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Appendix 1

The Victorian Coastal Strategy, Victorian Coastal Council, 2002

The Strategy provides a **hierarchy of principles** to guide coastal planning and management decisions:

'This hierarchy of principles for coastal planning and management will provide a pathway for decision making that leads to triple bottom line outcomes. Decisions are made daily to manage the environmental, social and economic forces impacting on the coastal environment. The following is a hierarchy of principles to guide the decision making process. Decision makers' priorities will be to:

1. provide for the protection of significant environmental features;
2. ensure the sustainable use of natural coastal resources;
3. undertake integrated planning and provide direction for the future; and
4. when the above principles have been met, facilitate suitable development on the coast within existing modified and resilient environments where the demand for services is evident and requires management.

1. Protection of significant environmental features

is about the conservation of biological diversity, physical diversity and ecological integrity, or the preservation and maintenance of essential ecological processes and life support systems. Aboriginal and other sites of cultural, historic or scientific value will also be protected.

- Coastal and marine features of ecological, geological, geomorphological, cultural, landscape, scientific and historical significance will be protected.
- Parts of the coast will remain largely inaccessible to protect and retain areas with a sense of remoteness and exploration.
- Aboriginal communities will be involved in the protection and management of Aboriginal sites and the use and development of their history and culture.
- Active involvement by the broader community in the conservation and rehabilitation of Victoria's natural and cultural coastal environment will be encouraged and assisted.
- Net gain in the quantity and quality of coastal indigenous vegetation and habitat will be encouraged.
- The comprehensive and representative system (CAR) for establishment of parks and reserves will be implemented to ensure protection of representation of Victoria's biodiversity.
- Public funds will generally not be used to protect or repair damage caused to coastal private land by erosion.

2. Sustainable use of natural coastal resources

is about ensuring intergenerational equity, that is, meeting the needs of people today without compromising the needs of future generations.

- Future generations will be considered equally with current users.
- Coastal and marine environments are recognised as long term public assets which should not be compromised by inappropriate short term decisions or developments.
- Natural dynamic processes and systems which shape and maintain the coastline and its living resources must be respected and adverse activities avoided or minimised.
- Risk will be actively managed.
- The use and management of the coast will be designed to work with nature rather than against it, to minimise impacts which occur downstream or off-site, reducing long term community costs.

- Continuous improvement in processes, activities and discharges that have an adverse impact on coastal values shall be encouraged.
- Coastal catchment planning and management will take account of coastal values.
- Public understanding and appreciation of coastal values will be fostered and facilitated over time.
- The conservation and where possible, the use of historic features will be encouraged and facilitated.
- Market rent and appropriate rates and taxes will be levied for all commercial use of coastal Crown land to discourage its use as a cheap alternative to private land.
- Revenue generated from coastal Crown land will be directed to coastal management, protection and the development or maintenance of appropriate infrastructure as determined by the relevant coastal manager.
- User and polluter pays principles will be pursued to recover the cost of long term coastal use or damaging processes.
- Renewal and redevelopment will improve environmental, social and economic outcomes.

3. Direction for the future

is about providing integrated coastal zone planning and management which has regard to the environmental, social and economic implications of decisions and takes a long, rather than short, term view when making those decisions.

- Coastal planning and management will:
 - be vertically and horizontally integrated across government's jurisdictional boundaries;
 - set clear objectives;
 - be strongly lead by a coastal agency (the Victorian Coastal Council);
 - be based on ESD principles;
 - employ research and education programs to inform decision making;
 - have real involvement from the community; and
 - be adequately resourced.
- There will be a net gain in the quality and quantity of the public land estate along the coast through land swaps, donations and purchase.
- Community use of foreshore land, buildings and other assets will be managed to return the greatest public benefit while protecting heritage values where they may exist.
- Public access to coastal Crown land will be maintained, except where the interests of security, safety or protection of coastal resources predominate.
- Local management, community involvement and voluntary participation will be increased and encouraged as essential elements of coastal and marine management, conservation and decision making.
- Accountability for outcomes will be identified.
- Resources will be targeted to minimise duplication and waste.
- Plans (eg. coastal action plans, coastal management plans) consistent with the Victorian Coastal Strategy will continue to be developed and integrated with planning schemes at the local and regional level to provide detail and give attention to regional or local issues.

4. Suitable development on the coast

is that which provides an environmental, social and/or economic benefit, enhancing the community's value of the coast. It will generally be coastal dependent or related to coastal dependent uses.

Suitable coastal development can range from small scale infrastructure, such as boardwalks and picnic tables, through to larger scale developments, such as major visitor centres, maritime related industry, ports, sustainable energy infrastructure and recreation and water access infrastructure.

- There are relatively pristine areas and important vistas along the coast where no development will be appropriate.
- Appropriate coastal development is development that:- enhances protection and rehabilitation of the natural environment and biodiversity;
 - results in increased public benefit, having regard to environmental, social and economic implications;
 - is sensitively sited and designed, having regard to the 'Siting and Design Guidelines for Structures on the Victorian Coast' and 'Landscape Setting Types for the Victorian Coast';
 - minimises public risk;
 - is set back from the coast as far as practicable in line with vulnerability assessments;
 - facilitates multiple-use of sites and existing infrastructure, without resulting in over-use;
 - facilitates improvements of sites or existing developments that have poor environmental or social performance; and
 - is consistent with the requirements of coastal planning strategies and plans, and relevant planning schemes.
- Where there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation (the precautionary principle - National Strategy for Ecologically Sustainable Development 1992).

Appendix 2: Community Consultation

Report on Community Forum #1 - 5 February 2004

Introduction

From the commencement of the master plan process, community consultation has been acknowledged as a driving force for decision-making in the precinct. Thus, the first community forum was postponed from a possible date in December 2003 to February 5th 2004, to ensure that representation would not be compromised by the holiday period. The long lead-time allowed valuable preliminary consultation with stakeholders and individuals, which provided a background to local values, issues and knowledge.

The first community forum was advertised in the local press and the Seaford community, as 'The Seaford Experience'. A flyer was displayed in 'The Seaford Shop', the 'Seaford Community Centre' and by letter-drop to residences in the neighbourhood. Those interested in attending were asked to register, and Council received approximately 60 registrations. On the night, however, over 100 people came along and participated in the forum. They were seated at 13 tables and brainstormed/debated responses to 4 questions, recorded on butter paper sheets. The first 3 questions were directed at defining community 'values', 'vision' and specific direction in relation to the LSC, while the 4th question was of a more general nature.

It is important to note that all ideas received were initiated by the community and presented by table 'groups' (not as individuals and not in response to ideas initiated by Council or consultants).

The responses were transcribed from the original sheets and assessed (see following pages). Where related values (eg. café/kiosk), were recorded at any one table, only one response has been included for the table, in the frequency charts shown (Figs 1 – 4).

Whilst not all of the ideas listed are viable – some are outside the study area, and others are a duplication of services provided on a strategic basis by Council - they provide an indicator of community aspirations, which may differ from other communities in Frankston City. At this stage, the ideas have not been balanced against other factors or placed on plan. Costing and prioritising, and the availability of government grants and funds at any one time will determine which projects can be accomplished. Central to the master plan concept is the idea of continuous improvement; such that Seaford township will continue to evolve with the values and vision of each generation. In this way it retains cultural vitality and builds community.

Analysis of Community Input

Q1. Values: *What do you value (like best) about Seaford?*

Note that some values are implicit in others and not mutually exclusive.

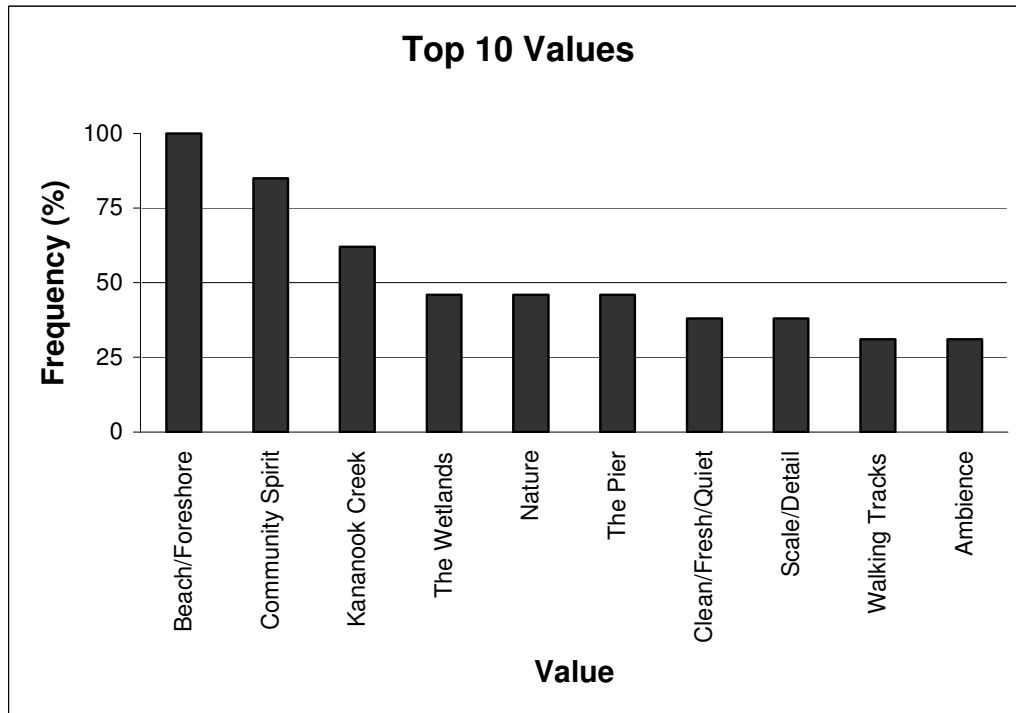


Fig 1: Top 10 Values, as determined by the Seaford community

- The Beach/Foreshore Reserve (13/13 tables) **100%**
- Community spirit/Village atmosphere/Village quality/Village feeling/ Village Lifestyle/Friendly Environment/Unique Community/Community/Sense of community (11/13) **85%**
- Kananook Creek (8/13) **62%**
- The Wetlands (6/13) **46%**
- Birds/Banksias/Natural Environment/Natural vegetation/Unspoiled (?) Bushland (6/13) **46%**
- The Pier/sitting under the pier (6/13) **46%**
- Clean/fresh/quiet (clean sand, relatively clean seawater, sea breeze, fresh air on the beach, peace and quiet, peace & tranquillity, quiet atmosphere at beach – no motor boats, being able to get away from the traffic) (5/13) **38%**
- Unusual & quirky houses/quaintness/restored houses/low density housing/ limited height housing – building/that it's a small shopping strip (5/13) **38%**

- Walks (walking tracks/trails) (4/13) **31%**
- Coastal/suburban feel, unmade roads, rural lifestyle, away from rat race (holiday feel), fish & chips at the beach, holiday atmosphere/relaxed laid back, being able to walk around with no shoes, great sunsets, fishing (4/13) **31%**

Also:

- Uniqueness/potential (3/13) 23%
- Its character, minimal change, The way it is
- Seaford Train station, close to transport
- The Substation
- Affordable, lower property values brought many young families with lower incomes to the area
- Facilities for young people - the Life Saving Club /Skate Park; sporting facilities for kids.
- shopping complex sufficient to the area
- strength of community responses to adverse planning issues
- able to protest peacefully
- Op Shop
- open space
- 3 great reserves needing disabled amenities
- space away from "busy-ness"
- an enhanced Seaford community
- best suburb of Melbourne
- undervalued
- 3 storeys building East Nepean Hwy
- no higher than 3
- Wide range of social demographics

Q2. Vision (future directions): *Describe your 'dream Seaford' of 2014*

- **'Seaford as an example of best practice of built and natural environment'**
- **'Not too much change'**
- **'Keep the unspoiled nature of the area'**
- **'The natural environment will be retained and not further developed/destroyed'**
- **'Increase awareness in local community of special features of Seaford'**
- **'Separate from Frankston'**

The community responses for Question 2 have been fully recorded and organised as themes responding to the Community Values of Question 1.

Beach/Foreshore/LSC (*See Top 10 Values – Beach/Foreshore – Walking Tracks*)

- Cleanliness of beach – dogs off beach at certain times of day/year
- Motorised watercraft free zone
- Life Saving club rebuilt + utilized by the whole community
- LSC Solar power
- Tea rooms at LSC
- SLSC – great training opportunity to provide a resource for young peoples' activities
- Retain foreshore
- Less beach erosion
- To be able to see the beach
- Redevelop existing infrastructure (Need Playgrounds, BBQ's, picnic areas)
- Cafe on beach (Better than Ricketts Point!)
- Improved picnic areas beside the beach –either side
- Picnic facilities BBQ – foreshore
- Fresh Water/BBQs
- Playground for children (Frankston)
- Fresh water available along walking tracks
- Solar lighting. – on beach side
- Hire equipment (sea kayaks/catamarans)
- More cleaning of Beach
- Happy dogs on beach
- More access to beach
- More accessible – Beach – Tracks
- More visibility of Beach from H/way - people don't know there is a Beach so don't stop
- Disabled only parking on beach side of highway

Community/Village (*See Top 10 Values – Community Spirit*)

- Keep Village atmosphere
- Retention of village feel – enhanced
- Family friendly Village atmosphere
- Community festivals/Markets
- Less signage – village theme

- Modern shops/Restaurant
- Improvement of shop facades + behind shops (ugly!)
- Greatly Improved pedestrian footpaths
- More Cosmo Life Style
- To become cosmopolitan
- 'Funky feel'
- Corner Station Street/Nepean H'way colours ie. Mornington ambience – seaside attributes
- Street Art
- Public art project
- Community/Public art
- community pride
- Beautify village shops
- Theme for village
- Better/consistent paving in shopping area
- More affordable eateries
- Still village lifestyle
- Reasonable growth/development not to be stifled
- Shops developed/facelift/renovated
- More retail oriented shops/business
- More presentable cafes
- Clean up the shops – paved areas & plants
- Seaside village character retained
- Good parking in Seaford village for shop and beach combined use
- Better Traffic Management for shops
- Safer intersection for access to beach
- Pedestrian overpass
- Parking
- Better traffic infrastructure

Kananook Creek Reserve *(See Top 10 Values – Kananook Creek – Walking Tracks)*

- Enhanced creek boating
- Clean creek/dredged. for canoeing
- No buildings in Kananook Reserve
- Kananook Creek – cleaned up and board walked
- Boardwalk
- A deck/walkway (wooden) along the creek
- Gondolas going down the creek
- Clean up the creek
- Litter traps on creek drainage
- Clean Kananook Creek
- Seaford Foreshore and Kananook Creek Res. listed as State Significance
- Creek cleaned up/nutrification control of water
- Clean & useable Kananook Creek
- Kananook Drain now to be called a creek
- Improvement urgent on creek
- Beautification necessary
- Park around community centre improved
- Park near community Centre needs re vamping – shelters

- Nursery area for fish (creek)

Nature/Environment *(See Top 10 Values – Nature)*

- Enhanced native indigenous vegetation
- Strong linkages between natural reserves
- Well-planned environmentally-sound housing
- A big tree in every backyard
- Stop RIP explosion
- People understanding that family entertainment is not only swings and barbies, but also Nature being preserved to show to kids native birds and trees
- Preservation of 'Quiet enjoyment'
- Clean water beach + creek
- On going weed management for both reserves
- Gardens of native plants on nature strips
- Weed free natural reserves
- Clean foreshore
- Weed removal/plantings in natural areas
- More plants along the street/footpath
- More native trees along streetscape

The Pier *(See Top 10 Values – The Pier)*

- Extend pier to improve fishing, end pier in deep water
- Extend pier to end in deep water, improve small boat access to pier, improve fishing, and attract more visitors. Improve safety
- Pier extended
- Pier extended to water depth of 8 metres so you can catch flathead
- Pier extended so ferry can dock
- Safer pier/less height (spinal injuries)
- Also some sort of diving platforms in deep water like eastern beach Geelong

Planning Controls *(See Top 10 Values – Scale/Detail)*

- Not overdeveloped (height & density)
- Low-density construction
- No mobile phone towers anywhere visible in precinct anymore
- Minimise dense housing eg. large blocks of units
- No more 3-storey blocks of units along the highway. Get rid of them!!!

Safety/Law& Order/Maintenance

- Safer environment for our children to live and play
- No broken glass
- No hoons in cars
- More security on beach
- More Police presence in the Area
- Safe!
- No broken glass, syringes, graffiti
- Drug free area
- Security – Safety

- Eliminate homeless people on the walking tracks
- Efficient 'rubbish' removal
- Maintained + enhanced reserves

Sub-station building

- Substation restored & used
- Pull down Sub station
- Sub station to be used by the Community, fixed up, and turned into a resource
- Retain substation building – upgrade and use for community use

Railway Station

- The train station – surrounding area cleaned up
- Rail station area – (cleaner and beautified)
- Railway station – needs landscaping

Miscellaneous

- Build only over existing cleared land
- Renewable – (solar) power to any waterfront facilities/buildings
- Windbreaks are essential as predominantly westerly wind create wind tunnel
- Another children's adventure playground close to village
- Planned change/leadership
- Designated drinking area
- Higher incomes
- Sincere Council participation and funding NOT current tokenism

Q3. 'What other community functions would you like to see included in a new LSC building?'

In analysing responses to Question 3, we have put aside those responses, which relate to the larger precinct, rather than the building itself, and listed separately a number of 'givens'. The responses provide a guide to local culture and the contemporary community requirements of a new LSC building. Some specific issues have been followed up or further researched.

While ideas are unlimited, the number of add-on functions to a new LSC is finite, and determined in consultation with the crown land representative, DSE, which has the responsibility to care for public land and control coastal pressures. Thus, ideas, which are not coastal-dependent or are better-provided in offshore locations have been similarly put aside.

The following points provide a guide to the building 'footprint' and spatial relationships in the design of the building.

- The idea of a kiosk or small café is well supported, but a restaurant is not
- A small meeting room for community use
- Interpretive – display and exhibition space
- Education centre (programs). *Note other education centre proposals at wetlands and old sub-station. LSC activities include education in water safety, rescue and first aid*
- Scouts relocation (This issue needs further consultation)
- Access for small boats on hand trailer. *Note LSC requirement for rescue boat access*
- Kayak/Catamaran hire (access implications may not be acceptable)
- New public toilets
- Some respondents require showers and outdoor showers
- Lookout, shade & seats
- drinking water fountain
- The following are 'givens' in the design of a new LSC:
disabled access; lighting for safety & security; a building which is environmentally friendly in terms of sustainability, scale and design features; a building which the Seaford community will view with pride

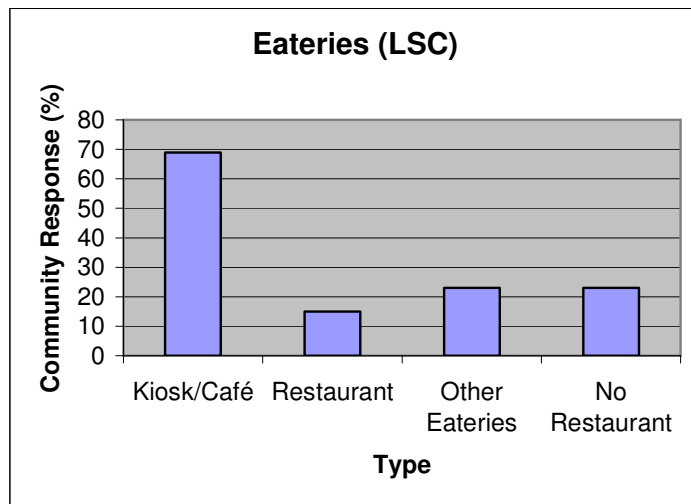


Fig 2: Eateries as a Function of the new LSC building

There is strong (but not total) community support for the provision of a **kiosk/café** in a new LSC building. This function drew the strongest response in Question 3, with 69% advocacy across the table groups. (There is currently a kiosk in the LSC building, but no café facility.)

The community stressed that the kiosk/café should be small scale, 'intimate', or family-oriented; 'open better hours' and non-commercial or providing profits to sustain the LSC. The community did not support the idea of a restaurant.

The other eatery types suggested – function centre – (restaurant) – bar/café – internet café could be better sited in the shopping centre as commercial facilities, where attendant provision for car parking and deliveries would not adversely impact on the fragile foreshore reserve.

The scale of a commercial facility appears to be the main community concern. Some participants referred to the Ricketts Point teahouse as a model. However, the increasing pressures on this facility by visitor numbers, car parking and food deliveries, and its expansion to meet demand, would be a concern on a sensitive narrow foreshore environment such as Seaford, and probably greater than the Seaford community would be willing to tolerate.

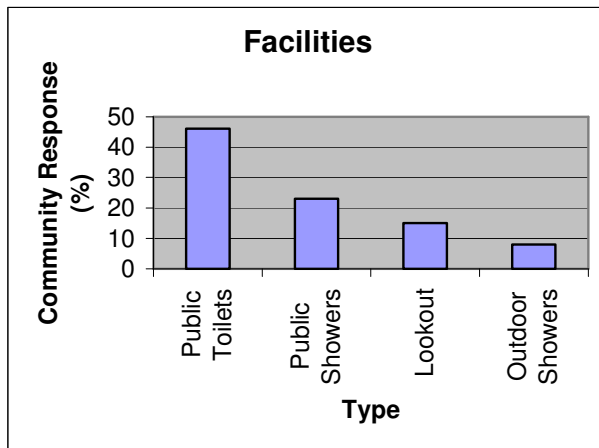


Fig 3: Public Facilities as a Function of the new LSC building

There is a strong community demand for public toilets to be included in a new LSC building. There are currently no toilets for public use in the LSC - individuals and families on the beach have to walk a distance of perhaps 180 metres to the bluestone-block toilet block in the car park. This situation often results in a parent having to leave young children alone on the beach while accompanying a child to the toilets (or alternatively allowing a child to go alone.)

Public showers and/or outdoor showers (which are not currently provided) were requested by a significant percentage of the community. Facilities 'for mothers', and drinking water fountain requests are easily incorporated. Disabled access and disabled facilities are a 'given', as is adequate lighting for safety.

An existing shaded viewing platform with seats is popular with a wide cross-section of the community, including disabled users who cannot access the beach. A new structure could be incorporated in the construction of a new LSC building or linked to the pier.

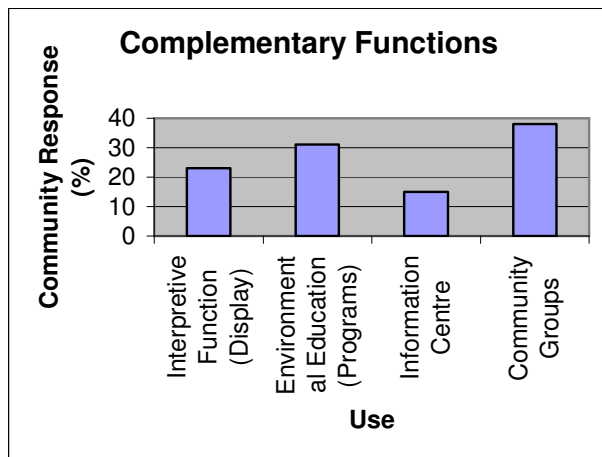


Fig 4: Complementary Functions in a new LSC building

There is strong community support for the provision of a small meeting space for community groups, including the Friends of Seaford Foreshore, who are responsible for much of the restoration work in the reserve. Incorporation of the functions already provided for in the existing FoSFR shed and enclosure support an aim of the land manager (DSE) to consolidate structures on the foreshore. Other community uses of a small, shared-space could include yoga/tai chi.

An 'environmental education' (programs) function is also well supported. Community education in water safety, first aid and rescue is a core function of the LSC, and the space required for this could be shared for environmental education. However, this is not the only place where environmental education has been advocated, the others being a purpose-built facility at the wetlands, and re-use of the old sub-station on Kananook Creek. A public meeting hall at the Seaford Community Centre is also available. Complementary functions should not duplicate other community facilities.

Separate to environmental education programs, but linked in intent, is the idea of an 'interpretive' (passive) environmental function – space for displays and exhibition. This idea has the potential to be incorporated in the fabric of the building itself and in its setting, by demonstration, for example, of sustainable building principles, coastal processes, interpretive art, and indigenous planting. Note that the Seaford Shop currently fulfils this display and exhibition function, and provides information for communities and tourists.

The LSC need for rescue boat access (on hand trailer) could perhaps be combined with public access for sea kayaks, etc. There is limited availability, however, for the accommodation of large-scale boat hire, which may require vehicle access.

Q4. 'What other things should we consider?'

This question drew broad response, with further support of previous question responses, and a focusing on detail.

This was the first question which, by its wording, invited an opportunity for negative reaction. Hence, a strong response to security/safety/vandalism/law and order issues; building height restrictions; 'no jet skis'; 'no parking meters'; and CCTV monitors in the station car park.

Ideas for the sub-station were voiced by additional participants, as well as a call for upgrading of the existing community centre and for Seaford to remain distinct from Frankston.

Conclusions

The very high number of participants at the first community forum shows a strong commitment by the community to their local area. 'Environment' and 'Community' were identified as the highest values held by the participants.

The forum slogan - 'The Seaford Experience' - drew deeply thought-out responses, but also led participants outside the study area, creating an expectation of an expanded brief, including the primary school and wetlands areas.

Overall, participation was fairly even between male and female, and everyone had the chance to participate within their smaller 'table' group, before responses were shared with the larger audience. However, as one group noted, 'the demographic' of participants was 'slightly skewed to over 40' and 'home-owners'. Although there was valuable participation from under 40 age groups, the 'baby-boomer' generation were the most representative. In redressing this balance somewhat, this forum will be followed up by consultation with the older children at Seaford Primary School, on 2nd March, by the invitation of their Principal.

At a second community forum on 11th March, the community's ideas will be presented as a preliminary master plan for further discussion.

**Community Comments on 'Strategic Recommendations' 1-17
Presented at Community Forum #2 (11 March 2004)**

The proposals were supported, with the exception of the siting of the new LSC.

Community members made the following comments:

C = community comment

R = my response

(Note that not all of the Recommendations received comments).

1 The Pier

C Extend the Pier

Extend the pier for community use

Construct new LSC on pier (see response under LSC)

Pier to extend using floating concrete platform

R *Our main focus will be to repair and maintain the pier so that it remains a vital community resource and tourist attraction. However, there is a high level of community interest in value-adding, by extending the pier into deeper water and replacing the removed landing to enable boat access. The catamaran commuter proposal does not seem to be viable at this time, given its problems with docking at larger piers and its current economic issues*

2 New LSC

C Locate LSC closer to beach

LSC behind dune line defined by back of existing LSC

LSC must be left in situ

Retain LSC in current position

Put LSC in front of café

Construct new LSC, observation tower and kiosk at end of pier, with boat launching ramp to deep water (this option was discussed with LSC, who were not in favour of it, partly because of a culture of lawlessness which prevails on the pier at various times)

Include education centre in new LSC

No café: leave to shopping centre

Provide kiosk

Provide facility for FoSFR

Provision for meetings for foreshore committee

Use roof of kiosk as viewing deck

Separate kiosk & LSC structures

No inside showers

Leave toilet block where it is

Retain existing boat access

No rectilinear structures: curves will allow wind deflection

Separate lookout, LSC, boat storage (beneath tree canopy)

Raised (floating) building with vegetation under

Develop only above disturbed/degraded ground

R *Negotiations with the LSC/DCE have produced a plan acceptable to the LSC operations and dune protection. The new LSC will be located directly behind the old clubhouse and will incorporate a small café, toilets, boat & emergency access, etc. (Beach users have requested toilets closer to the beach; and a second public toilet facility exists in the township.) There will be an opportunity to include education programs and interpretation displays at the new LSC. Education and interpretation themes will be proposed throughout the precinct, wherever they are site relevant.*

C North-south movement of back of dune plants and animals ignored

R *The building will be designed on piers to allow passage under it*

3 Seaford Foreshore Reserve

- C Protect all large Banksias
- R Yes
- C Keep dog-leg in path to prevent blow-out
- R Yes
- C Protect the remnant circular stone (sic) base of Kananook Creek pumping station
- R *Possibly incorporate in rest area with signage and seating*
- C A boardwalk is needed along the beach, south of the pier, connecting to the pier
- R *Our focus is to provide board walk/decking to connect the new LSC and pier. There is ample opportunity to walk along the beach and also on the informal path in the foreshore reserve. Boardwalks are only justified in areas where erosion or instability or flooding are likely*
- C Provide bike track through to Frankston in foreshore reserve
- R *Link a solid bike path or walking track to the (southern end) beach car park*
- R *This issue has been widely debated in the community and a balance between protecting the environment and providing recreational opportunities has resulted in a proposed bike link along an alignment close to the railway line. An unsealed walking track exists on the foreshore and in the Kananook Creek Reserve*
- C Fix the wire fencing at the southern end of the beach car park
- R *Maintenance issues are extremely important for a feeling of pride in the community. Repair of vandalism and graffiti removal are high priorities for on-going attention*

4 Picnic Area

- C Picnic area to be retained
- R Yes

5 Car Park

- C No increase in parking area
- C 6 car park spaces required by LSC
- C Remove dead-end in car park
- R *Accepted (note traffic study proposed to determine current usage)*

7 Streetscape

- C Slow speed limit in Station Street – more pedestrian friendly
- R *I have looked at incorporating a roundabout at Broughton Street, but this would be at the expense of footpath, and would particularly impact on the existing toilet block. This may be a viable consideration if the Seaford shop was eventually rebuilt in front of the community hall, and toilets were incorporated*
- C Shopping strip needs extra car parking (short term) to remain viable
- R *We have recommended that a traffic study be undertaken to determine the situation in all car parks during a 12 hour period*
- C Streetscape needs more uniformity in presentation of whole shopping strip, paving and shade
- R Yes
- C Seaford's own colours
- R *Sometimes, in order to create some order and calm in a confused visual setting, where there are lots of buildings and advertising signs in a rainbow of colours, a simple colour scheme works best. I have noticed the use of white street bollards with black writing for street signs, and white railings to the pier and old bridges, and propose that 'white' painted timber continues as a theme*

for street use, with silver (ie stainless steel or aluminium) for modern bins and seats. This will provide a subtle framework for the use of colour in features such as art projects

10/11 Community Meeting Place/Green Space

- C What happened to play area for little children under 5 years?
Where do young children play with no playground?
Include a small play area for children
Also, playground on foreshore requested in revegetated dune area (not supported)
- R *Informal play could be incorporated in Area 10 – ‘Meeting Place’, outside the junior library. Note that ‘play’ does not necessarily mean ‘play equipment’: consultation with children at Seaford Primary School produced a range of ideas about places to play and things to do. In addition, a small play area could be incorporated on the northern boundary of the ‘Green Space’, where it can be accessed from a proposed car park*

11 Green Space

- C Convert the proposed ‘Green Space’ between the creek and community hall to extra car parking
- R *This is the only ‘unprogrammed’ space available for community use for festivals, markets, celebrations, etc. Car parking in this space would destroy the creek-side amenity for the community and introduce additional polluting runoff to the creek. Not recommended*

16 Old Substation

- C Seek private development support for the Old Substation

General Comments

- C Pedestrian overpass needed over Nepean Highway
- R ???

- C Please keep scout hall in Seaford Precinct
- R *A proposed new purpose-built facility has been incorporated in a new building at Keast Park. It is noted that the scout group would prefer to stay at their existing site*

- C What is going to change to attract visitors?
- R *The Tourism Strategy rates Seaford Pier as a high visitor attraction. By improving facilities in conjunction with a new LSC (café, toilets, shelter) day visitors will continue to be attracted.*
 - *Proposed improved signage to main attractions (beach/foreshore/creek/wetlands) and facilities; interpretation to circuit walks.*
 - *There may be commercial opportunities for bicycle hire, a fishing shop, B&B accommodation.*
 - *The ‘Henley on Kananook’ (or Seaford on Kananook?) festival could be re-established, as well as a Sunday craft market*

- C The Seaford Station is an eyesore. It needs robust public art projects or redevelopment
- R *The Seaford Station needs master planning as a separate project, including representatives of the public transport authority*

The Strategic Recommendations Plan will be developed into a *master plan*, with priorities and costings.

Community Forum #3 (6 May 2004): Questions and Responses

Seaford LSC:

- The new LSC building will be sited immediately behind the existing building and the active foredune, overlooking the beach. It will consolidate existing buildings on the foreshore, incorporate community uses, facilities and functions, and will link with a new kiosk/café and toilets. Note: the detailed design of the building will ensure that significant vegetation such as Banksias will be preserved and integrated with it. The building will demonstrate sustainable design principles.

Do you support this proposal, as shown on plan?

Responses:

There is widespread 'in principle' support for the new SLSC proposal.

Also, there is a majority support for the linked kiosk/small café proposal (which will support the lifesaving club), but there are some concerns.

The community concerns which should be addressed in the design development stage are:

- *Café hours of opening & licensing issues*
- *Café tender opportunities for locals*
- *Any possibility of later extension of the café*
- *Possibility of competition with cafés in Station Street*

Considerations for design development stage:

- *LSC to be fully involved in final design*
- *Shaded areas needed*
- *Indoor & outdoor showers and 24-hour access toilets required*
- *There is some community support for a larger upstairs facility*
- *Interpret the old pumping station relic (and connections with pier and creek)*

Note:

The additional building footprint required is 27m², which is balanced against removal of the existing concrete landing and proposed extensive revegetation.

There will be no net increase in car parking on the foreshore.

The LSC is not in a position to staff a kiosk with volunteers from the club.

‘Open Space’ Area:

- The open space between the community centre and Kananook creek could become a popular place for community events, as well as picnics. **Should it remain as a grassed space, or would it be better as a bush setting ?** (eg. see picnic area at Cranbourne Botanic Gardens). **Any other suggestions for improving access to the creek?**
 - A proposed board walk and granitic sand path will provide an interesting walk along the (western) creek edge, including indigenous revegetation, creek edge restoration and additional canoe landings. **Do you support this proposal?**
-

Responses:

There is strong support to retain space for community use, while improving the visual and environmental qualities of the area. (The ‘blandness’ of the space is mentioned.)

There is a call to ‘highlight’ this area as an important community space, by planting more shade trees and providing night lighting.

The idea of a bush-setting has some support, but retention of the grass surface is generally preferred, with indigenous planting along the edges.

There is mostly support, but some disagreement on the boardwalk and canoe landings proposal. There is a call for a canoe landing in conjunction with the northern car park. (This proposal requires further discussion with Melbourne Water and KCA: neither is represented on Steering Committee.)

Additional community comments to be included in design development stage:

- improve access for all to the creek
- provide another BBQ and more seating
- safety issues for children
- provide bollards at front
- consider hazard of sewer pits in grassed area
- keep Harvey Klaueri memorial
- retain *visual access to the creek*

Other:

- consider linking old Transformer Station by pedestrian bridge to western side of creek and community centre
- provide litter traps to main drains to creek
- provide boardwalk on south-east side of creek, below railway station . (These proposals require further discussion with Melbourne Water and KCA: neither is represented on Steering Committee.)
- ‘playground’ near ‘meeting space’ (strongly supported)

Streetscape:

- The undergrounding of wires in the Nepean Highway shopping centre is proposed for immediate action.
 - Many of the existing shops could be redeveloped within the life of the master plan. Council has limited scope to improve private property, but could maintain *guidelines* for future development, including additional walk-thrus, a residential upper-storey for improved security, continuous verandahs, shop faces to Broughton Street, and co-ordinated security fences.
 - Short-term improvements are proposed to footpaths and tree planting in Nepean Highway, short-term car parking and additional disabled bays. A consistent treatment in the style of urban design elements is proposed.
 - **Do you support the proposed works to footpaths and planting of street trees, as shown on plan? Any other suggestions for improving the streetscape?**
-

Responses:

The undergrounding of wires is strongly supported.

There is support for improvements to footpaths in Station Street and Nepean Highway, for continuous verandahs, walk-thrus, planting in car parks, and additional parking (see Recommendation 12), with no parking meters

There is support for future redevelopment of the shops, with Council guidelines, to address:

- *2-fronts to shops (ie. Nepean Hwy, Broughton Street)*
- *aesthetic fencing to rear of shops*
- *plant material to soften the edges*
- *bins*
- *walk-thrus*
- *verandahs*

Additional suggestions:

- *maintained vegetation in tubs*
- *mosaic inserts in Station Street, between railway station and Nepean Highway*
- *request community groups to 'own' selected maintenance activities in the village*

Signage:

- Signage for information and interpretation is poor and un-coordinated. This situation needs urgent attention. **Do you agree?**
 - A 'Seaford sign' showing main streets, natural features, major facilities and walking tracks is proposed for the information of visitors to Seaford. This could be sited near the railway station. **Do you agree?**
-

Responses:

There is strong support for all signage to be reassessed.

More than one major 'Seaford sign' is advocated, with additional possible locations 'half way along Station Street' or 'at the start of the shops' suggested.

There is strong support to continue the use of the white painted street bollard signs and railings (eg. pier railings), so distinctive in Seaford, in Station Street.

Additional idea:

Numbers on shops to be displayed (consistent font style?) see Melbourne City Council recent proposal)

Priorities:

- Which of these proposals should take first priority?

The *draft* Seaford LSC Precinct Master Plan lists 17 Recommendations for improvements within the study area.

The Seaford community were asked to prioritise their preferences for initial attention, with the following results:

Priorities:							
	'Table 1'	'Table 2'	'Table 3'	'Table 4'	'Table 5'	'Table 6'	Refer Master Plan Recommendation No.
New L S C	1	2	1 (café to stage 2)	1 (stage 1)	1		2
Streetscape	2	1		3	3	1	7, 8, 9
Signage	3		4	4		2	
Landscaping/ Revegetation			3	2			3, 5, 7, 10
Village Area/ Back of shops			2		4		7, 8, 9, 10, 11, 12, 13, 14
Boardwalk (Creek/ 'Open Space' edge)	5			2			11
The Pier					2		1
Additional Parking						3	12
'Open Space'	4						11
Connections to Wetlands					5		17

Note:

Additional Recommendations proposed:

- 18 Signage
- 19 Maintenance Program

Appendix 3: Foreshore Vegetation

Key to understanding the site plans:

For management purposes, the reserve was divided into 31 sections or 'blocks', from north to south. Thus, the area immediately to the north of the pier is **Block No 12**, and the area immediately to the south of the pier is **Block No 13**.

These blocks were further divided according to the dune topography and corresponding plant communities, from west to east, as 12A, 12B, 12C; and 13A, 13B, 13C; where

A = Foredune

B = Back of foredune to N-S track

C = N-S track to Nepean Highway

The site plans are coloured according to the condition of the existing vegetation, where Green is the highest value, through blue, orange, to red – the most degraded:

Green: Areas of vegetation virtually free of weeds and relatively intact (average indigenous cover 75% - 100%)

Blue: Areas of vegetation with moderate weed infestation (average indigenous cover 50% - 75%)

Orange: Areas where the vegetation is severely degraded although some remnant vegetation is evident (average indigenous cover 25% - 50%)

Red: Areas where the vegetation has been severely degraded to the extent to which it is almost completely replaced by exotic species (average indigenous cover less than 25%)

17/7/07 12.5:12 A

POSITIONS

Predominantly Coast-grassland Community with a couple of Big old Battinas surviving

BLOCK NO: 12A DATE: 17/2/93

COLLECTOR: C.W. & J.G.

Significant species.

Atriplex cinerea.

Uzothammus hrbiniq7v5

Threkeidia diffusa

localised:

Ammophila avenaria

Lycium ferocissimum

Thiopyrum juncelm

localised:

Coprosma repens

Unidentified Thrushes

patch of Twishes

old B - check health - benders

Numerous weedy grasses and herbs surrounding the Life Saving Club etc.

Old Banksia & some Banksia regeneration

12A

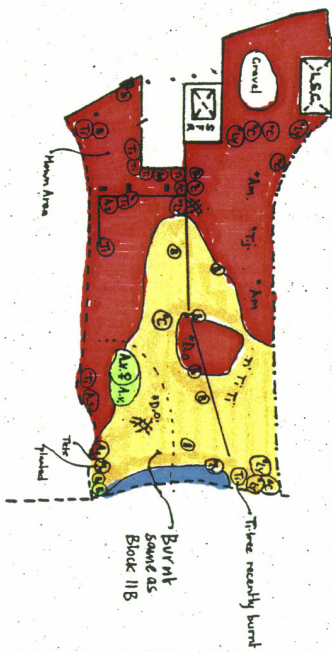
GENERAL DESCRIPTION NEARBY OPEN WOODLAND
General Description Open Coast Banksia woodland verging into
 patches of Coastal Grassland & Coastal Scrub.

Site Plan

BLOCK NO: 12B DATE: 4/12/93
COLLECTOR: GW & JG

Significant Species:
Allocasuarina verticillata
Ptilagonium australe

Major Weeds:
Delonix odorata
Euphorbia erecta
E. longiflora
Myrsiphyllum asparagoides
Rubus spp
Salpiglossa argenteifolia
Thiopyrum junceum



12B

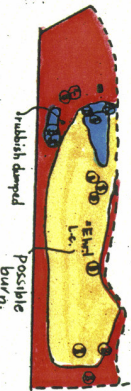
Additional comments:

SEAFORD FORESHORE RESERVE - BLOCK DESCRIPTIONS

General Description Coastal Banksia woodland with open areas dominated by exotic grasses or Lepidosperma concavum

BLOCK NO: 12C DATE: 13/1/93
COLLECTOR: GW & JG.

Site Plan



Major weeds :

- Elythia execta
- E. longiflora
- Galea pubescens
- Fennisium clandestinum
- Localised
- Myrsiphyllum asparagoides

Significant species :

- Banksia spinosa var. macrophylla
- Lepidosperma concavum
- Pelargonium australe

Additional comments : Banksia spinosa var. macrophylla may be affected by road widening activities planned by Vic Roads.

12C

SEAFORD FORESHORE RESERVE - BLOCK DESCRIPTIONS

General Description Predominantly degraded Coastal Grassland community

BLOCK NO: 13A DATE: 9/12/92
COLLECTOR: QW.

COLLECTOR: QW.

Site Plan

Significant Species.

Ozothamnys turbinatus

Relargonium australe

Correa alba

Amplex cinerea

Major weeds:

Thiopyram vincum

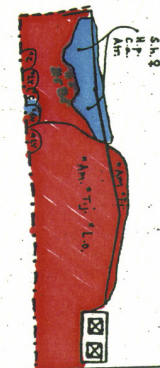
Ammophila arenaria

Berthiera rigida

localized

Lycaium fereissimum

Coprosma repens



Additional comments:

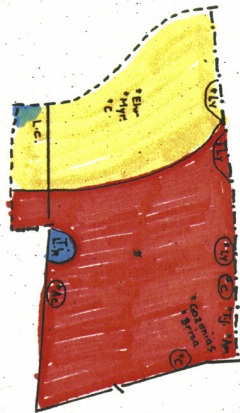
13A

SEAFORD FORESHORE RESERVE - BLOCK DESCRIPTIONS

General Description

Degraded Coastal Banksia woodland verging into Coastal Grassland. (? Old Blowout)

Site Plan



Major weeds:

Ammophila arenaria
Synodan dactylon
Elytraria erecta
Coprosma repens
Myrsiphyllum asperangoides
Gazania spp
Penisetum clandestinum
Salpichroa origanifolia
 Localised Acacia saligna
Braea maxima

Lycium ferocissimum

Significant species:

? Atriplex cinerea
Tetragonium australe
 ? Cortea alba
Lepidosperma concavum

BLOCK NO: 13B DATE: 9/12/92

COLLECTOR: GW

Additional comments:

13B

SEAFORD FORESHORE RESERVE - BLOCK DESCRIPTIONS

General Description Coastal Banksia Woodland adjacent to high
Use area - Carpark, Toilets etc.

BLOCK NO: 13C DATE: 17/2/93
COLLECTOR: GW & JG.

Site Plan

major weeds:

Acacia saligna
Gynadon dactylon
Ehretia crecta
Galeaia pubescens
Fennistichia claudesinum
localized
Myrsiphyllum asparagoides



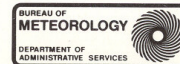
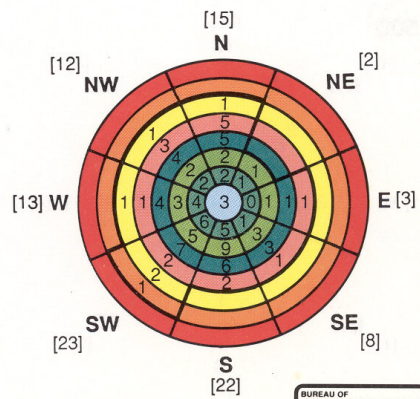
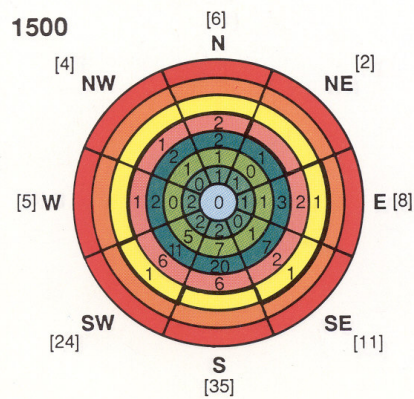
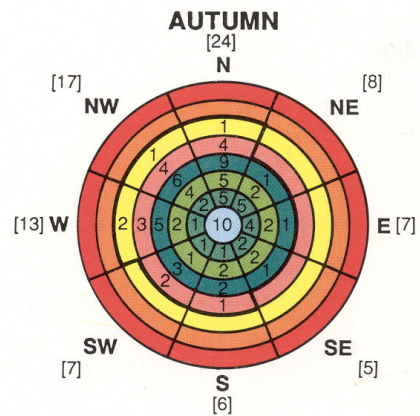
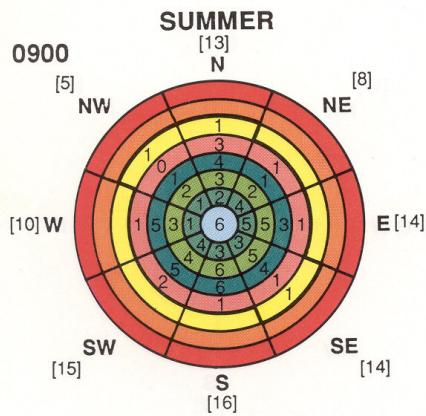
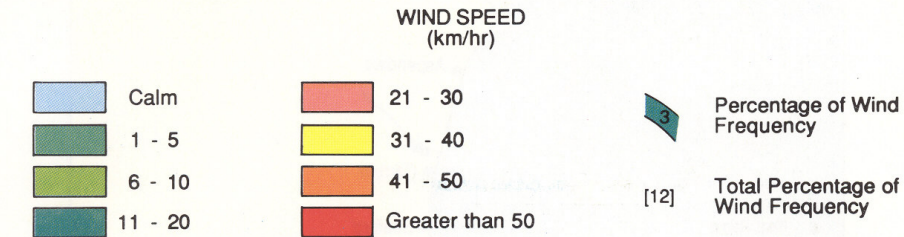
significant species :
Stipa flarescens

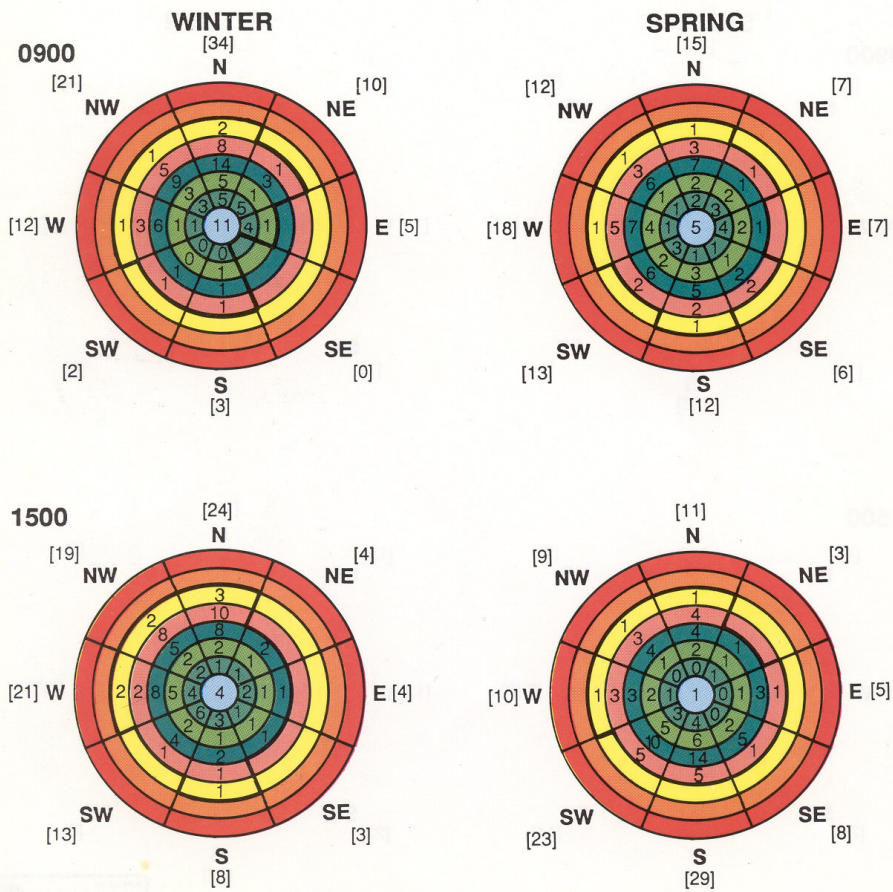
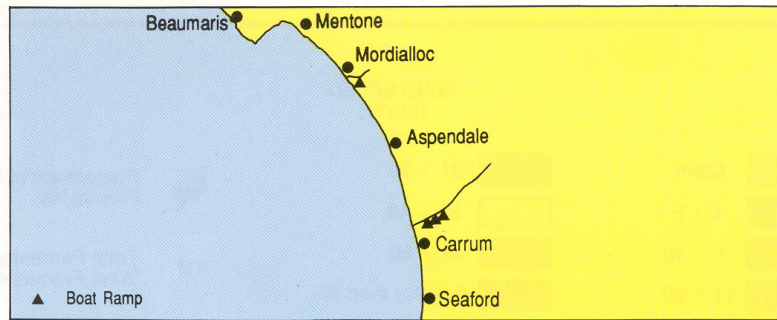
13C

Additional comments: No significant species

Appendix 4

Wind frequency diagrams - Aspendale





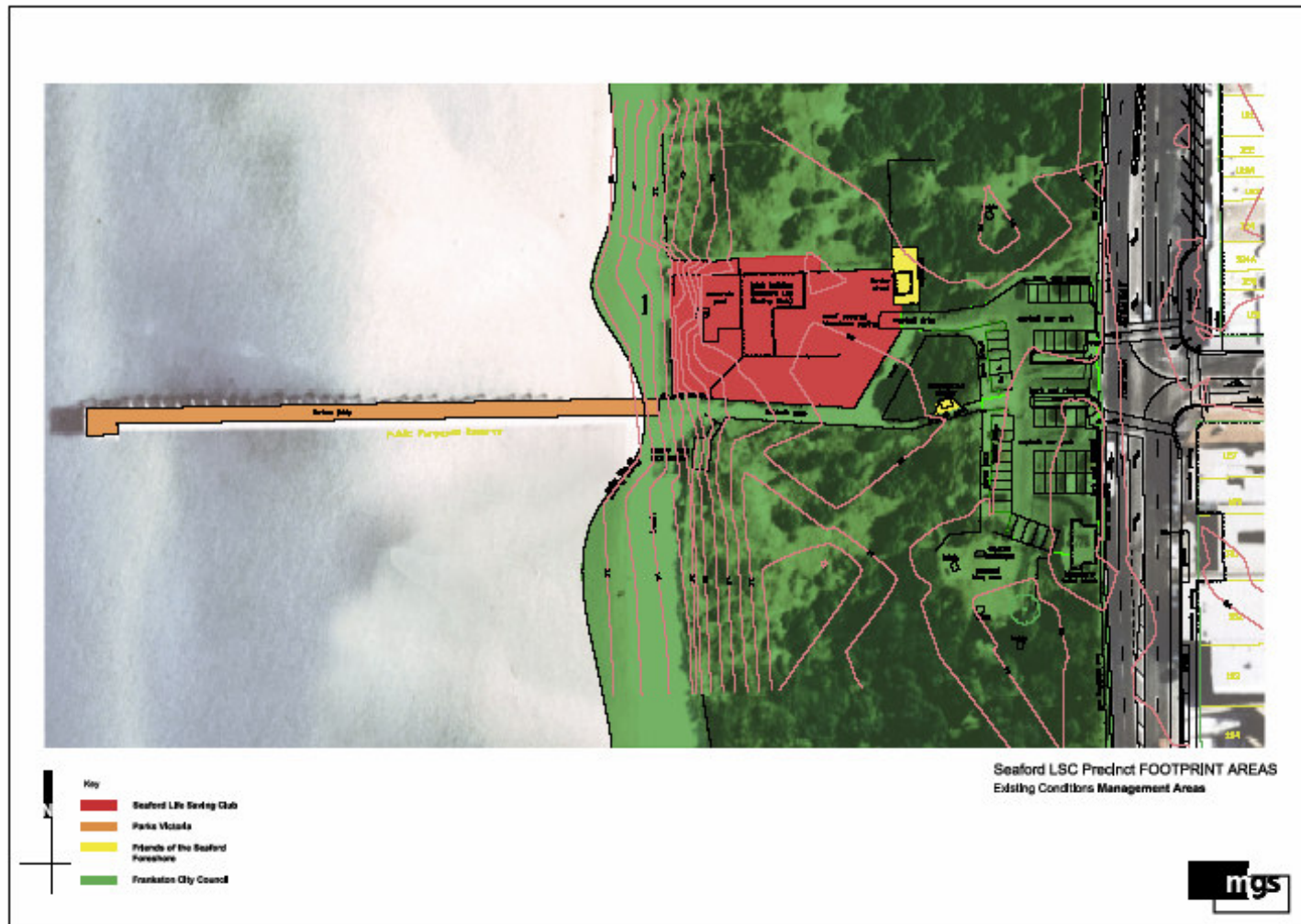
© Commonwealth of Australia 1989

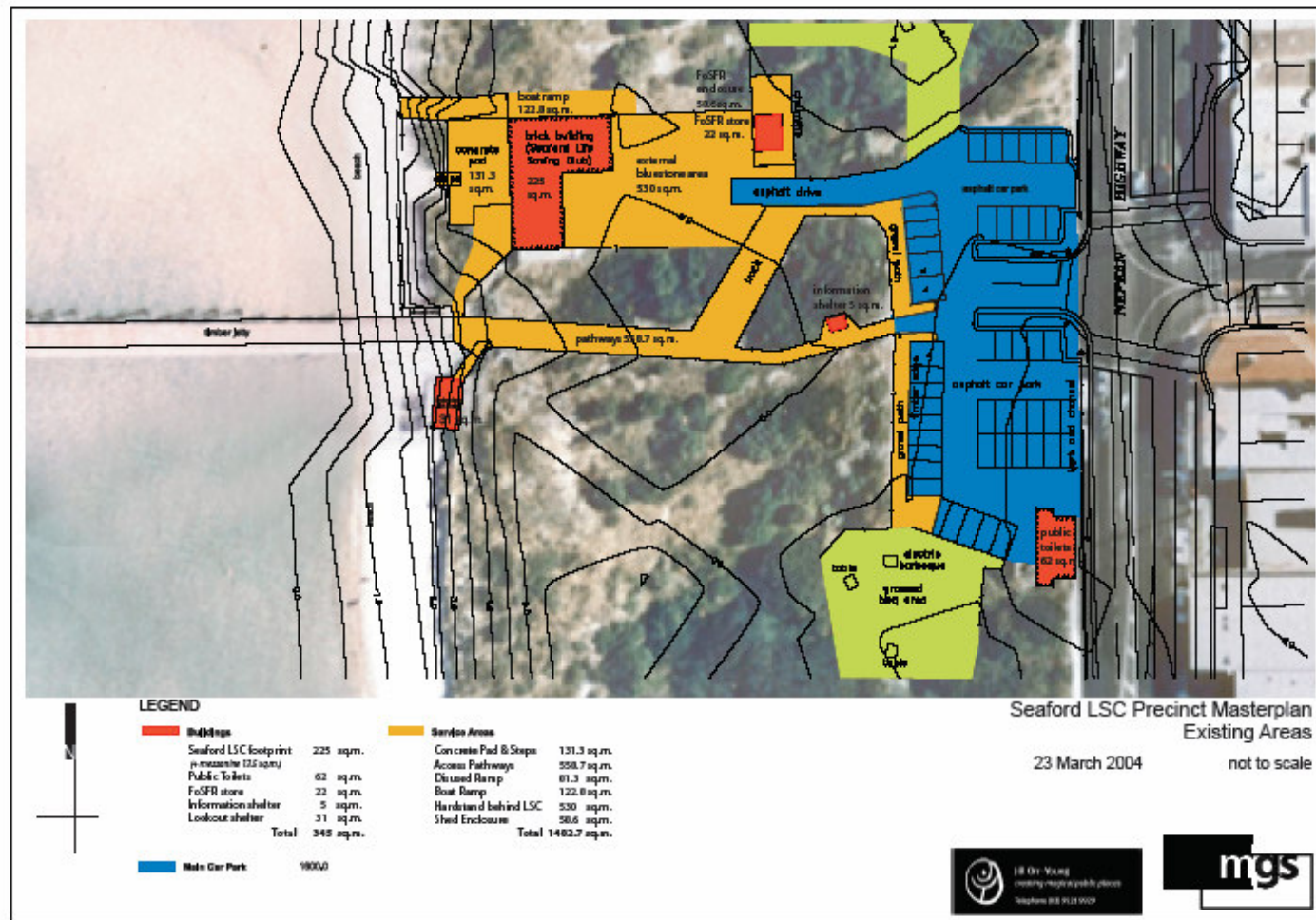
Appendix 5

The Seaford LSC Precinct:

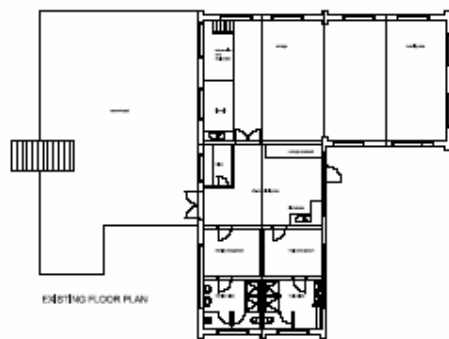
Drawings

- Management Responsibilities
- Existing Areas
- Proposed Building Areas
- Proposed Building Layout
- Sections – the LSC in context





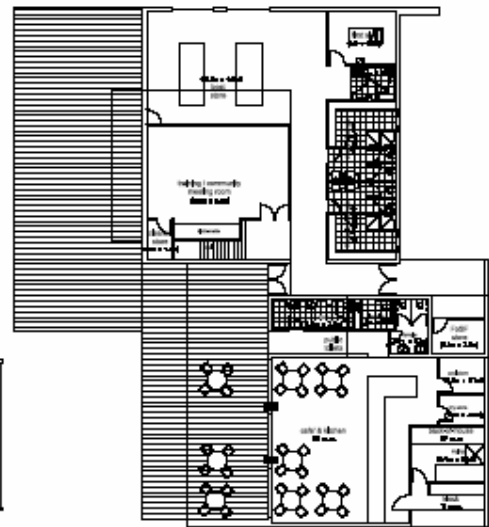




EXISTING FLOOR PLAN



UPPER FLOOR PLAN



UPPER FLOOR PLAN



PROPOSED SEAFORD LIFE SAVING CLUB

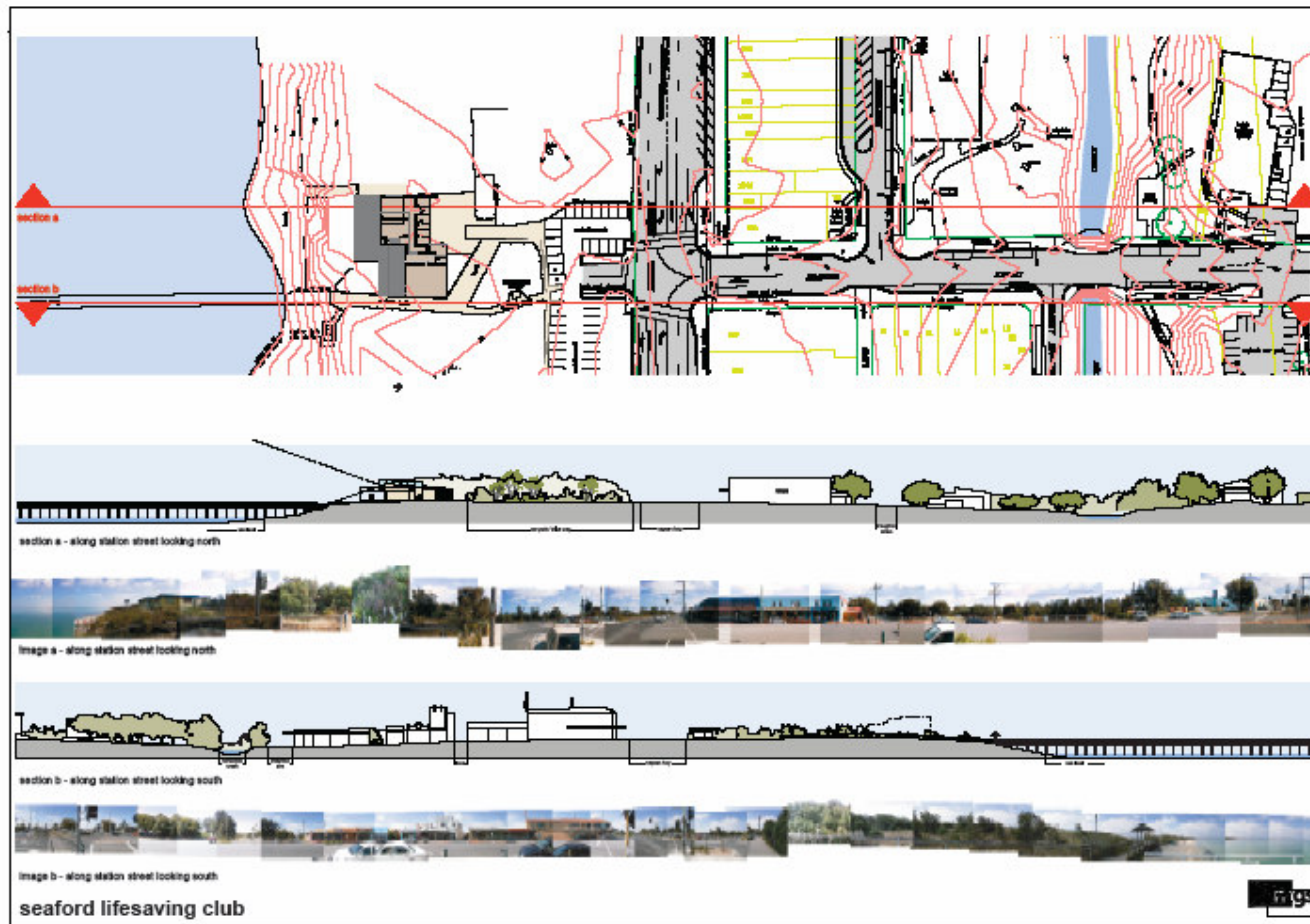
PRELIMINARY PLAN 15 april 2004

Scale 1:200



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This plan is prepared by the Council of Seaford Shire Council and is not a contract. It is subject to the terms and conditions of the Council's standard terms of service.



Appendix 6



DRAFT – For Discussion

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Assessment of Existing Conditions – Seaford Life Saving Club

Built History of Site

The original Seaford Life Saving Club building was built after the First World War, in front of the foredune of Seaford beach. The foundations still exist in the form of the concrete pad on the seaward side of the current building, though at some stage the original boat ramp was replaced by concrete steps.

The current building was constructed in two stages – the lower portion to the south was built in the 1950s, and the higher portion to the north was added in the 1960s. A mezzanine, containing an operations area (the “radio room”) above and first aid area below, was built by club members in the 1980s inside the taller 1960s building. Around the same time a small area of the older building was partitioned off as a simple kiosk.

The club went dormant during the Depression, and was re-established in 1936. To celebrate the 50th anniversary of the reformation of the club in 1986, a time capsule was installed in the slab of the meeting area.

Condition of the Buildings

A visual inspection has revealed a number of problems with the building, and in particular with the structure. The design of the structure is such that the roof members protrude from the walls where they are exposed to the external environment, allowing rust to develop. From ground level, rust is visible on most surfaces and bubbling is apparent where there is still paint. The immediate structural impact of this rust is unclear, but it is prudent to assume that if left untreated the rust will eventually cause the members to fail. There is also visible cracking in the brickwork, especially at the top of the walls and in some structural piers. The pattern of cracking is consistent with expansion caused by water damage to internal steel reinforcing – if this is the case, it is difficult to repair and is not merely cosmetic. In an exposed, reactive environment such as this, all examples of rust need to be addressed as soon as possible to avoid further complications.

The condition of the building linings is also a concern. The eaves are damaged and in some places missing, exposing the roof cavity to the weather and allowing birds and vermin to enter. In some places wiring hangs out of gaps in the soffit lining, causing a potential safety issue. Additionally, based on the age of the building it is highly likely that asbestos insulation and lining materials were used in its construction. These materials are only safe if they are securely sealed away from

building users. If there is asbestos in the building the safety of occupants and passers-by cannot be assured given the state of the structure.

The provision of utilities within the existing building is outdated, incomplete and in some places unsafe. The building is connected to power and water but not to the mains sewer – sewerage discharges into a septic tank, though at the time of writing the location and condition of the tank is unknown. This arrangement is not ideal in a coastal environment – it is highly possible that the tank discharges into the groundwater and from there into the bay. Within the building itself, water supply and sewerage is only connected to the southern 1950s section, which contains the toilet and kitchenette facilities. The first aid area housed in the northern section thus has no running water and its sink empties into a bucket. Apart from being an obvious inconvenience, this is a potentially serious health issue if potentially infectious waste needs to be disposed – for instance, in the case of a bleeding patient. The first aid area should be connected to water and waste or relocated nearer to existing services as a matter of urgency.

Functional assessment

In discussions with Tony Seal, President of the Life Saving Club, it is apparent that the arrangement of spaces within the building is in some cases in conflict with the functional needs of the club. The worst example of this is the main room of the building, which is used for both storage and as a training area and drill hall. The current floor surface is incompatible with both uses – a hard concrete slab is clearly unsuitable for first aid classes, and a resilient floor if installed would not be suitable for a storage area. Currently there is a loose arrangement of carpet laid on the floor to soften the surface, but as it is not fixed to the ground it is a safety risk for building users. The stored equipment includes the club's inflatable rescue boat and outboard motors. Keeping motor spares, lubricants and petrol in a meeting space poses a significant safety and fire risk, especially around younger children. Additionally, the space is not big enough for the modest needs of the club. In order to operate as a meeting area, the stored boats and operational gear first need to be moved out of the hall into the car park behind the building to clear sufficient space for groups to meet.. The space is not large enough to contain all of the equipment owned by the club – the club is already forced to store some gear on trailers at members' houses. In the next few years the club will be replacing the current 12' Malibu boards – which only just fit under the ceiling – with 19' boards, and they will also be acquiring additional inflatable boats and motors. Thus the current problems with storage will only increase in the future.

The operational area of the club is also poorly arranged. It is a very small space which has a cluttered, inefficient and insecure layout. The view of the beach is severely limited by the small window opening, and further obscured by the temporary aerials which are hung out the window when the club is operating. This requires club members to hang out of the window to view roving patrols, which is an unacceptable safety risk. The operations area is additionally a communications hub connecting the club patrols with district and state radio networks. There is little security to protect the multiple tiers of radio equipment and a lack of secure storage space for the handheld units when not in use. In the next few years the club will require a networked computer, increasing the risk of equipment theft and further crowding an already cluttered area.

The rest of the club facilities are basic but useable. As already noted the first aid area is not connected to utilities but is otherwise sufficient for club use. Similarly, the kiosk area and recreation space for off-duty club members are both small but the club has adapted its use to suit. The toilet facilities are cracked and clearly worn but clean and useable. They are approaching the end of their useful life and will require replacement when they inevitably fail, probably within the next few years.

Recommendations

Building a new structure for the Club operations and ancillary uses would be a preferable option compared to refurbishing or making additions to the existing structure, for the following reasons:

Renovation Premium:

Inevitably, renovations performed on an existing structure are more expensive than demolition and starting with a clear site. The existing buildings will require extensive rectification works to become suitable for even minimal club use, which is a difficult, time consuming and expensive process for a limited functional result. Extensions to the existing building – which will be necessary to accommodate the needs of the club – will be hampered by the need to address the existing degraded structure. The existing building has no inherent value which might justify the expenditure of extra money in saving the structure.

Structural Unknowns:

The original plans, structural computations and services layout for the existing building are not available. Also, the impact on the structure of the ad-hoc, unplanned additions installed by Club members is unknown. A detailed report prepared by a Structural Engineer will need to precede any renovation work, to establish the bearing capacity of the structure. The location of services may further complicate this process as any structural changes will need to take into account the location of hidden pipe work. The location and condition of the septic tank and other service connections will need to be assessed, and the cost of any repairs may approach the cost of installing a new, more environmentally responsive system.

Location:

The current location of the building on the seaward side of the foredune is not ideal from an ecological viewpoint. The current siting is based on a historical association which ignored the natural processes of erosion and sand deposition in the foreshore environment. No structure would be built as close as the Club facilities have been given the current understanding of these processes. While the current structure is not in immediate danger, in the medium term there is a real danger of damaging erosion to the beach if the structure is not relocated and the foredune stabilised through sensitive replanting.

Orientation:

The current building is poorly oriented in its local spatial context, both toward the beach and the adjoining shopping area on Nepean Highway. The Club has no defined entry or relationship to the car park and the street beyond, which makes it difficult for the Club to maintain an identity and presence in the local community. The poor linkage to the street also increases security risks by restricting the passive surveillance of passing pedestrians and traffic. From the other side, the building is very prominent from the beach and the pier, which is at odds with the otherwise natural state of the dune vegetation. This clear visibility causes many members of the public to assume the facilities – specifically, the toilets – are for public use. The relocation of the public toilets from the car park to a location nearer to the beach needs to be considered as part of any redevelopment. To accommodate the current club requirements and any potential expansion of functions on the site – such as an expanded commercial, educational or community use – would need to sensitively relate to both the beach and street context, which would be very difficult in the current location.

Environmentally Sustainable Design:

The current building is built without any recognition of ESD principles and is entirely unresponsive to the local climate. Amongst other problems, the current building presents large areas of masonry to the hot north and west sun in summer and the beach entry is exposed to cold winter weather from the southwest. Any remedial work to improve passive ventilation and lighting would be immediately hampered by the poor building orientation. The dispersed layout of buildings across the site is

materially and environmentally inefficient, and is contrary to DSE and VCC coastal design principles. While in principle it is best to renovate a building if possible, it is also appropriate to reuse suitable demolition materials as part of a new structure as a method of lessening the embodied energy of the new building, and reducing the need to remove materials from the site. By applying these and other ESD principles, a single new building would be far more environmentally sustainable than renovating the existing building.

Appendix 7

Advantages and Disadvantages of the 5 Proposed Building Sites

5 sites were examined for the possible location of a new LSC building. Each site has opportunities and constraints: advantages and disadvantages, as documented below.

Option 1: Existing Site

Advantages

- Requires only low-rise building (4.2m) for surveillance, in scale with foredune height and vegetation height
- Re-uses altered site
- Good surveillance of beach
- Least travel distance for rescue boats to beach access

Disadvantages

- Sited on active foredune
- Receives full impact of storm weather
- Surveillance cut by pier in south and dune/vegetation to north
- Low building would result in a larger building footprint
- Poor connection to car park – building located furthest from car park
- Requires demolition of existing building before new building can be constructed
- Precludes restoration of foredune
- North-south alignment takes least advantage of northern aspect
- North-south alignment blocks views to coast
- Pedestrian interface on south side (weather side) of building

Option 2: (ochre)

Advantages

- *Partly* sited on (altered) foredune behind existing building – reuses degraded area with no vegetation
- Does not require demolition of existing building before new building can be constructed, although vehicular access to existing clubhouse would be disrupted
- Creates and is part of the pedestrian route from car park to beach/pier
- Continues pier axis
- One combined access to beach for rescue boats, pier maintenance and for visitors' use

Disadvantages

- *Partly* sited on foredune - unstable dune with revegetation
- 6m high building required for equal surveillance – higher than surrounding vegetation
- Pedestrian interface on south side (weather side) of building
- North-south alignment takes least advantage of northern aspect
- North-south alignment blocks views to coast
- Still a fair distance from car park

Option 3: (green)

Advantages

- Sited behind foredune
- Good connection to car park
- Good visibility of new building from car park and Nepean Highway
- Does not require demolition of existing before new building can be constructed, although vehicular access to existing club would be disrupted
- Re-uses mainly degraded site

Disadvantages

- Taller building required (9.7m) for equal surveillance, not easily disguised in vegetation
Note max building height on Nepean Hwy currently 9m
- Pedestrian interface on south side (weather side) of building
- North-south alignment takes least advantage of northern aspect
- North-south alignment blocks vistas to coast
- Requires demolition or relocation of Friends of Seaford Foreshore Reserve facility prior to new building commencing
- Poorer surveillance of beach
- Further travel distance for rescue boats to beach access

Option 4: (purple)

Advantages

- Sited behind foredune
- Uses disturbed land of car park – no loss of vegetation
- Does not require demolition of existing before new building can be constructed, vehicular access to existing club would NOT be disrupted
- High visibility of new building from car park and Nepean Highway, providing good opportunities to sign post the facilities
- Good connection to car park

Disadvantages

- Tallest building required (10m)
Note max building height on Nepean Hwy currently 9m
- Poorest surveillance of beach, may require separate out post for life saving viewing station
- Reduces car park by 11 bays, which cannot easily be reaccommodated
- Noise levels from highway greatest
- Pedestrian interface on south side (weather side) of building
- North-south alignment takes least advantage of northern aspect
- North-south alignment blocks vistas to coast
- Poorer surveillance of beach
- Further travel distance for rescue boats beach to access

Option 5: (pink)

Advantages

- East-west alignment provides opportunities for passive solar heating/cooling principles to be applied
- East-west alignment allows views through (does not block views as north-south alignment)
- East-west alignment allows for good orientation of public functions (increased potential patronage to external deck areas)
- Disturbs primarily weeds on site
- Creates and is part of the pedestrian route from car park to beach/pier
- Continues pier axis
- Does not require demolition of existing before new building can be constructed, vehicular access to existing club would NOT be disrupted
- High visibility of new building from car park and Nepean Highway, providing good opportunities to sign post the facilities
- Good connection to car park
- Building height 6m for surveillance
- One combined access to beach for rescue boats, pier maintenance and for visitors' use
- Screens view of shops from pier

Disadvantages

Active sand-dune (site disturbance may cause blow-outs to Highway if not protected and restored with brush at same time as building)

Appendix 8

Literature Review:

Kananook Creek Reserve Landscape Master Plan December 1997

The master plan and accompanying report address the creek corridor from Eel Race Road to Mile Bridge, and make recommendations for linkages to the foreshore and Seaford wetlands in an ecological and eco-tourism context. The plan expanded its brief to address ecological, cultural, recreation and landscape issues in a regional context.

The larger issues of water quality and revegetation, which also affect the study area, are pertinent to the whole corridor, and are still the primary concerns today. However, this review extracts information of particular relevance to the Station Street study area.

'Station Street will be the support centre for visitor information, interpretation, facilities and transport linkages.' (from the Vision Statement)

Specifically, the plan advises: water sensitive urban design (WSUD) practices – retention of stormwater near its point of origin and slow release to groundwater; integrated catchment management (ICM) practices – control of contaminants including litter and silt; improved disabled access; consideration of the disused sub-station as a potential community resource; removal of power poles in Station Street; indigenous theme planting, including the planting of Banksias to terminate the Station Street view to the west; and a 10 metre landscape buffer strip to the creek. Additional amenities – drinking fountains (near trail entries), rubbish bins, seating, lighting and signage – were proposed near Station Street. The 'Arboretum' proposal is outside the master plan study area.

Of the main proposals, revegetation and creek edge restoration were the highest community preferences.

Changes since completion of the master plan:

- The Seaford wetlands have now been recognised as internationally significant within the Ramsar convention for wetlands of international significance for migratory birds
- The station car park has been extended
- A proposed bicycle trail will now follow the railway line alignment
- The 'Seaford shop' has been established in leased premises within the shopping centre. This addresses a need expressed in the Kananook Creek Plan for the availability of 'over the counter' interpretation material 'at a central location', but needs additional support with appropriate signage in the streets and landscape, and increased visibility. The Seaford Shop provides a central venue for easy access to information, for both the community and visitors, and an after-hours service for the junior library (personal communication). However, the suggestion that the Seaford Shop should be relocated to a purpose-built building in conjunction with the Seaford community centre is beyond the scope of this study
- A new location for the Seaford Scouts has been proposed at Keast Park, however the group has requested to stay in its present location
- FCC completion of a Recreation plan
- FCC completion of a Tourism Strategy

- Highway traffic controls and Broughton Street traffic flow and street parking have been modified in conjunction with Vic Roads
- Signalised access to foreshore car parking and kerb and channel to the car parks has been implemented by Council and VicRoads