



## safety beach coastal management plan

April 2016

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landscape architect



**MORNINGTON  
PENINSULA**  
*Shire*

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## Acknowledgements

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Australian Volunteer Coast Guard  
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Association for Building Community in Dromana  
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**In the spirit of respect, Mornington Peninsula Shire acknowledges the Boonwurrung/Bunurong people, members of the Kulin nation, who have traditional connections to and responsibilities for the Mornington Peninsula.**

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### executive summary

Victoria's Mornington Peninsula features magnificent landscapes, coasts and beaches that are of State significance and attract millions of visitors every year.

The Safety Beach foreshore holds important values around the natural environment, cultural heritage and recreation – for local residents and visitors alike. Managing these values for their future protection is vital given the projected growth in local and regional populations and the likely increase in demand for coastal recreation.

In this context, the *Safety Beach Coastal Management Plan (SBCMP)* has been prepared to provide strategic guidance for the future use, development and management of the Safety Beach foreshore reserve.

Through consultation, a vision for the reserve has been developed that reflects the aspirations of the community and other stakeholders:

*'To protect, maintain and create awareness of the unique natural and cultural history of the Safety Beach Foreshore Reserve. To provide an improved level of service and an enhanced, high quality, coastal experience for both residents and visitors.'*

In planning to achieve this vision, the SBCMP builds on the foundation of the *Mount Eliza to Point Nepean Coastal Action Plan (CCB 2005)* by designating areas as zones of activity, recreation or environmental sensitivity. In this way different areas of the foreshore are allocated different primary roles, providing a framework for planning by public land managers and community groups involved in their management. Any future development proposals are also assessed within this context.

## executive summary

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The SBCMP provides strategies for the future planning and management of the Safety Beach foreshore reserve based on the following themes:

- natural systems
- cultural heritage
- recreation
- safe access and use
- infrastructure and buildings
- climate change adaptation
- commercial operators, tourism and events
- community awareness and involvement

Each strategy describes existing conditions and identifies objectives and actions where relevant. The main issues are also highlighted.

Key actions outlined within this plan include to:

- Improve public amenity within the open spaces of the reserve
- Improve pedestrian accessibility to and within the reserve  
Review car parking throughout the reserve
- Improve efficiency of the current boat ramp facilities
- Stabilize beach erosion and improve maintenance within the reserve
- Create awareness of local history and natural environment
- Protection of the foreshore dunes and vegetation

The SBCMP also includes a Works Schedule and timeline for the proposed staging of works recommended in the SBCMP. It is recommended that, works should be implemented over three, five and eight year stages with a review of the planned works at the end of each stage.

## 1. Introduction

### 1.1 Purpose of the plan

The *Safety Beach coastal management plan* (SBCMP) has been prepared to *guide the future management; use; and development of the Safety Beach foreshore.*

*The SBCMP covers the geographical area identified in Section 1.4.*

The purpose of a coastal management plan is to:

- identify a vision for the coastal foreshore reserve
- identify environmental, heritage and recreational values
- develop strategies to protect these values
- guide future use and management
- identify actions and timeframes in which to achieve the actions
- provide a works schedule and timeline which prioritises works over three, five and eight year stages
- provide a framework for coordinated and informed decision making; management and engagement with the community and key stakeholders
- provide a process for monitoring and review

### 1.2 Structure of the plan

The plan's structure is as follows:

It establishes a vision for the foreshore informed by community and stakeholder consultation.

It then designates sections of the foreshore in terms of planning units i.e. Activity zone, Recreation zone and Sensitive areas.

The designation of planning units is based on a combination of existing conditions; patterns of land use and infrastructure; the extent to which an area has been modified; and an analysis of natural systems, cultural heritage and social values. In this way, different sections of the foreshore are allocated different roles.

# introduction

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After this, the plan outlines strategies for the foreshore based on the following themes:

- natural systems
- cultural heritage
- recreation
- safe access and use
- infrastructure and buildings
- climate change
- commercial operators, tourism and events
- community awareness and involvement.

Each strategy describes existing conditions and identifies objectives and actions to be implemented over three, five and eight-year stages following adoption by Council. Key actions and issues are also highlighted. (Refer to Appendix F for proposed recommendations)

Draft landscape master plans have also been developed to illustrate proposals for the redesign of significant 'nodes' along the Safety Beach Foreshore. These plans include recommendations for achieving the key actions identified in the plan and are included as an Appendix (Appendix G) to the report.

The final section of the plan deals with implementation. The actions throughout the plan are given a priority level and timeline and a Works Schedule has been developed to better understand how the Shire will deliver on these actions. The Works Schedule and timeline are included as appendices to this plan (Appendix C)

It is noted that, while it is important to record all relevant issues and the aspirations of the community and stakeholders, it may not always be possible to incorporate all of these into actions to be undertaken by the Shire within a specified period. In the SBCMP, actions identified relate to what the Mornington Peninsula Shire, as the land manager, is committed to achieving while the plan is in effect.

The SBCMP is primarily intended to provide a future planning and management tool for the Safety Beach Foreshore. In some cases, where major capital works are required and/or other stakeholders are primarily responsible for implementing works, the plan may identify the need for advocacy or additional precinct plans, which may be subject to separate consultation, approval and funding arrangements.

## 1.3 Context

### 1.3.1 Planning framework

The coast is a complex environment whose management is generally guided by the State government's *Victorian Coastal Strategy 2014* and any relevant coastal action plans, as well as other related legislation, policy and planning documents.

Key legislation, policy and planning documents that apply to or provide context for the SBCMP are summarized in Appendix A and are listed below.

- *Aboriginal Heritage Act 2006*
- *Aboriginal Heritage Regulations 2007*
- *Coastal Management Act 1995*
- *Environmental Protection Act 1970*
- *Flora and Fauna Guarantee Act 1988*
- *Heritage Act 1995*
- *Mt Eliza to Point Nepean Coastal Action Plan 2005*
- *Mornington Peninsula local planning scheme*
- *Mornington Peninsula Strategic Plan 2013 - 2018)*
- *Planning and Environment Act 1987*
- *Victorian Coastal Strategy 2014*
- *Draft Regional Coastal Action Plan 2014*
- *Safety Beach Foreshore Masterplan 1999*

## introduction

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Each document has been reviewed for relevance to the development of the SBCMP and appropriate directions have been included where relevant.

### 1.3.2 The Mornington Peninsula Shire

The Mornington Peninsula is located south-east of Melbourne and is often described as Melbourne's playground. The Mornington Peninsula is a 720 square kilometre, boot-shaped promontory separating Port Phillip and Western Port. The area has a diversity of scenic landscapes, with coastal boundaries totaling 192 kilometres – approximately 10 per cent of Victoria's coastline. It is characterized by a mixture of bushland, urban areas, resort towns, tourist developments and rural land.

The Peninsula is Victoria's most popular informal recreation area. It features magnificent landscapes, coasts and beaches that are of State significance and attract millions of visitors every year.

Most of Mornington Peninsula's residential population lives along the coastline of Port Phillip. In 2013 the Australian Bureau of Statistics estimated the shire's population to be 152,260, comprising diverse age groups and socio-economic backgrounds. The Shire also has a significant non-resident population that can increase, in total population, by up to 30 per cent during the summer months.

Mornington Peninsula's social, economic and environmental diversity means that a 'one size fits all' management approach is not suitable. Mornington Peninsula Shire Council recognises the need to respect and nurture this diversity. The development of coastal management plans for individual foreshore areas are developed to tailor solutions to local needs.

### 1.3.3 A sustainable peninsula

Mornington Peninsula Shire Council recognises the competing tensions within and pressures on our coastal foreshore reserves and is committed to working with the community to achieve outcomes that are socially, ecologically and economically sustainable.

In developing our coastal management plans, Mornington Peninsula Shire adopts an ecologically sustainable management approach, which requires that:

- land use and land management practices must be compatible with the area's ecological capacity
- the impacts of local decisions must be examined in a regional context
- planning must consider long-term change and unexpected events
- rare landscape elements and associated species must be preserved
- large contiguous or connected areas that contain critical habitats will be retained
- the effects of development on ecological processes will be avoided or minimized and must be compensated for where appropriate.

# introduction

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## 1.4 Safety Beach foreshore plan area

The Safety Beach foreshore reserve is located along Port Phillip within the township of Safety Beach. Figure. 1 shows the location of Safety Beach in a regional context.

The Safety Beach foreshore area, to which the SBCMP applies, is located at the northern end of Dromana Bay and includes the foreshore land between Tassell's Beach at its most northerly point, and the corner of Marine Drive and Nepean Highway (locally known as Hospital Corner) at its southern boundary. The Mornington Peninsula Shire holds freehold title to the entire Safety Beach foreshore area. (see Figure 2).

The Safety Beach foreshore reserve sits between the beach dune and Marine Drive and varies in width from 30 to 50 metres. It is bounded by Mt Martha to the north and Dromana to the south and includes approximately 4 kilometres of open space and carpark area.

The Martha Cove Marina boat canal effectively separates Tassell's Beach at the northern end from the main body of the reserve, with pedestrian access from Tassell's beach to the main foreshore reserve only possible via a lift and staircase to an underpass walk way. At the southern end of the reserve, both Dunns and Sheepwash Creeks cross the reserve and flow out into the Bay. Pedestrian bridges are provided at these points.

The foreshore is generally included within the Public Park and Recreation Zone (PPRZ) under the Mornington Peninsula planning scheme (Appendix A).

The purpose of this zoning is to recognize areas for public recreation and open space; protect and conserve areas of significance; and provide for commercial uses where appropriate.



Figure 1: Location map showing Safety Beach foreshore in a regional context

## introduction

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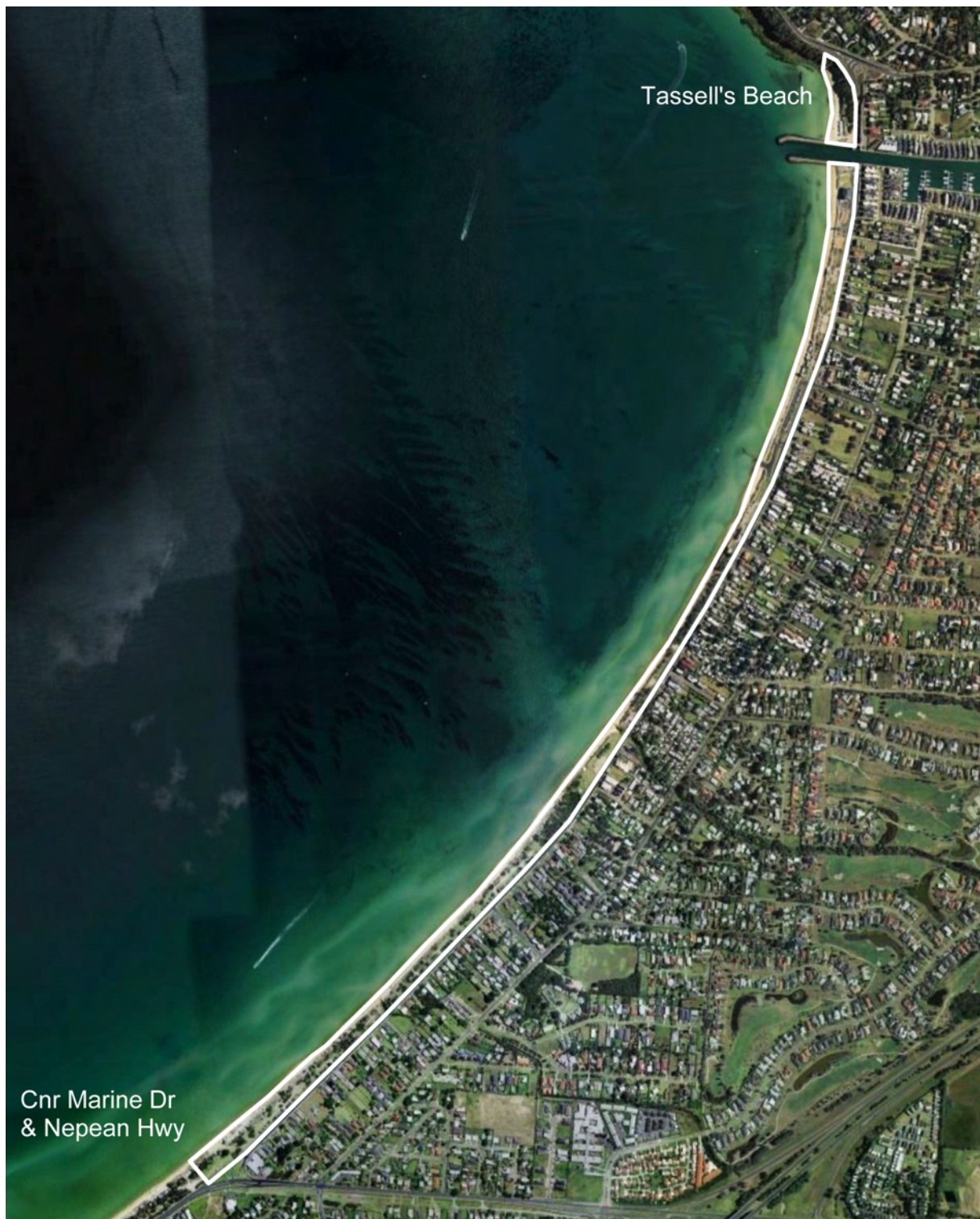


Figure 2: Safety Beach foreshore study area

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# introduction

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## 1.4.1 Management responsibilities

### Mornington Peninsula Shire

Mornington Peninsula Shire holds freehold title to the whole of the Safety Beach foreshore reserve. Subject to the provisions of the local Planning Scheme and other relevant statutory requirements, the Shire may manage, improve, maintain and control the land for the purposes which are deemed appropriate. The Shire may also lease areas of the foreshore reserve.

Based on the best practice model of Integrated Coastal and Marine Planning, the Shire works closely with other State Government agencies to achieve positive outcomes on all of its coasts, including at Safety Beach.

### Department of Environment, Land, Water and Planning

DELWP is the nominal landowner of coastal Crown land whose management it administers on behalf of all Victorians.

Any proposal to use or develop coastal Crown land must gain written consent from DELWPI under the *Coastal Management Act 1995*

At Safety Beach, the sea-bed (from mean high water mark) is unreserved Crown land managed by DELWP's Public Land Division, including the Aquaculture (Mussel) Farm located off Safety Beach

### Parks Victoria

Parks Victoria is both the local Port Authority and holds responsibility for the management of recreational boating (including personal water craft / jetski's) starting at the mean high water mark. Parks Victoria has no responsibility for land management. Their key areas of responsibility are to enforce the *Marine Safety Act 2010* (Vic) and the *Marine Safety Regulations 2012* (Vic), including the five knots speed limit; boat user safety equipment; boating and swimming zones; and monitoring of licenses.

## 1.4.2 Development of the Safety Beach coastal management plan

The identification of values for the SBCMP was determined through extensive consultations with the community and

## introduction

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partner agencies; site visits; and a review of existing conditions and background literature.

Community and stakeholder groups were consulted throughout March and April 2013 to assist in the identification of the foreshore vision; use; and management issues; and to discuss potential opportunities for improvement within the reserve.

A combination of meetings and interviews were held with key stakeholders. The wider general public was consulted through onsite intercept interviews and surveys, as well as through 200 written questionnaires which were letterbox dropped to local households. Appendix D provides the collated community consultation report prepared by Simon Leisure, 2013.

A draft management plan was presented to representatives from key stakeholder groups on the 29th of October 2013 and, following a presentation to the ward councillors in December 2013, draft plans were revised to reflect all responses.

Based on the outcomes of these consultations, landscape master plans were developed for five specific areas along the foreshore to provide more detailed development options for the SBCMP. Ward councillors were briefed in July 2014 and draft landscape master plans were presented to representatives from key stakeholder groups on the 30th of July 2014.

Council officers continued to meet with key stakeholder groups to discuss the proposed plans and submissions from these groups were received up until October 2014 when plans were once again revised to reflect these inputs.

## 2. Vision and objectives

### 2.1 Introduction

In preparing a management plan, it is important to establish an overarching sense of direction – or vision – regarding the future role, function and character of the foreshore area as a whole and for specific locations (or nodes) within the area, which is both inspirational and shared with the widest possible range of stakeholders.

Such visions provide a means to coordinate actions; encourage participation; and measure progress. The vision for the Safety Beach foreshore has been developed through an iterative process of consultation with the community. Refer to Appendix E for Visioning Report.

### 2.2 Vision for the Safety Beach Foreshore

*'To protect, maintain and create awareness of the unique natural and cultural history of the Safety Beach Foreshore Reserve. To provide an improved level of service and an enhanced, high quality, coastal experience for both residents and visitors.'*

The SBCMP's vision and objectives reflect the long-term strategies of Mornington Peninsula Shire Council and the objectives identified are consistent with existing strategic coastal policy (e.g. *Victorian Coastal Strategy 2014* and the *Point Nepean to Mt Eliza Coastal Action Plan 2005*) for coastal foreshore land and surrounding areas. Importantly, the vision and objectives highlight the needs and aspirations of the local community, key stakeholders and other foreshore users.

### 2.3 The Mornington Peninsula Shire coastal experience

Through the SBCMP, the Shire commits to a high-quality coastal experience including:

- protecting and managing natural systems and processes
- identifying and protecting cultural values
- providing a safe and clean environment
- providing access and recreational opportunities for a range of users
- encouraging community awareness and involvement
- managing and protecting our coastal areas for current users as well as future generations
- leadership on climate change within our community
- consideration of available resources and effective actions

## vision and objectives

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*To protect, maintain and create awareness of the unique natural and cultural history of the Safety Beach Foreshore Reserve. To provide an improved level of service and an enhanced, high quality, coastal experience for both residents and visitors.*

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### 2.4 Safety Beach foreshore planning unit structure

This Coastal Management plan builds upon the *Mt Eliza to Point Nepean Coastal Action Plan 2005* by designating areas of the foreshore as Activity, Recreation or Sensitive zones.

These designations are based on the careful consideration of a combination of factors including existing conditions, patterns of land use and infrastructure, the extent to which an area has been modified and habitat/environmental values.

In this way different areas of the foreshore are allocated different primary roles, providing a framework for planning by public land managers and community groups involved in their management. Any future development proposals will also be assessed within this context. This approach is also consistent with the principles of the *Victorian Coastal Strategy 2014*.

The following units have been identified as part of the Safety Beach foreshore (Figure 3)

#### Activity nodes

Activity zones may contain activities which are less coastal dependent and new developments will be considered where the proposal is a suitable development that provides environmental, social and economic benefits; enhances the community's value of the coast; integrates with the coastal landscape and setting and is of a scale suitable to the local context, appropriately sited and designed.

#### Recreation nodes

Recreation zones include designated areas of higher recreational functions such as boat ramps, walking/cycling tracks and community buildings.

#### Sensitive areas

These areas are defined primarily as having high ecological and/or cultural heritage values that should be preserved. While some informal recreation such as swimming, snorkelling or walking may still occur within these areas, the emphasis in these areas is on the preservation and conservation of these values.



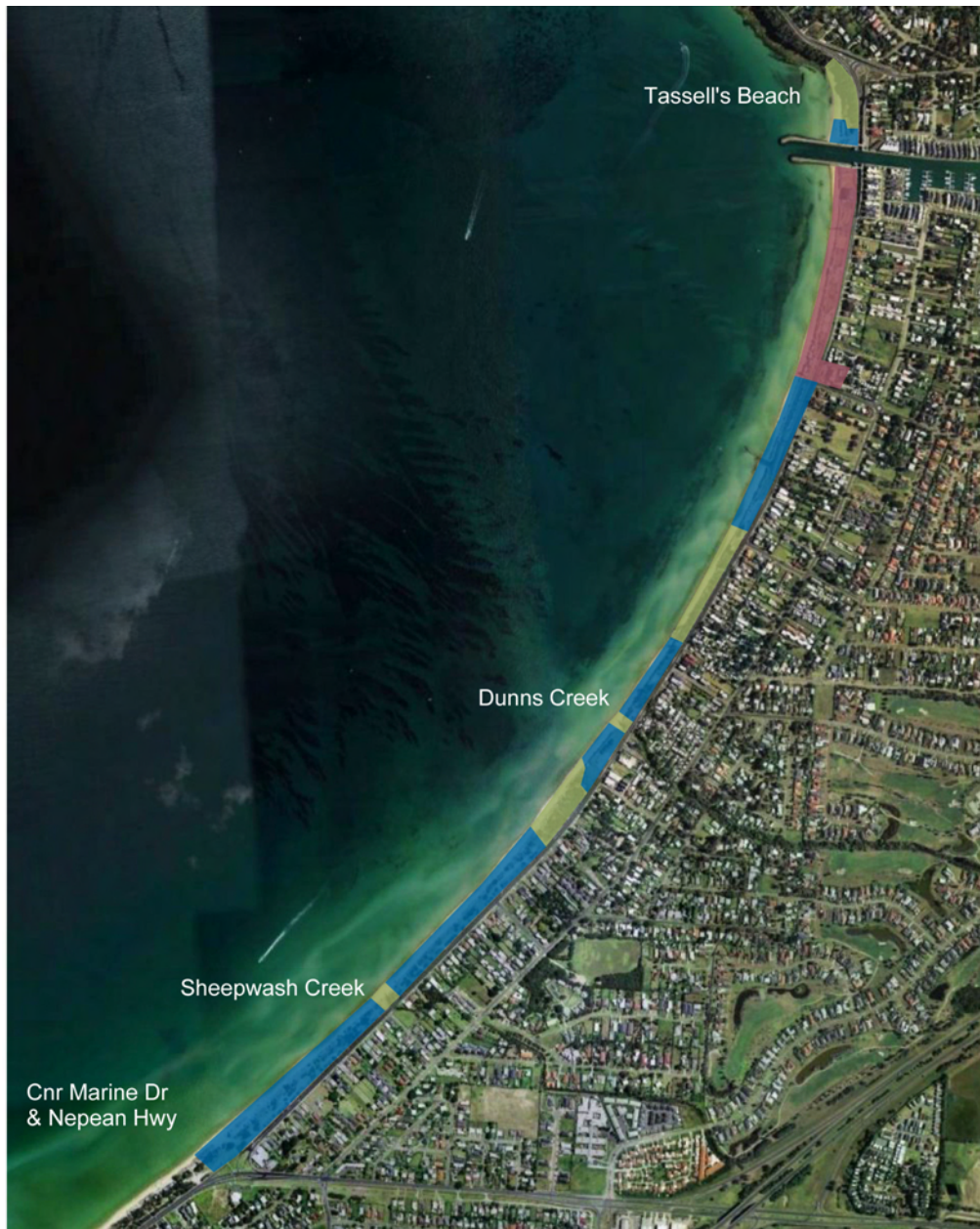


Figure 3: Planning units

**Activity Node**

The Activity node contains activities which are less coastal dependent but any new proposals must demonstrate net community benefit and be sympathetic with the coastal setting. There are smaller areas that contain high ecological, cultural and recreational values which must be protected and enhanced.

**Recreation Node**

Includes designated areas of higher recreational functions such as boat ramps, walking/cycling tracks and community buildings.

**Sensitive Areas**

Defined primarily as having high ecological and/or cultural heritage values that should be preserved. While some informal recreation such as swimming, snorkelling or walking may still occur within these areas, the emphasis in these areas is preservation and conservation.

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## 3. Strategies

## strategies

### 3.1 Strategies for natural systems



*Safety Beach looking toward Mt Martha, Rose Series Postcard circa 1920-1954, State Library of Victoria.*

#### 3.1.1 Flora and fauna protection and enhancement

##### Native flora status

The primary goal for native vegetation management in Victoria is that there should be *'no net loss in the contribution made by native vegetation to Victoria's biodiversity'*. This goal is established through *Victoria's Native Vegetation Permitted Clearing Regulations* which have been designed so that native vegetation removal has a neutral impact on biodiversity while balancing the needs of the environment with other community objectives. Unless exempt under the provisions of the planning scheme, a primary requirement for use and development of foreshore land should be to retain and enhance native vegetation.

*Since the 1840's the landscape of Safety Beach was progressively cleared of vegetation and modified. Over the decades extensive changes have taken place resulting in a landscape where 'only small areas of natural vegetation remain and these are in a highly modified state. (Inspiring Place 1999)*

Although much of the vegetation currently within the reserve is either regrowth, planted or weed species, four Ecological Vegetation Classes (EVC's) can be identified as being originally located within the Safety Beach foreshore reserve (DELWP 1750 & 2005 EVC Maps). These are Coast Banksia Woodland (EVC 2), Swampy Riparian Woodland (EVC 83), Swamp Scrub (EVC 53) and Coastal Headland scrub (EVC 1).





Modeled Extent of Native vegetation pre-1750

Modeled Extent of Native vegetation 2005

Figure 4: Safety Beach foreshore EVC zones (DELWP 2014)



*Safety Beach looking toward Dromana, Rose Series Postcard circa 1920-1954, State Library of Victoria.*

Coast Banksia Woodland (EVC 2) is typically located along the coast on secondary or tertiary dunes behind 'Coastal Dune Scrub' (DEPI 2014). The upper storey is dominated by Coast Banksia *Banksia integrifolia* and the under-storey is dominated by the succulent creepers Seaberry Saltbush *Rhagodia candolleana* and Bower Spinach *Tetragonia implexicoma*.

Swampy Riparian Woodland (EVC 83) is considered 'Endangered' in the Gippsland Plain Bioregion (DEPI 2014). Located along Dunns Creek, this is described as a Woodland to 15 m tall generally occupying low energy streams of the foothills and plains. The lower strata are variously locally dominated by a range of large and medium shrub species on the stream levees in combination with large tussock grasses and sedges in the ground layer. The upper

storey is dominated by Swamp Gum *Eucalyptus ovata* and Narrow-leaf Peppermint *Eucalyptus radiata* with an understorey of Blackwood *Acacia melanoxylon*, Swamp Paperbark *Melaleuca ericifolia* and Woolly Tea Tree *Leptospermum lanigerum*.

Swamp Scrub (EVC 53) is considered 'Endangered' in the Gippsland Plain Bioregion (DEPI 2014). Located along Sheepwash creek and on the foreshore where Marine Drive meets Nepean Highway. Described as a closed scrub to 8 m tall at low elevations on alluvial deposits along streams or on poorly drained sites with higher nutrient availability. Swamp scrub is dominated by dense thickets of Swamp paperbark *Melaleuca ericifolia* with a herbaceous ground layer and occasional emergent *Eucalypts* (DEPI 2014).

Coastal Headland scrub (EVC 161) is located atop the cliffs of Tassell's Beach and is considered 'depleted' in the Gippsland Plain Bioregion (DSE 2012). It is generally located on steep, rocky

## strategies

headlands and cliffs. Shrub species occurring in the community include Coast Tea-tree *Leptospermum laevigatum*, Coast Wattle *Acacia longifolia* subsp.

*sophorae*, Coast Beard-heath *Leucopogon parviflorus* and Sea Box *Alyxia buxifolia*.

Bower Spinach *Tetragonia implexicoma*, Seaberry Saltbush *Rhagodia candolleana* subsp. *candolleana* and Small-leaved Clematis *Clematis microphylla* are climbers present in the community and a sparse ground layer can include Coast Tussock-grass *Poa poiformis*, Knobby Club-sedge *Ficinia nodosa*, Small-flower Flax-lily *Dianella brevicaulis* and Coast Bonefruit *Threlkeldia diffusa*.

Although there are areas where native vegetation regrowth has been successful it is an ongoing project with vegetation under great pressure from unrestricted vehicle access; compacted soils; unlawful pruning; unrestricted pedestrian access; and competing weed species. The foreshore reserve can be a harsh and exposed growing environment and the establishment of revegetation projects, especially in within the Activity Zone (refer figure.3), has had varying success. Without a vegetated foredune to buffer wind and salt spray, most successful revegetation has occurred behind structures such as boat sheds; fences or shade cloth screening.

Dominant weed species included Myrtle-leaf Milkwort *Polygala myrtifolia*, Sweet Pittosporum *Pittosporum undulatum*, Boneseed *Chrysanthemoides monilifera*, African Boxthorn *Lycium ferocissimum* and Panic Veldt Grass *Ehrharta erecta*.

*Strategic revegetation projects; weed management; and the careful control of vehicular and pedestrian access are the main methods of protecting and enhancing the area's coastal vegetation. Important factors to be considered when planning and implementing vegetation management within the reserve include vegetation quality; habitat value; erosion; accessibility; and resource availability.* (Thyer 2006).



*Shade cloth fences to protect plantings*



*Footpath through area of woodland regrowth*



*Indigenous tree and sedge regrowth, Dromana Boundary*

It should be noted that significant effort and resources have been devoted to improving native vegetation on the Safety Beach Foreshore. The Safety Beach Foreshore Landscape Committee and the Safety Beach Foreshore Advisory Group are to be commended for driving this activity.

## Native Fauna status

The Safety Beach study area contains 'a number of vulnerable and critically endangered bird species and the vulnerable Swamp skink (*Egernia coventryi*) that occur in this coastal area. These are considered to be *Very Highly* valued. Rare and threatened species are at a *Very High Risk* of invasion by exotic flora and fauna. (Mt Eliza to Point Nepean CAP 2005).

The foreshore reserve has varying habitat types ranging from cliffs to woodland, scrub and low dunes in the south. Coastal Headland Scrub is found along the Tassell's Beach cliffs and provides homes for reptiles, birds and mammals. Fallen tree limbs and large branches within areas of woodland and scrub create ground logs with small hollows that are home to reptiles, insects and possibly terrestrial mammals. The sandy primary dune, to the south of the reserve, provides homes for lizards, some birds and swamp rats. The mouth and banks of Dunns Creek and Sheepwash Creek are home to small fish, reptiles and coastal birds.

Port Phillip Bay generally is a rich source of food for coastal birds. Overall, the environs of the foreshore are considered to be of regional significance, with taxa throughout the area listed at local, regional, state and national levels.

Like much of Victoria, the Mornington Peninsula faces a mass depletion of natural vegetation and fauna populations, including the loss of some significant species. Weeds, vermin and human disturbance are the greatest causes of local extinction of habitat and fauna populations on the peninsula and within the study site.



*Clifftop vegetation above Tassell's Beach*



*Boardwalks help to protect and shelter plantings and fauna*



*Informal vehicle access over dunes, Southern section.*

## strategies

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Public education on appropriate vegetation, on-going weed control and eradication, regeneration or restoration of the original EVCs are recommended. Introduced fauna can cause pressure on remaining native fauna and should be eradicated or controlled. Public awareness of the impacts of introduced fauna on native species will assist with controlling this issue.

### Issues

- *At four kilometers long, the reserve is large and resources are limited*
- *Very little information about the native flora and fauna in the reserve is provided for park users*
- *Revegetation projects are often exposed to high winds and salt spray, currently shade cloth fences with star stakes are being used to protect vegetation in the reserve between Victoria St and the Marina canal.*
- *Large areas of the reserve lack canopy trees.*
- *Vegetation vandalism, particularly to achieve view lines.*
- *Soils are compacted and can be challenging to revegetate.*
- *In some areas of regrowth larger canopy trees such as Coastal Banksia (*Banksia integrifolia*) are beginning to die out.*
- *Large shrubs of exotic species such as Mirror bush (*Coprosma repens*) are common in the southern section of the reserve.*
- *Both Dunn's Creek and Sheep Wash Creek have exposed backs with erosion regularly occurring*
- *Vehicles are driving over dunes in southern end of reserve.*
- *Introduced animals such as foxes, cats and dogs are threatening native fauna values.*



*Wind and salt spray affected vegetation*



*Uncontrolled vehicle access through vegetation*

### Objectives

- Strategically target weed management and re-vegetation activities in high-quality areas, particularly if these areas are highly visible to the public.
- Increase public awareness of the ecological values of the foreshore and ways to minimize impacts.
- Undertake successful prosecution for offenses that impact upon native flora and fauna values
- Investigate opportunities for structures and landscape initiatives which provide protection for revegetation plantings from high winds and salt spray.
- Restrict pedestrian and vehicle access in sensitive areas.

### Actions

- Continue budgeting to improve ecological and aesthetic values of native vegetation, particularly in areas with high public visibility.
- Continue to support community weeding and re-vegetation projects, ensuring projects take into consideration such factors as vegetation quality, erosion, amenity, habitat value, succession planting and resource availability. All works to be coordinated with the Shire.
- Promote the Safety Beach foreshore's ecological values through opportunities as they arise such as interpretive signage located along the reserve
- Install and monitor nest boxes throughout the foreshore, particularly in the areas lacking natural hollows.
- Promote planting of canopy trees in strategic locations along the foreshore

- Review carparking within the reserve. where possible remove small ineffective car parks from sensitive vegetated areas and revegetate. Especially within the banksia woodland between Tonkin Street and Dunns Creek.(Refer Appendix F to proposed recommendations).
- Construct timber boardwalk between Yacht club / Coast Guard/Community Centre and existing playground opposite Victoria St. Boardwalk handrails can be designed to provide wind and salt spray protection to revegetation areas and surrounding landscaping can be reshaped to create an undulation dune topography to improve soils and help to deflect strong winds.  
(refer to Appendix G, Masterplan 2 & 3)
- Formalize beach access ramp in one location in southern section of the reserve and install barricades to protect dune vegetation for further damage. (refer to Appendix G, Masterplan 4)
- Install timber boardwalk through wetland/sedge regrowth behind boat shed at the southern boundary with Dromana. The boardwalk can include interpretive signage highlighting vegetation classes and work being done by shire and community group. Boardwalk can link in with future boardwalk planned by the Dromana Foreshore Committee (refer to Appendix G, Masterplan 6)

# strategies

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## 3.1.2 Bushfire Hazard

Mornington Peninsula Shire has adopted fire management plans for nearly all bush land reserves under our management.

The shire’s fire management plans have been developed in consultation with the Municipal Fire Management Planning Committee (MFMP). The MFMP consists of representatives from the shire as well as all relevant fire management agencies. The MFMP aims to achieve a consistent and effective approach to fire management planning across the Mornington Peninsula. The MFMP collaborates to develop prevention, preparedness, response and recovery strategies for all types of fire risk.

Fire management plans detail works to be undertaken at bushland reserves to reduce fire risk to assets such as houses. Each plan identifies fuel management zones (FMZs) and sets out the work to be undertaken within each zone. Works are carried out annually.

The Mornington Peninsula Shire does not classify Safety Beach foreshore reserve as a bushfire hazard due to the low vegetation load and as such does not have a fire management plan in place.



### 3.1.3 Coastal geology, processes and infrastructure

The site lies on the boundary between two distinct geologies.

The northern end of the beach is underlain by sands and clays weathered from the underlying Devonian age Granites and Granodiorites while the southern end of the beach is shown to comprise recent Fluvial deposits.

Cliffs at the northern end of Tassell's beach consist of Clayey Sand over a granite base.

Sediments on the beach tend to be coarse becoming finer offshore. During summer months sands move along the shore from south west to north east with the predominant south west winds and waves, during the winter months this process is reversed. Overall there is a slow migration of sand from north east to south west in the order of 1000 cubic metres or less.

The rock training walls of the Martha Cove development isolate Tassell's Beach from the balance of the Dromana Beach system. Sand that used to move northward and build up in the north eastern end of Tassell's Beach can no longer move past the Martha Cove entrance.

The training walls also create a wave shadow whereby it is more difficult for sand to move from next to the wall at the southern end of Tassell's Beach to the northern end of the beach at the base of the clayey sand cliffs.

Bulk fill has been placed at various locations along the foreshore reserve to preserve the coastline and residential housing nearby. Much of the original soils within the reserve have been modified or buried.

Erosion caused by winter storms has occurred along the entire length of the foreshore. In many places along the foreshore a rock revetment stabilized slope has been constructed at the interface between the beach and the reserve.



*View towards Cliffs of Tassell's Beach*



*Safety Beach looking toward Dromana 1964, Pictures Collection, State Library*



*Rock stabilized slope between beach and reserve*

# strategies

## Issue

- Cliffs to the north of Tassell's Beach are eroding. Erosion at the base has raised concern about the long term integrity of the cliffs and whether there is a need to provide structural solutions to the erosion problem.
- Community groups are concerned the cliff erosion will destabilize the cliff top pathway between Pebble Cove Beach and Tassell's Beach
- The banks of the Dunn's Creek out flow are eroding
- Vehicles are driving over dunes in the southern section of the reserve

## Objective

- Address the potential for structural failure of existing coastal assets
- Limit public access in areas where access is exacerbating erosion issues
- Coastal infrastructure decisions are made in a holistic and strategic manner
- Future development proposals must investigate options that avoid or minimize effects on coastal processes

## Action

- Council to work with other authorities to seek a long term solution and funding for cliff stabilization measures . Safety Beach Foreshore Landscape Committee have indicated they would prefer a 'soft option' of installing sand bags to stabilize the base of the cliffs.
- Erosion control of Dunn's Creek banks to be further investigated
- Block beach access for vehicles and formalize beach access ramp in one strategic location in southern section of the reserve.



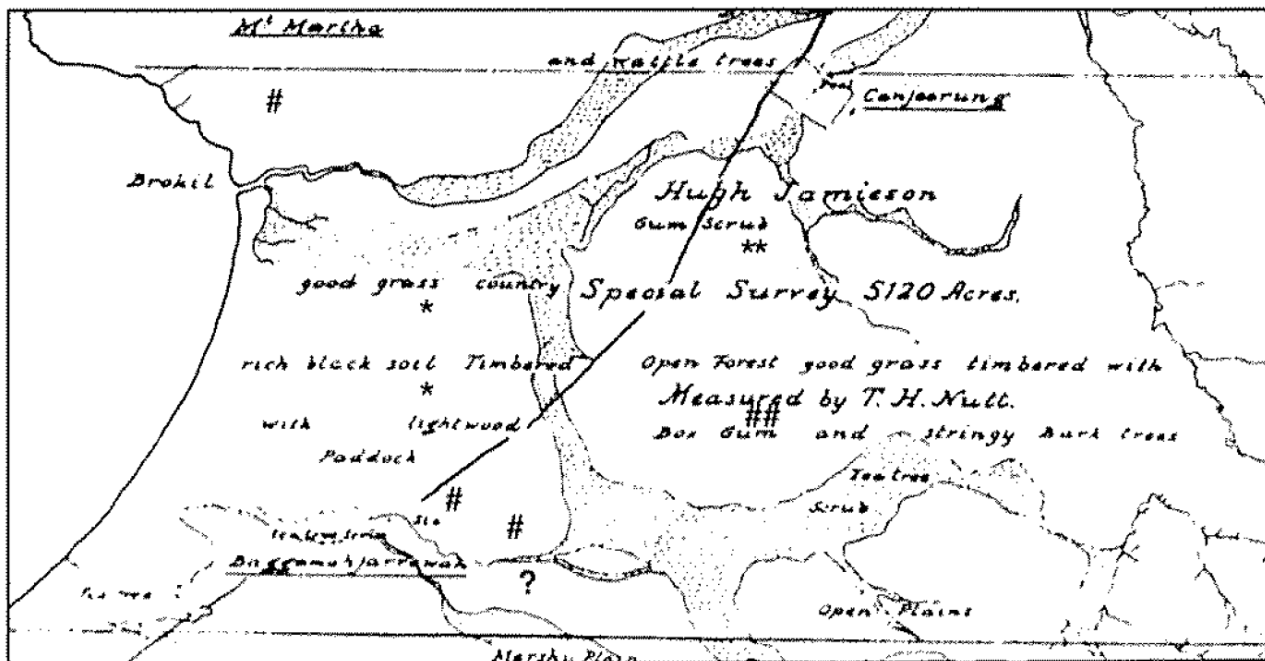
*Erosion at Tassell's Beach cliffs*



*Erosion at mouth of Dunn's Creek*



*Vehicles driving over dune systems at southern end of reserve*



*Jamieson's Special Survey,  
Hansen Fels 2011*

## 3.2 Strategies for cultural heritage

### 3.2.1 European cultural heritage

The escaped convict William Buckley passed through the area in 1803 and most likely stopped to recuperate and assess the landscape, deciding whether to go inland through the Kangerong basin or up and over Mt Martha.

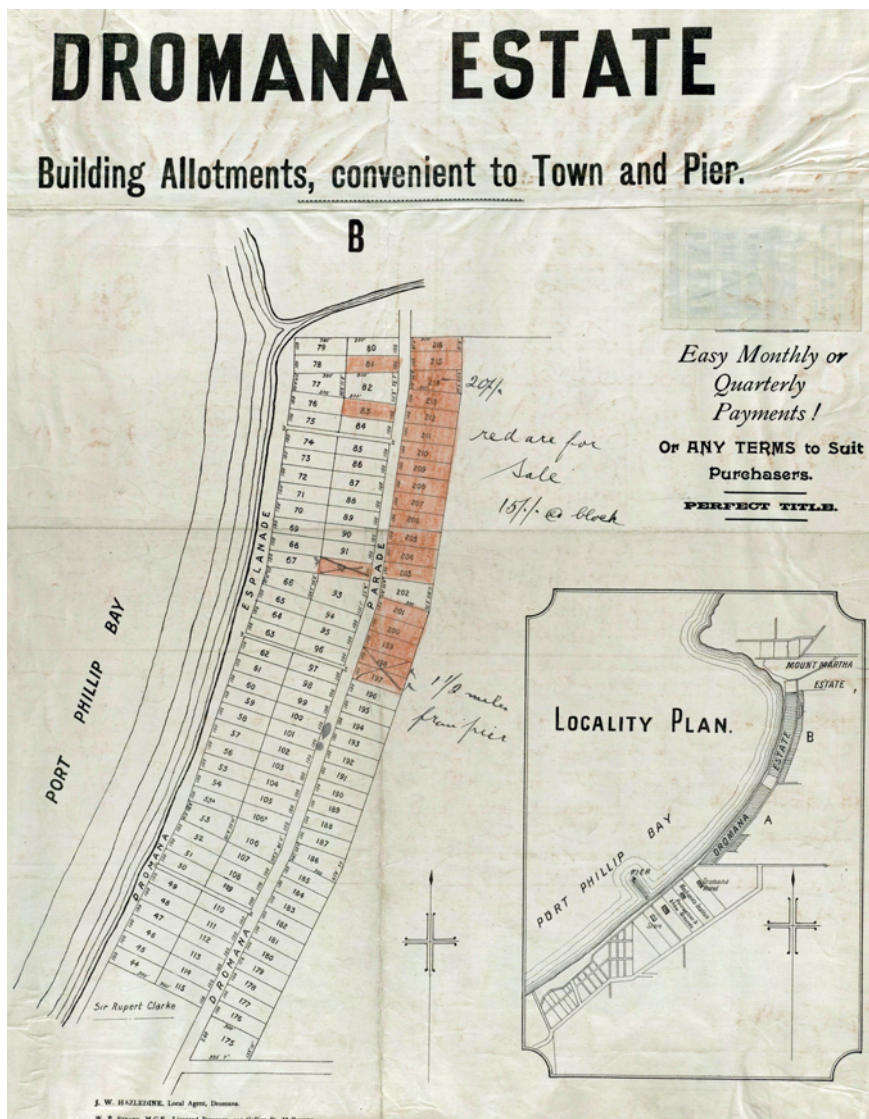
In 1836 pioneer sheep breeder John Aitken on the brig 'Chili' ran aground on sand banks within four miles of Arthurs seat. The sheep were safely carried ashore (Brown 1966). This event most likely led to the origin of the name 'Safety Beach' which the area is referred to in the early 1900's.

By 1838 Edward William Hobson was occupying a pastoral run within the area until Hugh Jamieson purchased 5,120 acres (2,070 ha) of land from the Crown between Mount Martha and Arthurs Seat as part of a short lived Special Survey scheme. (Hansen Fels 2011). The area became known as 'Jamieson's Special Survey'.

In the following years William Thomas, Aboriginal protectorate, wrote to the Governor of NSW requesting the government not to sell off any more Special Surveys because the three that had been sold were all favored fishing places of the natives. (Hansen Fels 2011)

The special survey was slowly divided into smaller estates over time. Tassell's Beach and Tassell's Creek were named after Edward Louis Tassell who leased 1000 acres in the 1860's. Prior to this division Tassell's Creek appears as Brokil Creek on maps of the area. The Kangerong Basin was proclaimed as a Road District in 1862 and later united with the Flinders Road District to form the Shire of Flinders and Kangerong in 1874.





Dromana Estate Building Allotments 1913 to 1927, Pictures Collection, State Library of Victoria.

'As road access slowly improved smaller seaside towns developed around the peninsula, especially beside Port Phillip, but also along the Western Port coastline. Development of these towns was unplanned. Apart from some improvement to roads, there was no planning, even in the 1930's when motor cars gave easier access to the still largely unspoilt rural landscapes and to the small resorts where increasing numbers of people built seaside cottages, or camped under the tea-trees on the foreshore.' (Calder 1986)

The development of Safety Beach is closely aligned with the township of Dromana, in fact through the early 20th century it is seen as an outer region of the Dromana area.

By 1910 efforts were being made to begin construction on a coastal road to link Mt Martha and Dromana township. The road now known as 'Marine Drive' at the time existed only as a bicycle or walking track until construction in the 1930's when it was originally named 'Dromana Esplanade' (Context 2013).



*Safety Beach Post Office 1968,  
National Archives of Australia*

The inter war years saw continued growth and subdivision within the Dromana area. Allotments directly opposite the foreshore reserve were subdivided between 1913 and 1927, advertised as 'Dromana Estate'. Within the estate subdivision plan there was no design or designation of a public reserve, although it was during this time that the foreshore was handed over to council as freehold land.

During World War 2 Safety Beach was used to practice beach invasion landings by U.S. Marines stationed at Balcombe Army Camp in Mt Martha.

Safety Beach post office opened in 1953 and closed in 1974. In small settlements, a post office often served a variety of commercial and community functions beyond mere communication (Context 2013).

From the 1960's onwards community facilities began to develop and establish on the foreshore. The Safety Beach Sailing Club in 1967 and later the Australian Volunteer Coast Guard in 1980. These two groups now occupy part of the combined sailing club, coast guard and community centre building located at the north of the reserve alongside the boat canal entrance to Marina Cove.

Apart from the petrol station on the corner of Marine Drive and Nepean Highway, the commercially zoned land on the corner of Marine Drive and Victoria Street is the only local shop location along the 4kms strip opposite the foreshore.

A playground, toilet block and BBQ shelter have been constructed on the foreshore opposite the commercial zone. Recently a pedestrian crossing has been installed further reinforcing the connection between the commercial zone and the public open space of the foreshore.



## strategies

During 2004 work started on the construction of a water based residential development named Martha Cove. The development includes a series of marina basins, inland canals and residential headlands. A boat canal with rock training walls cuts across the foreshore reserve approximately in the area where Tassell's Creek mouth was once located. Pedestrian access between Tassell's Beach and the main areas of the foreshore Reserve are by a walkway and elevators underneath the boat canal.

The residential development associated with Martha Cove has increased the population of the area significantly and will continue to grow with each stage of the development completed. The 2001 census indicates 2570 people living in the area whereas in 2011 3518 people lived within the area.

Since 1830's public conception of the foreshore area has evolved and it is now of great importance as the main, council owned, public open space within the Safety Beach neighborhood.

As part of the landscape works, resulting from the 1999 Landscape Masterplan by Inspiring Place Pty Ltd, the Safety Beach Landscape Committee have endeavored to install sculptures, plaques and markers to evoke the local history of the reserve and surrounding area. These elements are located between the Yacht club/community centre building and the boat ramp carpark, there is an opportunity to build on this work across the length of the reserve in strategic locations.

In 2015 the Safety Beach Foreshore Landscape Committee constructed a sheltered picnic facility and lookout on the concrete slab of the, now demolished, old Coast Guard building located opposite Victoria Street. The picnic facility is named 'Buckley's Rest' and contains informative signage about the story of William Buckley.



*Meeting Place by Noel Essex, 2001*



*Inscribed history rock*



*'Dolphin' sculpture by Anton McMurray, 2003*

### 3.2.2 Indigenous cultural heritage

'Kangerong' is the Aboriginal name for Safety Beach and the surrounding area. The area lies within the traditional lands of the *Bunurong/Boon Wurrung* tribe, this tribe belonged to the inter-marriage network and language ties group known as the *Kulin* that inhabited areas around Melbourne.

The region would have been one of high strategic value for Aboriginal people. Although highly desirable for seasonal/short term duration activities such as fishing in Tassell's Creek, the foreshore reserve would not have been suitable for long term or base camp activities.

Early Settlers in the Westernport region have recorded aspects of the seasonal movements by the Bunurong/Boon Wurrung through their territory.

The Bunurong/Boon Wurrung continued their seasonal movement in a circular pattern from Melbourne to the Mornington Peninsula. This trip was thought to take about one month with an average stay of one to two nights at each campsite while resources within a 10km radius were exploited. It appears that larger base camps utilized during this route were located roughly 5 kms inland, suggesting that coastal, wetland and hinterland forests could be readily exploited from these base camps. Base camps consisted of six to eight huts made from a lean-to of bark sheets. (Tardis Enterprises 2010)

From 1839-1849 The port Phillip protectorate operated within Victoria. William Thomas was assigned to Melbourne and the Westernport regions which included the Safety Beach area. During this time the Kangerong area was seen as the main encampment of the Bunurong/Boon Wurrung on the Mornington Peninsula and was in fact a protectorate station.

The encampment was located inland from the Safety Beach foreshore on rising ground near the

roundabout where the Nepean highway crosses over the Moorooduc Freeway. (Hansen Fels 2011)

All of the foreshore reserve is classed as an area of cultural heritage sensitivity. The Victorian Aboriginal Heritage register identifies three cultural heritage places of significance within Safety Beach. Of these three registered sites, one exists within the Foreshore reserve. These registered cultural heritage places take the form of a coastal shell midden and artifact scatters.

Pre-contact land surfaces and archaeological values along the foreshore have been modified or buried by activities such as tree clearance, rabbit infestation, park development, military activities and filling associated with coastline stabilization.

Prior to the construction of 'the Baytrail' shared pedestrian/bicycle track, a Cultural Heritage Management Plan was completed in 2010 for the section of foreshore reserve from south of Victoria Parade to the intersection of Marine Drive and Nepean Hwy. The CHMP identified no Aboriginal cultural material and that the foreshore had sustained a high amount of previous ground disturbance with large areas of foreshore reserve covered with imported clay fill.



# strategies

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## Issues

- Concern from community groups that any future works within the reserve should not disrupt existing artwork locations

## Objectives

- Protect and enhance the heritage values of the Safety Beach Foreshore.
- Apply best practice in the development of heritage policies and management actions.
- Improve information on the Boonwurrung/Bunurong culture and traditions.

## Actions

- Develop a heritage interpretation strategy for the entire foreshore reserve which reveals the heritage values and cultural significance of the area. Using a variety of techniques to enrich the visitor experience and enhance the understanding of place.
- Develop an Arts strategy for whole reserve to build on existing sculptures installed by the Safety Beach Foreshore Landscape Committee

### 3.3 Strategies for recreation

#### 3.3.1 Recreation areas and activities

Safety Beach foreshore accommodates a wide range of activities and is a popular destination for locals and tourists, particularly in the summer peak season.

Due to the scale of the reserve, the Management Plan recognizes four distinct recreational areas each based on individual landscape character. These areas were first identified in the Visioning Report, refer to Appendix E.

The main recreational areas and uses are identified and described below:

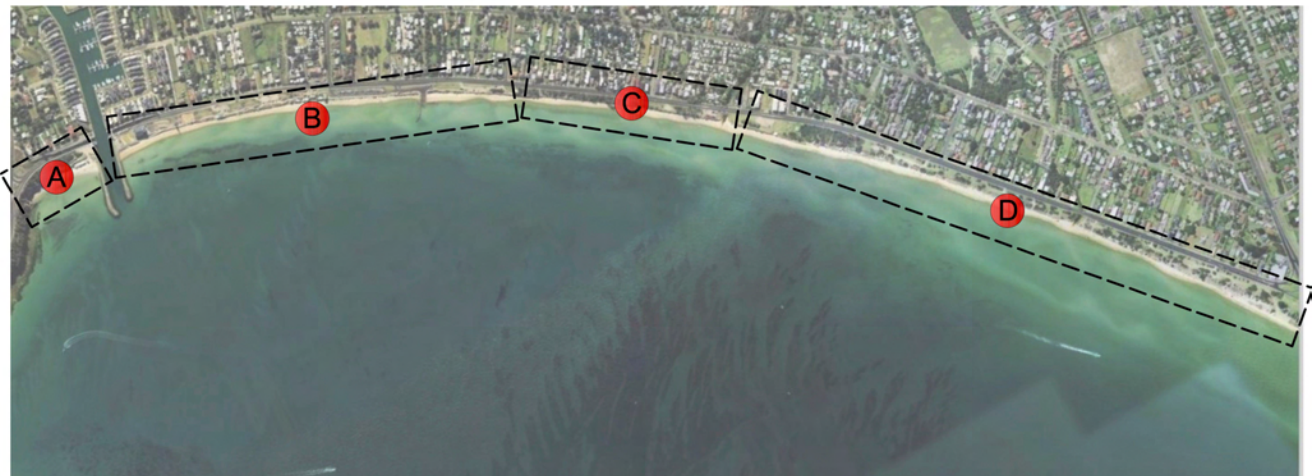


Figure 5. Aerial view of Safety Beach with recreational areas based on usage and landscape characters

The Recreational areas:

- A: Tassell's Beach
- B: Main Beach
- C: Banksia woodland
- D: Sheoak Woodland

## strategies

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### Tassell's Beach

A small cove bounded by cliffs to the north and the Martha Cove breakwater to the south. This area is separated from the main foreshore by the boat entry to the Martha Cove Marina with pedestrian access from the main beach area only possible by lift/stairwell and underpass. Bathing boxes are located at the southern end of the beach alongside the breakwall. Tassell's Beach is a leash free dog walking beach. Parking is limited.

Specific activities include:

- Leash Free exercising of dogs
- Bathing boxes
- Swimming, kayaking, snorkeling and other water based activities.
- Start of cliff top walk north to Pebble Cove Beach and Mt Martha
- Views south towards Dromana



### Main Beach

Located between the southern Martha Cove Breakwall to the north and Tonkin Street to the south, the defining characteristic of this area is one of an semi-urban beach with the ability to cater for large numbers of visitors. Providing beach access for pedestrians, Sailing club , Volunteer coastguard and recreational boat users, this area also offers the most constructed visitor amenities along the foreshore with picnic facilities, defined carparks, play ground, sculptures,boat ramp, boat trailer parking, jetty, public toilets and open lawn areas.

Activities include:

- Playground
- Barbecues and picnics
- Bathing boxes
- Boat ramp and jetty
- Social activities and Weddings
- Promenading
- Safety beach yacht club programs
- Disabled access ramp to beach
- Sculptures and local history information



### Banksia woodland

Bounded by Tonkin St at the north to Dunns creek in the south this zone contains large Coastal Banksia (*Banksia integrifolia*) and features a relatively undulating topography. This area caters more to passive recreation and is the only section of the reserve where mature indigenous canopy trees occur. The main facilities provided through this area are small gravel carparks and the Baytrail shared pathway with timber boardwalks and staircases down to the beach.

Activities include:

- Swimming, kayaking, snorkelling and other water based activities.
- Trail walking
- Bike riding
- Scenic appreciation
- Picnics



### Sheoak woodland

This is the largest zone along the foreshore reserve spanning 1.5km between Dunn's Creek and Nepean Hwy (Hospital corner). The majority of the area consists of lawns and gravel areas with large shrubs and low canopy trees scattered throughout. Native vegetation areas are typically fragmented with vehicles mostly unrestricted.

Activities include:

- Playground
- Barbecues and picnics
- Swimming, kayaking, snorkelling and other water based activities.
- Trail walking
- Bike riding
- Scenic appreciation from parked cars
- Picnics
- Boat sheds
- launching of small boats across sand dunes

# strategies

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## General Issues

- A letterbox questionnaire to 200 local households identified the following activities as the main reasons for visiting the reserve.
  - Exercise
  - Access to the foreshore
  - Walking the dog
  - Sit and relax
- Most popular suggestions for reserve improvement identified by local resident questionnaire included:
  - Increased barbecues, shade and seating
  - Better Rubbish control
  - Improved carparking
  - Improved weed control
  - Additional paths
- The majority of key stakeholders supported increased seating along the reserve and the installation of look out points
- Internal council workshops identified the opportunity to reclaim strategic areas of public open space through the redesign of some parking areas. Reclaimed public open spaces could build on existing facility infrastructure, increase recreational opportunities and improve the provision of amenity within reserve.
- The Mt Eliza to Point Nepean Coastal Action Plan: 2021 suggests a 'Staged reduction in foreshore parking as and when appropriate in conjunction with the provision of new or consolidated parking on the landside or in the Activity node as appropriate'.
- There are many locations along the length of the foreshore where exercise stations could be installed, these would be supported by Council's Strategic and Community Plan goal of creating safe, healthy and engaged communities.
- Overall there is concern by community groups regarding future overdevelopment of the foreshore and that any new works must be coastal sensitive.
- Community groups have indicated that the preferred route for the Baytrail should be on the beachside of the reserve.
- The All Abilities Consultative Committee has identified a number of design changes which could significantly improve access to the foreshore and amenities, particularly for people in wheel chairs.

### Tassell's Beach Issues



*View across Martha Cove canal to Arthurs Seat*



*View of Martha Cove Lift/stairwell and carpark area*

- The Tassell's Beach carpark is an unmarked gravel area. There is no clear pedestrian connection between the Martha Cove lifts/stairwell and Tassell's Beach or the Pebble Cove Beach walking path.
- There are good views from the Tassell's Beach carpark across the Martha Cove canal to the south but no seating or lookout deck exists.

### Tassell's Beach Objectives

- Enhance the overall attractiveness and functionality of the area for coastal recreation
- Improve public access and public safety in regard to the area's various recreational opportunities
- Reduce the potential for conflict between cyclists, pedestrians and vehicles

### Tassell's Beach Actions

- Develop and construct safe pedestrian access through the carpark area (refer to Appendix G, Masterplan 1)
- Develop and construct timber lookout board walk with seating within council land above Martha Cove Canal rock walls. (refer to Appendix G, Masterplan 1)

Note: access to the rock wall itself and fishing from the breakwater is not consistent with boating safety.



# strategies

## Main Beach Issues

- This area is:
  - the most developed/modified section of the reserve,
  - the main location of Council facilities such as playground, toilet block, picnic shelter and community centre
  - connected via a signalised pedestrian crossing to the cafe/Restaurant on the corner of Marine Drive and Victoria Street.
- The reserve and the surrounding neighbourhood does not have a central iconic public community space and large areas of the reserve are covered with gravel carparks
- The general layout of the main beach area consists of offstreet gravel carparks on reserve land with lawns and gardenbed areas between each carpark
- The layout of the main beach effectively segments the reserve into separate usage zones i.e carpark, grass, carpark.
- In strategic locations the layout could be modified to reallocate public open space to the beach side of the reserve and car parking to the road side,.
- The Baytrail shared path runs along the beach front of the reserve. This is surfaced in gravel and when unmaintained potholes develop forming large puddles in winter, vegetation between the path and the rock revetment embankment are subject to high wind and salt spray during storms.
- This section of the Baytrail is a high profile promenade and there is an opportunity to upgrade the trail to a low boardwalk through the Main Beach area.



*Gravel carpark areas within the reserve*



*Main beach section of the Baytrail*



*Existing BBQ facility and picnic shelter*

## Main Beach Objectives

- Enhance the overall attractiveness and function of the area for coastal recreation
- Improve public amenity within the open spaces of the reserve
- Facilitate a range of unstructured outdoor recreational activities and community events
- In strategic locations reclaim recreational public open space on beach side of reserve by consolidation of carparking on landside of reserve

## Main Beach Actions

- Reduce parking in area close to existing playground to reclaim recreational public open space, develop a 'coastal sensitive' community hub incorporating a new shade structure, BBQ facilities and seating with existing council assets. (refer to Appendix G, Masterplan 2 and 3)
- Consolidate parking in existing carparks to ensure no loss of carpark spaces within the reserve.
- Install timber boardwalk between Yacht Club/ Coast Guard/Community Centre in the north to and existing playground opposite Victoria Street in the south (refer to Appendix G, Masterplan 2 and 3)
- New boardwalk would form part of the Baytrail shared path and could include lookout points, beach access staircases and seating
- Refurbish existing lawn areas along main beach area and incorporate exercise stations where appropriate. (refer to Appendix G, Masterplan 2 and 3)

# strategies

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## Banksia Woodland Issues

- Very little seating is provided through this area
- Picnic facilities are limited, furniture is old and due for renewal
- A few strategic areas afford excellent views but no seating or widening of pathway is provided to accommodate for both cyclists and pedestrians
- Small inefficient carparks are located in most cleared public open spaces, within is area of the reserve.

## Banksia Woodland Objectives

- Enhance the overall attractiveness and function of the area for coastal recreation
- Improve public amenity within the open spaces of the reserve
- Reduce the potential for conflict between cyclists, pedestrians and vehicles

## Banksia Woodland Actions

- Review efficiency of small car parks within Banksia woodland, consider removal and installation of coastal sensitive picnic facilities (refer to Appendix F)
- Develop and install lookout points and seating along the existing Baytrail pathway (refer to Appendix F)
- Review opportunities to upgrade existing and install new beach access steps (refer to Appendix F)
- Upgrade existing picnic furniture as required



*Existing Boardwalk through Banksia woodland area.*



*Existing picnic facilities in Banksia woodland area*



*Small inefficient carpark areas in Banksia woodland*

## Sheoak Woodland Issues

- Overall there is a lack of recreational facilities and seating through this section of the reserve
- Community groups have indicated that they would like to see more BBQs and shade structures between Balmoral Ave and Mason Drive
- Carparking is informal, unmarked and takes up large areas of the reserve
- Any future landscape works must incorporate the Baytrail shared path
- The playground and toilet block opposite Prescott Avenue provide an opportunity to reclaim beachside recreational public open space by redesign of carparking on the landside of the reserve
- Visitors are launching small boats by reversing of dunes in some areas
- An informal lawn parking area exists at the southern end of the reserve. This area is the gateway to the Safety Beach and was identified in the 1999 masterplan as a suitable location for recreational development.
  - Key stakeholders have suggested the area:
    - could be developed as an important entry to Safety Beach
    - be developed as an ephemeral Wetland/ Sedgeland
    - needs to retain the Baytrail and pedestrian access to beach and boatsheds
    - must continue to provide parking
    - must connect in with future works on the Dromana Foreshore planned by the Dromana Foreshore Committee
    - should not cause future traffic congestion to an already busy intersection



*Large informal Gravel carpark near Prescott Avenue*



*Public Open Space used as informal overflow parking*



*Gateway between Dromana and Safety Beach*

# strategies

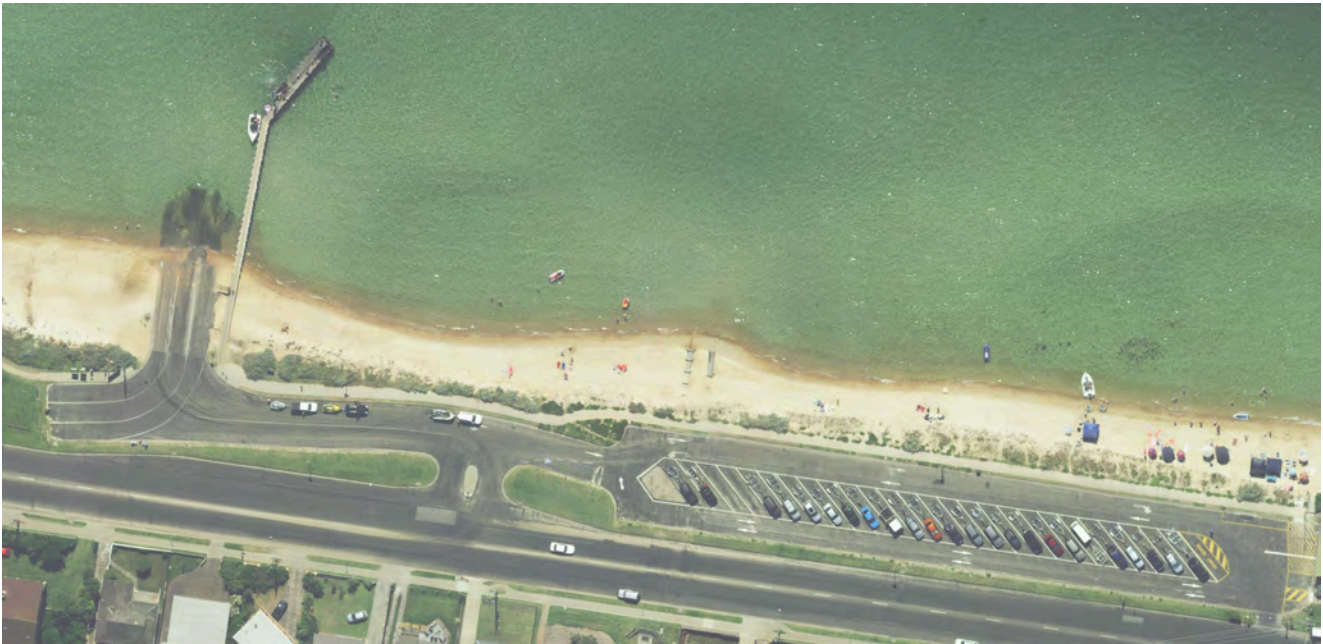
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## Sheoak Woodland Objectives

- Reduce the potential for conflict between cyclists, pedestrians and vehicles
- Improve public amenity within the open spaces of the reserve
- Enhance the overall attractiveness and function of the area for coastal recreation
- Reduce potential conflict between boating and other water users
- Public access in defined sensitive areas is restricted to formal pathways and tracks

## Sheoak Woodland Actions

- Formalise parking in area close to Prescott Avenue playground to reclaim recreational public open space, develop a 'coastal sensitive' recreation space incorporating a new shade structure, BBQ facilities, exercise station and seating with existing council assets. (refer to Appendix G, Masterplan 4)
- Formalise a beach access ramp and control user access with locked slip rail, install small coastal sensitive picnic facility and lookout point off existing Baytrail pathway. (refer to Appendix G, Masterplan 5)
- Develop a boardwalk through existing sedgeland regrowth at Safety Beach Gateway. Integrate boardwalk with proposed future works by Dromana Foreshore Committee. (refer to Appendix G, Masterplan 6)



### 3.3.2 Boating facilities

#### Boat Ramps

The public boat ramp at Safety Beach has three lanes and caters for boats of up to 6 m. It is an exposed ramp facing the north-west and is vulnerable to northerly and westerly winds.

There is a timber jetty along side the ramp and lanes for rigging before launching. A large carpark is associated with the ramp and can cater to approx. 26 vehicles, overflow parking is available in a council owned reserve on Dromana Parade.

During 2014 the Central Coast Board released the Recreational Boating Facilities Framework (RBFF) which updated the 2007 Boating Coastal Action Plan. This document reviews the current state of all boating facilities in the central region and provides direction for future planning for recreational boating.

The RBFF identifies the current and future role of Safety Beach Boat ramp as a local level facility, it generates primarily local usage and experiences seasonal peaks in demand. The ramp was found to be in average condition, to be functional but not in good condition . The ramp requires regular sand

clearing and can get very congested on peak days. The RBFF recommends that the ramp be maintained a a local facility.

A four lane boat ramp facility is located nearby within the Martha Cove development, this is a privately owned, professionally run and maintained facility which is open to the public.

The RBFF identifies the current and future role of Martha Cove Boat ramp as a regional level facility, having multiple boat ramps, jetties, substantial car parking, safety measures and significant onshore amenities. The facility was found to be in a functional and good condition.

Information was collected from users of the Safety Beach Boat Ramp on Sunday 9 March between 7.30am and 10.30am. Twenty-two (22) users were interviewed as they waited to launch their vessels.

The key results from the survey are:

- 59% of the users were residents of Safety Beach.

- All respondents indicated that the boat launching facility was either 'extremely important' or 'important' to them



## strategies

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- Almost half of the users (45%) used the boat ramp only a few times per year
- 73% of respondents were launching a fishing boat, with the other crafts being either water-skiing boats, personal watercrafts (PWCs) or recreational boats.
- 81% of respondents rated the general quality and condition of the boat ramp as 'excellent', 'very good' or 'good'. 19% rated the facility as 'poor' or 'very poor'.

Key issues identified by the recreational boat ramp users were :

- to improve the car parking arrangements
- deepen the area around the ramp
- to provide protection to the ramp from the weather by either building a breakwater or relocating it to the north side of the jetty.

### The Safety Beach Sailing Club



The Safety Beach Sailing Club was established in 1967 and provides a range of instructional and competition activities for sailing craft from the Club facilities. The Club occupies part of the combined Sailing Club, Coast Guard and Community Centre Building located just south of the Martha Cove Marina breakwater. Boats launch across the beach from the sailing club which has an adjacent boat storage yard.

Key concerns identified by the club were :

- Unlawful and dangerous actions of operators of PWCs and larger motorized vessels, particularly the conflict caused to the sailing craft.
- The need for increased enforcement to control the unlawful behaviour.
- The location of the Mussel Farm and its proposed future expansion limits the use of the water space off Safety Beach for sailing activities.
- The relatively close location of the Safety Beach Boat Ramp to the Sailing Club creates conflict between the respective users.

### The Australian Volunteer Coast Guard (Group VF6)

The Australian Volunteer Coast Guard (Group VF6) is mainly responsible for marine search and rescue, with other activities including education and training, and boat license testing. The Coast Guard occupies part of the combined sailing club, coast guard and community centre building.

The Coast Guard have indicated they are generally happy with the facilities available, however, noted that it ideally requires up to six reserved car parking bays in the adjacent car park, and that the car park exit appears too close to the tunnel exit.

### Parks Vic

Parks Victoria's responsibility for foreshore management starts at the mean high water mark, they have no responsibility for land management. Their key areas of responsibility are to enforce the *Marine Safety Act 2010 (Vic)* and *Marine Safety Regulations 2012 (Vic)*, including the five knots speed limit, boat user safety equipment, boating and swimming zones, and monitoring of licenses.

A Swimming-Only Zone was introduced at Safety Beach in 2012 between Balmoral Ave and Mason Ave and extending 500m offshore to separate boating and swimmers. Lateral markers were installed at the Martha Cove Breakwater and were designed to have craft exit straight out of the harbour.



Council carpark, Dromana Parade

The *Department of Primary Industries* manages the Aquaculture (Mussel) Farm located off Safety Beach.

### Issues

- Need for increased enforcement to control unlawful behavior of PWC operators and motorized vessels near sailing vessels
- The Safety Beach Boat ramp is a local level facility and has a limited capacity which can be exacerbated during peak times
- Safety Beach boat ramp is unsuitable for launching and boat retrieval during bad weather.
- Martha Cove has a regional level boat ramp facility and is an alternative for public ramp users during peak times or in the event of bad weather but signage is lacking to highlight this option

- Limited opportunities for car parking means the public boat ramp reaches effective capacity very quickly in peak times.
- Overflow parking is available on council reserve nearby Dromana Parade, there is signage highlighting this option
- Informal overflow parking occurs in southern end of the reserve causing damage to vegetation and reserve assets

### Objectives

- Provide a safe interface between boating and other users of the water, especially swimmers
- Where possible improve public accessibility to Boating facilities
- Ensure that new proposals for the use and development of land seek to rationalize existing car and boat-trailer circulation and parking

### Actions

- Increase directional signage to Martha Cove Boat Ramp to alleviate pressure on local level facility.
- Increase directional signage to overflow parking in Marine Parade
- Provide enclosed lawn areas for overflow carparking over peak period. Access to these areas can be locked off to vehicles during winter months for regeneration of lawns

# strategies

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## 3.4 Strategies for facilitating safe access and use



*Disabled Beach Access ramp at Community centre*

### 3.4.1 Access for people with limited mobility

Mornington Peninsula Shire's public foreshore present unique opportunities and challenges for people with limited mobility.

Mornington Peninsula Shire has almost 38,000 residents with a disability and of those, 5000 are estimated to have a physical disability. Added to this is the association between limited mobility and ageing.

By 2021 it is estimated the Shire will have a population of approximately 34,100 people aged 70 years and over - which equates to more than 17 per cent of the total population. Hence, planning for the needs of older and less mobile people and those with disabilities within the Shire is more important than ever.

The Shire also has a high and growing proportion of young families. The provision of improved amenities and access will greatly assist families with prams, strollers and young children.

Finally, due to the foreshore's popularity a tourist destination, it is also important for the Shire to provide for visitors with and without disabilities.

Mornington Peninsula Shire's *Health and well-being plan* (2003) found that equal access to recreational opportunities and public open space enhanced quality of life. In 2005, the Shire adopted a recommendation to integrate (disability) access within all areas of council work. This includes the planning of public open space, consistent with our requirements under the *Disability Discrimination Act 1992* to provide equitable access to premises used by the public.

The Shire's *Access and equity policy* (2002) also articulates our support for human rights, including 'having access to healthy places and spaces, healthy life choices, quality life opportunities, participation in active local communities and a sense of hope and belonging now and in the future'.

Having access to beach and water is also one of the outcomes from the 2010–2020 National Disability Strategy to create inclusive and accessible communities. The stated outcome of the strategy is for 'people with disability to live in accessible and well-designed communities with opportunity for full inclusion in social, economic, sporting and cultural life'.

Mornington Peninsula Shire recognises the importance of providing a high-quality coastal experience for all ages and abilities.

### Objectives

- Prioritize a high standard of community and Disabled access at:
  - the main beach area from the Yacht club / community centre through to the new 'Buckley's Rest' community project opposite Victoria Street.
  - All public toilets on the foreshore
  - Tassell's Beach carpark
  - Carpark close to existing playground and toilet block opposite Prescott Avenue
  - Carpark area at the southern end of the reserve opposite the corner of Marine Drive and Nepean Highway
- Improve the safety and condition of designated access tracks along the foreshore
- Provide for rest areas along the foreshore walking tracks.

### Actions

- Review the provision of existing seating along the foreshore and provide for upgrades, repairs and additional seating as required.
- Formalise carparking at Tassell's Beach and incorporate disabled access carparks into the new design
- Design new timber boardwalk between Yacht Club/Coast Guard/Community Centre in the north to and existing playground opposite Victoria Street in the south to provide enhanced opportunities for Disabled reserve visitors to enjoy the coastal experience (refer to Appendix G, Masterplan 2 and 3)
- Develop a boardwalk through existing sedgeland regrowth at Safety Beach Gateway. New boardwalk would provide an excellent accessible walk through both dune and sedgeland vegetation communities. (refer to Appendix G, Masterplan 6)

### 3.4.2 Dogs

Dog walking is very popular along stretches of the Mornington foreshore. Proper exercise of pets can reduce instances of nuisance pet complaints such as barking and wandering. Equally, dog walking is an important opportunity for exercise, recreation and social connection for pet owners.

While many of the Shire's foreshores provide great opportunities for dog walking, it is important to recognise there are places and times when it is not appropriate to have dogs on the beach. This includes the potential for dogs to cause a nuisance during peak summer time when the foreshore can be crowded with beach users including young children. It is also important to avoid having dogs off-leash in ecologically sensitive areas, particularly near significant nesting sites for native fauna.

Tassell's Beach is designated as a 'Off-leash' area year round, with no time restrictions.

At all times, dog owners must be responsible for picking up after their pets and ensuring they have effective control of their animal(s). All dogs must be on a leash in public places unless they are being exercised in a designated leash-free zone.

### Objectives

- Continue to regulate pet owners who exercise with their dogs in foreshore areas in accordance with foreshore regulations, the *Domestic Animals Act 1994* and Orders of Council.
- Encourage responsible pet ownership.
- Provide water and bin facilities at Tassell's Beach to assist dog walkers.

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### 3.4.3 Litter and rubbish dumping



*Dumped household rubbish, Southern section of reserve*

Litter and rubbish dumping is detrimental to the foreshore environment. It detracts from the foreshore's aesthetic qualities and can present a serious risk to public health as well as to wildlife that may ingest or become tangled in foreign materials.

Litter at Safety Beach foreshore comes in all forms from a number of sources. It can wash up on our shores from storm water drainage throughout Port Philip Bay, including local outfalls and creek mouths. It may also be carried by wind or be the result of careless individuals. Litter discarded afar and at sea by boat users and the shipping industry is also brought to shore through currents and tidal dynamics. A particular issue on most foreshores is litter from recreational and commercial fishing (e.g. fishing line and lures). Illegal dumping of large objects also occurs within the foreshore reserve.

Due to the widespread nature of this problem, litter and rubbish dumping is a shared responsibility between all levels of government, private industry and individuals. There are also community-oriented initiatives aimed at addressing litter such as the 'Clean-up Australia' day.

The Shire's cleansing program addresses routine litter removal along the Safety Beach Foreshore by either mechanical means or by hand.

The Safety Beach foreshore is cleaned mechanically on a weekly basis from the start of November to the end of April.

The Shire does not provide rubbish bins on beaches given the difficulty associated with wheeling bins across sand. Bins for community use are provided near car parks and people are encouraged to take their rubbish home.

#### Issues

- It is not possible for the shires garbage trucks to access bins in some car parks during peak season/times due to traffic and parking congestion.
- Funding is an ongoing requirement to manage litter and instances of illegal rubbish dumping on the Safety Beach foreshore.
- The widespread nature and magnitude of the problem involves coordination among many stakeholders.

#### Objectives

- Reduce the amount of litter that washes up on the foreshore from the sea and drainage outfalls.
- Reduce incidents of rubbish dumping.
- Reduce impacts of rubbish generated from events.
- Provide improved access for maintenance vehicles and garbage trucks where possible.

#### Actions

- Consider the requirements for maintenance vehicles in developing and implementing any plans for improved traffic, parking and access.
- Actively support campaigns and actions aimed at reducing litter, particularly if an opportunity emerges for direct application within the Safety Beach foreshore.

- Install a gross pollutant trap in southern area of reserve with interpretive signage. (Refer to Appendix G, Masterplan 6)

### 3.4.4 Signage

Signage is currently used on the Safety Beach foreshore for a variety of purposes including:

- notification of relevant by-laws and in support of enforcement of by-laws
- warning for potential hazards
- interpretation of historical features
- information and direction

#### Issues

- While signage can be useful for all for all of these purposes, too much signage or signage that detracts from the area's aesthetics is also a concern expressed in our local communities.
- Some foreshore signage may be redundant and/or in poor condition.

#### Objectives

- Ensure that signage is kept to the minimum necessary to inform and for enforcement purposes.

- Consider the height, material used and siting of signage to minimise visual impacts without compromising the need for the message.
- Install signage in a coordinated manner. Wherever possible, consider placing multiple messages on one well-designed and well situated sign.
- Audit signage regularly. Illegible and redundant signage should be removed or replaced.
- Use signage to notify and protect the public from risk (this may include the installation of temporary signage and/or closure of areas through temporary or permanent fencing as required).



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## Actions

- Audit the existing signage on the foreshore to determine what signage is required.
- Consider opportunities to improve the quality of signage of the foreshore through improved design, siting and inclusion of multiple messages into a single sign where possible.
- Remove or replace illegible and redundant signage as required.
- Initiate a working group to address signage in a coordinated manner on the foreshore. This group should include community representatives and groups interested in installing interpretive signage.

### 3.4.5 Emergency management and planning

Emergency incidents can happen at any time and in any location. The foreshores are a natural rather than a controlled environment and it is important to maintain them as such.

While no amount of action can completely remove the risk of an emergency incident occurring on our foreshores, we can work towards having the best reporting procedures in place and providing access for attending vehicles and crews where appropriate.

Incidents that may arise in a coastal location such as Safety Beach include:

- water quality issues
- cliff rescues
- land slips
- Boating incidents such as groundings or collisions
- attending venomous bites or stings (e.g. jelly fish, snakes, etc.)

- attending to abrasions and injuries from rocks

- water rescues

## Issues

- Provision of access for emergency crews in cliff areas
- Provision of access for emergency vehicles in over-crowded carparks.
- Difficulty identifying incident locations on public land, which can delay the emergency response
- Reporting channels and response for water quality issues

## Objectives

- Minimise public health risks for foreshore users
- Reduce the possibility of delays in emergency response times Improve suitable access for emergency services and improved identification of locations on public land.
- Improve reporting, monitoring and education around incidents and processes.

## Actions

- Implement the Emergency Services Telecommunications Authority - Emergency Marker Program on Safety Beach Foreshore
- Provide for emergency vehicle access in all future landscaping proposals
- Continue to include government agencies and volunteer emergency rescue providers that operate on our foreshores in consultation processes.



### 3.4.6 Traffic

A key planning challenge for the Safety Beach foreshore is access management – safe traffic movement in particular. Pedestrians, cyclists and vehicles are the three main forms of traffic within the reserve.

Marine Drive runs along the entire eastern boundary of the reserve and is managed by Vicroads, the reserve has a strong relationship with roadway.

### Issues

- The service road and bridge connecting Bruce Road to Tassell's Beach carpark is a shared pedestrian zone and requires linemarking and signage
- Community groups are concerned the current entry to the community centre carpark is too close to the Martha Cove underpass and is a dangerous exit entry point.
- There are opportunities for more pedestrian refuge areas along Marine Drive to facilitate safe crossing.

- Preliminary investigations by a traffic consultant has identified opportunities along Marine Drive to modify line marking to include parallel parking and line marked bicycle lanes on both sides of the road



- The intersection of Marine Drive, Nepean Hwy and Pt Nepean Rd is busy junction with potential dangers caused by traffic turning right from Marine Drive into the foreshore reserve
- Overgrown vegetation along the road verge of Marine Drive can block sight lines of oncoming vehicles

## strategies

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- There are opportunities to improve beach access by installing new staircases and refurbishing existing
- Pedestrian pathways need to be formalized throughout the reserve
- The Baytrail route runs through the reserve and more signage is required warning vehicles of the bicycle path.
- Separation of pedestrians and vehicles is required throughout the reserve
- Community groups have also voiced concern over potential accidents occurring between cyclists on Marine Drive and vehicles exiting and entering the reserve,
- Vehicle movement and parking is informal unrestricted in most of the southern areas of the reserve
- Council to continue to advocate and work with Vicroads to enable upgrading of linemarking on Marine Drive to include increased pedestrian refuges, bike lane and parallel parking where possible. Closure of small informal carpark areas can be coordinated with provision of additional parallel parking.
- Council to work with Vicroads and Dromana Foreshore Committee to prevent right hand turn into reserve at southern Safety Beach/Dromana Gateway. (refer to Appendix G, Masterplan 6.)
- Implement new carpark layout, possibly with separate entry end exit points, to avoid further congestion of Nepean Hwy intersection
- Council to review maintenance schedule for pruning of roadside vegetation to improve sightlines
- Install new and upgrade existing beach access staircases (refer to Appendix F, Proposed Recommendations)

### Objectives

- Clearly delineate pedestrian connections, providing pedestrians (and cyclists) with a greater level of priority and safety
- Enhance pedestrian and Bicycle accessibility within the reserve
- Increase signage throughout reserve highlighting Baytrail bicycle path to vehicle drivers
- Formalise vehicular access throughout reserve (refer to Appendix F, Proposed Recommendations)
- Improve the safety and condition of designated roadways and access tracks along the foreshore

### Actions

- Install signage and line marking on Service Road and Bridge connecting Tassell's Beach to Bruce Road
- Relocate existing entry/exit to community centre carpark south away from the Martha Cove underpass



### 3.5 Strategies for infrastructure and buildings

#### 3.5.1 Car parking

Public parking is provided along the length of the foreshore both within the reserve and as parallel parking on sections of Marine Drive.

#### Issues

- Community consultation has identified improving car parking as one of the most popular suggestions for enhancing the level of service within the Foreshore reserve
- During the peak summer period carpark areas reach capacity quickly and recreational public open spaces in the south of the reserve are being used as unrestricted informal overflow areas
- Carpark areas are sprawling and often inefficient
- Some are located in sensitive vegetation areas
- The Mt Eliza to Point Nepean Coastal Action Plan: 2012 suggests a 'Staged reduction in foreshore parking as and when appropriate in conjunction with the provision of new or consolidated parking on the landside or in the Activity node as appropriate.'
- Opportunities exists in strategic locations to reconfigure carpark areas on the landside of the

- reserve to increase beachside recreational public open space
- Concern from some sections of the community that any future works within the reserve should not result in loss of overall carpark spaces
- Majority of car parks throughout reserve are gravel and when unmaintained large potholes form creating drainage issues
- Carpark entry/exit points should be located to avoid traffic congestion and potential accidents occurring between vehicles and cyclists on Marine Drive
- The coastguard has indicated that they require up to six designated car parks close to the community centre

#### Objectives

- Provide passive viewing opportunities from carparks where possible.
- Provide drop-off points at foreshore carparks
- Increase the number of disabled car parks within the reserve
- Include water sensitive urban design best-practice in foreshore car park upgrades

## strategies

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- Consider emergency and maintenance vehicles in any foreshore car park upgrades
- Control vehicle access parking throughout the reserve. Clear delineation of carpark and green areas by using plantings, bollards, fencing and signage.
- Carparks to be resurfaced with a low maintenance, coastal sensitive material. Higher use areas should be prioritised.
- Formalise carparking areas and pedestrian access path in southern gateway area. Work with Dromana Foreshore Committee to ensure integration with future planned works on Dromana Foreshore. (Refer to Appendix G, Masterplan 6)

### Actions

- Formalise, resurface and linemark the Tassell's Beach Carpark. Incorporate Disabled access carparks and WSUD initiatives. (refer to Appendix G, Masterplan 1)
- Reconfigure existing carpark area closest to the existing playground, toilet block and BBQ facility to reclaim beachside recreational public open space. Consolidate parking into the two existing carparks closest to the community centre to ensure no net loss of carpark spaces in the Main Beach area. (Refer to Appendix G, Masterplan 2)
- Council to continue to advocate and work with Vicroads to enable upgrading of linemarking on Marine Drive to include increased pedestrian refuges, Bike lane and parallel parking where possible
- Install new formal carpark area close to the Prescott Avenue playground to reclaim beachside recreational public open space. (Refer to Appendix G, Masterplan 4)
- Formalise carpark area and controlled beach access ramp in southern area of reserve. Formalise overflow car parking areas with locked slip rail and bollards (Refer to Appendix G, Masterplan 5)

## 3.5.2 Toilet facilities



The provision of clean and sufficient numbers of toilet facilities has been identified as an important part of providing a high-quality coastal experience.

There are 4 public toilets available within the reserve these are:

- within the Yacht club/Coast Guard/Community Centre building
- Near the playground opposite Victoria Street
- opposite Tonkin Avenue
- Near the small playground opposite Prescott Avenue.

In March 2012, Council adopted the shire's Public Toilet Strategy to provide a framework for the

provision and refurbishment of the 134 public toilets on the Peninsula. Public toilet blocks within the Safety Beach foreshore reserves have been assessed and given a priority for upgrade as part of this strategy. The public toilet was not included as one of the high profile sites under the toilet strategy. It is included in council five year plan for upgrade.

### Issues

- Closest public toilet to Tassell's Beach is within the community centre, better signage is required to indicate the location
- The main toilet block opposite Victoria Street is old and takes up a large footprint on the reserve.
- Parking for toilet cleaners vehicles must be included in any future works
- Ensure that cleansing and maintenance of foreshore public toilet blocks are able to cope with high demand

### Objectives

- Improve accessibility to existing facilities
- Improve the safety and condition of council assets
- Enhance the overall attractiveness and function of the area for coastal recreation

### Actions

- Install signage in Tassell's Beach carpark to highlight location of nearest toilet block
- Incorporate toilet blocks on the Safety Beach foreshore into Council's 5 year toilet upgrade program
- Investigate additional sources of funding that may be used to raise the priority of renewal and refurbishment of foreshore toilet blocks.



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## 3.5.3 Drainage and storm water management

Drainage and storm water management is important to the foreshore environment. Storm water may carry contaminants from urban runoff that are detrimental to the receiving environment. Increased sedimentation, litter and unsightly outfall design (or large area. Drainage can also result in erosion along the foreshore.

### Issues

- Safety Beach is an exposed location, high tides during storm events wash up into the Main Beach area of the reserve and cause flooding
- The Main Beach area of the reserve is very flat and has large areas of imported fill which does not have adequate drainage
- Improved drainage is required along the reserve side of Marine Drive
- Gravel carparks and footpaths form large potholes and puddles during wet weather
- Poor drainage at toilet block doorways restricts access during wet weather
- Community groups have advised that erosion of the Dunn's Creek banks is caused by poor drainage within the reserve

### Objectives

- Reduce gross litter pollutants with litter traps
- Address poor storm water drainage infrastructure within the reserve
- Improve accessibility to council facilities



## Actions

- Construct boardwalk through Main Beach area and import topsoils to create undulating dune topography to help shield Main Beach reserve from high winds and seawater coming up over the rock slope during storm events (refer to Appendix G, Masterplan 2)
- Carparks to be resealed and designed with WSUD initiatives to collect and treat storm water (refer to Appendix F, Proposed Recommendations)
- Drainage at entrance to toilet facilities to be rectified
- Council to work with Vicroads to improve drainage along Marine Drive (refer to Appendix G, Masterplan 2)



- Investigate maintenance of Dunn's Creek Mouth, including responsibilities for maintaining opening of the channel.

### 3.5.4 Bathing boxes and boat sheds

As well as providing private amenity to lessees, bathing boxes and boatsheds add to the foreshore's character. Bathing boxes and boatsheds on Crown land are held by private individuals under lease from the Mornington Peninsula Shire.

- There are strict regulations regarding the development, maintenance and use of bathing boxes and boat sheds on public land. Bathing boxes and boat sheds cannot be altered without a planning permit. Generally speaking, the three-dimensional footprint of bathing boxes and boatsheds cannot be altered, external additions or semi-permanent objects such as steps or picnic tables cannot be constructed, and they must be kept in good repair and in a manner consistent with the existing character of nearby bathing boxes and boatsheds.

## Issues

- Litter gathering around bathing boxes
- Requests from bathing box license holders for management of sand accretion, erosion and vegetation

## Objectives

- Continue to manage boatshed and bathing boxes as per Mornington Peninsula Shire's adopted 'Boatshed and Bathing Box Policy' (2000).

## Actions

- Investigate the management of litter around bathing boxes
- Support the development of updated policy guidance in relation to boatsheds and bathing boxes on coastal crown land in consultation with key stakeholders including the Mornington Peninsula Beach Box association and local environmental groups
- Investigate whether stabilisation of dunes by Marram grass is creating excessive build up of sand around bathing boxes.

# strategies

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## 3.6 Strategies for climate change

The Mornington Peninsula Shire has been preparing for the potential impacts of climate change for more than a decade.

The Shire's approach has been driven by the Sustainable Peninsula Initiative, developed in conjunction with the community in 2001.

This initiative ensures that sustainability principles are incorporated into the shire's operations.

Key aspects of the approach have included reducing the Shire's greenhouse gas emissions (mitigation) and vulnerability to the potential effects of a changing climate (adaptation).

The main areas of concern include longer and more severe droughts, increased intensity when it does rain, increases in average temperature, sea-level rise, higher-fire-risk weather and more frequent and intense storms.

The Victorian Coastal Strategy (2008) requires authorities to plan for a sea level rise of 0.8 m by 2100, taking into account local conditions and other contributing factors, in making decisions for coastal areas. Development subject to potential impacts should be avoided unless it is designed to be appropriately protected from climate change effects and/or the expected design life is within the timeframe of potential effects.

### Issues

- Climate change is likely to impact on foreshore areas and associated infrastructure through increased storm impacts, erosion and coastal inundation
- While there is much certainty around climate change science there is still a lot to know and learn about how climate change will affect our shores

- The Shire needs to prepare for climate change, although we need to exercise balanced decision making to avoid mal-adaptation. E.g. failing to invest in facilities which will promote significant community benefits due to long term risk exposure beyond the intended design life
- Roles and responsibilities between tiers of government require further clarification with regard to responsibilities and management of climate change impacts

### Objectives

- Continue to develop strategies to mitigate greenhouse gas outputs within the Mornington Peninsula Shire
- Be a leading council by proactively participating in research to determine best-practice decision making for climate change.
- Avoid mal-adaptation to climate change
- Plan for sea-level rise of 0.8m by 2100
- Avoid development where the impacts of climate change cannot be avoided and the design life of the project extends beyond 2100

### Actions

- Advocate for a whole of bay approach to climate change information and impact management through the Association of Bayside Municipalities
- Participate in projects such as Coastal Adaptation Decision Pathways (Australian Government) and Future Coasts (Victorian Government)
- Continue to engage with the community regarding the outcomes of these projects and new information as it becomes available with an emphasis on how this information may be useful to our community

### 3.7 Strategies for commercial operators, tourism and events



Safety Beach foreshore hosts many activities, events and commercial operations ranging in scale from small exercise classes to major annual events.

#### Objectives

- Ensure future foreshore works take into account and allow for operation of community events where appropriate
- Minimise conflict between foreshore users, particularly during events
- Avoid approval of any new itinerant traders on the foreshore
- Ensure commercial operators pay fair commercial rates for the use of public land
- Ensure that private operators are assessed in terms of their net benefit to the community

#### Actions

- Develop a strategy for interpretive and directional signage throughout Safety Beach Foreshore Reserve

- Use event registration form and a coordinated booking system for foreshore areas

### 3.8 Strategies to build community awareness and involvement

#### 3.8.1 Volunteer groups and activities

A number of volunteer groups, including local schoolchildren, friends and environmental groups, help manage the foreshore through a variety of activities such as collecting rubbish and participating in re-vegetation initiatives.

These groups add significant value to the conservation of the foreshore reserve, as well as inject community pride and local responsibility for their public asset.

#### Issues

- There are diminishing numbers of volunteers
- Volunteer groups require assistance and spread their efforts across a wide range of various endeavors
- Volunteer groups take considerable pride in their works completed especially within the Main Beach area of the reserve
- Volunteer groups are key stakeholders and would like greater involvement in decision making in relation to the foreshore
- Ongoing consultation with the wider community is required for Council to make thorough, best practice decisions on future works within the reserve

#### Objectives

- Provide support and acknowledgement for activities proposed by volunteers groups that benefit the reserve

## strategies

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- Ensure that long term decisions are made after consultation with both Key stakeholder groups and members of the wider community

### Actions

- Help volunteer groups identify appropriate sites for works, such as litter removal, weeding and re-vegetation that are co-ordinated with Shire work programs/proposals and do not compromise safety or function
- Help volunteer groups find locations that provide opportunities for re-visiting and monitoring progress on re-vegetation projects
- Seek opportunities to showcase and reward the work of volunteers that contribute to our foreshores
- Keep volunteer groups informed of developments and involved in consultation in an integrated manner
- Provide platforms to assist volunteer groups to recruit members through the Shire's Volunteering Mornington Peninsula Program

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# appendix a

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## Appendix A: Planning and legislative framework

### Commonwealth legislation

#### Environment protection and Biodiversity Conservation Act 1999

The *Environment protection and Biodiversity Conservation Act 1999* delineates areas of federal and state responsibility for the natural environment. This Act defines the Australian Government's role in managing the environment as limited to matters of national environmental significance, such as Ramsar wetlands. The Act aims primarily to provide for the protection of the environment, promote ecologically sustainable development and promote the conservation of biodiversity.

### State legislation, policy and plans

#### Coastal Management Act 1995

The *Coastal Management Act 1995* provides for the coordinated strategic planning of Victoria's coastal resources. The Act established the Victorian Coastal Council (VCC) and three regional coastal boards to facilitate this process. The Act requires an application for consent to use or develop coastal Crown land. When considering an application, the Minister for Environment and Climate Change must consider the consistency of proposals with the Victorian Coastal Strategy, relevant Land Conservation Council and Environment Conservation Council recommendations and relevant management plans and coastal action plans.

#### Environmental Protection Act 1970

The *Environment Protection Act 1970* provides the legal framework by which environmental objectives, regulations and goals are established throughout the state for industry, commerce and the general public. The Act reflects the precautionary principle, the protection of intergenerational equity, the polluter pays principle, and the protection of biodiversity. It puts responsibility for sound environmental management on Victorian businesses, communities and individuals. It aims to achieve greater environmental performance through shifting to collaboration and co-regulation as opposed to the traditional 'command and control'.

#### Flora and Fauna Guarantee Act 1988

The *Flora and Fauna Guarantee Act 1988* incorporates a wide range of measures for conserving all Victoria's native plants and animals. Its broad aim is to prevent the extinction of any more plants and animals, both by saving those that are threatened and by preventing those that are currently secure from being threatened.

#### Heritage Act Act 1995

The *Heritage Act 1995* provides protection and conservation of places and objects of cultural significance and the registration of these places. The Act protects all categories of historic cultural significance relating to non-Aboriginal settlement of Victoria.

### The Planning and Environment Act 1987

*The Planning and Environment Act 1987* establishes state planning and land use processes including provisions for planning schemes for individual council areas. A planning scheme is a statutory document, which sets out objectives, policies and provisions relating to the use, development, protection and conservation of land in an area to which it applies.

A planning scheme regulates the use and development of land through planning provisions to achieve those objectives and policies. Every planning scheme includes the State Planning Policy Framework. The framework comprises general principles for land use and development in Victoria and specific policies dealing with settlement, environment, housing, economic development, infrastructure, and particular uses and development.

### The Victorian Coastal Strategy 2014

The *Victorian Coastal Strategy (VCS)* is the state government's policy commitment for coastal, estuarine and marine environments in Victoria. It provides a long-term vision for the planning, management and sustainable use of our coast, and the policies and actions Victorians will need to implement over the next five years to help achieve that vision.

### The Aboriginal heritage act 2006

The *Aboriginal Heritage Act 2006* commenced operation on 28 May 2007 and provides for the protection and management of Victoria's Aboriginal heritage with processes linked to the Victorian Planning system. The Act also has processes for handling dispute resolution.

### The Aboriginal Heritage Regulations 2007

The *Aboriginal Heritage Regulations 2007* give effect to the Act. The Regulations came into operation on 28 May 2007 and should be read in conjunction with the Act. The Regulations set out the circumstances in which a Cultural Heritage Management Plan (CHMP) is required to be prepared, and the standards for the preparation of a CHMP.

## Coastal and regional policy and plans

### Draft Regional Coastal Action Plan 2015

The *Draft Regional Coastal Plan for the Central Coastal Region* is a statutory document prepared under the provisions of the Coastal Management Act 1995. It provides a regional framework for planning and decision making on both public and freehold land at the local level. It also provides a focus for all agencies with responsibility for coastal management to act together to plan and manage the coast.

### Mt Eliza to Pt Nepean coastal action plan 2005

The *Mt Eliza to Point Nepean coastal action plan (2005)*: this CAP provides a long-term framework to manage this section of the coast and an integration mechanism that encourages high-level coordination for the resolution of coastal planning issues.

# appendix a

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## The Recreational Boating Facilities Framework 2014

The *Recreational Boating Facilities Framework (2014)* for the Central Region lists the Safety Beach boat ramp as a local facility now and into the future. The privately owned Martha Cove four lane boat ramp is listed as a regional level facility.

## Local policy and plans

### The Mornington Peninsula Strategic Plan 2013 - 2017

*The Mornington Peninsula Strategic Plan 2013 - 2017* has been developed by Council through ongoing community consultation and engagement. The Plan expresses the elected Council's vision, goals and priorities for the Mornington Peninsula Shire over the next four years (2013-2017), and includes strategic goals, outcomes and strategies that the Shire will implement to reach this vision.

### The Safety Beach Foreshore Masterplan 1999

*The Safety Beach Foreshore Masterplan 1999* was prepared to provide a guide for future planning, development and management of the area to cater for existing and community needs on a sustainable basis over a 5-10 year period.

### Mornington Peninsula Planning Scheme

*The Mornington Peninsula planning scheme* sets out policies and controls for the use, development and protection of land within the municipality. The planning scheme is based on model planning provisions for Victoria called the Victoria Planning Provisions (VPPs), which allow for each municipality to insert certain local provisions.

### The State Planning Policy Framework

The State Planning Policy Framework (SPPF) sets out the policies relevant to all land across Victoria.

#### Clause 12-2 – Coastal Areas

The most relevant aspect of the SPPF for the planning of the Mornington foreshore is Clause 12.2 – Coastal Areas. This clause includes the following objectives:

- Protection of coastal areas: to recognize and enhance the value of the coastal areas to the community and ensure sustainable use of natural coastal resources.
- Appropriate development of coastal areas: to ensure development conserves, protects and seeks to enhance coastal biodiversity and ecological values.
- Coastal Crown Land: to achieve development that provides an environmental, social and economic balance.
- Coastal tourism: to encourage suitable located and designed coastal and marine tourism opportunities

For each objective a range of strategies and policy guidelines are identified.

Under 'appropriate development of coastal areas' and 'coastal Crown land', the policy guidelines include: 'Any relevant coastal action plan or management plan approved under the *Coastal Management Act 1995* or *National Parks Act 1975*'

### Clause 13 – Environmental Risks

This includes Clause 13.01 - Climate Change Impacts, Which has the following objective:

- Coastal inundation and erosion: to plan for and manage the potential coastal impacts of climate change.

The relevant strategy specifies the need to 'plan for sea-level rise of not less than 0.8 metres by 2100'.

The policy guidelines again include: 'Any relevant coastal action plan or management plan approved under the *Coastal Management Act 1995* or *National Parks Act 1975*'

### The Local Planning Policy Framework

The Municipal Strategic Statement of the Mornington Peninsula Shire Planning Scheme contains following clauses that are most relevant to the Safety Beach Foreshore:

#### Clause 21.01 - The Mornington Peninsula Framework Plan

This clause outlines the over-arching policy directions for planning the Mornington Peninsula, including:

*Distinguishing between the Port Phillip foreshore as an area capable, in selected locations, of sustaining recreational opportunities for large numbers of people and Western Port and Bass Strait/Wild coast, which are more fragile environments, with greater sensitivity to modification.*

#### Clause 21.08 - Foreshores and Coastal Areas

This includes the following objectives, as well as a range of strategies:

*Objective 1: To protect and enhance the natural ecosystems and landscapes of the coast for the benefit and enjoyment of present and future generations*

*Objective 2: To achieve coordinated development of public and private facilities that increases the sustainable social, economic and recreational value of the coast and foreshore to the community.*

This Clause also outlines how strategies are implemented by applying planning controls (Zones and Overlays).

#### Clause 36.02 - Public Park and Recreation Zone

The Safety Beach Foreshore is situated within the Public Park and Recreation Zone (PPRZ).

This zone (like all zones and overlays) has a range of land use and development controls. It's purpose is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To recognise areas for public recreation and open space.
- To protect and conserve areas of significance where appropriate.
- To provide for commercial uses where appropriate.

## appendix b

### Appendix B: Key Strategic Recommendations

Refer to Appendix F SBCMP Proposed recommendation pages 1 - 7 for specific locations

Item	Strategies for Natural Systems
NS -1	Council to work with other authorities to seek a long term solution and funding for cliff stabilization measures . Safety Beach Foreshore landscape committee have indicated they would prefer a 'soft option' of installing sand bags to stabilize the base of the cliffs.
NS -2	Removal of small informal carparks from reserve and revegetate areas
NS - 3	Continue works to revegetate existing Banksia woodland are, existing Banksia trees are showing age and require succession plantings to ensure future health of woodland area.
NS - 4	Landscape banks of Dunn's Creek Outlet with vegetation native to the locality. Council to continue to work with responsible authority on projects to remediate further erosion within Dunn's Creek Estuary.
NS - 5	Carry out revegetation project at Intersection of Marine Drive and Nepean Highway
NS - 6	Restrict vehicle access over dunes to beach
	Strategies for Cultural heritage
CH - 1	Develop a heritage interpretation and arts strategy for the entire foreshore reserve which reveals the heritage values and cultural significance of the area. Using a variety of techniques to enrich the visitor experience and enhance the understanding of place.
	Strategies for Recreation
RE - 1	Install timber boardwalk look out decks in strategic locations along the foreshore
RE - 2	Refurbish existing lawn areas along main beach area
RE - 3	Install timber boardwalk in the northern section of the reserve between Yacht Club/Coast Guard/Community Centre and existing playground. Install timber boardwalk in the southern section of the reserve at the Safety Beach/Dromana gateway
RE - 4	In strategic areas consolidate car parking to the roadside of the reserve to reclaim recreational public open space along the beach side of the reserve.
RE - 5	Review existing playground opposite Victoria St for future improvements
RE - 6	Continue to plant canopy trees in strategic location to improve shade throughout foreshore reserve
RE - 7	Install Fitness stations in strategic location along the foreshore reserve

Strategies for Safe Access and Use	
SA - 1	Develop an effective signage strategy to ensure signage is coordinated.
SA - 2	Improve safe pedestrian/cyclists access into and out of the reserve
SA - 3	Improve safe vehicle access into and out of the reserve
SA - 4	Improve pedestrian accessibility within the reserve
SA - 5	Council to continue working with Vicroads on future locations of bicycle lanes along Marine Drive
Strategies for Infrastructure and Buildings	
IB - 1	Construct new formal asphalt carparks where existing gravel carparks are currently located
IB - 2	Improve drainage along side of Marine Drive
IB - 3	Review existing toilet blocks for refurbishment or replacement
IB - 4	Install beach access ramp with locked slip rail for council maintenance
IB - 5	Retain areas of lawn for overflow carparking during peak times
IB - 6	Install gross pollutant trap with informative signage
Strategies for Community Awareness	
CA - 2	Identify and plan potential locations for new council/community projects

## appendix c

### Appendix C : Draft Works Plan and Priorities

The draft works plan itemizes actions from both the proposed recommendations and the Masterplans allocates an approximate cost (Ex. GST) and indicative priority. This listing does not include ongoing routine maintenance (beach cleaning, vegetation management, risk control works etc).

In terms of the general recommendations (but not those relating to car park upgrades – see below), High priority generally corresponds to works to be considered in Years 1 – 4 and Medium to years 5 – 8. The timeframe for Low Priority works needs to be reviewed as the plan develops and in the light of available funding.

The proposed car park upgrades are listed separately as these will be assessed and prioritised in the context of Council’s overall policy and program in relation to the construction of unsealed car parks and policy development in relation to the construction of coastal car parking areas.

Note: all funding decisions are subject to Council’s annual budget review process and the availability of external funding.

#### General

Strategic Recommendations	Strategy	Action Description	High approx. Years 1 – 4	Medium approx.. Years 5 - 8	Low TBD
Overall	Cultural Heritage	<ul style="list-style-type: none"> <li>Develop a 'coastal walk' arts strategy which incorporates existing sculptures along with proposed locations for new works and interpretive signage which reference local history and native vegetation.</li> </ul>	\$15,000.00		
Overall	Safe Access	<ul style="list-style-type: none"> <li>Develop an effective signage strategy to ensure signage is coordinated though out the reserve.</li> </ul>	\$15,000.00		
Page 1					
To Be read in conjunction with Masterplan 1	Safe Access	<ul style="list-style-type: none"> <li>Install signage to highlight location of nearest public toilets within Community Centre. Install signage to indicate direction to clifftop walk and Pebble Cove Beach.</li> </ul>	\$5,000.00		
		<ul style="list-style-type: none"> <li>New signage and line marking to highlight bridge and service road are shared zones</li> </ul>	\$5,000.00		
	Cultural Heritage	<ul style="list-style-type: none"> <li>Refurbished existing Rotary club timber lookout and incorporate interpretive signage</li> </ul>		\$10,000.00	



Strategic Recommendations	Strategy	Action Description	High	Medium	Low
Page 1 cont.					
	Natural Systems	<ul style="list-style-type: none"> <li>Investigate Stabilisation of Tassell's Beach Cliffs Soft rock revetment and cliff face battering as per 2012 Cardno report</li> </ul>	\$10,000.00		
	Recreation	<ul style="list-style-type: none"> <li>Construct timber boardwalk along edge of Martha Cove Rock walls as per Masterplan 1. Include additional seating, drinking fountain and interpretive signage.</li> </ul>		\$75,000.00	
Page 2					
To be read in conjunction with Masterplan 2 & 3	Safe Access	<ul style="list-style-type: none"> <li>Construct kerb / channel and pavement along edge of Marine Drive between Marina underpass and Victoria Street</li> </ul>	\$43,500.00		
	Safe Access	<ul style="list-style-type: none"> <li>Relocate vehicle access into Community Centre carpark south of existing location away from Marina underpass as per Masterplan 2</li> </ul>	\$110,000.00		
	Cultural Heritage	<ul style="list-style-type: none"> <li>Incorporate interpretive signage into proposed works as per Masterplan 2 and Masterplan 3</li> </ul>	\$15,000.00		
	Recreation	<ul style="list-style-type: none"> <li>Install further landscaping near new pedestrian link to Marina Cove elevators. - Confirm ownership of land</li> </ul>	\$15,000.00		
		<ul style="list-style-type: none"> <li>Construct new gravel areas, BBQ facilities, furniture and shelter as per Masterplan 3</li> </ul>			\$150,000.00
		<ul style="list-style-type: none"> <li>Install new Fitness Station as per masterplan 3</li> </ul>			\$15,000.00
		<ul style="list-style-type: none"> <li>Review existing toilet block for possible repair or replacement</li> </ul>			\$10,000.00
		<ul style="list-style-type: none"> <li>Refurbish existing lawns and landscaping as per masterplan 2</li> </ul>		\$35,000.00	
		<ul style="list-style-type: none"> <li>Review opportunities to improve existing play equipment</li> </ul>	\$10,000.00		
		<ul style="list-style-type: none"> <li>Continue strategic planting of canopy trees through area as per masterplan 2</li> </ul>	\$15,000.00		

Strategic Recommendations	Strategy	Action Description	High	Medium	Low
Page 2 cont					
		<ul style="list-style-type: none"> <li>Construct new timber boardwalk, furniture and associated dune landscaping between existing playground and community centre approx.380 Linear Metres. Refer to Masterplan 2 and Masterplan 3</li> </ul>			\$595,00.00
Page 3					
	Safe Access	<ul style="list-style-type: none"> <li>Consider location of temporary solar powered VMS trailer close to boat ramp during peak times to highlight boat ramp is limited and for users to consider alternative ramps such as Martha Cove.</li> </ul>	\$5,000.00	\$5,000.00	\$5,000.00
		<ul style="list-style-type: none"> <li>Install signage on corners of Victoria St to indicate direction to overflow carpark and review cluttered signage within Boat ramp carpark</li> </ul>	\$1,200.00		
		<ul style="list-style-type: none"> <li>Install pedestrian refuge on Marine Drive linking overflow car parking to boat ramp carpark</li> </ul>	\$10,000.00		
	Infrastructure & Buildings	<ul style="list-style-type: none"> <li>Design Reconfigure existing boat ramp carpark for improved efficiency</li> </ul>	\$5,000.00		
		<ul style="list-style-type: none"> <li>Existing toilet block to be reviewed as part of public toilet strategy refurbishment program.</li> </ul>			\$10,000.00
	Recreation	<ul style="list-style-type: none"> <li>Install Fitness Station near Tonkin Street Play ground</li> </ul>			\$15,000.00
Page 4					
	Natural Systems	<ul style="list-style-type: none"> <li>Remove small informal gravel carpark from reserve and revegetate area.</li> </ul>		\$33,000.00	
		<ul style="list-style-type: none"> <li>Continue revegetation works in Banksia Woodland tie this in with community participation, artwork and Interpretive signage</li> </ul>	\$20,000.00	\$20,000.00	\$20,000.00
		<ul style="list-style-type: none"> <li>Stabilise and Landscape banks of Dunns Creek outlet with vegetation native to the locality.</li> </ul>		\$100,000.00 Subject to definition of responsibility	
	Cultural Heritage	<ul style="list-style-type: none"> <li>Incorporate interpretive signage along bay trail boardwalk sections</li> </ul>	\$5,000.00		
	Recreation	<ul style="list-style-type: none"> <li>Install timber lookout deck on high ground north of Dunns Creek</li> </ul>		\$25,000.00	



Strategic Recommendations	Strategy	Action Description	High	Medium	Low
Page 4 cont					
		<ul style="list-style-type: none"> <li>Remove small informal gravel carpark Close to link Drive from reserve, install picnic facilities on reclaimed land and revegetate surrounding areas.</li> </ul>			\$35,000.00
	Safe Access	<ul style="list-style-type: none"> <li>Install pedestrian refuge on Marine drive close to Tonkin Street</li> </ul>			\$10,000.00
		<ul style="list-style-type: none"> <li>Install new timber beach access steps between Link Drive and Tonkin Street</li> </ul>			\$29,000.00
Page 5					
To be read in conjunction with Masterplan 4	Cultural Heritage	<ul style="list-style-type: none"> <li>Incorporate interpretive signage along bay trail through existing tea tree scrub opposite Prescott Ave</li> </ul>	\$10,000.00		
	Recreation	<ul style="list-style-type: none"> <li>Construct new BBQ facilities, shade structure and decks as per Masterplan 4</li> </ul>		\$150,000.00	
		<ul style="list-style-type: none"> <li>Remove small informal carpark from reserve and maintain as lawn area</li> </ul>		\$5,000.00	
	Safe Access	<ul style="list-style-type: none"> <li>Install pedestrian refuge on Marine drive close to Balmoral Ave</li> </ul>		\$10,000.00	
		<ul style="list-style-type: none"> <li>Existing toilet block to be reviewed as part of public toilet strategy refurbishment program. Near Prescott Ave.</li> </ul>		\$10,000.00	
Page 6					
	Natural Systems	<ul style="list-style-type: none"> <li>Remove small informal carpark from reserve and revegetate area. Between Mason Ave and Balmoral Ave</li> </ul>		\$32,000.00	
		<ul style="list-style-type: none"> <li>Install low barriers to restrict vehicle access over dunes to beach opposite Mason Ave</li> </ul>		\$2,000.00	
	Cultural Heritage	<ul style="list-style-type: none"> <li>Incorporate interpretive signage into Sheepwash creek bridge</li> </ul>	\$10,000		
	Recreation	<ul style="list-style-type: none"> <li>Remove small informal gravel carpark from reserve and maintain as lawn area</li> </ul>		\$35,000.00	
	Safe Access	<ul style="list-style-type: none"> <li>Install pedestrian refuge on Marine drive close to Mason Ave</li> </ul>	\$10,000.00		

Strategic Recommendations	Strategy	Action Description	High	Medium	Low
Page 7					
To be read in conjunction with Masterplans 5 & 6	Natural Systems	<ul style="list-style-type: none"> <li>Continue to revegetate the sedgeland with indigenous 'Swamp Scrub' vegetation as per Masterplan 6</li> </ul>		\$25,000	\$25,000
	Cultural Heritage	<ul style="list-style-type: none"> <li>Incorporate interpretive signage and sculptures into proposed works as per Masterplan 6</li> </ul>		\$10,000.00	
		<ul style="list-style-type: none"> <li>Install Fitness Station near opposite existing BP Petrol Station refer to Masterplan 6</li> </ul>		\$15,000.00	
		<ul style="list-style-type: none"> <li>Construct formal beach access ramp with locked slip rail. consider use of 'Flexmat' concrete block mattress system. As per Masterplan 5</li> </ul>		\$25,000.00	
		<ul style="list-style-type: none"> <li>Install Gross Pollutant Trap as per masterplan 6</li> </ul>		\$35,000.00	
	Recreation	<ul style="list-style-type: none"> <li>Construct new timber boardwalk through existing sedgeland revegetation approx.150 Linear Metres. Refer to masterplan 6</li> </ul>			\$285,000
Totals (Ex.GST)			\$334,600	\$657,000	\$1,204,000
\$2,195,600					

## Carpark Upgrades Recommendations

Plan reference	Action Description	High	Medium	Low
Masterplan .1	<ul style="list-style-type: none"> <li>Construct new sealed carpark at Tassell's Beach with raised surface area for Disabled carpark spaces and incorporating new pedestrian footpath, garden beds and low barriers to protect vegetation from vehicles</li> </ul>	\$175,000.00		
Masterplan 2	<ul style="list-style-type: none"> <li>Construct existing community centre carpark</li> </ul>		\$95,000.00	
Masterplan 2	<ul style="list-style-type: none"> <li>Construct new carpark to upgrade existing gravel carpark</li> </ul>		\$155,000.00	



Plan reference	Action Description	High	Medium	Low
Masterplan 2	• Construct new angled carpark close to existing Playground to reclaim public open space and associated landscaping works.			\$155,000.00
Masterplan	• Construct new carparks where existing gravel carparks are currently located north of Dunns Creek			\$175,000.00
Masterplan 4	• Construct new angled carpark, footpaths and landscaping close to existing Playground.			\$175,000.00
Masterplan	• Construct new carparks where existing gravel carpark is currently located close to Balmoral Ave			\$585,000.00
Masterplan p.6	• Construct new carparks where existing gravel carparks are currently located .			\$390,000.00
Masterplan 5	• Construct new carpark, footpaths, landscaping and furniture where existing gravel carpark is currently located.			\$300,000.00
Masterplan 6	• Construct new carpark, footpaths, landscaping and furniture where existing lawn carpark is currently located.			\$560,000.00
Totals (Ex.GST)		\$175,000	\$250,000	\$2,340,000
\$2,765,000				

# appendix d

## Appendix D: Community Consultation

### Overview

A combination of meetings, interviews and surveys were carried out with various stakeholders during the study, including input from local residents, facility users, and agencies. These stakeholders included:

#### General Stakeholders

- Local residents.
- Foreshore visitors.
- Safety Beach Boat Ramp users.
- Association for Building Communities in Dromana.

#### Safety Beach User Groups or Management Groups

- Safety Beach Foreshore Advisory Group.
- Safety Beach Foreshore Landscape Committee.
- Safety Beach Sailing Club.
- Australian Volunteer Coast Guard (Group VF6).
- Parks Victoria.

A chronological summary of the consultation undertaken is shown in the following table.

Date	Method of Consultation	Group / Stakeholder
6 – 26 March 2013	Survey questionnaire	Local Residents
9 March 2013	Intercept Survey	Safety Beach Boat Ramp users
	Intercept Survey	Foreshore Visitors
15 March 2013	Meeting	Australian Volunteer Coast Guard (Group VF6)
19 March 2013	Meeting	Safety Beach Sailing Club
	Meeting	Parks Victoria
	Joint Meeting	Safety Beach Foreshore Advisory Group Safety Beach Foreshore Landscape Committee Association for Building Communities in Dromana
3 April 2013	Meeting (follow-up)	Safety Beach Foreshore Advisory Group Association for Building Communities in Dromana

A high-level summary of the key outcomes from the consultation conducted is provided below.

- Residents generally rate the quality and condition of the Safety Beach Foreshore Reserve as good to excellent.
- Nearly two-thirds of residents visit the Foreshore Reserve on a daily basis, with the most popular reason being to access the beach and to exercise.



- The most popular suggestions identified by residents for improving the Foreshore Reserve are better rubbish control, improved car parking, increased BBQs/shade/seating, improved weed control, and additional paths.
- Boaters value highly the existing boat ramp on the Safety Beach Foreshore Reserve, and more than eight out of every ten users rate the quality and condition of the boat ramp as good to excellent.
- The most popular suggestions identified by boaters for improving the boat ramp are to improve the car parking arrangements, deepen the area around the ramp, and to provide protection to the ramp from the weather.
- The Bay Trail alignment needs to be better defined between Mt Martha and Dromana, and where possible, this should occur on off-road paths along the foreshore.
- The following improvements to facilities and spaces along the Foreshore Reserve were supported by a majority of stakeholders:
  - defined car parking areas throughout the southern section of the reserve, and delineation between vehicles and pedestrians.
  - increased provision for safe pedestrian crossing along Marine Drive.
  - make safe the eroding cliff at Tassells Beach, and stabilise and maintain the cliff top pathway between Pebble Beach and Tassells Beach.
  - upgrade the visual appearance of the Martha Cove underpass, and complete the pedestrian link from Safety Beach to the underpass lifts.
  - install interpretive signage along the Foreshore Reserve.
  - increase seating along the reserve and install lookout points.
- Conflict exists between the operators of PWCs and other beach users, such as swimmers, sailors and fisherman.

The following sections provide an extended summary of the information collected from the stakeholder consultation.

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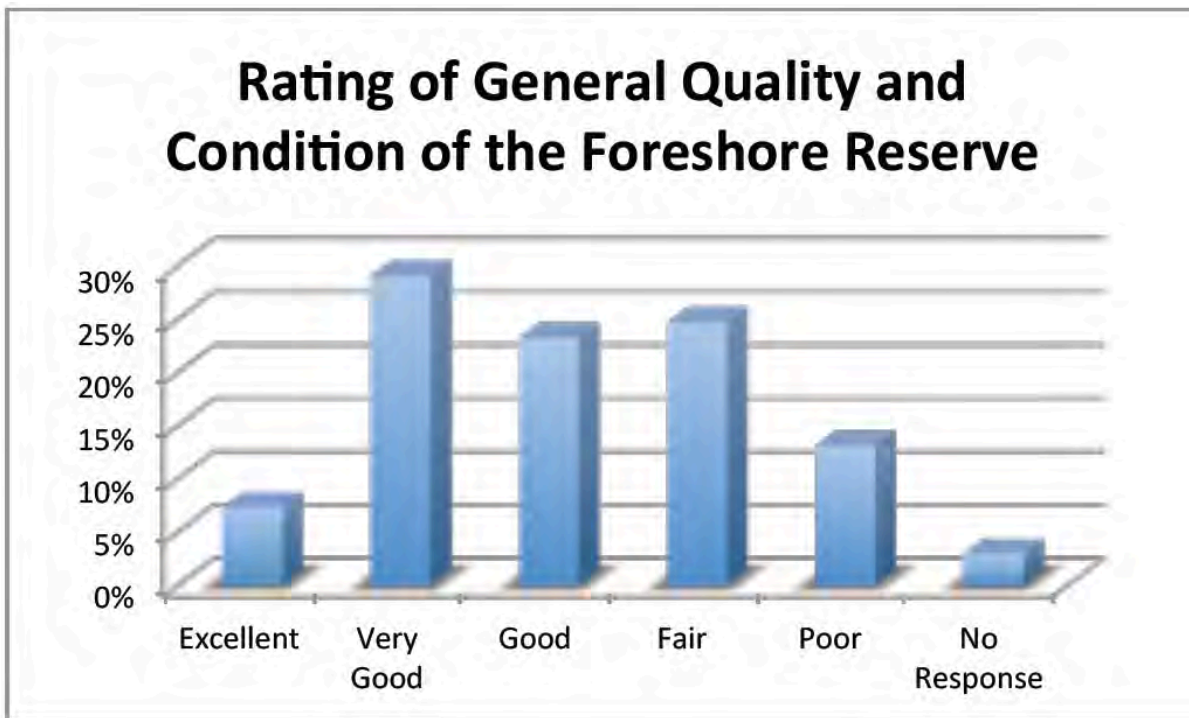
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### Resident Questionnaire

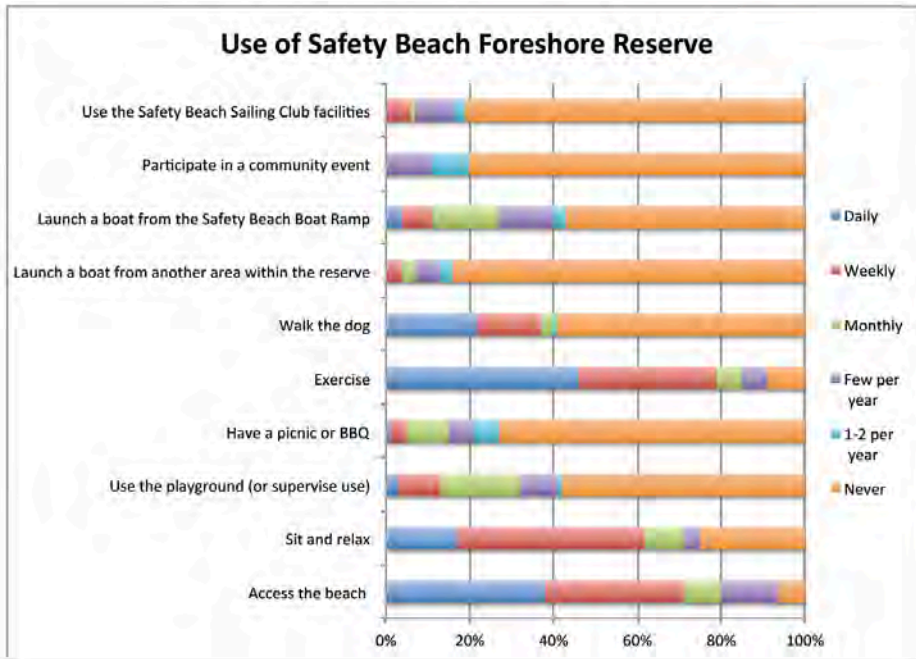
A written questionnaire was letterbox dropped on 10 March to all households in Marine Drive and randomly selected households in Victoria Street, Sunrise Close, Dromana Parade, Tonkin Street and Balmoral Avenue. Approximately 200 questionnaires were distributed with a total of 66 completed surveys returned to Council (33% response rate). See Appendix 2 for a copy of the survey questionnaire and a full set of results.

The key results from the survey are:

- All respondents, or their families, had used the Foreshore Reserve in the past 12 months.
- 59% of respondents rated the general quality and condition of the Foreshore Reserve as 'excellent', 'very good' or 'good', whilst 25% rated it 'Fair', and 14% rated it 'Poor' (see graph below).

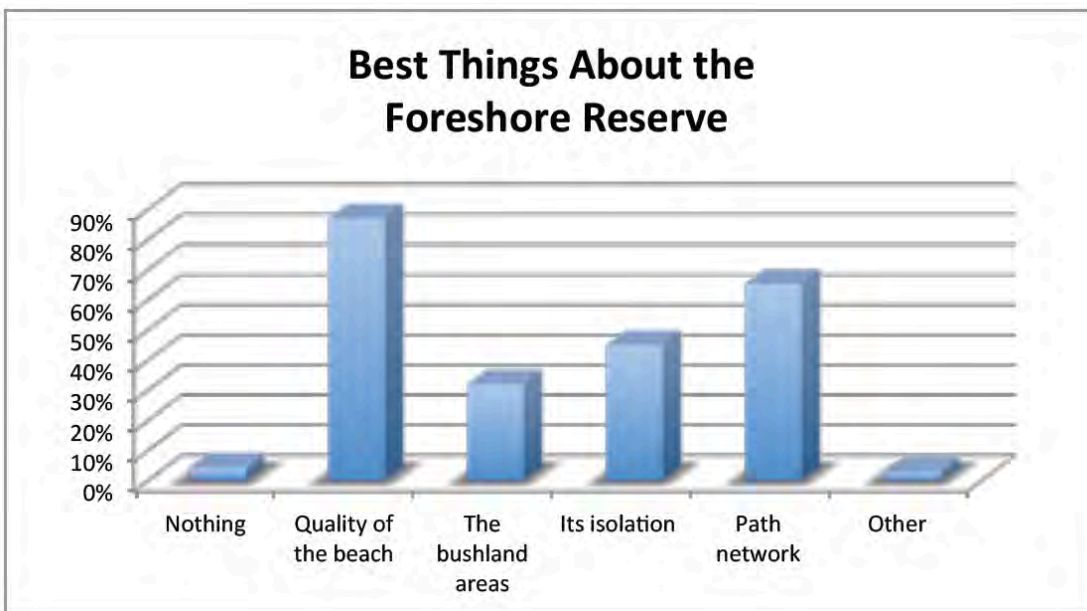


- A high proportion of respondents (59%) visited the Foreshore Reserve on a daily basis for various purposes and a further 23% visited on a weekly basis. The graph below shows that respondents visited the reserve for a variety of reasons, and at variable frequencies. Key findings are:
  - The most popular reasons for visiting the reserve were 'to access the beach' (94%) and 'to exercise' (91%).
  - Of those accessing the beach, 38% did so daily and 33% on a weekly basis.
  - Of those using the Foreshore Reserve for exercise, 46% did so daily and 33% on a weekly basis.
  - Other popular activities on a daily basis were 'walking the dog', and 'to sit and relax'.



Please note: Respondents could nominate multiple responses

- A majority of residents (91%) walked to the Foreshore Reserve.
- Respondents identified the best things about the reserve, being the 'quality of the beach' (86%), the 'path network' (67%), and its 'relative isolation' (42%) (see graph below).



Note: Respondents could nominate up to three responses

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- Respondents were asked whether overall their needs were being met at the reserve. 48% stated that their needs were being met, 17% stated they were not, and 35% stated that sometimes their needs were met. The main reasons why needs were not being met, included the desire for trees/bushes to be pruned/trimmed, the need for increased rubbish bins and frequency of rubbish collection, and the need for more seats and tables.
- Respondents were asked to nominate up to three improvements that they would like to see within the reserve (see graph below).

The most popular improvements were 'enhanced rubbish maintenance' (25%), 'parking' (17%), 'increased provision of BBQ areas/shade/seating' (16%), 'increased maintenance/removal of weeds' (10%), and 'provision of paths for walking and cycling' (10%).



Please note: Respondents could nominate up to three responses

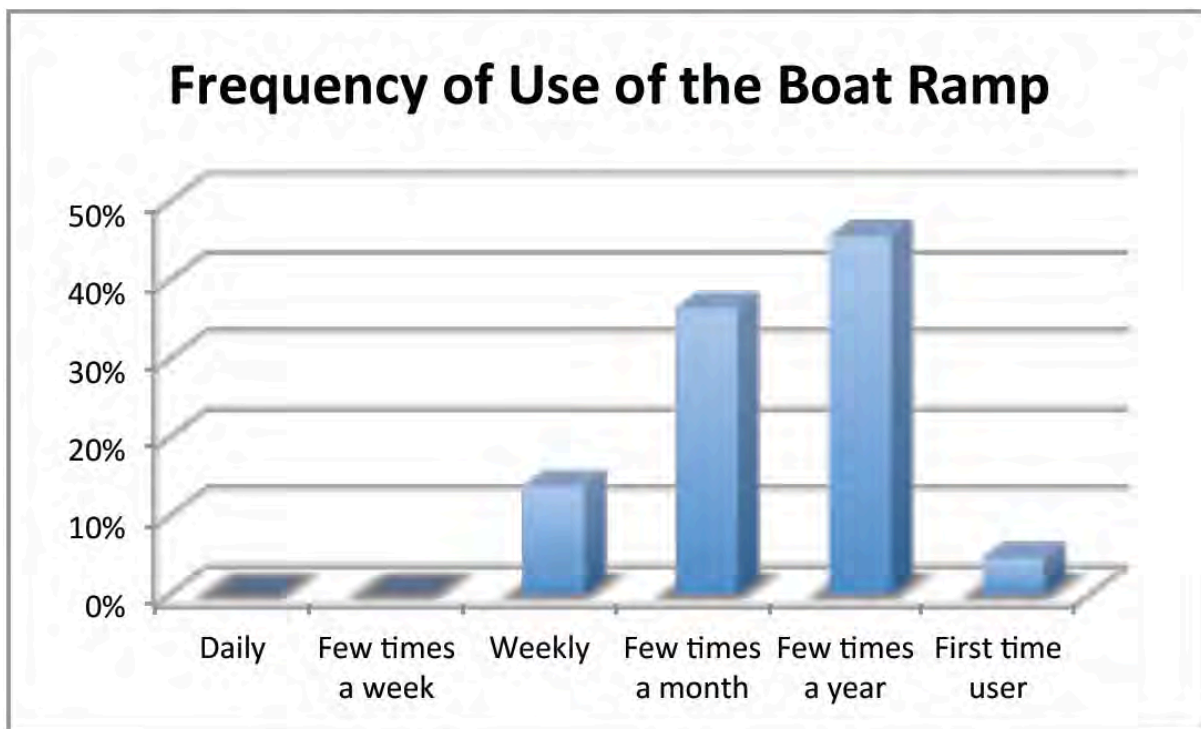
- 88% of respondents or their families were not members of any of the groups based at the Foreshore Reserve.
- For 67% of respondents, Safety Beach was their main place of residence. In relation to household type, the largest group was 'couple, with children no longer at home' (35%).

## Recreational Boating Survey

Information was collected from users of the Safety Beach Boat Ramp on Sunday 9 March between 7.30am and 10.30am. Twenty-two (22) users were interviewed as they waited to launch their vessels. See Appendix 3 for a copy of the survey questionnaire and a full set of results.

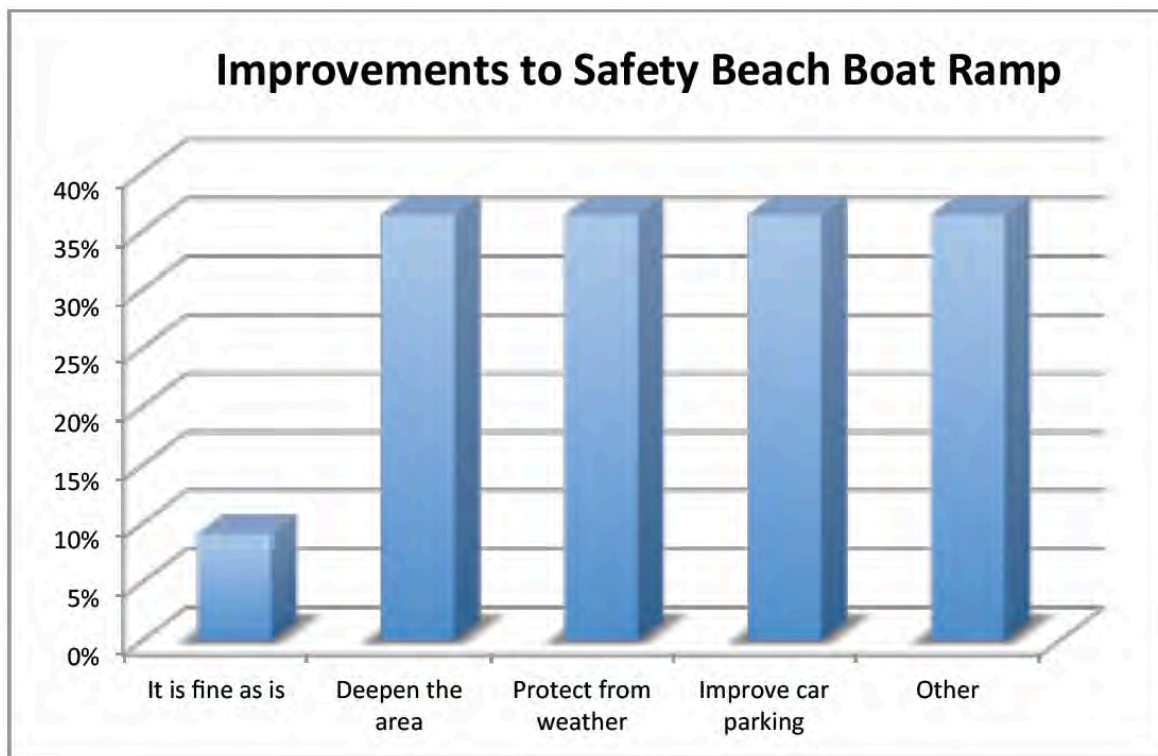
The key results from the survey are:

- 59% of the users were residents of Safety Beach.
- All respondents indicated that the boat launching facility was either 'extremely important' or 'important' to them.
- Almost half of the users (45%) used the boat ramp only a few times per year (see graph below).



- 73% of respondents were launching a fishing boat, with the other crafts being either water-skiing boats, personal watercrafts (PWCs) or recreational boats.
- 81% of respondents rated the general quality and condition of the boat ramp as 'excellent', 'very good' or 'good'. 19% rated the facility as 'poor' or 'very poor'.
- Respondents were asked if they had any suggestions for improving the boat ramp. The three most popular responses were to improve the car parking arrangements, deepen the area around the ramp, and to provide protection to the ramp from the weather by either building a breakwater or relocating it to the north side of the jetty (see graph below)

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### Other Stakeholders

Input and contributions from other stakeholders are reported below.

#### Resident Submissions

Council received three submissions/letters from Safety Beach residents and visitors prior to the study. The issues identified were:

- Suggestion for the installation of a memorial seat along the foreshore (not known to whom the memorial would be commemorating).
- Extend the Safety Beach jetty to accommodate additional fishing opportunities.
- Lop foreshore trees to enhance views.

#### Parks Victoria

Parks Victoria's responsibility for foreshore management starts at the mean high water mark, they have no responsibility for land management. Their key areas of responsibility are to enforce the Marine Safety Act 2010 (Vic) and Marine Safety Regulations 2012 (Vic), including the five knots speed limit, boat user safety equipment, boating and swimming zones, and monitoring of licenses.

A Swimming-Only Zone was introduced at Safety Beach in 2012 between Balmoral Ave and Mason Ave and extending 500m offshore to separate boating and swimmers. Lateral markers were installed at the Martha Cove Breakwater and were designed to have craft exit straight out of the harbour.

The Department of Primary Industries manages the Aquaculture (Mussel) Farm located off Safety Beach.

### Safety Beach Foreshore Advisory Group

The Safety Beach Foreshore Advisory Group (SBFAG) was established in 2008, and is a committee of Council. The Group has a close alliance with the Safety Beach Foreshore Landscape Committee, and supports most of the directions identified by that group and which are reported below. In addition, the SBFAG noted the following issues and opportunities:

- The Bay Trail is a priority route on the Metropolitan Trail Network and gaps currently exist in the connections between Mt Martha and the McCrae foreshore. The link from Mt Martha to Safety Beach currently follows an on-road alignment from Nepean Highway to Bruce Road, to Island Drive, Pickings Road, Link Drive and through to Marine Drive. The path along the Foreshore Reserve to Dromana is not formed.

Suggested that this route needs improved signage, and where possible, off-road paths formed and where not possible, on-road bike lanes provided.

- SBFAG would like to see defined car parking areas throughout the southern section of the Foreshore Reserve, rather than the indiscriminate parking that currently exists, and for there to be delineation between vehicles and pedestrians.
- Concern that there is little provision for safe pedestrian crossing along Marine Drive, and the Group's preference is for traffic speed to be reduced from 60km/h to 50km/h.
- The Dunn's Creek outflow has caused a lot of erosion, and the road bridge over Sheepwash Creek is narrow for cars and cyclists.
- There has been a request for a bocce court by some residents.
- The Group noted that Marine Drive offers one of the few uninterrupted views of Port Phillip Bay along the Peninsula, and advocates for the installation of interpretive signage along the foreshore.

### Safety Beach Foreshore Landscape Committee

The Safety Beach Foreshore Landscape Committee (SBFLC) was established in 1998. It managed the preparation of the 1999 Safety Beach Master Plan by Inspired Place. The SBFLC have the current goals for the further improvement of the reserve:

- Make safe the eroding cliff at Tassells Beach.
- Stabilise and maintain the cliff top pathway between Pebble Beach and Tassells Beach.
- Define the pedestrian access from the Tassells Beach car park to the beach.
- Upgrade the visual appearance of the Martha Cove underpass, and complete the pedestrian link from Safety Beach to the underpass lifts and formalise the pavement treatment to also accommodate the heavy Marina maintenance vehicles.
- Complete new works associated with the Buckley's Rest precinct.
- Complete the path network in the southern section of the Foreshore Reserve (Bay Trail).
- Build on the regional theme of sculpture in the outdoors.
- Mitigate the congestion of boating activities at Safety Beach created by the Martha Cove activity, the Safety Beach Sailing Club and the boat ramp. Also results in congested traffic conditions along Marina Drive from the car parking pressure for trailers and cars.

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- Install interpretive signage with possibilities for themes to be the history of the use of the area to accommodate army troops training, and descriptions of the flora and fauna.
- Install lookout points along Banksia Reserve.
- Increase seating along the reserve.
- Install bollards/fencing to protect plantings from cars and pedestrians.
- Enforce laws to control the launching of boats over the sand dunes (degrading dunes in some parts).

### Association for Building Communities in Dromana (ABCD)

It was explained that Dromana and Safety Beach do not have Town Plans, and these were considered important to protect the environmental and marine values of the area.

### Safety Beach Sailing Club

The Safety Beach Sailing Club was established in 1967 and provides a range of instructional and competition activities for sailing craft from the Club facilities. The Club occupies part of the combined sailing club, coast guard and community centre building located just south of the Martha Cove Marina breakwater.

The key issues for the Club are:

- Unlawful and dangerous actions of operators of PWCs and larger motorised vessels, particularly the conflict caused to the sailing craft.
- The need for increased enforcement to control the unlawful behaviour.
- The location of the Mussel Farm and its proposed future expansion limits the use of the water space off Safety Beach for sailing activities.
- The relatively close location of the Safety Beach Boat Ramp to the Sailing Club creates conflict between the respective users.
- Other suggestions:
  - Facilitate better utilisation of the sand in the northern section of the beach.
  - Formalise the opportunity for trailer parking in the area between the beach and the underpass lift, outside the Sailing Club's compound.
  - Repair boat ramp located in the northern section of the beach, adjacent to the Sailing Club's compound (grade of ramp too steep).
  - Parked cars on the beach side of the ramp are a potential safety issue.

### Australian Volunteer Coast Guard (Group VF6)

The Australian Volunteer Coast Guard (Group VF6) is mainly responsible for marine search and rescue, with other activities including education and training, and boat licence testing. The Coast Guard occupies part of the combined sailing club, coast guard and community centre building.

The Coast Guard is happy with the facilities available, however, noted that it ideally requires up to six reserved car parking bays in the adjacent car park, and that the car park exit appears too close to the tunnel exist (safety concern).

Other observations from Coast Guard officials include:

- Illegal fishing occurring on the Martha Cove breakwater (safety concerns).
- Poor connection between the beach path and the underpass lift.
- Lack of tree planting within the northern section of the Foreshore Reserve.
- Improved signage required to direct users to the Martha Cove Boat Ramp.

### Groups and Representatives Consulted

Name	Position
Reece Taranto	Ranger, Parks Victoria
Graham Whittaker	Chair, Safety Beach Foreshore Advisory Group Member, Safety Beach Foreshore Landscape Committee
Ross Martin	Member, Association for Building Communities in Dromana Commodore, Safety Beach Sailing Club
Tony Christmas	Australian Volunteer Coast Guard (Group VF6)
Dave Goldfinch	Australian Volunteer Coast Guard (Group VF6)
Colin Blore	Australian Volunteer Coast Guard (Group VF6)
Tom McCullough	Chair, Safety Beach Foreshore Landscape Committee Member, Safety Beach Foreshore Advisory Group
Roma McCullough	Member, Safety Beach Foreshore Landscape Committee
Kay Barnett	Member, Safety Beach Foreshore Advisory Group
Bob Donaldson	President, Association for Building Communities in Dromana
Keryl Edwards	Resident, Safety Beach
Arthur Salopitias	Resident, Safety Beach
Paul Timpano	Visitor, Safety Beach





**RESIDENT SURVEY Safety Beach 'Visioning' Plan Project**

(Question 7 should only be answered by respondents who answered 'No' to Q. 1)

7. Why don't you or your family use the Foreshore Reserve? *(Up to three responses)*

- Not interested
- No time - too busy
- Go to other parks and reserves
- Lack of playgrounds, poor existing playground
- Don't feel safe
- Lack of seats, tables, picnic areas
- Nothing for me to do in the reserve
- Injured / health constraints
- Poor condition of the reserve
- Other (specify) \_\_\_\_\_

8. Are there any improvements you would like see within the Foreshore Reserve *(list in order of priority)*? *(Or tick the box)*

- No, its fine how it is
- i. \_\_\_\_\_
- ii. \_\_\_\_\_
- iii. \_\_\_\_\_

9. Are there any types of changes that you would NOT like to see occur within the Foreshore Reserve?

\_\_\_\_\_

10. Is there anything else that you would like to say about the Foreshore Reserve?

\_\_\_\_\_

The following information will help us analyse the survey responses.

11. Are you or your family currently a member of one of the following groups? *(Please tick)*

- No
- Safety Beach Sailing Club
- Safety Beach Foreshore Advisory Group
- Australian Volunteer Coast Guard

12. What Safety Beach street do you live in? \_\_\_\_\_

13. Is this house your main place of residence? \_\_\_\_\_

14. Which of the following best describes your Safety Beach household?

- Single person (under 30yrs)
- Family with mostly pre-school children
- Single person (over 30 yrs)
- Family with most children 6-15 yrs
- Couple, no children
- Family with most children over 15 yrs
- Couple, children no longer at home
- Group of adults, no children
- Other \_\_\_\_\_

15. Do you want to know when the DRAFT Safety Beach Foreshore Reserve Visioning Plan is available for review and feedback by residents? If 'Yes', please provide an email address or a mailing address.

\_\_\_\_\_ Name \_\_\_\_\_ Email or Postal Address

16. Have you heard of the Safety Beach Foreshore Advisory Group?  Yes  No

17. If Yes, are you aware that the group comprises mainly local resident volunteers?  Yes  No

18. Would you be interested in becoming actively involved with the Group?  Yes  No

If Yes, please provide an email address or a mailing address? \_\_\_\_\_  
(or 'As Above') Email or Postal Address

For more information about the Safety Beach Foreshore Reserve 'Visioning' Schematic Plan Project, please contact Virginia Brook, Council's Strategic Planner - Coastal on 5950 1982.

**YOU HAVE NOW COMPLETED THE SURVEY. THANK YOU FOR YOUR TIME!**

## appendix d

### Resident Survey Results - Safety Beach Foreshore Reserve (March 2013)

1. In the past 12 months, did you or your family use any part of the Safety Beach Foreshore Reserve?

Response	Percent	Frequency
Yes	100%	69
No	0%	0
Total	100%	69

2. How do you rate the general quality and condition of the Foreshore Reserve?

Rating	% of Users	Frequency
Excellent	7%	5
Very Good	29%	20
Good	23%	16
Fair	25%	17
Poor	13%	9
Don't Know/No Response	3%	2
Total	100%	69

3. For what purpose(s) did you or your family use the Foreshore Reserve, and approximately how frequently for each response?

Activity	Total Responses	Daily	Weekly	Monthly	Few per year	1-2 per year	Never
To access the beach (for bathing or swimming)	69	26 (38%)	23 (33%)	6 (9%)	10 (14%)	0 (0%)	4 (6%)
To sit and relax	69	12 (17%)	31 (45%)	6 (9%)	3 (4%)	0 (0%)	17 (25%)
To use the playground (or supervise use)	69	2 (3%)	7 (10%)	13 (19%)	6 (9%)	1 (1%)	40 (58%)
To have a picnic or BBQ	69	1 (1%)	3 (4%)	7 (10%)	4 (6%)	4 (6%)	50 (72%)
Exercise, eg jog, walk	69	32 (46%)	23 (33%)	4 (6%)	4 (6%)	0 (0%)	6 (9%)
To walk the dog(s)	69	15 (22%)	10 (14%)	2 (3%)	0 (0%)	1 (1%)	41 (59%)
To launch a boat from the Safety Beach Boat Ramp	69	3 (4%)	5 (7%)	11 (16%)	9 (13%)	2 (3%)	39 (57%)
To launch a boat from another area(s) within the reserve	69	0 (0%)	3 (4%)	2 (3%)	4 (6%)	2 (3%)	58 (84%)
To participate in a community event	69	0 (0%)	0 (0%)	0 (0%)	8 (12%)	6 (9%)	55 (80%)
To use the Safety Beach Sailing Club facilities	69	0 (0%)	4 (6%)	1 (1%)	6 (9%)	2 (3%)	56 (81%)
Kyaking	1	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Boatshed	1	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

4. When using or visiting the Foreshore Reserve, how do you usually get there?

Response	% of Users	Frequency
By vehicle	7%	5
Walk	91%	63
Ride	1%	1
Other	0%	0
Total		69

10. Is there anything else that you would like to say about the Foreshore Reserve?

Responses	Frequency
Consistent planting	1

11. Are you or your family currently a member of one of the following groups?

Response	% of Respondents	Frequency
No	88%	61
Safety Beach Foreshore Advisory Group	6%	4
Safety Beach sailing Club	4%	3
Australian Volunteer Coast Guard	1%	1
Total		69

12. What Safety Beach street do you live in?

Street	% of Respondents	Frequency
Marine Dve	49%	34
Victoria St	10%	7
Dromana Pde	26%	18
Sunrise Close	1%	1
Balmoral	1%	1
Tonkin St	1%	1
Nepean Highway	1%	1
No Response	9%	6
Total	100%	69

13. Is this house your main place of residence?

Description	% of Total Surveyed	Frequency
Yes	65%	45
No	35%	24
Total	100%	69

14. Which of the following best describes your Safety Beach household?

Response	Percent	Frequency
Single person (under 30)	0%	0
Single person (over 30)	12%	8
Couple, no children	10%	7
Couple, children no longer at home	35%	24
Family with mostly pre-school children	6%	4
Family with most children 6 - 15 years	9%	6
Family with most children over 15 year	12%	8
Couple of adults, no children	4%	3
Other	1%	1
No Response	12%	8
Total	88%	69

# appendix d



## BOAT USER SURVEY Safety Beach Foreshore Reserve 'Visioning' Schematic Plan Project

Hello, my name is Richard, and I am undertaking some research on behalf of Mornington Peninsula Shire Council on people's use and levels of satisfaction with the Safety Beach Foreshore.

Can you spend a couple of minutes answering some questions? The survey is anonymous.

(Yes – continue; No – 'thank you for your time')

Council has commenced a project to prepare a new Safety Beach Coastal Management Plan, and to inform that Plan, we want to understand from the public's perspective the current strengths and constraints of the foreshore reserve, and identify any opportunities to improve the reserve.

I am particularly interested in your use of the reserve for your boating activities.

- Are you a resident of Safety Beach?  
 Yes       No, **if 'No'**, In what suburb/settlement do you live? \_\_\_\_\_
- Approximately, how often do you use these boat launching facilities?  
 Daily       Few times a week       Weekly       Few times a month  
 Few times a year       First time user       Don't Know/No Response
- And how important are these boat launching facilities to you? (**read out rating options**)  
 Extremely Imp     Imp     Neutral     Not Very Imp     Not Imp at all     Don't Know/No Response
- Observe and note what type of craft is being launched**  
 Fishing boat       Water ski boat  
 PWC       Yacht       Other (specify) \_\_\_\_\_
- How do you rate the general quality and condition of the boat launching facilities? (**read out rating options**)  
 Excellent     Very Good     Good     Poor     Very Poor     Don't Know/No Response  
**If 'Poor' or 'Very Poor' ..... What are the issues that make you rate the facilities like that?**  
\_\_\_\_\_  
\_\_\_\_\_
- Have you any suggestions on how the boat launching facilities could be improved?  
(**Or tick the box**)  
 No, they are fine as is  
i. \_\_\_\_\_  
ii. \_\_\_\_\_  
iii. \_\_\_\_\_
- Have you any comments about other areas of the Foreshore Reserve, or suggestions for improvement?  
 No     Yes, **and what are they (list)**  
i. \_\_\_\_\_  
ii. \_\_\_\_\_
- Do you want to know when the DRAFT Safety Beach Foreshore Reserve Visioning Plan is available for review and feedback by residents? If 'Yes', please provide an email address or a mailing address.

Name \_\_\_\_\_

Email or Postal Address \_\_\_\_\_

**YOU HAVE NOW COMPLETED THE SURVEY. THANK YOU FOR YOUR TIME!**



## BOAT USER SURVEY

### Safety Beach Foreshore Reserve 'Visioning' Schematic Plan Project

Hello, my name is Richard, and I am undertaking some research on behalf of Mornington Peninsula Shire Council on people's use and levels of satisfaction with the Safety Beach Foreshore.

Can you spend a couple of minutes answering some questions? The survey is anonymous.

(Yes – continue; No – 'thank you for your time')

Council has commenced a project to prepare a new Safety Beach Coastal Management Plan, and to inform that Plan, we want to understand from the public's perspective the current strengths and constraints of the foreshore reserve, and identify any opportunities to improve the reserve.

I am particularly interested in your use of the reserve for your boating activities.

1. Are you a resident of Safety Beach?
  - Yes
  - No, If 'No', In what suburb/settlement do you live? \_\_\_\_\_
2. Approximately, how often do you use these boat launching facilities?
  - Daily
  - Few times a week
  - Weekly
  - Few times a month
  - Few times a year
  - First time user
  - Don't Know/No Response
3. And how important are these boat launching facilities to you? (*read out rating options*)
  - Extremely Imp
  - Imp
  - Neutral
  - Not Very Imp
  - Not Imp at all
  - Don't Know/No Response
4. Observe and note what type of craft is being launched
  - Fishing boat
  - Water ski boat
  - PWC
  - Yacht
  - Other (specify) \_\_\_\_\_
5. How do you rate the general quality and condition of the boat launching facilities? (*read out rating options*)
  - Excellent
  - Very Good
  - Good
  - Poor
  - Very Poor
  - Don't Know/No Response

If 'Poor' or 'Very Poor' ..... What are the issues that make you rate the facilities like that?

\_\_\_\_\_

\_\_\_\_\_
6. Have you any suggestions on how the boat launching facilities could be improved? (*Or tick the box*)
  - No, they are fine as is
  - i. \_\_\_\_\_
  - ii. \_\_\_\_\_
  - iii. \_\_\_\_\_
7. Have you any comments about other areas of the Foreshore Reserve, or suggestions for improvement?
  - No
  - Yes, and what are they (*list*)
  - i. \_\_\_\_\_
  - ii. \_\_\_\_\_
8. Do you want to know when the DRAFT Safety Beach Foreshore Reserve Visioning Plan is available for review and feedback by residents? If 'Yes', please provide an email address or a mailing address.

\_\_\_\_\_  
Name

\_\_\_\_\_  
Email or Postal Address

**YOU HAVE NOW COMPLETED THE SURVEY. THANK YOU FOR YOUR TIME!**

## appendix d

### Boat User Survey Results - Safety Beach Foreshore Reserve March 2013

1. Are you a resident of Safety Beach?

Response	Percent	Frequency
Yes	41%	9
No	59%	13
Total	100%	22

2. Approximately, how often do you use these boat launching facilities?

	% of Users	Frequency
Daily	0%	0
Few times a week	0%	0
Weekly	14%	3
Few times a month	36%	8
Few times a year	45%	10
First time user	5%	1
Don't know/No response	0%	0
Total	100%	22

3. How important are these boat launching facilities to you?

Response	% of Users	Frequency
Extremely important	82%	18
Important	18%	4
Neutral	0%	0
Not very important	0%	0
Not important at all	0%	0
Don't know/No response	0%	0
Total	100%	22

4. What type of craft is being launched?

Type of craft	% of Responden	Number
Fishing boat	73%	16
PWC	14%	3
Water ski boat	9%	2
Yacht	0%	0
Recreational boat	5%	1
Total	100%	22

### Appendix E: Visioning report

During 2013, the Mornington Peninsula Shire funded the preparation of the Safety Beach Foreshore Reserve Visioning Report. The report covers the the Foreshore Reserve from the southern boundary of Dromana foreshore at the corner of Nepean highway and Marine Drive thru to the northern boundary of Mt Martha, near the corner of Bruce Rd and Marine Drive.

The report identifies issues, proposes a vision and proposes strategies for the future use, development and management of the Foreshore Reserve.

The Visioning Report has been prepared by Mark Travers Landscape Architect in association with MEMLA and Landdance Landscape Architectural firms. The project has been guided by the Mornington Peninsula Shire in consultation with the community and key stakeholder groups.

The methodology used to prepare the Visioning report has included:

- A desktop review of existing back ground information
- Site inspections
- Consultation with the wider community
- Consultation with Key Stakeholder groups

Through consultation with community groups, residents and key stakeholders the vision for the future of Safety Beach Foreshore Reserve have been developed as

*'To protect, maintain and create awareness of the unique natural and cultural history of the Safety Beach Foreshore Reserve. To provide an improved level of service and an enhanced, high quality, coastal experience for both residents and visitors.'*

To achieve this vision the report identifies strategies based on the following themes

- natural systems
- cultural heritage
- recreation
- safe access and use
- infrastructure and buildings
- climate change
- commercial operators, tourism and events
- community awareness and involvement.

## appendix e

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### Study Area

The Safety Beach Foreshore Reserve is located at the northern end of Dromana Bay, on the Mornington Peninsula. The reserve comprises of approx. 4 kilometers of open space and carpark areas between Dromana and Mt Martha, varying from 30 to 50m wide, the reserve sits between the beach dune and Marine Drive.

Martha Cove Marina boat canal effectively separates Tassell's Beach at the northern end from the main body of the reserve, pedestrian access is provided via lifts and staircases to an underpass walk way. At the southern end, both Dunns Creek and Sheepwash Creek cross the reserve and flow out into the bay, pedestrian bridges are provided at these points.



Image 1. Aerial view of Safety Beach Study Area

### The Safety Beach Foreshore Reserve

#### 2.1 Existing Conditions

The Safety Beach Foreshore Reserve is visited on a daily basis with the most popular reasons being to access the beach and to exercise.

The 'Baytrail' shared pathway runs the length of the reserve, although sections of the path are currently incomplete and signage needs to be improved to highlight this asset.

The existing boat ramp within the reserve is highly valued by users, although conflicts exist between operators of PWCs and other beach users, such as swimmers, sailors and fishermen.

The reserve includes the following infrastructure:

- 15 x informal gravel/grass parking areas
- 2 x line marked asphalt carparks
- 2 x Playgrounds
- 3 x Toilet blocks
- Timber Boardwalks

- Concrete and gravel pathways
- Boat Ramp
- A number of informal small boat launching places over dunes
- Combined sailing club, coast guard and community centre building

### 2.2 Foreshore Management Stakeholders

- Mornington Peninsula Shire Council is responsible for the management of the crown land reserve, spanning from high water mark to Marine Drive.
- The Safety Beach Foreshore Advisory Group (SBFAG) was established in 2008, and is a committee of Council. The Group has a close alliance with the Safety Beach Foreshore Landscape Committee.
- The Safety Beach Foreshore Landscape Committee (SBFLC) was established in 1998. It managed the preparation of the 1999 Safety Beach Master Plan by Inspired Place.
- Parks Victoria's responsibility for foreshore management starts at the mean high water mark, they have no responsibility for land management. Their key areas of responsibility are to enforce the Marine Safety Act 2010 (Vic) and Marine Safety Regulations 2012 (Vic), including the five knots speed limit, boat user safety equipment, boating and swimming zones, and monitoring of licenses.
- The Department of Primary Industries manages the Aquaculture (Mussel) Farm located off Safety Beach.
- The Safety Beach Sailing Club was established in 1967 and provides a range of instructional and competition activities for sailing craft from the Club facilities. The Club occupies part of the combined sailing club, coast guard and community centre building located just south of the Martha Cove Marina breakwater.
- The Australian Volunteer Coast Guard (Group VF6) is mainly responsible for marine search and rescue, with other activities including education and training, and boat licence testing.

## The Safety Beach Foreshore Reserve Vision

### 3.1 The Vision

Community and stakeholder groups were consulted throughout March and April 2013 to assist in the identification of the foreshore vision, use and management issues and to discuss potential opportunities for improvement within the reserve.

The following vision statement summarizes the community's future vision for the Safety Beach Foreshore Reserve which was identified through community consultation process.

*'To protect, maintain and create awareness of the unique natural and cultural history of the Safety Beach Foreshore Reserve. To provide an improved level of service and an enhanced, high quality, coastal experience for both residents and visitors.'*

## appendix e

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The Key strategies identified to achieve this vision are as follows:

- Improve public amenity within the open spaces of the reserve
- Improve pedestrian accessibility to and within the reserve
- Review car parking throughout the reserve for improved efficiency
- Improve efficiency of the current boat ramp facilities
- Stabilize beach erosion and improve maintenance within the reserve
- Create awareness of local history and natural environment
- Protection of the foreshore dunes and vegetation

### 3.2 Management Precincts

Due to the scale of the reserve the Management plan recognizes four distinct precincts each based on individual landscape character.

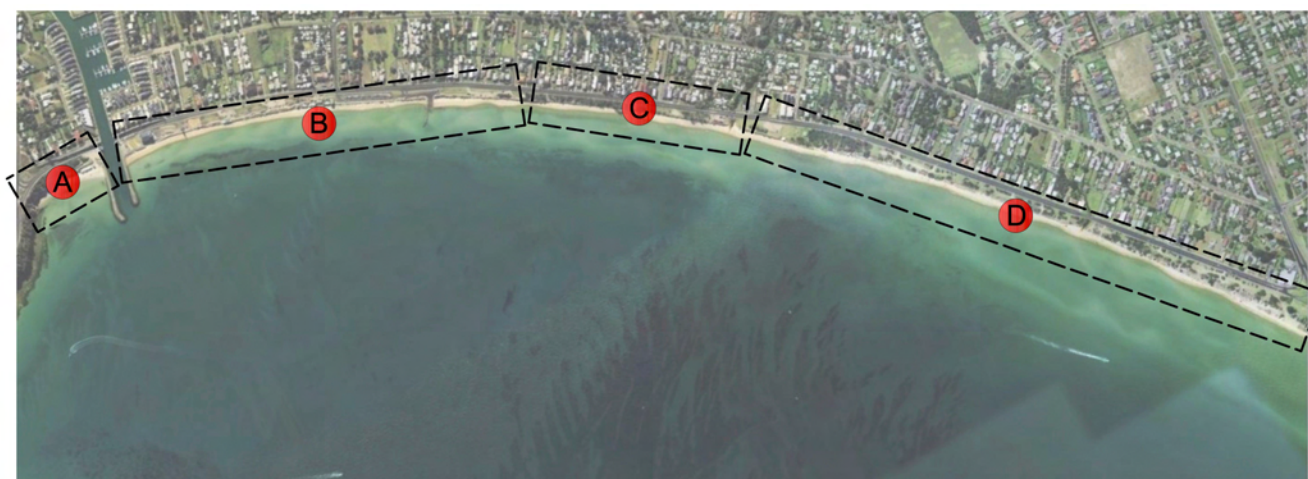


Image 2. Aerial view of Safety Beach with illustrating precincts based on landscape character

**A. Tassell’s Beach Precinct**

A small cove bounded by cliffs to the north and the Martha Cove breakwater to the south. This area is separated from the main foreshore by the boat entry to the Martha Cove Marina with pedestrian access from the main beach area only possible by lift/stairwell and underpass.

Community Issues:		
<ul style="list-style-type: none"> <li>Define pedestrian access from Tassell’s beach carpark to beach</li> </ul>	<ul style="list-style-type: none"> <li>Make safe the eroding cliffs, stabilize and maintain pathway from pebble beach to Tassell’s Beach</li> </ul>	<ul style="list-style-type: none"> <li>Define pedestrian access from Tassell’s beach carpark to beach</li> </ul>
<ul style="list-style-type: none"> <li>More interpretive signage</li> </ul>	<ul style="list-style-type: none"> <li>Area to be better utilised</li> </ul>	<ul style="list-style-type: none"> <li>Increase seating, lookouts and picnic facilities</li> </ul>
<ul style="list-style-type: none"> <li>Illegal fishing on Marina breakwall</li> </ul>	<ul style="list-style-type: none"> <li>Increase rubbish removal and maintenance</li> </ul>	<ul style="list-style-type: none"> <li>Residents regularly visit the area to exercise and walk the dog</li> </ul>

**B. Main Beach Precinct**

Located between the Martha Cove Breakwall to the north and Tonkin Street to the south, the defining characteristic of this area is one of an semi-urban beach with the ability to cater for large numbers of visitors. Providing beach access for pedestrians, Sailing club , Volunteer coastguard and recreational boat users, this area also offers the most constructed visitor amenities along the foreshore with picnic facilities, defined carparks, play ground, sculptures, jetty, public toilets and open lawn areas.

Community Issues:		
<ul style="list-style-type: none"> <li>Resolve pedestrian link from main beach area to marina</li> </ul>	<ul style="list-style-type: none"> <li>Increase seating, lookouts and picnic facilities</li> </ul>	<ul style="list-style-type: none"> <li>Lack of trees and shade structures</li> </ul>
<ul style="list-style-type: none"> <li>Continue theme of sculptures</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian access could be improved</li> </ul>	<ul style="list-style-type: none"> <li>Increase rubbish removal and maintenance</li> </ul>
<ul style="list-style-type: none"> <li>More interpretive signage</li> </ul>	<ul style="list-style-type: none"> <li>Conflicts exist between PWC operators and other beach users</li> </ul>	<ul style="list-style-type: none"> <li>More signage directing boat ramp overflow to Martha Cove Boat Ramp</li> </ul>

## appendix e

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### **C. Banksia Woodland Precinct**

Bounded by Tonkin St at the north to Dunns creek in the south this zone has remained relatively uncleared with large Coastal Banksia (*Banksia integrifolia*) and undulating topography. This is only area within the 4km foreshore reserve where mature indigenous canopy trees occur.

#### Community Issues:

---

- |   |  |  |
|---|--|--|
| • Increase seating, lookouts and picnic facilities                | • More interpretive signage  | • Continue theme of sculptures             |
| • Residents regularly visit the area to exercise and walk the dog | • Pedestrian crossings could be improved providing better access across Marine Drive | • Increase rubbish removal and maintenance |

### **D. Sheoak Woodland Precinct**

This is the largest zone along the foreshore reserve spanning 1.5km between Dunns creek and Nepean Hwy (Hospital corner). The majority of the area consists of lawns and gravel areas with large shrubs and low canopy trees scattered throughout. Native vegetation areas are typically fragmented with vehicles mostly unrestricted.

#### Community Issues:

---

- |   |   |   |
|---|---|---|
| • Increase seating, lookouts and picnic facilities                | • More interpretive signage   | • Continue theme of sculptures                    |
| • Residents regularly visit the area to exercise and walk the dog | • Need to define carparking areas with delineation between vehicles and pedestrians | • Increase rubbish removal and maintenance        |
| • Complete 'bay trail' shared pathway                             | • Control the launching of boats over the sand dunes                                | • Dunns creek outflow has caused a lot of erosion |

3.3 Issues and Strategies to Achieve Vision

Issues	Strategies for Natural Systems
Cliffs at Tassell's Beach are eroding posing risk to reserve and beach visitors	Stabilize erosion and improve maintenance within the reserve
Small informal gravel carparks compacting ground beneath Mature Banksia trees and provide limited spaces	Removal of small informal carparks from reserve and revegetate areas
Existing Banksia woodland canopy trees are slowly dying out	Continue works to revegetate existing Banksia woodland area, existing Banksia trees are showing age and require succession plantings to ensure future health of woodland area.
Banks of creeks are eroding	Landscape banks of Dunn's Creek Outlet with vegetation native to the locality. Council to continue to work with responsible authority on projects to remediate further erosion within Dunn's Creek Estuary.
Evidence of Swamp scrub regrowth at Safety Beach / Dromana	Carry out revegetation project at Intersection of Marine Drive and Nepean Highway
Cars are driving into areas of vegetation and over dunes in southern sections of the reserve	Restrict vehicle access in southern section of the reserve
	Strategies for Cultural heritage
Lack of information with reserve on the natural and cultural history of the area. Some artworks have already been installed in Main beach area there is an opportunity for more Artwork to be installed along the length of the reserve to create an 'Coastal Arts Trail'	Develop a heritage interpretation and arts strategy for the entire foreshore reserve which reveals the heritage values and cultural significance of the area. Using a variety of techniques to enrich the visitor experience and enhance the understanding of place.

## appendix e

Issues	Strategies for Recreation
Great views are available from specific locations throughout the reserve specific point throughout the reserve	Install timber look out decks in strategic locations along the foreshore. These can incorporate interpretive signage.
Existing lawn areas have been established on old carpark, subsequently the lawn is very flat and not thriving	Refurbish existing lawn areas along main beach area
Existing gravel footpath connecting community center to playground is poorly maintained, Low shade cloth fences are installed to protect vegetation from strong winds, Opportunity to create a boardwalk which links community centre to playground with beach access points and interpretive signage.	Install timber boardwalk in the northern section of the reserve between Yacht Club/Coast Guard/Community Centre and existing playground. Install timber boardwalk in the southern section of the reserve at the Safety Beach/Dromana gateway
Opportunities exist within the reserve to create new public recreational spaces incorporating picnic facilities and landscaping by reclaiming public open space and rationalizing car parking	In strategic areas consolidate car parking to the roadside of the reserve to reclaim recreational public open space along the beach side of the reserve.
District Playground currently does not offer equal accessibility elements	Review existing playground opposite Victoria St for future improvements
Shade trees are lacking within the reserve	Continue to plant canopy trees in strategic location to improve shade throughout foreshore reserve
A number of locations along the foreshore reserve would be suitable for the location of Fitness stations, these would help to reinforce the reserve as a linear public open spaces as opposed to independent sections of reserve.	Install Fitness stations in strategic location along the foreshore reserve

Issues	Strategies for Safe Access and Use
Lack of directional signage within the reserve . Some areas such as the boat ramp are cluttered with new and old signage	Develop an effective signage strategy to ensure signage is coordinated.
Pedestrian and cyclist access needs to be improved into reserve from surrounding neighborhood	Improve safe pedestrian/cyclists access into and out of the reserve
Vehicle access to the Community centre carpark is too close to the Marina Cove underpass.	Improve safe vehicle access into and out of the reserve
Evidence of informal pedestrian beach access from caravan parks down to beach	Improve pedestrian accessibility within the reserve
Marine Drive is popular with cyclists and has areas of sufficient width for linemarked bike lanes although lanes are not marked at present.	Council to continue working with Vicroads on future locations of bicycle lanes along Marine Drive

## appendix e

Strategies for Infrastructure and Buildings	
Many Carparks are inefficient open gravel clearings	Construct new formal asphalt carparks where existing gravel carparks are currently located
Poor drainage within reserve and in sections along Marine Drive	Improve drainage along side of Marine Drive
Existing toilet block has drainage issues at doorways and shows evidence of cracking in masonry walls.	Review existing toilet blocks for refurbishment or replacement
Cars are driving over dunes in southern section of reserve beach cleaner needs access to beach	Install beach access ramp with locked slip rail for council maintenance
During peak periods overflow parking is required throughout the reserve	Retain areas of lawn for overflow carparking during peak times. These areas can be locked off for regeneration during winter months.
Suggestions from community groups that run off water from stormwater infrastructure could be treated in a wet land at gateway between Dromana and Safety Beach	Install gross pollutant trap with informative signage. A wetland is not practical in this area .
Strategies for Community Awareness	
Ongoing desire from community groups to be involved in the management of the reserve. Specific areas would benefit from council/community group projects.	Identify and plan potential locations for new council/community projects



Appendix F: Proposed Recommendations

# appendix g

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## Appendix G: Proposed Masterplans