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KANANOOK CREEK ASSOCIATION INC
KANANOOK CREEK CORRIDOR RESTORATION
MANAGEMENT PLAN OBJECTIVES

OVERALL

The Kananook Creek corridor, from the mouth to Eel Race Road, should be managed as a single environmental and recreational linear link. This is supported by the Melbourne Open Space Plan, prepared by the Ministry for Planning and Environment, which included the Kananook Creek Corridor as a significant lineal reserve (1992 p28).

The status of the Creek should be changed from an arterial drain to a recreational waterway.

WATERWAY

A clean and healthy and recreational waterway for small boats and canoes.

Discharges onto Frankston Beach should be consistent with its status as the cleanest and safest beach in Victoria.

Water quality should be improved by continued operation of the Patterson Lakes Pumps (1992).

Snag removal and fish habitat Melbourne Water should continue its policy of trimming overhanging branches and removing snags. Melbourne Water should seek part compensation when trees over ten metres from the bank fall into the Creek. However, several large logs, with few protruding limbs, could be placed in the Creek to provide fish habitat. These logs should be marked by an attached floating sign, or hazard marker above top water level (1992 P38).

Aesthetic quality of the Creek be enhanced by regular clearing of litter, removal of dilapidated boat houses and jetties, and enforcement of suitable edge treatment designs (1992).

Boating - a "Canoe the Kananook" program to enable canoeing along the entire length of the Creek for local and regional use (1992).

Moorings and launching - the mouth of the Creek, to Wells Street should continue to be used for mooring boats – mainly leisure crafts. Mooring fees would be payable to the Kananook Creek Recreational Area Committee of Management. Accessible moorings would have to be constructed along the edge of the Creek. Construction costs should be met by the Committee of Management mooring fees, together with any sub-letting boat hire businesses (1992 p29).

Regulations - Maximum speed limit of 8km/hr over the whole length of the Creek (1992). Committee of Management to appoint a By-Laws Officer (1992).

Dredging - Melbourne Water to dredge outlets of major drains as required (1992).

Frankston City Council Committee of Management to dredge Creek mouth (1992).

Melbourne Water to investigate the feasibility of dredging and flushing the organically rich sediment layer (1992).

Drains Gross pollution traps to be retrofitted to Beach St and fitted to all new drains

NATURE RESERVES

Quality of regionally significant nature reserves be progressively improved and managed in a consistent manner with nearby significant nature corridors on Seaford Foreshore and in the Seaford Wetlands (2008).

Shared pathways in the Kananook Creek Corridor Reserves restricted to the new trail finished in 2005 in the modified nature reserves between the Mile Bridge and Beach Street (2008).

Mile Bridge to Seaford Road - the well defined walking track with a soft surface exists on the east bank should be retained and maintained in its present form (1992)

FCC should negotiate with the Melbourne Transport Corporation for the possible future development of a regional bicycle link along the railway reserve (1992).

Seaford Road to Station Street - the disused caravan park area should be cleared of its existing buildings and developed into an arboretum. The arboretum would be carefully landscaped park using the indigenous plants which would have occurred beside the Creek (1992)

Station Street to Eel Race Drain - the reserve on the east bank, from Station Street to Eel Race Drain has large remnant stand of locally significant native flora and should be developed as a Nature Reserve (1992 p28). In 1991 the KCA developed a nature trail from Station Street to Armstrong's Road which takes in scenic and environmental highlights of the area. This is a pedestrian-only trail which loops back to Station Street via the railway reserve. The nature trail

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is signposted, with an accompanying map and information brochure (1992 p31). Since 1992 KCA has extended the nature trail to Eel Race Road.

The environmental values of the Creek Corridor should be enhanced through an ongoing program of weed removal and replacement with native plants (1992)

Fire Management (1992)

- FCC, together with CFA, to raise public awareness.
- FCC and Melbourne Water must continue routine maintenance.
- Various control points and access lines to be established through the Creek corridor.

KANANOOK CREEK BOULEVARD PRECINCT

The Kananook Boulevard Project will fundamentally change perceptions of the Creek and Frankston itself. The aim is to create a vibrant, pedestrian friendly waterfront precinct by 2010. East Bank-it is envisaged that elements of the design, such as open-air restaurants, will be incorporated on the east bank of the Creek (1992)
Sheet piling should be removed and more accessible natural edge treatments restored

LANDOWNERS

Landowners need certainty and cooperation to improve the creek side corridor. Positive engagement with both creek side and reserve side landowners to improve the natural environment and aesthetics, supported by effective local laws (2008)

All edge treatment works to be approved by Melbourne Water and require a planning permit (1992).

No jetty or landings upstream of Beach Street without Melbourne Water approval (1992).

The floodplain level should be re-declared to the 1.7 metre AHD, and a building line at the 1.7 metre A.H.D. contour line be established along both banks of the Creek with appropriate amendment to the planning scheme(1992)

COMMUNITY ENGAGEMENT

Recognition and encouragement from FCC to involve the community. The vital role of the public and community groups in maintaining and improving the Creek should be recognised (1992). **KCA represents a wide range of landowners ,stakeholders and interested persons and continues to be the largest and most active community group engaged in the Creek's restoration.**

LIASION AND ADVICE

The Kananook Creek Liaison Committee should be given the task of monitoring the progress of the Kananook Creek Management Plan, to be implemented jointly by Melbourne Water and the City of Frankston (1992)

Minutes to be sent to FCC v Councillors

PROGRAM MANAGEMENT

Appoint a project Manager to manage implementation

Bring under direct sponsorship of FCC CEO

Set timeframes

Bring under FCC Major Projects Committee oversight

All of the above objectives should be realised by 2010 to coincide with completion of the Kananook Creek Boulevard Project