate and BMX inventory and annual audit information).
2. Establish planning principles to guide the provision of skate and BMX facilities in both the urban and rural areas of Cardinia Shire.
3. Investigate industry trends relating to the design, use and development of skate and BMX facilities throughout the Shire.
4. Investigate how Cardinia's demographic profile and population projections impact the provision of skate and BMX opportunities.
5. Undertake a broad level of community consultation to ensure the community and key stakeholders have an opportunity to contribute to the project.  
Key stakeholders include (but are not limited to):
  - Cardinia Shire Councillors
  - Relevant Council staff
  - Residents, including children, young people, adults and older adults
  - Township Committees / Progress Associations
  - Schools
  - Other local government authorities
  - Skateboarding Australia
  - BMX Australia

6. Identify factors that restrict the use of skate and BMX parks and strategies to encourage greater awareness, use and satisfaction of such facilities.
7. Identify a preferred hierarchy of skate and BMX provision across the Shire (i.e. regional, district, neighbourhood etc.).
  - Clearly define each level of skate and BMX facility under the hierarchy and provide a framework for the siting, design, development, maintenance and level of community consultation required for each.
  - Provide advice on the provision of supporting infrastructure for skate and BMX park users and carers such as, but not limited to, seating, shade, fencing, signage, lighting, picnic facilities, drinking fountains, rubbish bins, access paths and landscaping considerations.
  - Review the classification of existing skate and BMX facilities in accordance with the proposed hierarchy and where necessary, make recommendations to upgrade, downgrade or rationalise the facilities based on the preferred level of provision.
8. Assess the distribution of skate and BMX opportunities throughout the Shire and identify areas of over and undersupply based on a clearly defined framework for provision.
  - Prepare area based plans / maps to help guide decision making.
  - Identify specific sites for the development of new skate and BMX parks (where required).
9. Review and provide advice on Council's systems for the inspection, maintenance, management and refurbishment of existing skate and BMX facilities to ensure compliance with risk management and Australian standards.
10. Develop a prioritised and costed implementation plan for the progressive development, upgrade, downgrade, replacement and rationalisation (where appropriate) of skate and BMX facilities in Cardinia Shire.

# 3. Demographic Review

## 3.1 Introduction

The following provides a summary of background data that will help form and guide the development of the study. Cardinia Shire Council is located on the fringe of the Melbourne metropolitan area, with Pakenham being the main urban centre located 55 kilometers south-east of Melbourne. Cardinia combines a unique mix of residential and rural land, including areas of special environmental significance. The following provides a snap shot of the current demographic and population characteristics based on updated data from I.D Consulting. A detailed demographics review has been provided as a separate Appendix.



## 3.2 Population

The population trends indicate that between 2006 and 2011, the population of the Cardinia Shire Council area increased from 57,115 people to 74,181 people. This equates to an approximate growth of 29.9% of the population (17,066 residents).

## 3.3 Age Group Profile

The age profile of Cardinia reflects a younger population than that of the rest of Greater Melbourne. More than 7 out of 10 people (72.8%) are aged in their most active years of 0 – 49 years of age. While there is predicted to be a significant growth in the older age groups between 2011 and 2036, the most active age groups are expected to still account for the largest proportion of the population. This indicates that the current pressures on recreation facilities and services will continue.

## 3.4 Ethnicity

The Cardinia area is less diverse in its country of birth than the Greater Melbourne with a significantly higher proportion of the Cardinia population having been born in Australia compared to the rest of Greater Melbourne, 79.1% compared to 63.3%.

## 3.5 Income Levels

Residents in Cardinia earn a medium individual weekly income with fewer residents earning a low income (less than \$400 per week) and a lower proportion of residents earning a high income (more than \$1500 per week) than Greater Melbourne in 2011 (35.0% and 9.2% compared to 35.8% and 12.9% respectively). This information indicates that residents have less disposable income to spend on sporting and recreational activities which supports councils provision of free to use council owned facilities such as skateparks.

## 3.6 Vehicle Ownership

A review of the vehicle ownership shows that the majority of residents own one or more vehicles (91.7%) indicating that most people have the ability to independently access sport and recreation activities. However there are still some residents (8.3%) that are reliant on alternative modes of transport. Therefore services and facilities such as public transport and bike paths need to be available to help facilitate the to access recreational facilities.

## 3.7 Population Projections (ERP)

The following table details the estimated resident population (ERP) of Cardinia until 2036. The Cardinia population is predicted to increase 130.8% between 2011 and 2036 to 174,993 residents.

	2011	2016	2021	2026	2031	2036
Total Population	75,818	93,528	114,579	137,100	158,609	174,993
Change in Population	2011-2016	2016-2021	2021-2026	2026-2031	2031-2036	2011- 2036
Net	+17,710	+21,051	+22,521	+21,509	+16,384	+99,175

## 3.8 Demographic Summary

Given the predicted growth and large young age profile of the Shire there will be ongoing pressure for Council to continue to provide access to quality sporting and recreation facilities such as Skate and BMX facilities. Continued access to these facilities for no charge will remain a priority for young people as they have limited access to disposable income. While the majority (91.7%) of residents in Cardinia have access to a private vehicle the most frequent users of the skate and BMX facilities are young people. Therefore, it is necessary to take into account their level of mobility and the impact this has on their capacity to access facilities outside of their local neighbourhood. Often, young people are dependent on the availability of a parent/adult to drive them to facilities; parents are reliant on the access to a vehicle and available time outside of other commitments such as work. Access to public transport is also critical in enabling young people to make use of skate and BMX facilities.



# 4. Consultation

## 4.1 Introduction

As part of the development of the strategy the following community consultation has been completed to identify key issues and needs and guide the future development and programming priorities.

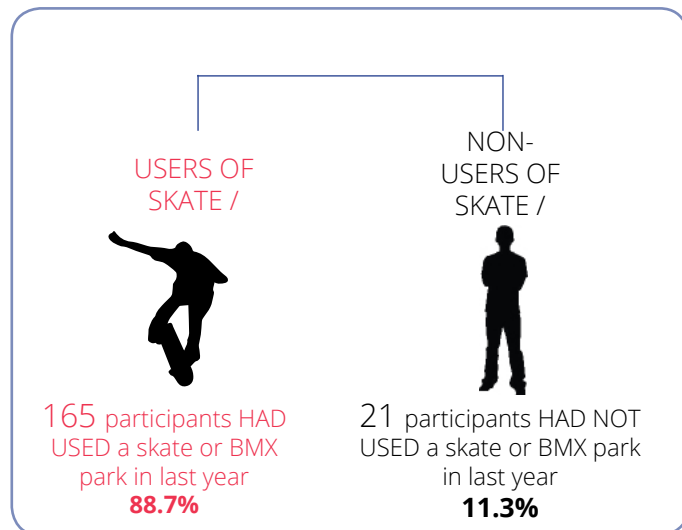
- Surveys
- Youth Bus participant interviews
- Interviews with key stakeholders
- Interviews with State Sporting Associations
- Internal stakeholder discussions
- Discussions with Neighbouring Municipalities

The information gathered as part of the community consultation helps to identify the facility and participation needs and guide the future strategic direction for Cardinia.

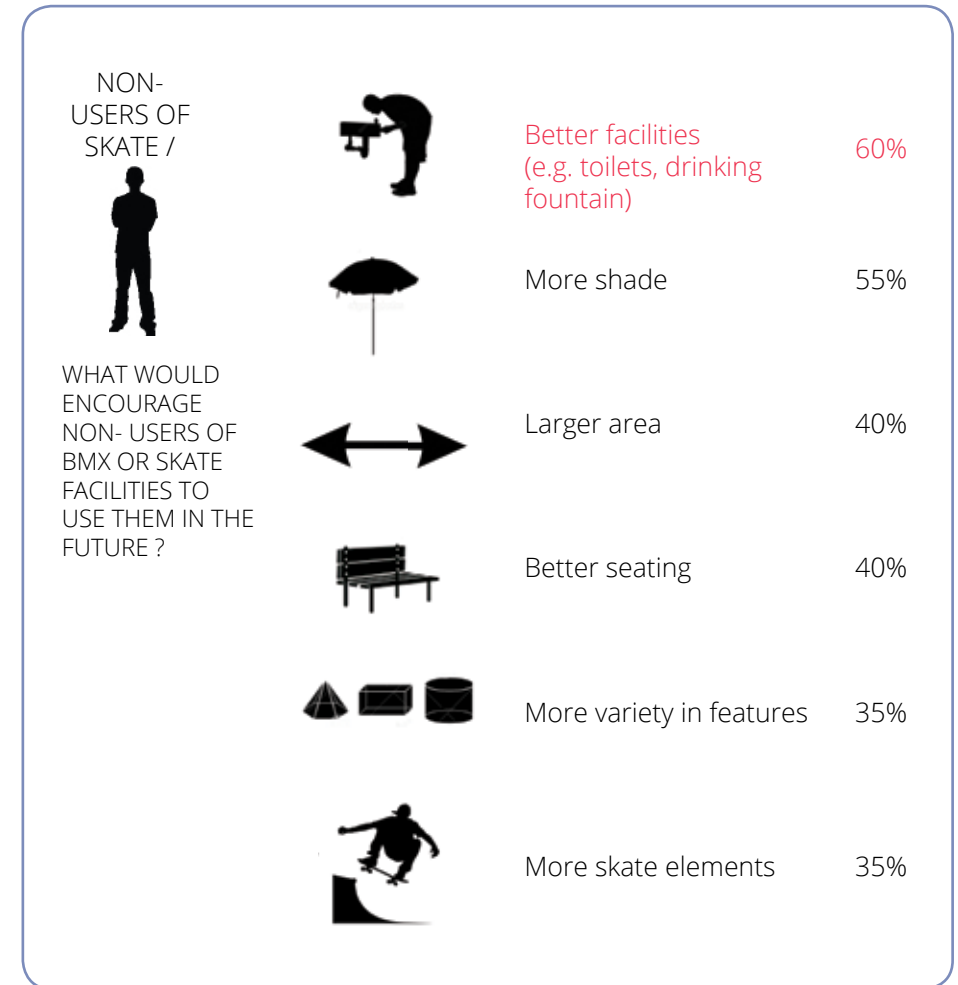
## 4.2 Summary of Survey Outcomes

A online survey was undertaken during July 2015. A total of 186 responded to the survey. The following is a summary of key results of this survey.

WHO ARE WE?



FUTURE USE



HOW DO NON-USERS OF BMX/SKATE FEEL ABOUT THE CURRENT LOCATION OF SKATE PARKS /



67% of participants had negative comments about the locations



33% of participants had positive comments about the locations

NON-USERS  
OF SKATE/BMX  
WERE ASKED  
WHAT AREAS OF  
EXISTING SKATE/  
BMX FACILITIES  
COULD BE  
IMPROVED?



0  
10%  
No areas of  
improvement



20%  
Better  
maintenance



10%  
Closer to facilities  
such as shops



30%  
of participants  
identified security



20%  
Increased facilities  
for children



10%  
Improved amenities  
including toilets,  
water access, seating



20%  
Installation of  
facilities in better  
locations



10%  
Events to encourage  
kids to participate in  
the sport

NON-USERS  
OF SKATE/BMX  
WERE ASKED  
WHAT ARE THE  
BEST BMX/ SKATE  
PARKS THEY HAD  
EVER VISITED?



Berwick Skate Park



Frankston BMX



Wonthaggi Skate



Knox BMX

Identified features that made these  
the best skate or BMX facilities  
included...

- Cleanliness
- Atmosphere
- Variety of ramps
- Family orientated
- Proximity to other facilities ie.  
toilets, BBQ, drink taps, shops,  
basketball courts

## WHAT WE DO?



88% of participants who had used a skate or BMX park in last year had used SKATE PARKS



86% of participants who had used a skate or BMX park in last year had used BMX PARKS

## HOW OFTEN?

HOW OFTEN DO YOU GO SKATING/ RIDING?



69% weekly

15% monthly

14% 4-5 times a year

2% yearly

USERS OF SKATE /



More variety in features

64%

WHAT WOULD ENCOURAGE USERS OF BMX OR SKATE FACILITIES TO USE THEM MORE OFTEN?



Larger area

60%



Better facilities (e.g. toilets, drinking fountain)

56%



Other...Including lighting, improved surface, a bowl, better maintenance, facilities for younger kids & undercover facilities

45%



More shade

42%



Better seating

42%

HOW DO SKATE/ BMX USERS FEEL ABOUT THE CURRENT LOCATION OF SKATE PARKS / BMX TRACKS?



40% of participants had negative comments about the locations



43% of participants had positive comments about the locations



MOST FREQUENTLY USED



USERS OF SKATE/  
BMX WERE ASKED  
WHICH BMX/  
SKATE PARKS  
YOU HAVE MOST  
FREQUENTLY  
USED?



Pakenham Skate Park  
55 respondents



Berwick Skate Park  
44 respondents



Gembrook Skate Park  
35 respondents



The Shed Skate Park- Cranbourne  
32 respondents



Narre Warren Skate Park  
27 Respondents



Cockatoo Bowl  
22 Respondents



Dandenong Skate Park  
15 Respondents



Upper Beaconsfield BMX Track  
14 Respondents



Frankston BMX Track  
13 Respondents



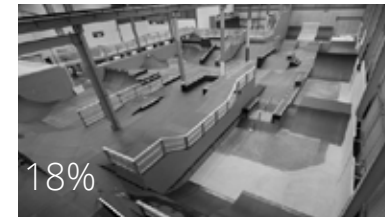
Noble Park Skate Park  
11 Respondents



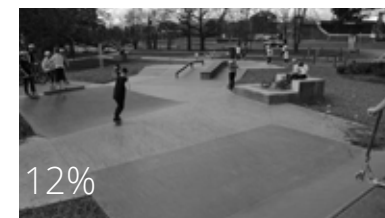
Garfield Skate Park  
10 Respondents

BEST BMX OR SKATE FACILITIES?

USERS OF SKATE/BMX  
WERE ASKED WHICH  
WERE THE BEST BMX/  
SKATE PARKS THEY  
HAD EVER VISITED?



The Shed Skate Park-  
Cranbourne



Berwick Skate Park



Noble Park Skate Park



Gembrook Skate Park

USERS OF SKATE/ BMX WERE ASKED WHAT ONE THING COULD BE DONE TO IMPROVE THE EXISTING SKATE PARKS AND BMX TRACKS IN CARDINIA SHIRE?



25%  
Build more facilities



21%  
Increase the size of existing



15%  
More elements and increased variety of facilities



12%  
Improved maintenance eg. landscape, bins,



11%  
Develop more amenities eg. shade, seating, shelter..



8%  
Improve condition of existing facilities eg. re-surfacing



7%  
Have users/professionals design future facilities to ensure they are well designed and relevant



4%  
Installation of lighting



3%  
More elements for young children



3%  
Improved security



1%  
Undercover facilities

## 4.3 Public Submissions

The general public were given the opportunity to provide a submission relating to the current and future skate and BMX facility needs within the Cardina Shire. These public submissions were conducted online through a SurveyMonkey link. Three individuals took the time to provide a written submission.

### 4.3.1 Respondent 1

Respondent one commented on the lack of BMX tracks within the shire with the individual currently travelling to Knox with their children in order to use a full size facility with adequate amenities including parking, seating and nice atmosphere. The respondents identified that BMX is now an Olympic sport and therefore is increasing in popularity and membership numbers. Victoria does not at present have an Olympic standard BMX track.

Bitumen Berms while expensive can significantly cut down the amount of regular maintenance required to keep the tracks in good condition.

### 4.3.2 Respondent 2

Respondent two was very concerned with the lack of facilities for active play and recreation activities for young children and youth in the Cockatoo area. Cockatoo doesn't have any quality parks or BBQ areas often leading families to celebrate with parties or gatherings in other towns. Cockatoo have been trying to develop a BMX facility in the area since February 2014 with a petition signed by over 500 locals supporting the development of a BMX/skate park and adventure playground in central Cockatoo.

Cockatoo has a number of fantastic landscapes including creeks and heritage areas that could be incorporated into outdoor areas for families and help increasing the number of bike trails in the area. Alma Treloar Reserve would be a fantastic place for the development of such an area as the local youth club is located there with easy access by local families and teenagers.

Local children are discouraged from being active by schools not allowing children to ride their bikes to schools despite the high usage of computer games and rising obesity. A local skate/ BMX facility could be used as a bike riding learning centre with the installation of traffic lights and signs helping kids learn to ride bikes.

### 4.3.2 Respondent 3

Respondent three stated that the skate and BMX facilities within the Cardinia Shire and in particular the Cockatoo area were inadequate to meet the needs of skaters in the area. The smaller BMX tracks are not challenging for the better riders while the bigger tracks are too far to travel for kids. The Gembrook parks ramps are not designed properly and the Cockatoo bowl is suitable only for more experienced riders with many less experienced riders missing out. The population of Cockatoo is growing with young families. It is also being transformed with new developments, the Ash Wednesday Memorial and a new youth club etc. The kids in the area have nothing that is for them, particularly somewhere to meet, exercise and have fun with their friends and family. The Cockatoo BMX track subcommittee has been in consultation with the council in regards to the allocation of the land at the southern end of Alma Trelor Reserve towards a future BMX track. If a BMX track were to be built in this area, it could be built to accommodate all ages, from beginners to more advanced riders, and could be expanded to include a skate bowl, adventure playground, a nature walk along the creek and public BBQs.

## 4.4 Youth Bus

As part of the consultation, young people in Cardinia were engaged regarding their thoughts on the local skate and BMX facilities through a locally running Youth Bus. The following schools were involved in the consultation process.

Location	Comments
Pakenham Secondary College 7/8/15	<p>Approximately 20 Pakenham Secondary College students attended the Mybus over the lunch period.</p> <p>Many of the boys had used the Pakenham Skate Park</p> <p>Need for more seating, shade, shelter, toilets and water fountain</p> <p>The skate park itself is OK.</p> <p>Sometimes there is no-one there and there is concern that if users hurt themselves they may not be able to get help. Some users don't have mobile phones.</p> <p>Some students used to go to the Pakenham Skate Park but now feel its unsafe due to the increase in anti social behaviour including drug taking</p> <p>Spoke to female students and they indicated that they don't use skate parks or bmx tracks and don't like going there to hang out. Girls indicated that they preferred other activities. Some boys indicated that they liked mountain bike riding and martial arts</p> <p>Those who did skate really like the Shed in Casey. Indoor facilities were valued with foam pits to practice tricks. Many liked the outdoor bmx area.</p> <p>Pakenham needs to be made larger as it gets too crowded</p>

Location	Comments
Lang Lang Skate Park 7/8/15	<p>It was raining this day and the skate park was wet with very few people around. Spoke to 2 boys who were not in school aged approximately 14 years old. One was on a scooter and one on a bmx bike. Used Koo Wee Rup park but said it was old and needed upgrading.</p> <p>Lang Lang was too small for them. They think all the green space in the small park should be filled in with more skateable space.</p> <p>The two concrete seats within the footprint of the park are not used for sitting on and could be replaced with skateable elements</p> <p>Need more shelter because it rains a lot in Lang Lang.</p> <p>Put sides on the existing shelter to stop rain from wetting the seats and table.</p> <p>No problems with anti social behaviour. The park is small and very local and doesn't attract older users. Mainly used by primary age children.</p> <p>Catching transport to other parks is a problem. Trains are considered dangerous. Prefer to catch the bus or have parents drive them.</p> <p>Prefer the Shed with the foam pit.</p> <p>Approximately 10 children attended the Youth Bus from 3.30pm aged approximately 11 – 12 years. Most used the skate park on their scooters and bmx bikes after school.</p> <p>All indicated that they liked it and didn't really have any suggestions for improvement. Didn't use other parks so was hard to compare.</p> <p>Would like someone to run skate programs and competitions for them to improve their skills.</p> <p>Spoke to an 8 and 6 year old on the skate park. They both rode scooters. One had broken his leg on a skate board at the Lang Lang park and was too scared to skate again.</p> <p>They liked to play ball games there.</p>
St Francis Xavier College 21/08/15	<p>Approximately 18 boys aged 12-14 boarded the bus at lunch time.</p> <p>Most of the students interviewed did not use skate parks or BMX tracks and were not really interested in participating in these activities.</p> <p>Only about 2 boys used skate parks at Narre Warren.</p> <p>The students indicated that they did not have transport to travel to skate parks or BMX tracks.</p> <p>Approximately 6 girls were interviewed and none of these students were interested in skating or BMX.</p> <p>Some indicated that they had been to the Pakenham Skate Park but found it dirty, too much graffiti, people smoking and they didn't like the environment.</p> <p>Other girls indicated that they preferred to go to the Westfield Shopping Centre and hang out with their friends or go shopping.</p> <p>4 more girls were also not interested in skating and preferred activities such as dance, calisthenics, soccer, basketball. One girl was a trail bike rider because her family was all into it.</p> <p>The students didn't appear interested in using a facility if one was built in officer, they expressed that they didn't have the time nor interest.</p>
Beaconsfield Upper 21/08/15	<p>There were no attendances on the MyBus between 3pm and 4.30pm.</p>

## 4.5 Discussion with Neighbouring Municipalities

The following provides a summary of the key issues and facility plans in the adjoining municipalities of Casey, Yarra Ranges and Baw Baw.

### 4.5.1 City of Casey

Within the City of Casey there are 20 BMX facilities and ten skate facilities, including The Shed and Indoor Skate Facility. The Shed, located at Cranbourne East is the biggest indoor skate facility in the southern hemisphere. In developing The Shed, Council's vision was to build a facility for action sports for all ability levels of participants in skate, BMX, in-line and scooters.

The facility is operated on behalf of Council by 'Skate Parks Australia'. The Shed includes:

- Vert ramp
- Bowl
- Street area - the largest in Australia
- Foam pit
- Resi ramp

In March 2007, Council adopted its Skate Strategy (2007). The Strategy considered the needs of aggressive inline/skateboarders and BMX freestylers, competitive inline hockey/roller sports and recreational inline skaters.

The Skate Strategy identified significant demand for both skate and BMX with an estimated 5,508 participants in each discipline. A number of objectives were identified within the Skate Strategy to develop the sport of skating in the future.

A key element is the development of a hierarchy of facilities to provide an appropriate distribution of skate facilities across the whole City that meet the wide range of interests and proficiency levels of participants. The development of new facilities and upgrading of existing facilities is recommended in the Skate Strategy to achieve this hierarchy.

The Key themes of the strategy were:

- Berwick is the highest priority for a sub-regional skate park due to its high demand and lack of nearby skate facilities.
- Concentrate on the provision of above-ground concrete outdoor skate facilities (with the exception of the subregional skate parks proposed).
- Focus on street style facilities; for skateboarding and BMX and on providing graded challenges within the one facility.
- Provide for events at the subregional and regional facilities.
- Ensure one vert ramp is provided in the City, at the regional facility.
- Upgrade the local BMX tracks as specified.
- Provide opportunities and for self-build BMX dirt jumps in designated locations under guidance.
- Consider providing portable ramps for use in association with indoor facilities as specified.

The strategy was reviewed in 2012 by Playce Pty Ltd and there are a number of key changes in direction including the removal of subregional parks from the model and the consideration of a larger regional park in a central location to serve the entire municipality with a plaza focus to complement The Shed. At this stage this has not been formally adopted.

### 4.5.2 Shire of Baw Baw

Council adopted a Skate and BMX Strategy in 2012. The aim of the Strategy was to establish direction in the planning, development and management of skateboarding and BMX riding. A detailed facility hierarchy and implementation plan was developed for the Shire. The Warragul Skate Park was identified as the regional facility. The implementation plan recommended that Council redevelop the facility to reconfigure the street section interface with bowl area to improve functionality and develop new street plaza extension to improve function and meet current and future growing demand. Council is currently undertaking the planning for this project.

### 4.5.3 Shire of Yarra Ranges

The Shire of Yarra Ranges are currently developing a Skate and BMX Strategy due for completion end of 2015. Preliminary report has identified that Belgrave/Belgrave South may attract a new facility (most likely local). Chirnside Park and Mooroolbark areas may also attract facility developments as a result of significant population growth and the predicted high number of people in these areas. No major regional facilities will be recommended.

Council has also been working in partnership with State Government on a proposal to construct an extensive mountain biking trail network in Warburton which will offer a new tourism attraction, complementing the other significant attractions, operators and events in the region. Council is currently working through the potential funding strategy for initiative.

## 4.6 Discussions with Skateboarding Bodies

The following is information provided by both the national Skateboarding Association and Victorian Skateboarding Association. This their general opinion on a range of general information about both skateboarding and Cardinia Shire Council's skate park provision.

### 4.6.1 Skateboarding Australia

Skateboarding Australia (SbA) promotes the growth and development of skateboarding in Australia and their role is to develop skateboarding at all levels and to increase opportunities for skateboarders. SbA, along with valued support from the Australian skateboard industry, is increasing overall awareness and participation opportunities for skateboarders in Australia through the delivery of regular, high quality and professionally managed events. Skateboarding Australia's emphasis is on the "Activation" of skate facilities and on ensuring provision is sustainable and ongoing. There is a need for greater diversity within what is being provided. Many facility developments do not service entry level participants.

#### 4.6.1 Victorian Skateboarding Association

The Victorian Skateboarding Association Inc (VSA) is recognised by the Victorian State Government as the Peak Body for Skateboarding in Victoria however is not affiliated with Skateboarding Australia.

VSA's aim is to foster, encourage and promote the sport of skateboarding throughout Victoria. The VSA achieves this by partnering with education providers, government, businesses and other organisations to provide opportunities for people to participate in skateboarding.

The VSA develops resources, networks and policies that assist partners to provide skate-related programs and facilities. The VSA provides its members with industry knowledge and information about upcoming events and programs.

Skateboarding Victoria's current focus is on how skate/BMX facilities are managed and programmed in order to make them a more inclusive community facility. It should be noted that some of the staff of Skate Victoria have a direct connection with the YMCA.

In the past many skate/BMX facilities have been developed with a mentality of "build it and leave it." This approach in some instances has led to undesirable behaviour and facilities that have not been adequately maintained. Some Council's are still building facilities and negating their duty to look after patrons.

Patron management is deficient in many facilities across the state. This is the area that Skate Boarding Victoria would like to see improved.

Patron management and programs enhance the experience for all users and assist in making spaces more inclusive.

There is a need to provide ways to introduce participants to the sport in a safe manner and provide a pathway as their skill level increases. There is a need to look at ways to attract the non "hard core" skater/BMX rider to these facilities.

One option could be to create clubs around skate facilities to encourage ownership and custodianship of the facilities in the same way as other sporting clubs do.

Through their current management of a number of facilities including rural facilities, the YMCA estimate rural skate/BMX facilities have 70,000-100,000 visits per year.

Skate Victoria and the YMCA are interested in having further discussions with Cardinia Shire to assist Council in improving the experience for users of the Skate/BMX facilities.

With regard to current facilities VSA's opinion is that whilst the money spent on the Cockatoo facility was good, Cardinia Shire is currently short on facilities.

The areas around Emerald require improvement. People used to travel all around Melbourne to use skate facilities, however with the larger number of facilities people are travelling less.

With regard to future facilities, VSA has outlined the following:

There are four types of users of skate facilities

- o Skate Boarders (street and bowl)
- o Freestyle BMX riders
- o Scooter rider
- o Parents and Spectators

The following features are key when planning for a new facility:

- o Close to high density housing with lots of families and kids
- o Close to public transport. After the age of around 14, kids start travelling all over Melbourne to visit new facilities and public transport accessibility is a major factor
- o High level of visibility (for safety and surveillance) such as being located alongside a road, or as part of a park or path network
- o Easily accessible for kids. After the age of 8, parents tend to stop taking their kids and they start to make their own way to facilities therefore should be crossing major highways

Facilities that successfully balance community needs include:

- o Newport
- o Box Hill
- o Cheltenham
- o Elwood
- o St Kilda

Facilities that are great for elite level but do not get used by communities include:

- o Point Cook
- o Meadow Heights

Skate facilities are a community asset that have a large impact on the local community. It gets kids away from technology and outside in the open. Hobson's Bay found in 2007 that their new skate park provided a higher community dividend (return on investment) than the library.

When building concrete skate facilities, it is important that builders follow designer's plans and don't make changes according to what they believe. A number of facilities in Melbourne have been changed by builders and now do not work as original intended.



## 4.7 BMX Victoria

BMX is an emerging sport. There are approximately 10,000 riders in Australia. Queensland is the strongest state followed by WA. In 2008 it was accepted into the Olympics as one of cycling's new disciplines. Australia is a strong BMX nation with its best females rated 1st, 4th and 5th in the world and best males rated 2nd, 4th and 15th.

Cycling Victoria manages the sport on behalf of the association. In Victoria there are 17 clubs and around 900 registered members. The sport estimates it has around 2000 participants with approximately half residing in the South East corridor. Currently BMX is managed by Cycling Victoria through grants from VicHealth and Sport & Recreation Victoria which are funding an administrative position for 3 years. The sport does not have a home base.

There is only one internationally recognised track in Victoria and that is in Shepparton. National events are held in Victoria every two years. To date they have been held in Frankston, Shepparton or Geelong. They are staged over 5 days and can attract up to 1000 competitors. It is estimated that "2.9" supporters accompany each competitor.

The growth in the sport peaked two years ago but has been limited by club structures and governance. It is participating with the Active After School Community program and is currently preparing a major strategic plan.

## 4.8 Current Council Master Plans

As part of the development of this strategy Council officers identified the inclusion of skate facilities within the following master plans.

- Officer Recreation Reserve Master Plan
- Holm Park Reserve Master Plan
- James Bathe Reserve Draft Master Plan

### 4.8.1 Officer Recreation Reserve Master Plan

The 2012 Officer Recreation Reserve Master Plan identifies the development of a range of structured and unstructured sporting and recreation facilities as part of a redevelopment of the precinct.

The plan recommends the development of a new youth recreation area to comprise of district level skate park and basketball half court as one of the key components of the unstructured area.

### 4.8.2 Holm Park Reserve Master Plan

The 2008 Holm Park Reserve Master Plan identifies the development of a range of structured and unstructured sporting and recreation facilities as part of the development of the precinct. A number of the structured sporting facilities including the club rooms have been completed.

The plan recommends the development of a 750m<sup>2</sup> skate park at the entrance to the park as one of the key components of the unstructured area.

### 4.8.3 Draft James Bathe Reserve Masterplan (Pakenham South)

A local level skatepark has been recommended as part of the James Bathe Reserve Masterplan. This reserve will support new housing development. This has been included with the 10 year implementation plan.

## 4.9 Other Council plans, issues and opportunities

### 4.9.1 Cardinia Youth Precincts

Discussion with officers from the Youth Services area indicates that Council is considering the possibility of a potential development of a Youth Precinct or Youth Activities Space. While the scope and location of the precinct is yet to be determined the opportunities for skateable spaces as part of any external plaza may be considered.

### 4.9.2 Cockatoo BMX Proposal

Council has received a request from the Cockatoo residents and the Cockatoo Township Committee for a BMX track in Cockatoo. The residents preferred location is within the southern end of the Alma Treloar Reserve that is owned by DELWP.

Residents are concerned that young people in the area are isolated and lack recreation and sporting opportunities in the local area. The development of the track would be well received by young people and would encourage participation in positive and healthy activities.

As the land is not owned by Council, DELWP would need to assess the proposal. Advice received by DELWP indicates that the assessment would focus on ensuring any proposal is consistent with the VEAC Yellingbo Report recommendations. In particular the impacts to the riparian environment and water quality will be important as Cockatoo Creek feeds into the Yellingbo Nature Conservation Reserve and the nationally listed Sedge-rich Eucalyptus camphora Swamp community.



# 5. Confirming Demand

## 5.1 Introduction

Given that skateboarding, BMX and scootering are undertaken by most participants as informal unstructured recreation, it is difficult to quantify participation unlike organised sports which have clubs and members to determine use and popularity. In recognition of this the ABS undertakes a three yearly survey/research that includes data on children's participation in bike riding, skateboarding, rollerblading and scootering. This information is invaluable as it highlights the significant popularity of these activities, particularly compared against traditional popular organised sports and activities. This is summarised in table 5.0.

## 5.2 Participation comparison

The following table shows how significant the popularity of both bike riding and skate wheeled sports (skateboarding, scootering and rollerblading) are across Australia when compared to the most popular organised sports for both boys (soccer, swimming and AFL) and girls (Dancing, swimming, netball). Importantly these figures pick up all bike riding and do not distinguish BMX from other bike usage.

The figure for the skate wheeled sports is also general and does not break numbers down into detail for each sport. Given the current popularity with young children for scooters for informal play and transport, this will no doubt have contributed to the high participation data.

Given that the numbers for both bike riding and skate wheeled sports have grown, they represent a significant level that needs acknowledgment when considering both current and future provision of skate and BMX spaces for the Cardinia Shire Council.

As a minimum based on these numbers, provision for spaces to participate should be a priority for the Shire to ensure this existing and steady demand is catered for appropriately.

Table 5.0: Children's Participation in Selected Physical Recreation Activities compared with top three organised sports, By sex - 2006, 2009 and 2012 (ABS 2012)

	2006		2009		2012	
	number		number		number	participation rate
	'000	%	'000	%	'000	%
<b>MALES</b>						
Bike riding	1003	73.4	922.5	66.1	999.8	69.9
Skateboarding or rollerblading or scootering	..	..	780.4	55.9	857.8	60
Soccer (outdoor)	268.5	19.6	277.8	19.9	309.7	21.7
Swimming/Diving	225.7	16.5	240.1	17.2	235.2	16.5
Australian Rules football	188.5	13.8	223.7	16	212.7	14.9
<b>FEMALES</b>						
Bike riding	803.2	61.9	721.1	54.4	770.6	56.8
Skateboarding or rollerblading or scootering	..	..	562.2	42.4	640	47.2
Dancing	300.1	23.1	348.5	26.3	367.4	27.1
Swimming/Diving	236.8	18.2	262.8	19.8	256.9	18.9
Netball	224.1	17.3	225	17	220.4	16.2

## 5.3 Facility comparison benchmarking

It is important to review the current supply of facilities within Victoria that have been built to meet demand and where Cardinia sits in comparison to both metropolitan and regional municipalities.

Table 5.1 provides a snap shot of population and numbers of skateparks to get an understanding of current provision throughout Victoria. It outlines that generally most municipalities, no matter what location all have at least 1 skatepark, and almost all have a facility of at least a District scale, if not Regional.

Cardinia, when compared against all of the other municipalities, and in particular with other Outer City Councils, actually has a higher provision than any other Council sampled in this table.

Outwardly then it could be said that the Shire of Cardinia is a lead Council in skate provision however this table does not assess the quality, age or functionality of these parks or where they are located within their Councils. Therefore it only shows that Cardinia is leading in provision however the existing skatepark assessments outlined later within this strategy show that there are some significant issues with these existing facilities that require consideration moving forward to ensure Cardinia has high quality facilities to cater for current and future demand.

**There is limited data available across Councils regarding BMX track provision to enable a similar benchmarking of BMX tracks as has been provided for skateparks.**

Table 5.1: Benchmarking of existing **skateparks** with sample of Inner City, Outer City and Regional Councils in comparison to Cardinia.

COUNCIL/SHIRE	REGIONAL SKATEPARK	DISTRICT SKATEPARK	LOCAL SKATEPARK	SKATEPARK TOTAL	TOTAL POPULATION	PEOPLE PER 1 SKATEPARK
<b>INNER CITY</b>						
MELBOURNE	1	1	0	2	93,625	46813
HOBSONS BAY	1	2	2	5	83,863	16773
MARIBYRNONG	0	1	1	2	71,635	35818
MOONEE VALLEY	1	0	3	4	107,443	26861
YARRA	0	2	0	2	74,090	37045
PORT PHILLIP	1	0	1	2	91,372	45686
MORELAND	1	1	0	2	147,241	73621
BOROONDARA	1	1	2	4	159,184	39796
GLEN EIRA	0	1	0	1	131,013	131013
BAYSIDE	0	1	2	3	91,814	30605
<b>OUTER CITY</b>						
WYNDHAM	0	3	1	4	161,575	40394
HUME	1	2	5	8	167,562	20945
NILLUMBIK	0	2	0	2	60,342	30171
WHITEHORSE	1	0	1	2	151,334	75667
MAROONDAH	2	1	1	4	103,839	25960
MONASH	0	1	1	2	169,280	84640
GREATER DANDENONG	1	0	1	2	135,605	67803
CASEY	1	0	9	10	252,382	25238
FRANKSTON	1	0	3	4	126,458	31615
<b>REGIONAL</b>						
GREATER GEELONG	1	1	10	12	210,875	17573
GREATER BENDIGO	1	1	3	5	100,617	20123
GREATER SHEPPARTON	1	1	1	3	60,449	20150
ALBURY WODONGA	1	2	2	5	85,762	17152
<b>CARDINIA</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>90,325</b>	<b>15054</b>

## 5.4 Comparison of skateparks against playspaces

Given a key part of this strategy is considering the provision of spaces that cater for the broader needs of teenagers, it is important to get an understanding of what is currently provided for teenagers in our public domain.

Whilst there are so few examples of youth activity areas or designated youth spaces for teenagers, a starting point is looking at skatepark provision versus broader play provision for younger children. Whilst skateparks are not necessarily spaces specifically for teenagers (as outlined later), the fact that generally when considering the needs of this age group, skateparks are the only spaces provided for them, then it at least enables us to get a feel for the level of current provision.

The following table 4.2 of the same Victorian sample of municipalities looks at skatepark provision against play space provision. It shows very clearly that there is a major discrepancy between the provision of play spaces, (generally for 0-8 year olds) and skateparks. Across all councils there is on average at least 25 play spaces for every skate facility. For Cardina this is slightly lower and sits at 15 play spaces for every skate space. Whilst we could also include other sporting areas, ovals, basketball half courts etc, in this assessment, the discrepancy is still significant.

This difference is compounded when we consider that most skateparks do not even adequately cater for the significant number of teenagers who don't actively participate in wheeled sports, particularly girls.

Therefore across Victoria, the needs of young children (0-8) are actively being met (from a number perspective at least) whilst provision of spaces for older children and teenagers are significantly under represented. This is also the case in Cardinia.

Table 4.2: Benchmarking of existing skateparks, playspaces with sample of Inner City, Outer City and Regional Councils in comparison to Cardinia. Data based on available information from Council websites & population statistics.

COUNCIL/SHIRE	SKATEPARK TOTAL	PLAYSPACE TOTAL	PROPORTION OF PLAY/ SKATE	TOTAL POP.	PEOPLE PER 1 SKATE- PARK	PEOPLE PER 1 PLAY SPACE
<b>INNER CITY</b>						
MELBOURNE	2	33	17	93,625	46813	2837
HOBSONS BAY	5	86	17	83,863	16773	975
MARIBYRNONG	2	42	21	71,635	35818	1706
MOONEE VALLEY	4	93	23	107,443	26861	1155
YARRA	2	42	21	74,090	37045	1764
PORT PHILLIP	2	48	24	91,372	45686	1904
MORELAND	2	108	54	147,241	73621	1363
BOROONDARA	4	97	24	159,184	39796	1641
GLEN EIRA	1	28	28	131,013	131013	4679
BAYSIDE	3	49	16	91,814	30605	1874
<b>OUTER CITY</b>						
WYNDHAM	4	36	9	161,575	40394	4488
HUME	8	195	24	167,562	20945	859
NILLUMBIK	2	68	34	60,342	30171	887
WHITEHORSE	2	170	85	151,334	75667	890
MAROONDAH	4	34	9	103,839	25960	3054
MONASH	2	124	62	169,280	84640	1365
GREATER DANDENONG	2	102	51	135,605	67803	1329
CASEY	10	275	55	252,382	25238	918
FRANKSTON	4	91	23	126,458	31615	1390
<b>REGIONAL</b>						
GREATER GEELONG	12	256	21	210,875	17573	824
GREATER BENDIGO	5	115	23	100,617	20123	875
GREATER SHEPPARTON	3	47	16	60,449	20150	1286
ALBURY WODONGA	5	110	22	85,762	17152	780
<b>CARDINIA</b>	<b>6</b>	<b>92</b>	<b>15</b>	<b>90,325</b>	<b>15054</b>	<b>982</b>

# 6. A Two Pronged Approach

## 6.1 Introduction

When people talk about 'skatepark' and 'youth space' provision, there is a lot of confusion both within the industry and broader public and an overall lack of clarity on what each of these are and what purpose they have.

Firstly it is really important to understand that there are a diverse mix of different requirements for skateparks to cater for both the different sports (skateboarding, BMX, scooters etc) as well as the different interest/specialisation within each of the sports themselves (bowl riders, street skaters, vert skaters, etc). People also skate and ride for different reasons, some for example take a structured sporting approach where it's about participating in competitions and events, whilst others enjoy the freedom of more informal sessions or social connection. The needs and spatial requirement of skate spaces for all of these different considerations will differ greatly and importantly one size or typology definitely does not fit all.

Secondly there is also a growing acknowledgement that the social and play needs of older children are not adequately catered for in the provision of public recreation space. Traditionally, given that many skaters are teenagers, there has been an incorrect assumption that a skatepark is a 'youth' space.

**"a popular approach by local government is often to provide a skate park and/or BMX mounds, in the belief that such facilities will meet the needs of young people. However, facilities for young people are much more than skate and BMX facilities, especially when the needs of young females are considered as well as young males (who tend to dominate participation trends in skate and BMX activities)."**  
Ballarat Play Space planning Framework 2014

This simplistic view has created more problems than it has solved. Many young people simply do not skate, particularly girls and so are not being catered for in 'skateparks' whilst skaters and riders can be of any age and react against being in a 'youth space'. More over in an attempt to broaden the opportunities for 'non skater' teenagers within a 'youth space', additional traditional sporting components are added to a space which once again offer little interest to those that do not participate in active sport or recreation.

The following section for the purpose of this strategy clearly defines what a skatepark is and also what spaces should be considered for young people so that the Cardinia Shire Council can strategically implement appropriate and relevant spaces for them throughout their municipality.





## 6.2 A skatepark or youth space?

The following section explains at a strategic level the different types of skatepark and youth space provision. It does not go into detail on specific components or layout, rather outlines the broader typology that then are defined in greater detail as part of the implementation plan.

### 6.2.1 The sporting model - a skatepark!

Over the last 20 years there has been a significant growth in the interest and participation of action sports including skateboarding and BMX.

To cater for this need, government authorities across the world have provided purpose built 'skateparks'. These skateparks were contrived facilities that contained elements based on replicating or refining of adaptively reused spaces originally found in the public domain. Bowls and transition ramps were developed in response to 'empty pool' skating. Banks and full pipes reflect drainage infrastructure found throughout our cities, whilst park and plaza components found in skateparks capture public infrastructure found in our streets such as rails, barriers, ledges, stairs and seats. The key to this was to allow these users to enjoy their chosen sport or recreation pursuit in a purpose built facility, rather in these other spaces that could both be potentially risky (eg: drains) or impacting on other users (eg: public plazas or streets).

This approach has proven to be highly successful and thousands of skateparks have been created across the globe that cater for these users. With this regulation of facilities, there has been a growing emphasis on competition with Skateboarding now being considered for inclusion at the 2020 Tokyo Olympics.

This 'skatepark' provision approach we are defining as a traditional sporting model. Whilst skateparks are not standardised as much as traditional sports like Basketball with set court dimensions etc, there are still expectations of certain quality of finish and tolerances of riding surfaces, standard heights of components, radiuses, set out of coping and components designed appropriately to ensure effective use. Importantly due to the design and scale and layout of these spaces, they also have a very defined function.

### 6.2.2 Summary of the skatepark model

- Skateparks generally sited in recreation reserves with other sporting infrastructure
- Designed primarily for a sports focus (action sports & associated amenity)
- Generally important to be accessible by public transport
- Generally not specifically important to be close to Council services and commercial activity
- On site management rare
- Configuration and layout often consider training and competition requirements
- Little attraction for those that don't participate in action sports



### 6.3 The social model - a youth inclusive activity space

Whilst many skaters and riders enjoy skateparks and use them frequently, there are others who are simply not interested in going to a facility to participate. Skateboarding and BMX are not just a sport, they are also a form of transport and a key component of the evolution and interest in these pursuits have been the appropriation of existing public spaces and places. This has driven trends, created new tricks and ensured skate and BMX use continues to evolve and innovate. Importantly a key part of this appropriation is in locations that are relevant and exciting to those that use them. Central civic spaces, transport nodes and streets have generally been the focus of use as they are accessible, close to transport and other relevant services (food, commercial activity etc). It does cause concerns regarding conflict with other users and so it is difficult to accommodate appropriately.

This conundrum can be solved somewhat by acknowledging that on a broader level, many young people who don't skate or ride generally are also attracted to these central spaces and places for other reasons. They come to shop, to hang out, to meet with friends and socialise. Therefore there is a synergy and opportunity to create new urban spaces that can both accommodate incidental skating whilst also becoming a place that privileges the needs of other young people. We call this the **social model** of provision.

Importantly this social approach is all about location. We need to acknowledge that teenagers are attracted to town centres, commercial precincts, food outlets and are not going to travel great distances to hang out in parks or gardens that aren't readily accessible. It is not what is contained within a space, it is where the space is located that is the driving factor in use.

In a perfect world, young people would be seen as just another user of public space, as any other age group, and embraced accordingly and we would not need to create more age specific spaces to cater for their specific requirements. We do not live in such a world, and instead at a broader level young people are often chastised for loitering or causing trouble in public spaces and told to move on.

Youth Inclusive Activity Spaces also have a far greater role to play in urban design. Whilst they can accommodate some skate, it should not be their focus, rather it should be on inclusion, programs and social interaction.

#### 6.3.1 Summary of social model (youth activity spaces)

- Youth activity spaces sited adjacent to youth services, major public transport and town centres and commercial precincts
- Very easily accessed by public transport
- High natural surveillance
- High capacity to provide centralised programs and events
- Attractive to other young people that don't participate in action sports with additional facilities and spaces to encourage greater broader youth participation (particularly girls etc.)
- Participation opportunities by broader community
- Consideration of art, music and other activities that are not just sports focused
- Skate can occur but is not focus of space





# 7. The right model for Cardinia

The following brief section outlines the model distribution by geography and then also reviews the types of model to determine the best opportunity for Cardinia Shire Council.

## 7.1 Different municipalities require different models

The first major consideration of any skatepark provision is looking at the unique geographical nature of the specific municipality. The model changes significantly between Councils given public transport and access, the distribution of population and the clustering of like services and facilities. The different Council types are outlined as follows;

### 7.1.1 Metropolitan

These are generally inner city municipalities with good public transport, (Eg: Yarra, Boroondara). In this instance, we recommend a hierarchical model of provision that focuses on a central regional facility and then complimented with single use sub regional or district facilities complimented with local spaces as applicable.

### 7.1.2 Townships

These are outer metro and semi-rural municipalities with lots of small townships such as the Shire of Yarra Ranges and Mornington Peninsula Shire with smaller townships making up the majority of the population. This model is based on smaller multi use district facilities to compliment these smaller more isolated population centres. This is the only time we recommend using the smaller multi use district facilities given the issues they can create.

### 7.1.3 Country centres

These are major townships servicing surrounding smaller rural neighbourhoods (Eg: Shepparton etc). The recommended model is for a single central regional facility with local facilities to compliment the main space as applicable.

### 7.1.4 Suburban areas

The final type are outer city municipalities with significant urban development but more limited public transport. We see this as similar to the Country centres with a focus on larger centralised facilities with smaller spaces in the urban parks and spaces.

## 7.2 Single use versus multi use in smaller facilities

The single biggest issue in new skatepark provision in Australia is the proliferation of similar types of sub regional or district skateparks.

Essentially, through the traditional recreation planning hierarchical approach of skate facility provision, there are significant numbers of these district facilities in Australia. The reasons for this are varied but generally come down to community engagement outcomes (perceived need to try to meet all the stakeholders needs in a single facility) and budget and size limitations (easier to fund smaller facilities).

Generally, the expectation is also to ensure spaces are set aside for all different tiered levels of use (from beginner through to advanced). Given these are not as large as regional parks, the resultant designed skatepark is often built to cater for too many different users with conflicting requirements and as such can result in a compromised outcome where no specific user group is adequately catered for. Another major issue is the inevitable conflict and clashing of different user types and different skill levels given the space is trying to cater for so many different needs in a small single space. Finally, this process also creates another common significant problem, a sameness of the facilities. By trying to cater for so many different needs, the parks created invariably have similar components and obstacles that provide the most flexibility and satisfy the most number of participants. Invariably most skateparks of this scale and typology are therefore very similar and do not provide unique or challenging elements that can progress the sport and satisfy more advanced users interests.

To overcome the above issues there are two key changes to this type of provision. The first is more single focus facilities such as a bowl or street skate plaza. These parks do not cater for all the different user groups but focus more on a single type of activity. Examples of a single use facility include the Clifton Hill skate plaza and Fitzroy Bowl for the City of Yarra. This model only works though for councils that have very good public transport or the facilities can be located in close proximity so users can access the different spaces with relative ease (generally Metropolitan centres only). Having a single use facility in a more isolated township model for example would mean those users that did not participate in that single use would have nowhere to go. A good example of this is at Cockatoo.

The second option is essentially a hub and spoke model. That is removing these mid range skate facilities from the model and focusing on both really large regional facilities and complementing them with very small more cost effective local facilities. This model ensures advanced users have a larger designated facility that can accommodate the needs of all user types and be a centre for events and training as the hub with smaller spokes (localised very small facilities) for users to enjoy more informally near where they live.

## 7.3 Cardinia model

The Shire of Cardinia is in a relatively unique situation given it has both an expanding metropolitan urban growth along the rail corridor, large relatively sparsely populated farm areas and difficult to access remote communities in the northern hills.

Therefore we recommend the Hub and Spoke model discussed above that ensures all isolated townships have small spaces to accommodate local needs both in the hills and rural areas and then there is a major regional skatepark implemented centrally that is easily accessible along the rail corridor in the main growth area close to public transport.

This also fits in with the Shire's existing model of provision where all existing facilities are of a local nature either in size or the provision of obstacles. Pakenham, Gembrook and Koo-Wee Rup, whilst quite large, are still considered local facilities for the purposes of this report.

Given the expanding development across the Shire we also recommend the inclusion of a major youth activities area as part of any future youth precinct/centre being considered and youth inclusive spaces connected with new town centres and other urban spaces. These specific spaces are all explained in more detail on the following pages.

# 8. Cardinia Model Definition

## 8.1 Definition of sports models

The following sections provides a more detailed definition of sporting spaces proposed for Cardinia Shire Council. Refer to Table 7.0 for detailed key requirements.

### 8.1.1 Regional

Regional level skateparks are defined within this study as a purpose built sporting facility providing ample space and components to enable a variety of different skilled skate and BMX users to frequent the space on a daily basis.

Regional facility will also be the main focus of skateboarding & BMX in a municipality that other smaller facilities will complement. It therefore needs to be easily accessible by public transport & cars including available parking for parents and older users. Whilst not area dependent, they need to be large enough to accommodate a significant amount of rideable terrain for a range of BMX and skate users from beginner to advanced level. Within this may be specific zones for different user types to minimise conflict (e.g. plaza area, transition zone).

Skateparks of this scale should have appropriate amenity, seating, viewing areas, accessible toilets and carparking. Lighting should also be a major consideration given the use of facilities by many users who attend school and work (limiting opportunities in daylight hours). Many councils are applying similar approaches to lighting skateparks as other recreation infrastructure such as tennis courts with sports level lighting with timers and cut off periods in early evening.

Regional facility examples include:

- Playford Alive Skate Bowl & Plaza 1700m<sup>2</sup> (City of Playford Alive)
- Frankston Skatepark, 2070m<sup>2</sup> (Frankston City Council)
- Riverslide Skatepark, 1630m<sup>2</sup> (City of Melbourne)
- Len T Fraser, 1600m<sup>2</sup> approx (City of Ballarat)



FIGURE 8.1.1: Playford Alive Skate Bowl & Plaza

### 8.1.2 Local / Neighbourhood

A local facility for the purposes of this strategy is a small scale space that caters for users of a local catchment only. These facilities will provide an informal localised recreational experience for users that live/work near to the skatepark. They should contain a mix of elements at a level which can be used by all skill levels without necessarily having the more challenging elements found at regional parks.

There also needs to be provision for appropriate entry and safety signage, refuge and seating however these items may be consolidated with other existing surrounding park infrastructure. The facility should also consider its context and have the necessary landscaping to integrate/ complement its surroundings. The availability of toilets nearby is also preferable. Given the local catchment, public transport and parking are not as important for a local facility. Pedestrian and bicycle connections are more critical to enable users easy access to the skatepark.

All of the Shire of Cardinia's existing skate and BMX parks are of a local level only.



FIGURE 8.1.2: Left to right, Pakenham & Garfield skateparks



### 8.1.3 Incidental skateable spaces

Many urban spaces contain infrastructure or sculptural components that can be designed to accommodate skate function. Any pathway that is used by skateboarders/cyclists as a thoroughfare has the possibility to have sections of it widened to accommodate skateable items or undulating terrain to create an 'incidental' skatepark.

Whilst the focus may be on other activities or recreational needs, an incidental skate element can add value and increase overall function or recreational opportunity to an existing space (such as a basketball court or existing urban square).

Given the incidental skate element is not facility based, or aimed at any specific skill level, there is no set size constraint so whilst managing activity is still important to avoid conflict with other users, there are opportunities to create these incidental elements in areas previously considered either inappropriate or too small for a skate facility.

Incidental skate spaces are already occurring across municipalities (potentially dangerous) with local skaters appropriating existing urban infrastructure due to their unique skate function. Examples include seats, walls and stairs. With appropriate design and management, incidental skate spots can be developed that are significantly safer and more functional to users whilst not impacting significantly on the broader community.

Incidental skate elements are focused more on where young people want to be so that a recreational opportunity is added to existing interest areas. Access, public transport and ancillary requirements will already be available in most instances given the potential centralised location of these elements.



FIGURE 8.1.3: Docklands "Numbers"



FIGURE 8.1.4 From top, Northcote Town Hall, State Library of Victoria, Melbourne Museum

## 8.2 Definition of social model

The following sections provides a more detailed definition of the social spaces proposed for Cardinia Shire Council . Refer Table 7.0 for detailed key requirements.

### 8.2.1 Major Youth Activity Space

A Major Youth Activity space is a designated public space that facilitates young people to congregate, socialise and engage in positive, passive and active recreation pursuits.

Importantly whilst not size specific, it is designed to be large enough to cater for a diverse range of programs and activities that will attract a diverse range of different young people across the municipality. As such it will become a focus for youth events and activities at a municipal level such as youth week or freeza events. The Youth Activity Space will have key areas to accommodate skateboarding and other active recreation opportunities; however these will be shared with other cultural and social activities. These may include art exhibition spaces, music and band opportunities as well as wifi, speakers and iPod jacks. There may also be play and other sporting opportunities such as climbing, or parkour. The other key component is an equitable distribution of social and seating spaces that provide opportunities for social gathering and simply 'hanging out'. Shelter and shade is also critical.

The key to the success of a youth activity area is location. They need to be in high profile central locations where young people will congregate. Therefore town centres, major shopping precincts and transport interchanges are key locations that should be sought out. Location is critical as young people will simply not participate or congregate in areas that are difficult to access.

Another key to the success of the space is if possible, providing opportunities for collocating the plaza near youth services or other Council community service buildings. This allows for opportunities for Council to effectively manage and program the space, run events whilst also enabling the Council to access and provide assistance to at risk youth in an environment that the youth are already appropriating freely.

Municipal youth plaza examples include:

- Geelong Youth Activities Plaza Skatepark, 2500m<sup>2</sup> (City of Greater Geelong)



FIGURE 8.2.1: Geelong Youth Activities Plaza Skatepark

### 8.2.2 Youth Inclusive Space

A youth inclusive space is essentially a freely accessed public area within a local catchment that has a shelter where possible, seating, social spaces, art or some minor sporting infrastructure that is relevant for young people to enjoy. This may be within a local park, along a street or at the local shopping precinct.

The focus though is not large scale events or activities but rather spaces that provide young people the opportunity to 'hang out' and socialise within the local neighbourhood. A good example of an informal youth space that could be expanded with more relevant seating configurations and opportunities for other youth - centric recreation opportunities is a bus shelter.

Community centres also provide opportunities to ensure young people are welcomed and feel valued through the provision of youth inclusive spaces both within the built structure as well as providing social gathering spaces and skateable elements in the outdoor areas.

There are no specific youth inclusive examples currently created although many sites across Cardinia are already serving this function informally including bus interchanges, commercial shopping centres and near schools.

**The summary table on the following page highlights key siting and design considerations for the different types of models outlined.**



FIGURE 8.2.2: Transport hubs, Flinders Street station steps and Federation Square

TABLE 8.0: Key requirements for Sports Model and Social Model skate spaces

HIERARCHY	PRIMARY REQUIREMENTS	SPORTS MODEL			SOCIAL MODEL	
		REGIONAL	LOCAL / NEIGHBOURHOOD	INCIDENTAL	MAJOR YOUTH ACTIVITY SPACE	YOUTH INCLUSIVE SPACE
		approx 1000-2000+ sq/m (large enough to accommodate all sports & all levels of proficiency)	approx 50-400 sq/m (mostly quite small)	approx 40+ sq/m	approx 600-1500+ sq/m (large enough to accommodate local youth focused community events & some skate/action play or sports use)	approx 50-200+ sq/m (varies significantly subject to available space, large enough to accommodate seating, social spaces, recreational activity - sport, art, play, multimedia)
1	SITE CONDITION & SCALE					
	Ability to accommodate space for skate events					
	Ability to accommodate space for other youth events					
	Ability to accommodate space for broader community events					
	Consider context and landscaping to integrate/complement surroundings					
	Contain a mix of social seating - passive and active recreation opportunities (music, sport, art, multimedia, skate) to ensure locally relevant					
	Has an adopted operational events activation plan					
2	LOCATION / ACCESS TO TRANSPORT					
	Close proximity to major commercial/community centre					
	Close proximity to public transport/access					
	Proximity to youth interest areas (shopping areas, schools, other recreation)					
	Close proximity to community/service based organisation that can actively assist in programming the space					
3	SAFETY / SECURITY					
	Good natural surveillance					
	Appropriate safety & entry signage					
	Emergency vehicle access					
	Adequate carparking/dropoff					
4	AMENITIES					
	Shelter/shade					
	Drinking fountain					
	Rubbish bins					
	Toilets (close proximity)					
	Night time sports level lighting					
	Designated seating and viewing areas					
	Lighting for night time activity					
	LEGEND					
	CRITICAL TO FUNCTION APPROPRIATELY	HIGHLY PREFERABLE TO FUNCTION APPROPRIATELY		PREFERABLE TO FUNCTION APPROPRIATELY	UNNECESSARY TO FUNCTION APPROPRIATELY	



# 9. Existing Provision

## 9.1 Introduction

Having confirmed the need for both social and sporting spaces and defined the typologies of each, the following section assesses current provision in line with this new approach to confirm what is currently provided for and where are the gaps.

SKATE-PARKS	NAME	SIZE	TYPE	HEIRARCHY
1	Pakenham	Approx 400 m2	Sporting	Local
2	Garfield	Approx 250 m2	Sporting	Local
3	Koo Wee Rup	Approx 450 m2	Sporting	Local
4	Lang Lang	Approx 200 m2	Sporting	Local
5	Cockatoo	Approx. 210 m2	Sporting	Local
6	Gembrook	Approx. 700m2	Sporting	Local

BMX TRACKS	NAME	LOCATION	TYPE	HIERARCHY
7	Emerald	Pepis Land	Sporting	Local
8	Upper Beaconsfield	UB Rec. Reserve	Sporting	Local
9	Beaconsfield	Kath Roberts Res	Sporting	Local
10	Pakenham	Toomuc Creek Res	Sporting	Local
11	Pakenham	Atkins Road Res	Sporting	Local
12	Pakenham	Homegarth Res	Sporting	Local
13	Nar Nar Goon	NNG Rec Res	Sporting	Local
14	Garfield	Garfield Rec Res	Sporting	Local
15	Garfield	Greenland Crt Res	Sporting	Local
16	Bunyip	Koolangarra	Sporting	Local
17	Bunyip	Bunyip Sanctuary	Sporting	Local

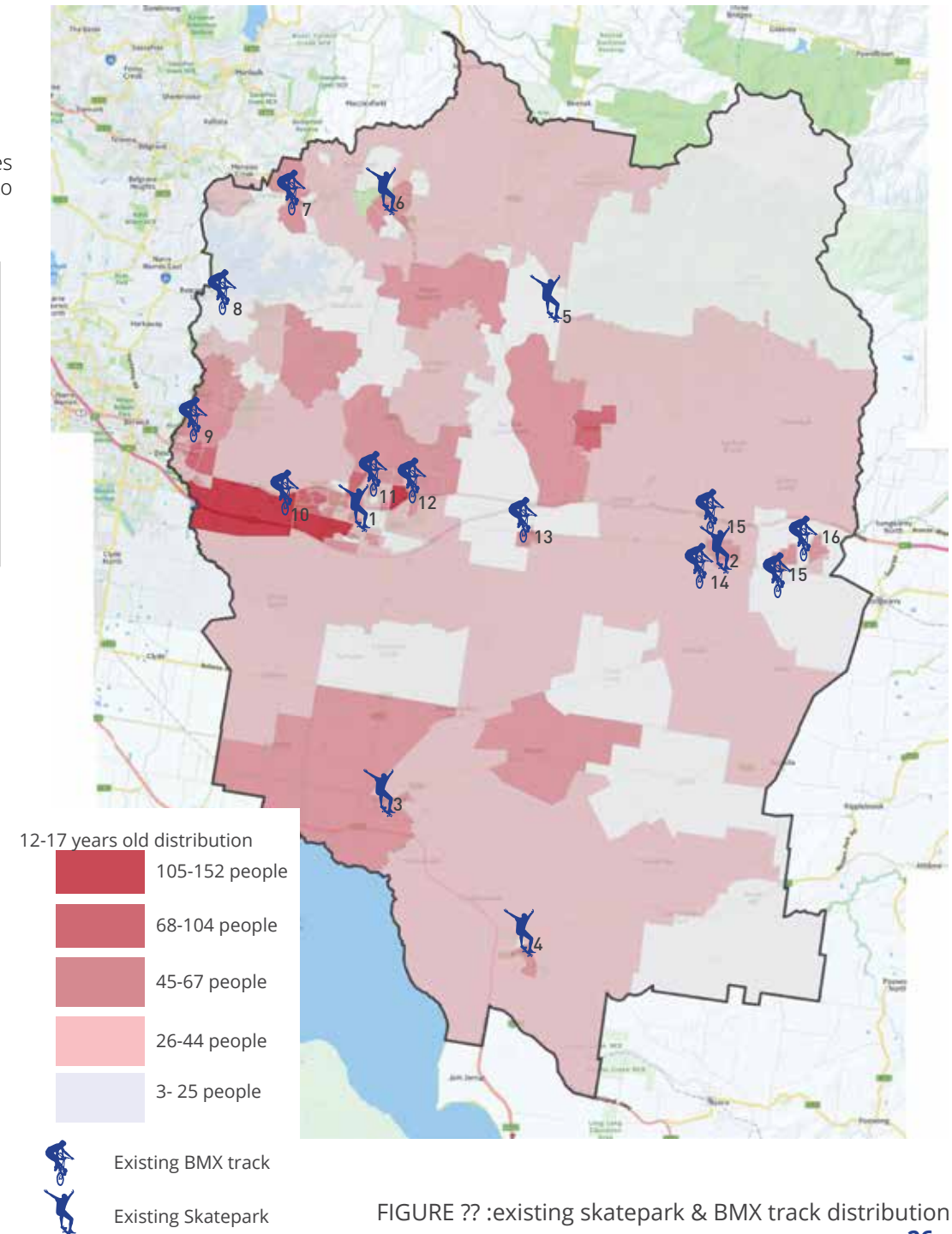


FIGURE ?? :existing skatepark & BMX track distribution



## 9.2 Skatepark existing facility conditions review

### 9.2.1 P.B RONALD RESERVE (PAKENHAM)



#### Existing skate space assessment

LIST OF SKATE FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
<ul style="list-style-type: none"><li>L- shaped skatepark with street zone with rails, ledges and ramped end. Flows into large banked hip, spine and jump box</li></ul>	G	G	G	F	F
E = Excellent   G = Good   F = Fair   P = Poor					

#### Description:

This local scale L- shaped skatepark has been designed with two distinct zones connected with a large feature hip. Zone one contains a range of street focused rails and ledges with a ramped end return. Zone two is more transition based and contains a spine, jumpbox with transition return with an extension and roll in. This approach allows the park to be sessioned by different groups when busy or as a single park as needed. At the Northern section there is a steel shelter and concrete bench seats. The skatepark sits in a broader reserve with a playspace to the south and overall appears to be well utilised. Whilst there is some minor cracking, some wear and tear and areas of graffiti and worn sections around the batter, the park is in good condition and works well.

#### Recommendation:

Continue to maintain the park ensuring areas of gravel and wet areas are removed to minimise impact for riders. Consider improving amenity and viewing with additional seating. Overall the park is in good condition and provides a range of relevant skate and BMX opportunities at a local level.



Existing skate space looking towards hip



Some graffiti issues with park



Existing batters worn exposing edge of ramps



Existing durable shelter and seats

9.2.2 DICK JONES PARK (LANG LANG)



Existing skate space assessment

LIST OF SKATE FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
<ul style="list-style-type: none"><li>• concrete ramps</li><li>• concrete ledges</li><li>• steel rail</li></ul>	G	G	F	G	G
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This small local skate space provides for localised use only. It contains a banked split level section with a rail and ledge that appears to be well utilised. There is also a curved ledge, triangular manual, flat ledge and to transiton returns. Overall it provides for opportunities primarily for street skating some unique obstacles however the layout and flow could be improved. There is also little opportunity for any significant BMX or scooter use. Given Lang Lang has no BMX tracks, this is a potential gap given its relatively isolated locale. More broadly the adjacent commercial area, carpark, ball courts, playspace and connection to the rail trail confirm this as a great location for a facility of this space, particularly for young people of the area to congregate.

Recommendation:  
Adjust angle of existing steel rail to improve use. Monitor existing minor cracks and improve batter retention to minimise erosion. Consider more long term to expand with small mini ramp or other more BMX/Scooter focused elements to complement existing park.



Overall site view



Existing skate ramp and site erosion



Some minor cracking



Existing steel ramp could be adjusted to improve use.



9.2.3 GARFIELD REC. RESERVE (GARFIELD)



Garfield skate site

Existing skate space assessment

LIST OF SKATE FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
<ul style="list-style-type: none"><li>mini ramp</li><li>split level ledge, manual and rail combo</li><li>banked end with jersey barrier</li></ul>	F	G	G	P	F
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This small skate area provides for a good mix of localised skate and BMX opportunity. The low level mini ramp at the southern end is timeless whilst the street section with the ledge, rail and manual/gap are all relevant and provide good skate opportunities. The main issue with this park is actually the amenity and immediate context. With the park placed directly on an old tennis court, there are still fences remaining and other remnants that impact on the parks amenity. There are also some issues with some minor cracking, batter retention and graffiti however these are relatively minor.

Recommendation:  
Consider cleaning up area around park including old pavements and fencing. Potential to look at additional active areas for informal youth recreation or even soft landscaping to improve amenity and function of the space.



Overall site view



Poor surrounding amenity



Some minor cracks and wear and tear



Batters exposing the concrete structure

9.2.4 COCHRANE PARK (KOO WEE RUP)



Koo Wee Rup skate site

Existing skate space assessment

LIST OF SKATE FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
<ul style="list-style-type: none"><li>concrete ramps &amp; banks</li><li>concrete fun box</li><li>steel ledges, kicker, rail and manual pad</li><li>concrete split level ledge and rail</li></ul>	P	F	P	F	F

Description:  
This older style park has a number of significant issues. Essentially it was designed and built when skatepark design and construction was still evolving and being refined. Therefore the park at the time of its completion was probably the best available, however standards in design and construction have improved markedly and this means the Koo Wee Rup park no longer meets those standards. From a location perspective it is central and surrounded by great complementary components such as the play space, pool and community centre.

Recommendation:  
Demolish park and replace with new components to current best practice.



Steel obstacles in the park



Existing skate rail and ledges



Existing steel coping



Existing skate bank



9.2.5 ALMA TRELOAR RESERVE (COCKATOO)



Cockatoo bowl skate site

Existing skate space assessment

LIST OF SKATE FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• single enclosed bowl	G	E	E	G	F
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This enclosed bowl provides great localised skate and BMX use and is in good condition. Obviously not being very old, it has been built by specialist skatepark contractors and so the coping offsets, transitions and blends are all of a very high quality. The major issue with park is surrounding amenity and a lack of possible street obstacles.

Recommendations:  
Consider changing walling and seating around bowl to prevent dirt jump box use into and out of bowl. Consider additional seating and possible low level street skate obstacles such as rail and ledge subject to community expectations/needs.

Refer section 4.9.5 regarding BMX track.



Existing bowl with some graffiti



Informal BMX box jump into the bowl



Existing retaining wall used as seating



Existing sign

9.2.6 GEMBROOK REGIONAL PARK (GEMBROOK)



Gembrook skate site

Existing skate space assessment

LIST OF SKATE FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
<ul style="list-style-type: none"><li>• combination quarters</li><li>• spine</li><li>• cental pyramid with ledge</li><li>• curved banks and ledges</li><li>• double rail</li></ul>	P	P	P	F	G
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This older style park has a number of significant issues. Essentially it was designed and built when skatepark design and construction was still evolving and being refined. Therefore the park at the time of its completion was probably the best available however standards in design and construction have improved markedly and this means the Gembrook Skatepark no longer meets those standards. From a location perspective it is central and surrounded by great complementary components such as the play space and commercial centre.

Recommendation:  
Demolish park and replace with new components to current best practice.



Overall site view



view of park



Existing brick wall with some issues



Existing double rail



# 9.3 BMX existing facility conditions review

## 9.3.1 PEPI'S LAND BMX TRACK (EMERALD)



### Existing bmx space assessment

LIST OF BMX FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• dirt looped track with jumps and berms	F	F	F	P	G
E = Excellent   G = Good   F = Fair   P = Poor					

### Description:

This small bmx jumps track is situated at the back of the primary school. Whilst accessible from the school paths, it is not very visible and not accessible by road.

The track itself has some informal jumps that cut across the grade and loop back to the start including a steeper down section. There is a sign near the entrance to the park.

### Recommendation:

As part of all the BMX tracks, there should be a more formalised track layout and design. Consideration also to increase jump size on lower edge and reduce jumps on upper terrace to maximise speed from downward berm. Whilst the Pepi's masterplan recommends that the track remain in its current location, consideration should given to relocating track to a more central and visible location to improve emergency access and natural surveillance if space can be accomodated.



Overall site view



Existing bmx track



Existing bmx track



Existing sign

9.3.2 UPPER BEACONSFIELD RECREATION RESERVE BMX TRACK (UPPER BEACONSFIELD)



Existing bmx space assessment

LIST OF FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• dirt looped track with jumps and berms	G	G	F	F	G
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This local jumps track winds through an existing treed reserve. It is in good condition having been upgraded recently and appears to be well used.

Recommendation:  
The key for all the BMX tracks is ensuring the riding surfaces have appropriately been compacted, use the correct surfacing and the layout minimises cross conflict and has a single direction of all runs. Therefore there are minor adjustments required for this track to maximise use and safety.



Existing BMX track showing crossings  
**CARDINIA SKATE & BMX STRATEGY**



Existing jump



Existing BMX track through trees



Existing BMX track with gravel toppings



9.3.3 KATH ROBERTS RESERVE BMX TRACK (BEACONSFIELD)



Existing BMX space assessment

LIST OF FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• dirt looped track with jumps and berms	F	F	F	F	G
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This local pumps track provides localised use and complements with some other play and informal ball sports. It is not really a jumps track or a pumps track so could be adjusted to improve function.

Recommendation:  
The key for all the BMX tracks is ensuring the riding surfaces have appropriately been compacted, use the correct surfacing and the layout minimises cross conflict and has a single direction of all runs. This track should be reshaped to have more of a pumps track role and have more compacted clay and gravel surfacing installed to improve the surface condition of the track.



Overall site view



Existing BMX track



Existing sign



Existing basketball court

9.3.4 TOOMUC CREEK RESERVE BMX TRACK (PAKENHAM)



Existing BMX space assessment

LIST OF FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• dirt track with informal jump	P	F	P	P	F
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This is not really a track, more of an informal path for beginner bike use.

Recommendation:  
  
Remove and make good landscape.



Existing BMX track/path



Existing surrounding plantings



9.3.5 ATKINS RD RESERVE BMX TRACK (PAKENHAM)



Existing BMX space assessment

LIST OF FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• dirt track with jumps and berms	F	F	F	F	F
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This local pumps track provides localised use and complements with some other play and informal ball sports. It is not really a jumps track or a pumps track so could be adjusted to improve function.

Recommendation:  
The key for all the BMX tracks is ensuring the riding surfaces have appropriately been compacted, use the correct surfacing and the layout minimises cross conflict and has a single direction of all runs. This track should be reshaped to have more of a pumps track role and have more compacted clay and gravel surfacing installed to improve the surface condition of the track.



Overall BMX track



Existing BMX jump



Existing basketball court



Existing playground

9.3.6 HOMEGARTH RESERVE BMX TRACK (PAKENHAM)



Existing BMX space assessment

LIST OF FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• dirt track with jumps and berms	P	P	P	P	F
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This local pumps track does not look like it gets much use and has grass overgrown in much of the space. It does have the correct flow so could be improved to ensure greater use.

Recommendations:  
The key for all the BMX tracks is ensuring the riding surfaces have appropriately been compacted, use the correct surfacing and the layout minimises cross conflict and has a single direction of all runs. This track should be reshaped to have more of a pumps track role and have more compacted clay and gravel surfacing installed to improve the surface condition of the track.



Existing BMX track



Existing



9.3.7 NAR NAR GOON RECREATION RESERVE BMX TRACK (NAR NAR GOON)



Existing BMX space assessment

LIST OF FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• dirt track with jumps and berms	F	F	F	F	G
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This local track appears to have had some ongoing use for locals. It is in a area close to other amenity and recreation spaces, however does not have high natural surveillance.

Recommendations:  
The key for all the BMX tracks is ensuring the riding surfaces have appropriately been compacted, use the correct surfacing and the layout minimises cross conflict and has a single direction of all runs. This track should be reshaped to have more of a pumps track role and have more compacted clay and gravel surfacing installed to improve the surface condition of the track. It could also be relocated to be in a more promenant location closer to the road.



Overall site view



Existing BMX track



Existing BMX track

9.3.8 GARFIELD REC. RESERVE BMX TRACK (GARFIELD)



Existing BMX space assessment

LIST OF FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• NOTHING	P	P	P	P	P
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This track is completely overgrown and no longer recognisable.

Recommendations:  
Consider removal from Councils asset register given there is no track and there is another BMX track at Greenland Court in Garfield.



Existing BMXtrack



9.3.8 GREENLAND COURT BMX TRACK (GARFIELD)



Existing BMX space assessment

LIST OF FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• SMALL TRACK WITH A NUMBER OF MINOR JUMPS	P	P	P	F	F
E = Excellent   G = Good   F = Fair   P = Poor					

Description:  
This local track is very small and appears to have only minor ongoing use with minimal jumps, being more of a dirt circuit track. It has a shelter and playspace near by so has good natural surveillance and amenity.

Recommendations:  
Almost all of the Shire of Cardinia’s BMX tracks are not formalised with any specific jumps or pumps and as such require reshaping to have more of a pumps track role and have more compacted clay and gravel surfacing installed to improve the surface condition of the track.



Existing BMXtrack



Existing BMX track



Existing BMX track



Existing play components in the park

9.3.9 KOOLANGARRA PARK BMX TRACK (BUNYIP)



Existing BMX space assessment

LIST OF FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• dirt track with jumps and berms	F	F	F	G	F
E = Excellent   G = Good   F = Fair   P = Poor					

Description:

This local track appears to have had some ongoing use for locals. It is in a area close to other amenity and recreation spaces and is visible. It is also close to a local school.

Recommendations:

The key for all the BMX tracks is ensuring the riding surfaces have appropriately been compacted, use the correct surfacing and the layout minimises cross conflict and has a single direction of all runs. This track should be reshaped to have more of a pumps track role and have more compacted clay and gravel surfacing installed to improve the surface condition of the track.



Existing BMX track



Existing BMX track



Existing BMX track



Existing play components in the park



9.3.10 BUNYIP SANCTUARY BMX TRACK (BUNYIP)



Existing skate space assessment

LIST OF FEATURES	GENERAL CONDITION	SURFACE CONDITION	OBSTACLE/ PARK LAYOUT	AMENITY	MAINTENANCE
• dirt track with jumps and berms	G	G	G	F	G
E = Excellent   G = Good   F = Fair   P = Poor					

Description:

This is really the only appropriately scaled jumps track in the Shire and provides opportunities for more advanced riders to enjoy. The box jumps are spaced well and the looped run works well. There are some drainage issues however the track itself appears in a relatively good condition. There is also a smaller pumps track for more beginner use, thus provides for a more significant range of users.

Recommendations:

This track requires some ongoing maintenance with retaining the earth batter edges of the track and improving drainage however overall provides appropriate jumps and flow. Additional amenity/seating/viewing closer to the track could be considered for implementation.



Existing BMX jumps track



Existing drainage issues



View looking up at start ramp



Existing BMX pumps track

## 9.4 Discussion

Following an extensive on site assessment of all of the existing BMX tracks and skateparks, it has become apparent that whilst there is a good distribution of facilities across the shire, their overall condition and function are generally limited.

Regarding existing skate provision, the older facilities at both Gembrook and Koo-Wee-Rup are both coming to the end of their lifespan and require demolition and reconstruction to meet current best practice. The other more recent skateparks are all in relatively good condition and just require ongoing maintenance and improvements to amenity as needed. None of the Skateparks are of a large enough scale to be considered regional or district facilities.

From a BMX perspective, the Bunyip Sanctuary BMX park is the only formalised track that meets any industry expectations as both a jumps track and pump track facility. All of the other tracks are informal circuits only.

Whilst some BMX tracks provide some function and are fun for local users, others appear to not be used at all. Based on this, we recommend that there is a complete design review of all BMX tracks. The review should include onsite consultation to confirm existing use and then the creation of designs that enables council to appropriately reshape all tracks with new surfacing for either jumps or pumps in line with the consultation outcomes.

# 10. Planning For Growth

## 10.1 Future provision

Just as play spaces, parks and gardens are critical in the planning of new developments it is equally as important to ensure the development of spaces that can accommodate the needs of teenagers and young people. These spaces could be a combination of either youth activity spaces or skate areas and should have similar characteristics to those outlined previously.

Future community centres can play a critical role in ensuring the needs of young people are met in a relevant and meaningful way. As the survey results indicate, key factors such as access to public transport, proximity to commercial hubs and other amenities are important to consider in the provision of new skate or youth activity spaces.

As a minimum it is recommended that an incidental skate space (min 200-300 sq/m) be included in all new central town parks as part of any new development as well as the provision of 100-200 sq/m of urban public open space that can be designed as part of the broader town centre to include recreation and social opportunities for young people as per the model and suggested design approach presented in this strategy.





# 11. Implementation Strategy

## 11.1 Introduction

The following section outlines the proposed implementation strategy for Cardinia Shire Council's Skate parks, BMX tracks and broader youth inclusive spaces. It includes a mapping of the sporting model facilities (skateparks and BMX tracks) as well as providing a costed 8 year implementation plan for both new facilities and the redevelopment of existing parks. It then also shows some examples of both a regional scaled facility and localised skate spaces to assist in visualising what is possible in terms of scale and layout. Finally it shows some aspirational examples of possible youth inclusive spaces for consideration in new development areas to highlight different models of recreation provision for youth that could be implemented.

## 11.2 New Regional Skatepark

It is recommended that Cardinia prioritise the implementation of a single large skatepark at Officer Recreation reserve given its central location along the rail corridor. We believe that this space can become a major skate and BMX hub and activity space for the entire municipality.

## 11.3 Infill local sporting (BMX, Skate) & social spaces

As expressed previously all Cardinia's existing skate and BMX facilities are at a local level. With the implementation of the Regional Skatepark covering broader municipal wide provision, these local facilities will require various degrees of redevelopment to bring them up to current best practice standards. The BMX tracks in particular almost all need redevelopment whilst the newer skateparks are all generally in good condition for localised use. The older skate facilities at Koo Wee Rup and Gembrook are in poor condition and we recommend that they are replaced with new local facilities to complement the other newer local skateparks.

It is recommended that proposed skateparks at both Holm Park and James Bathe Reserve MPs be implemented to further provide localised use at these locations. There has also been a strong community push for a BMX jumps track at Cockatoo and given there is only a skatepark at this location, it is recommended, subject to confirming an available site, that this facility also be implemented. With this in mind, it is also recommended other BMX tracks be considered at Gembrook and Koo-Wee-Rup with the redevelopment of their skateparks to ensure an even distribution of facility type in these more remote areas. A BMX track in Lang Lang should also be considered for this reason. This approach will ensure an even and expansive spread of local skate and BMX spaces across the Shire moving forward that will complement the central Regional skatepark. As part of this implementation, a new maintenance model will require adoption.

## 11.4 Youth Activity Spaces

To complement the sporting model of provision, as evidenced in the consultation, there is an opportunity to also ensure social youth activity spaces are also considered. We therefore recommend that any proposed youth centre have an outdoor social recreation area and smaller localised youth inclusive spaces are also considered at all new town centres and parks where possible as per the information outlined in Section 10. These have not been costed in the strategy.



## 11.5 Summary of sporting model strategic implementation

The following map shows a table and map of the proposed sporting model provision of skate & BMX spaces across the Shire.

	NAME	ACTION
<b>EXISTING SKATEPARKS</b>		
1	Pakenham	retain & monitor with possible expansion over time
2	Garfield	retain & monitor with possible improved amenity
3	Koo Wee Rup	demolish and replace with new local facility
4	Lang Lang	retain & monitor with possible improved amenity
5	Cockatoo	retain & monitor with possible improved amenity
6	Gembrook	demolish and replace with new local facility
<b>PROPOSED SKATEPARKS</b>		
A	Officer Regional	implement regional scale central skatepark in Officer Rec reserve in line with Masterplan
B	Beaconsfield Local	implement local skate space as part of Holm Park Reserve MP.
C	Pakenham Local	implement local skate space as part of James Bathe Reserve MP.
D	Upper Beaconsfield Local	implement local skate space. Site to be investigated.
<b>EXISTING BMX TRACKS</b>		
7	Emerald	Pepis Land to be redeveloped to meet best practice
8	Upper Beaconsfield	UB Rec. Reserve to be redeveloped to meet best practice
9	Beaconsfield	Kath Roberts Res to be redeveloped to meet best practice
10	Pakenham	Toomuc Creek Res to be decommissioned
11	Pakenham	Atkins Road Res to be redeveloped to meet best practice
12	Pakenham	Homegarth Res to be redeveloped to meet best practice
13	Nar Nar Goon	NNG Rec Res to be redeveloped to meet best practice
14	Garfield	Garfield Rec Res to be demolished and removed
15	Garfield	Greenland Crt Res to be redeveloped to meet best practice
16	Bunyip	Koolangarra to be redeveloped to meet best practice
17	Bunyip	Bunyip Sanctuary to be maintained to ensure meets best practice requirements.
<b>NEW BMX TRACKS</b>		
E	Cockatoo	Confirm site, consult, design and build new local jumps track
F	Gembrook	consider local BMX track as part of redevelopment of skatepark
G	Koo Wee Rup	consider local BMX track as part of redevelopment of skatepark
H	Lang Lang	consider local BMX track to complement skate park

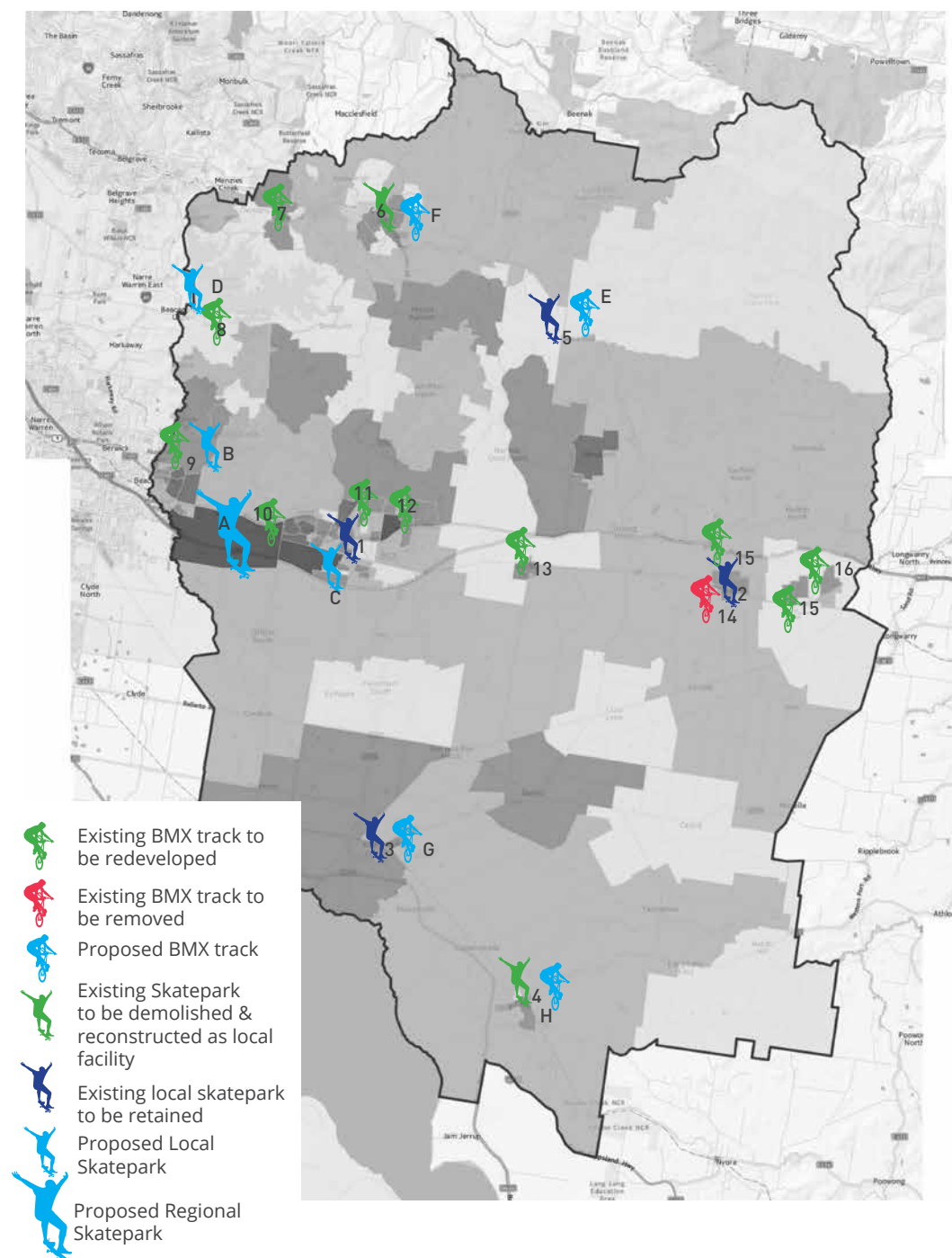


FIGURE 11.1 Skatepark & BMX implementation plan

## 11.6 Recommendations

The following recommendations are based upon the key outcomes from the strategic plan and focus on both skate facility provision and providing spaces for young people more broadly.

### 11.6.1 High priority

- Implement a new regional scale skatepark within Officer or similarly appropriate central location along the main growth and rail corridor that can service the entire Cardinia population, be the main space to hold events, run competitions and provide opportunities for training and education in action sports.
- Develop & adopt standard maintenance best practice plans for all BMX tracks including provision of standard design profiles for all jumps and tracks and reshape all tracks accordingly.
- Develop & adopt standard maintenance best practice plans for all existing skateparks including more formal inspection regimes.
- Allocate additional funding resources for increased maintenance to existing skateparks in line with strategy recommendations.
- Demolish and replace existing Koo-Wee-Rup skate park and replace with a local facility to current best practice.
- Investigate site options for a new BMX track in Koo-Wee-Rup.
- Design and implement a new local skatepark/space at Holm Reserve, Beaconsfield to current best practice.\*
- Investigate site locations for new BMX track at Cockatoo\*
- Investigate site locations for new Skatepark at Emerald\*

\* recommendation / changed priorities as adopted by Council 18 July 2016.

### 11.6.2 Medium priority

- Demolish and replace existing Gembrook skate park and replace with smaller local facility to current best practice.
- Design and implement a new local BMX track at Cockatoo to meet the community need
- Review Pakenham Skatepark condition and provide rectifications and improvements to meet best practice.
- Work with Youth team to ensure outdoor recreation areas considered as part of any future Cardinia Youth Precincts (not costed as part of this strategy).
- Work with open space and strategic planners to ensure all new developments consider youth inclusive spaces to provide opportunities for social focused youth recreation (not costed as part of this strategy).
- Investigate site options for new local skatepark in Upper Beaconsfield.

### 11.6.3 Low priority

- Develop a cyclical resurfacing and reshaping of all BMX parks across the shire (5 years cycle recommended subject to condition and use)
- Design and implement new local BMX tracks at Lang Lang, Gembrook and Koo-Wee-Rup to meet the community need
- Design and implement a new local skatepark/space at Holm Reserve, Beaconsfield to current best practice.
- Design and implement a new local skatepark/space at James Bathe Reserve, Pakenham to current best practice.
- Provide rectifications and improvements to Cockatoo, Lang Lang and Garfield Skateparks including improving amenity and function.



# 11.7 Potential New Regional Skatepark

The following example is of Playford Alive skatepark and this shows the scale and layout of a regional scale skatepark that could be considered for Cardinia at a central location at Officer or similarly accessible location.



INDICATIVE COST ESTIMATE	
ITEM	COST
Design and community engagement	\$25,000
Technical documentation	\$45,000
Paving and pathworks	\$ 15,000
Seating / viewing areas	\$40,000
Soft landscaping including tree planting	\$ 20,000
Concrete skate obstacles (stairs, ledges, bowl area)	\$ 580,000
2 x steel shelters	\$ 85,000
Lighting and electrical works	\$ 50,000
TOTAL	\$ 870,000



# 11.8 Examples of youth inclusive spaces/local skate

The following imagery shows examples of more low level localised youth inclusive spaces that may or may not include skate areas. These are purely visualisations to assist in confirming what is possible in these new social spaces, particularly in new development areas.



Example 1: social seating with skate obstacles and shelter with potential for multi-media & art opportunities (approx budget \$60k)



Example 2: ball court with skate obstacles and shelter offering seating, viewing space and opportunity for art or multi-media wall (approx budget \$110k)

TYPICAL BREAKDOWN OF COSTS (EXAMPLE 2)	
ITEM	COST
Design and community engagement	\$5,000
Technical documentation	\$10,000
Seating / viewing areas	\$ 10,000
Soft landscaping including tree planting	\$ 10,000
Concrete skate obstacles (stairs, ledges)	\$ 70,000
Shelters	\$ 25,000
Ball court or other play/recreation opportunity	\$ 20,000
TOTAL	\$ 150,000



Example 3: ball court with fitness area, rebound wall, scooter/skate loop & parkour (approx budget \$150k)