

Balnarring Township Structure Plan

Mornington Peninsula Shire Council

19 August 2019



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Balnarring Township Structure Plan

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MORNINGTON PENINSULA
Shire



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Movement & Place Consulting

Peter Boyle_Urban Design+
Landscape Architecture



ESSENTIAL ECONOMICS

1. Introduction

The Balnarring township is a small township located on the Mornington Peninsula within the broader postcode area of Balnarring which comprises 2,674 hectares (ha). The township's urban land comprises 128.33 ha and had a 2017 population of approximately 1,770 permanent residents. It provides a small variety of commercial, recreational, and some employment to its residential population and is highly prized for its lifestyle factors by the local community.

The township is uniquely placed in a rural setting on the south-eastern edge of the Peninsula surrounded by extensive areas of green wedge land close to Western Port Bay. Residential development has grown outwards from the small town centre, to the north, north-east, south and north-west, bisected by the road network.

Balnarring is one of 40 townships within the Mornington Peninsula Shire and has experienced low levels of growth over many years. The township is located in relative proximity to Hastings and the Western Port Highway with adequate road connections to the rest of the Mornington Peninsula and Western Port. The township location limits access to the south-western region of the Melbourne suburban area.

The township has served as a holiday destination for Melburnians since the early part of the 20th century and today provides retail and some commercial services to coastal towns nearby.

The Balnarring township is shown in **Figures 1** and **2**.

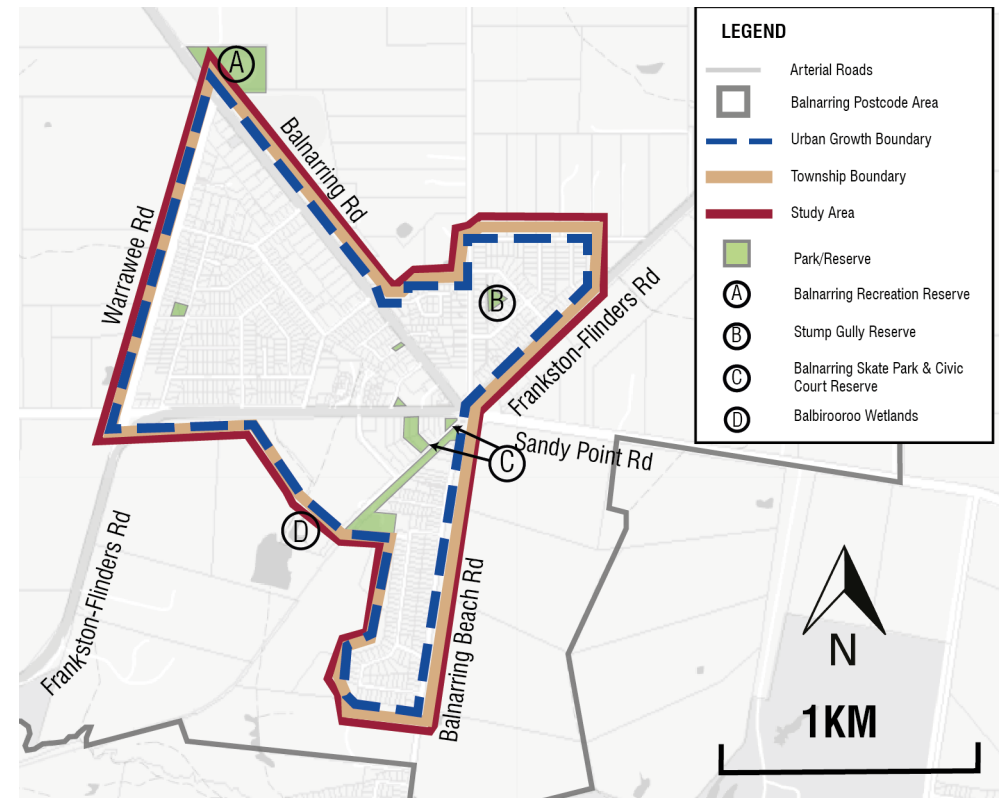


Figure 1: Balnarring Township Boundary and Location

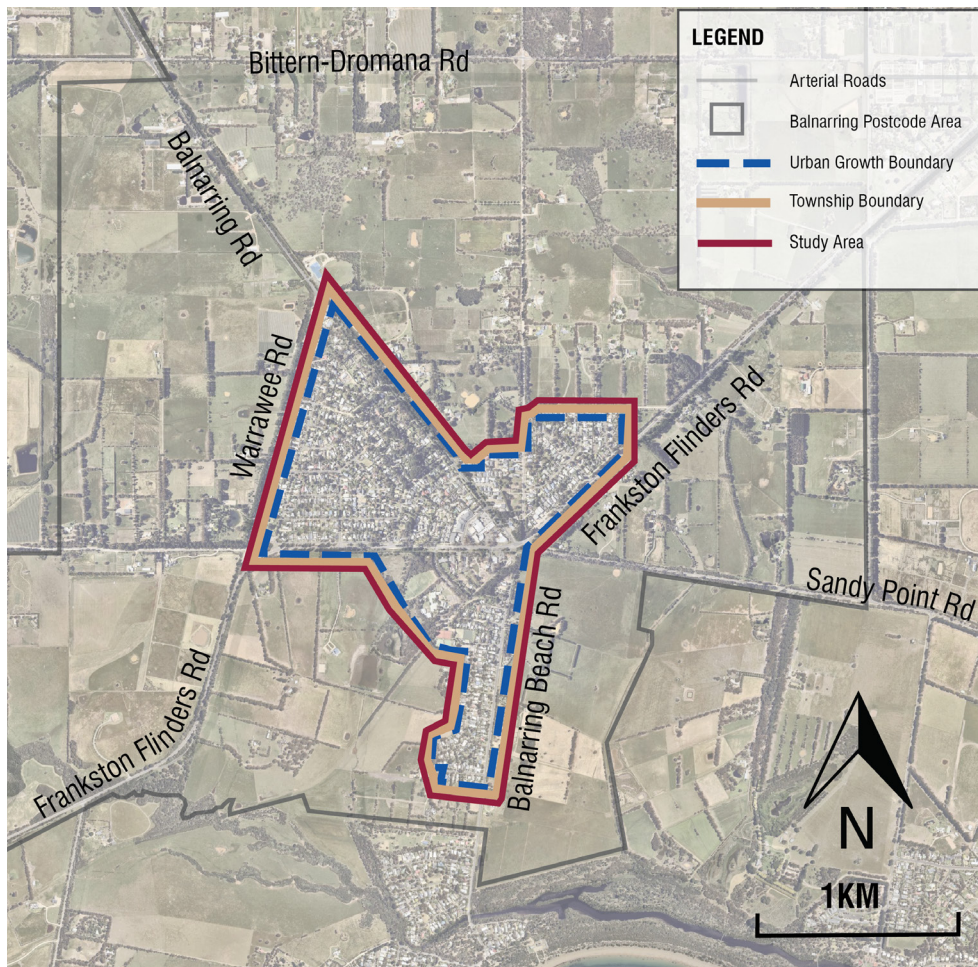


Figure 2: Balnarring Township Boundary and Location – Aerial Imagery

2. The Structure Plan

2.1 Function

The purpose and function of the *Balnarring Township Structure Plan* is to plan for the future of the Balnarring Township by protecting the distinctive positive elements of the township and building upon its opportunities. This will guide the physical environment, amenity and activities within the township.

Council engaged Plan2Place Consulting (in conjunction with other subconsultants) to prepare the structure plan with input and assistance from community members, business groups, government, public authorities and agencies.

The structure plan embodies *Plan Melbourne 2017-2050* strategic objectives to ensure that land use and transport planning and investment contribute to economic, social and environmental goals. It has been prepared in accordance with State planning policy and guidelines for townships and structure planning. The structure plan supports the objectives of both the *Mornington Peninsula Municipal Strategic Statement (MSS)*, the *Mornington Peninsula Localised Planning Statement* and Council's adopted *Housing and Settlement Strategy 2017*.

The structure plan addresses both the development and management of public infrastructure, in streets, parks and walkways, and sets private property development parameters for preferred land uses, building form, heights and siting. It provides guidance to the community, government, business and the development industry about appropriate directions and opportunities for change. The structure plan reflects community values and aspirations for the future growth of the Balnarring township, as a place where people will work, learn, socialise, rest and play.

2.2 Objectives and Boundary

The structure plan defines a vision to guide the future of the Balnarring township over the coming 15 years and outlines the objectives and strategies that will realise the vision. A township boundary has been defined for the structure plan which emanates from the project study area and the identification of issues and analysis from the *Balnarring Township Structure Plan – Background Report*.



2.3 Background Research

The structure plan is informed by a comprehensive background report drawn from the following documents:

- Our Peninsula - Mornington Peninsula Shire Council Plan 2017-2021
- Plan Melbourne 2017-2050
- Mornington Peninsula Localised Planning Statement, July 2014
- Municipal Public Health and Wellbeing Plan – Our Health and Wellbeing 2021
- Mornington Peninsula Housing and Settlement Strategy, December 2017
- Mornington Peninsula Activity Centres Strategy, April 2018
- Mornington Peninsula Disability Inclusion Plan, 2018-2022
- Mornington Peninsula Reconciliation Policy and Action Plan, 2012-2018
- Mornington Soccer Strategy 2012
- Mornington Peninsula Tennis Strategy 2012
- Mornington Active Sports Strategy 2011 - 2016
- Mornington Peninsula Liveability Index, October 2017
- Balnarring Draft Community Needs Assessment Overview, 2010
- Balnarring Civic Court Reserve Long Term Master Plan, 2015
- Hastings District Heritage Study Volume 1, 2001
- Mornington Peninsula Township Profiles, December 2017
- Mornington Peninsula Access and Mobility Study, November 2007
- Mornington Peninsula Pedestrian Access Strategy 2019
- Mornington Peninsula Planning Scheme.
- Balnarring Pedestrian and Traffic Study (Draft), August 2018
- Mornington Peninsula Roadside Equestrian and Mountain Bike Trails Strategy 2014-2019.

Copies of these documents are available from Council's website:
<https://www.mornpen.vic.gov.au/About-Us/Strategies-Plans-Policies/Strategy-Plan-Listing>
<https://www.mornpen.vic.gov.au/Building-Planning/Strategic-Planning/Strategic-Planning-Projects>





3. Community and Stakeholder Engagement

3.1 Methodology

The structure plan methodology is founded on a community engagement approach based on community information, participation and involvement from start to finish in the development of the plan.

The community engagement approach for the Balnarring Township Structure Plan sought to gather opinions from a range of community members. It asked what they valued about their township and any elements they may wish to change. Specifically:

1. What do you love / like about Balnarring?
2. What would make Balnarring great / better?
3. If you could change one thing in Balnarring what would it be?
4. Is there anything in Balnarring that should not change?

The following community engagement methods were used:

- A. An online 'have your say' web page.
- B. Two community drop in sessions at the Balnarring Community Hall.
- C. Email engagement with local clubs.
- D. Intercept surveys with local businesses in Balnarring.

3.2 Engagement outcomes

Across all engagements there was broad agreement in most areas and on most issues.

People valued the quiet, rural feel, the low density housing and the access to green space and the coast.

People felt that the area would be improved by improved road safety measures particularly at the Five-Ways junction. Some people believed there was a need for additional parking at the shopping centre.

Pedestrian access could be improved by installing formal crossings and improvements to paths.

Access would be improved by more frequent bus services.

The provision of a new community facility such as a hall was supported.

There was strong support for the green wedge and for increasing native vegetation.

People wanted the rural, small township feel to remain and did not want any large-scale developments.

3.3 Engagement Summary

Residents consulted during this process appreciate Balnarring largely how it currently is. They support maintaining the existing community and profile. An improvement in transport and recreational links, better community facilities at the town centre and an upgrade of playgrounds and open space areas were supported. Improvements to pedestrian access, road safety and parking access would improve the township centre. Maintaining the Green Wedge and retaining and improving native vegetation were considered important.

Community engagement has informed the development of the vision and objectives, strategies and actions for the township structure plan.

4. Balnarring Township' s Regional Context

Balnarring township has been designated as a Small Township Centre by Council as defined under *Plan Melbourne 2017-2050* and the *Mornington Peninsula Localised Planning Statement*. The *Mornington Peninsula Activity Centre Policy* outlines that Small Township Centres serve a small locality catchment typically in the range of 5,000 - 10,000 people and serve the community in a way that complements larger centres. They have a retail mix that is focused on convenience and grocery shopping (although often with a limited range of non-food traders). In some cases they also provide a range of community services to the surrounding communities.

Balnarring Township is one of 40 townships within the Shire. Most residents live along the coast within the Urban Growth Boundary (UGB). Land outside the UGB occupies around 70 percent of the Shire and supports a wide range of activities that include recreation, tourism, agriculture and viticulture. There are a number of State and national parks within the Mornington Peninsula containing significant environmental and conservation values.

The Balnarring township is located in the south-eastern region of the Mornington Peninsula, around 64 kms from the Melbourne CBD (by direct measurement) or around 84 kms by car. The township is rural in nature and provides a small range of retail and commercial services serving the south-eastern part of the Shire for both residents and visitors to Balnarring and nearby coastal towns.

The Mornington Peninsula Freeway is a significant distance from the township, although just over 10 minutes by car. The Frankston-Flinders Road bisects the township and provides good access to regional facilities, services and employment opportunities.

There are three Major Activity Centres within the Shire - Mornington, Rosebud and Hastings. These provide a sub-regional retail and service function within the Shire and have State and regional significance. Balnarring has access to a number of major centres and employment areas however the significant centres are at least 20 minutes by car.

Growth within townships such as Balnarring is expected to accommodate, at most, moderate and generally low levels of housing growth in line with the *Mornington Peninsula Localised Planning Statement*.

Balnarring's Regional Context is shown in **Figure 3**.

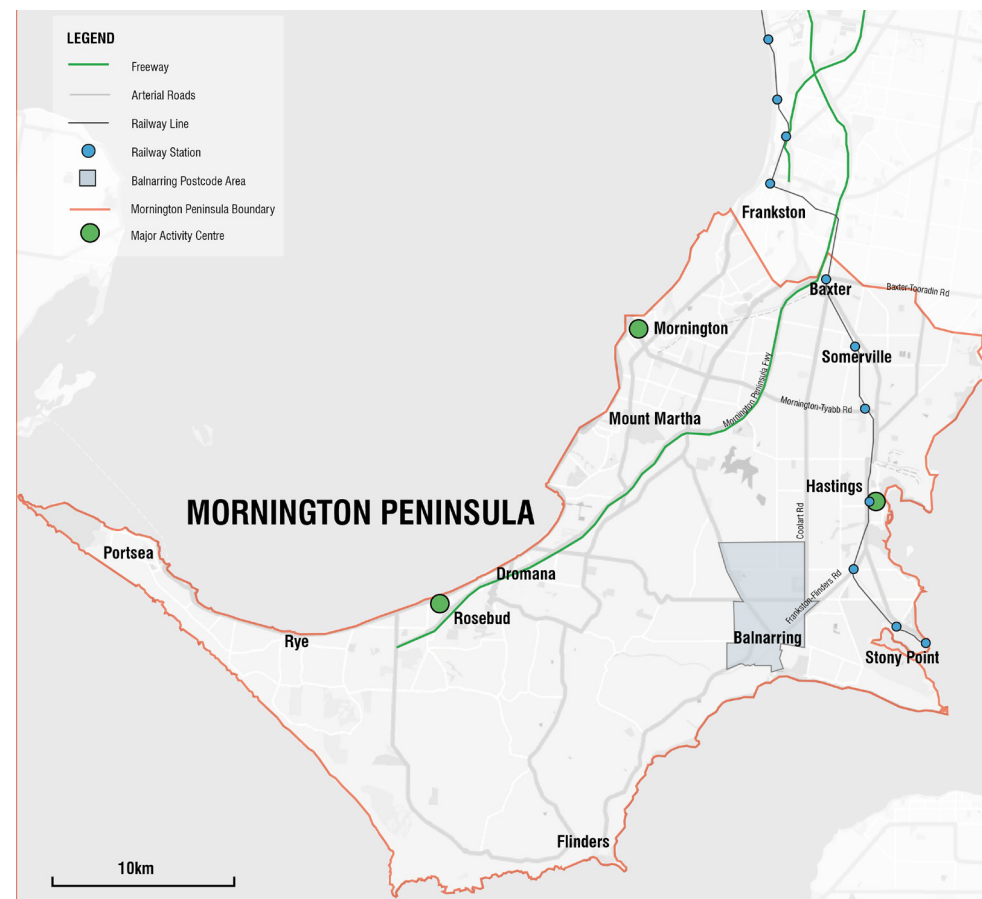


Figure 3: Balnarring Township Regional Context

5. Balnarring Township Overview and Key Issues

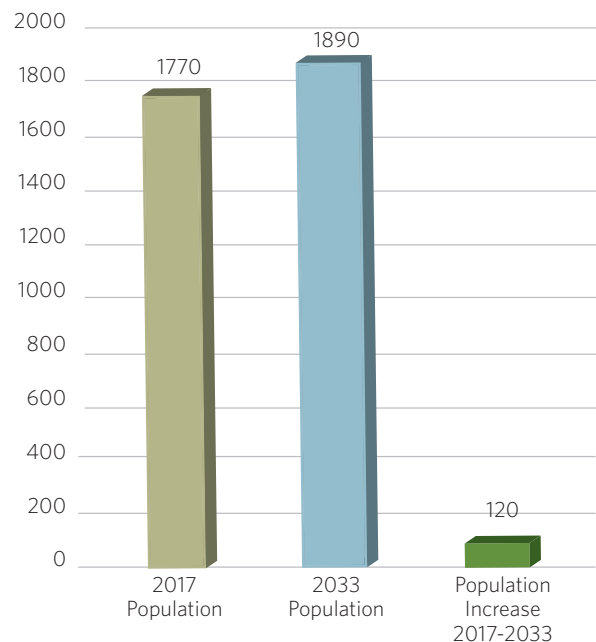
5.1 Overview and Key Issues Analysis

This section of the Balnarring Township Structure Plan gives an overview of the township and identifies existing conditions, key issues and opportunities that will be explored further in the document.

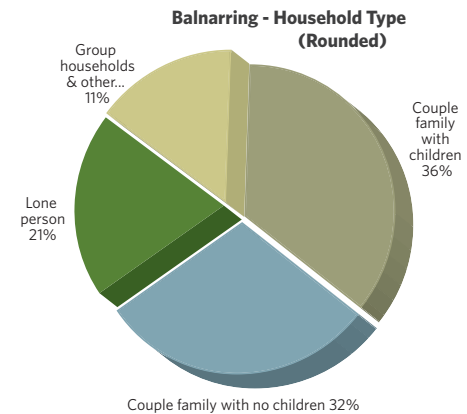
5.1.1 Community Profile

Approximately 1,770 persons lived in the Balnarring study area in 2017, and it is forecast to grow to 1,890 persons by 2033. The population has remained relatively stable with only minor growth predicted in the study area and township due to the limited number of development sites and the existing township boundary. The age profile is significantly younger than the Mornington Peninsula Shire with the median age being 43 years compared to 46 years for the remainder of the Shire.

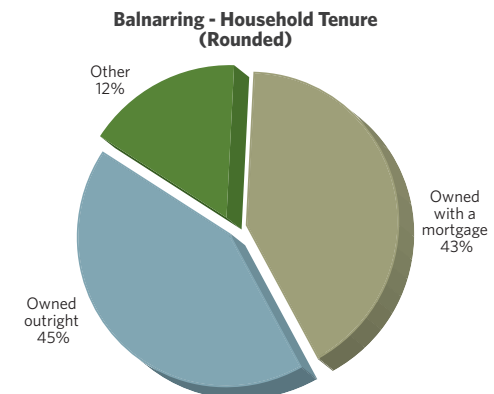
Balnarring Population 2017-2033



Households consist of predominantly “couple family with children” (35.7%) and “couple family with no children” (32%). “Lone person” households are slightly lower than the Greater Melbourne average (21.6% vs 23.3%) and “group” households are significantly lower than the Greater Melbourne average with only 0.6% compared to 4.9%.



Just over 43% of housing is owned with a mortgage while 44.8% of residents own their dwelling outright.



Dwelling occupancy rates reflect that a small proportion of dwellings may be used as holiday homes with 82.2 % of dwellings occupied on census night (2016).

Approximately 62% of residents within Balnarring have completed education to Year 12 or equivalent. Employment of residents is characterised by a comparably

high share of professionals and managers with 39.0% of employed residents, higher than the metropolitan average of 38.2%.

5.1.2 Land Availability

Lot sizes are large, with 59% of occupied General Residential Zone 1 (GRZ1) lots being 749-1000m² while a further 25% of occupied GRZ1 lots are greater than 1,000m². Land ownership is fragmented and the established nature of the township means the amalgamation of sites for large-scale residential development is likely to be difficult. Recent residential development in Balnarring has occurred primarily via small-scale subdivision development of either vacant or underutilised land.

The limited supply of residential land available is likely to constrain demand in the Balnarring township in future years. This may place upward pressure on house and land values. The study area is approaching its residential capacity, with residential capacity likely to be reached in the next 6 or so years (or earlier) based on supply of vacant land and historic demand.

In commercial areas, lot sizes vary from groups of small shops through to a large site that accommodate a supermarket and specialty shops and services. Offices, a motel and tavern, panel beaters and other light industry/service type uses are located on other commercial land along Frankston-Flinders Road. New commercial development land availability is limited to existing car parks and on Commercial 2 Zoned land if industrial uses transition in the future.

5.1.3 Heritage

There are two recognised heritage sites within the township related to the St Marks Anglican Hall and Church, trees and surrounds, and the Warrawee Homestead, Warrawee Road.

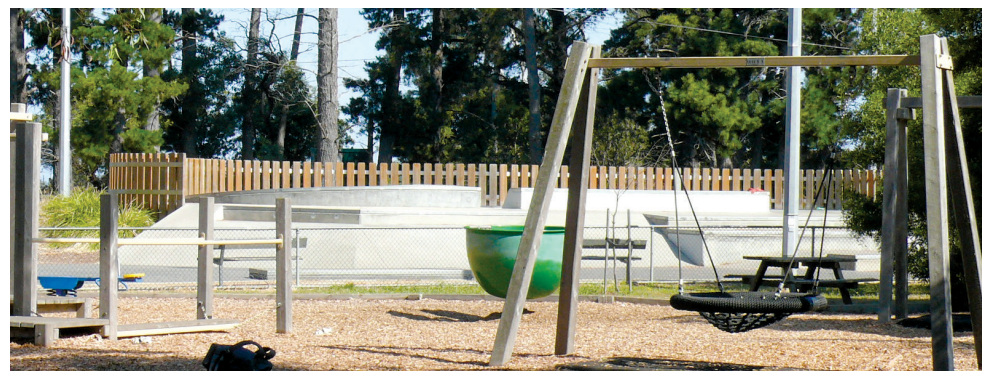
The Red Hill railway operated from 1912 to 1953. The Shire's heritage report *Hastings District Heritage Study Volume 1* lists the Bittern-Balnarring-Merricks-Red Hill Railway Precinct as having 'Shire' level significance.

The Balnarring Station area (now occupied by the CFA fire station) was once the hub of the community, providing passenger and freight transport to Melbourne.

The railway precinct is classified as 'socially significant' as well as having an 'association with important events or historical themes'. The main contributory elements are the track reserve and station grounds (the current CFA grounds) and related fabric and planting.

The interpretation of the railway story and the role of the railway in the lives of local people, can add to the interest and engagement of visitors to the Precinct, particularly children.

Interpretive rail elements have been incorporated into the new skate park and a series of heritage interpretation panels for the railway cutting and embankment are also proposed as part of the Civic Court Reserve Master Plan.



In conjunction with the rail trail, a more formal interpretive Heritage Walk could be established, enhancing the existing Balnarring 'Junction Walk' (Balnarring Heritage Walk 1, as developed by the Balnarring Historical Society) through a series of improved, and direct path connections as well as interpretive signage elements.

The indigenous heritage significance of Balnarring is not fully known as there is yet to be a comprehensive study to identify cultural heritage values and elements of the area.

5.1.4 Topography, Natural and Landscape Features

The township is located in the area referred to as the Peninsula bushland on the edge of Western Port Bay and surrounded by green wedge land. The topography is undulating to flat and there are no significant view sheds, apart from some views across the surrounding landscape. There are a number of heavily vegetated streetscapes through the town. Some significant mature stands of Monterey Pines and Eucalyptus trees provide dominant landscape elements.



The township is centred around the intersection of Balnarring Road, Stumpy Gully Road, Frankston-Flinders Road and Sandy Point Road. These roads define the boundaries of the township providing the connections to Balnarring's shopping centre and destinations beyond the town.



5.1.5 Activities and Land Use

The township is mainly residential in character with a retail centre located on the north-west of the intersection of Balnarring Road, Stumpy Gully Road, Frankston-Flinders Road and Sandy Point Road. The township provides a small range of retail and commercial services for the south-eastern part of the Shire. It is an important centre for residents and visitors to Balnarring and those from Merricks Beach, Somers and Balnarring Beach. The town centre is only a few minutes drive from Balnarring Beach and contains the closest supermarket for people in the area. Nearby coastal areas and agricultural hinterland are popular destinations for holidays, particularly during summer, with highly regarded beaches supported by ample amounts of accommodation. The township is identified in Council's adopted *Roadside Equestrian and Mountain Bike Trails Strategy* as part of the Peninsula's equestrian, mountain bike and walker trail along Sandy Point Road, Frankston-Flinders Road and Stanleys Road, and hence horse floats are common vehicles within the vicinity.

The township comprises land within the UGB and consists of residential, commercial, open space, roads and public land.

5.1.6 Enterprise, Retail and Business Activity

The Balnarring township provides a limited retail and commercial offer serving a catchment beyond its boundaries. It plays an important tourism role for visitors from nearby coastal townships such as Balnarring Beach, Merricks Beach, Somers, Point Leo and Shoreham - all of which have limited retail and commercial services.

The centre has 6,650m² of retail floorspace and a further 4,660 m² of commercial floorspace. A further 700m² has recently been constructed in the adjacent Russell Street shopping strip.

Key retail and commercial uses are clustered around the Frankston-Flinders and Balnarring Roads intersection, particularly on the north-west corner. This includes the SUPA IGA anchored Balnarring Village Shopping Centre, the Russell Street Tulum Village shopping strip, and a medical centre. Opposite is a motor inn, small-scale commercial offices, and the recently closed Balnarring Heritage Tavern. Further retail and commercial land uses are located to the north-east of the Frankston-Flinders and Balnarring Roads intersection, containing a range of commercial and light industrial land uses, with a dentist and opportunity shop located further to the west.

The town's role as a retail centre for surrounding tourist areas and the lack of competing centres nearby will contribute to the continued viability of the town's retailers and businesses.

5.1.7 Community and Education Facilities

Balnarring has a limited number of community facilities within the township with residents accessing services in adjacent townships. There are a number of services for children and young people with long day care, kindergarten, primary schools, Maternal and Child Health Services, facilitated playgroups, recreational reserves and children's playgrounds available within the township.

A range of community facilities are located on Civic Court. These include Balnarring Primary School (approximately 400m from the town centre) which currently has just over 380 students. The community hall (incorporating the Senior Citizens Centre), skate park and preschool are also located in this area.





A draft community needs assessment undertaken by Council in 2010 and also community engagement associated with the preparation the Civic Court Reserve Long Term Master Plan in 2014/15 identified a community house and youth recreation facility (i.e. skate board ramp) among other matters as gaps in the provision of community infrastructure. The community also identified the need for a community focussed space and central 'hub'/township park, pedestrian trails and connections, open space, facilities and amenities (such as community infrastructure/buildings, BBQs, shelters, equipment), an aged care facility, leash free dog park and community garden. Since this analysis, Council opened a skate park in Civic Reserve in 2014. The *Civic Court Reserve Long Term Master Plan* has also been adopted by Council in 2015 and identifies:

- Expansion of the existing playground.
- Nature based fun and a fitness zone.
- Further enhancements to the skate park including seating, a BBQ area and additional landscaping.
- Enhancements to the existing picnic area adjacent to the Community Hall carpark including new shelter, picnic furniture, landscaping, bicycle rails, rubbish bins and drinking fountains, and additional picnic spots identified throughout the Civic Court Reserve.
- An Arts space developed on the existing vacant blocks within Civic Reserve providing a new landscape open space of approximately 9,000m². This art space includes:
 - Proposed entry building at the northern entry at the Frankston-Flinders Road entrance (early use for potential storage and plant propagation space) with longer term intent that it develops into a contemporary multi-purpose facility used as a community space/art studio/event space.
 - Open space including a number of flexible open space areas.
 - Amphitheatre and stage to be developed over a number of stages from a tiered/sloping grass amphitheatre, then installation of associated infrastructure including storage areas, stage, shelter screen and the provision of services (lighting, audio) if required in the future.

- Orchard area demonstrating growing food and sharing local produce including potting shed, tool storage and meeting area. This area will be subject to operational considerations such as maintenance responsibilities and water requirements). The Orchard area could be a first stage in what may develop as a community garden.

A recent planning application has been lodged for an aged care facility located within the township along Balnarring Road which at the time of preparation of the Structure Plan was subject of a VCAT matter.

High school students travel outside of the township to access educational facilities in Hastings (Dromana and Westernport Secondary Colleges) and elsewhere on the Peninsula. A mobile library visits the township weekly.

5.1.8 Utility Services

Balnarring has a range of physical infrastructure provided in the township including:

- Reticulated water supply.
- Sewerage infrastructure.
- Reticulated gas infrastructure.
- Electricity infrastructure.
- Telecommunications infrastructure.
- Constructed roads, stormwater and drainage services (to most but not all dwellings).

5.1.9 Housing

Housing in the township is homogenous, consisting almost exclusively of separate detached housing of single and double storey forms. These comprise 98.5% of occupied private dwellings compared to the metropolitan Melbourne average of 68.1%. The remaining dwellings are medium density housing comprising semi-detached houses and townhouses.

Housing in the township is well above the median for the Mornington Peninsula, with the median house price in Balnarring of \$860,000 compared to \$780,000 for the Mornington Peninsula. Higher prices are influenced by the township's location nearby to popular destinations such as Somers and Balnarring Beach.



There has been limited development in the township with an average of ten new dwellings approved per annum since 2011/12. There has been some infill development in recent years with approximately 9 new dwellings being developed per annum between 2010 and 2018 (note the difference in dwelling approval and development). A proposed 75 bed residential aged care facility is the largest recent residential application in the township.

There is limited opportunity for future large-scale residential development, with the exception being two adjacent vacant sites located on Stumpy Gully Road.

With limited development sites and constraints on the growth of the town, new housing opportunities are limited and will largely consist of small-scale in-fill development and subdivision of existing lots. The majority of these opportunities will be filled by single dwellings constructed on individual lots that are currently vacant. Based on current rates of demand, there is approximately 6 years of supply of GRZ1 land available in the town.

There is a lack of housing diversity in the township which will not provide for adequate opportunities for people to age in place as they seek to downsize to smaller and more manageable dwellings as they age.

There may be some opportunities for shop-top and mixed-use residential opportunities in commercial areas, albeit of a small scale.

5.1.10 Open Space

Balnarring Township has access to a number of parks and reserves. These include:

- Balnarring Recreation Reserve.
- Balnarring Village Reserve.
- Balnarring Civic Court Reserve.
- Mechanics Institute Park.
- Stumpy Gully Reserve
- Balbirooroo Wetlands



Most people in the township have moderate access to public open space (65.1% of dwellings are within 400 metres of open space). Although Balnarring has few local parks of any significant size, the township has access to the Balbirooroo Wetlands and Walk (located immediately west of Balnarring Primary School) and the township contains generous lot sizes and private open spaces are for many dwellings.

The Balnarring Recreation Reserve located just outside the township, provides a range of sporting facilities including an oval for cricket, football, and netball courts. The recent upgrades to the Balnarring Civic Court Reserve via the long term master plan (with the first stage of works completed in April 2019) is also a very valuable asset to the Balnarring community and further works identified within the master plan will be implemented by Council as budget permits.

Additionally a number of significant nature reserves are located within a relatively short drive of the township including the Buckley Nature Conservation Reserve, Emu Plains Reserve (incorporating the Balnarring Racecourse), Coolart Wetlands and Balnarring Beach Foreshore Reserve.

Balnarring Township is also in close proximity to the Peninsula Equestrian Trail (located along Sandy Point Road, Frankston-Flinders Road and Stanleys Road).

Community consultation undertaken for both a needs assessment in 2010 and more recent submissions to the draft Structure Plan identified the requirement for a leash free dog area. Civic Court is considered unsuitable due to the proximity to child care and kindergarten uses. The nearby Balbirooroo Wetlands with a high number of ground living, water birds is also considered unsuitable. An alternative location could include the Football Reserve on Balnarring Road.

5.1.11 Movement and Transport

Cars and parking

The township is highly car-dependent because regional connections to higher order services are so difficult to get to by any other means. The reliance on jobs outside the area and infrequent public transport services also contributes to car dependency.

Car ownership rates are extremely high in Balnarring with 90.5 cars per 100 people. This results from a very high proportion of households (33%) owning three or more cars.



The town centre has one consolidated but small commercial area, focussed on the main Five-Ways intersection of Frankston-Flinders Road and Balnarring Road (which is a complicated intersection of six roads). This arrangement of arterial roads (Frankston-Flinders Road and Balnarring Road being State arterial roads) and the lack of pedestrian priority poses the most significant transport problem in Balnarring. Active transport between segments of the township is quite difficult and often discouraged by the built environment.

There is generally ample public car parking within the town centre and around the township, although in summer there can be high demand for car parking due to holiday visitation and tourism. Car parking is well integrated with the town centre, and pedestrian networks typically enable people to walk between multiple destinations in the town centre. However, there are some elements of the car parking areas and road network in Balnarring that dislocate services, businesses and activities from one another. There are opportunities to provide for additional car parking particularly for large vehicles on VicRoads land adjoining the Five-Ways intersection to the east, linked to a redesign of that intersection.

The intersection of Warrawee Road and Frankston-Flinders Road has also been proposed for redesign due to safety concerns in the Balnarring Pedestrian and Traffic Study and the Warrawee Road and Balnarring Road intersection is one where safety and redesign has been highlighted by submitters to the structure plan. A key opportunity for the township is how to provide adequate access by car without impinging on the right of residents to choose walking and cycling. This would provide the greatest benefits to individuals and the community particularly in a small township where no residential part of the township is more than 1.1km from the town centre.

Some minor congestion issues were noted in and around the town centre around school peak times. This is a symptom of car dependency and reflects the design of the road network with minimal focus on pedestrian priority, apart from some footpaths of varying standard and a 40 km/h school zone on Frankston-Flinders Road. This issue can only be resolved by providing walking and cycling options so that some people (who wish to) can leave their car at home for some trips.

Significant traffic and parking issues are generated at the start and finish of the school day from school related traffic. These issues include school children and cars (moving and parking) all using parts of Civic Court which could be more

sustainably managed. Council will work with the Balnarring Primary School to:

- Establish and improve pedestrian and bicycle rider shared trail connections.
- Better manage vehicle movements along Civic Court for a period of time, before and after school, diverting parking to the northern end of Civic Court, the Bowls Club or other areas.
- Reorganise Civic Court, to restrict access at all times and more clearly separate vehicle traffic from pedestrians and bicycle riders.

Public Transport

The Balnarring township has one bus service. The Route 782 runs from Frankston to Flinders. There are 12 northbound and 13 southbound services each weekday and 7 services each way on Saturdays and Sundays. Most services terminate at Balnarring and only 4 services on weekdays continue to Flinders.

The Stony Point Railway Line which connects from Stony Point to Frankston (where passengers can transfer to and from metropolitan rail and bus services) is located to the east of the township. The nearest stations are Bittern and Morradoo (which is in Crib Point), both 6km to the east.

There are ten services northbound and eight services southbound on the Stony Point Railway Line each weekday. There are eight services in each direction on Saturdays and seven on Sundays. The limited destinations and lack of frequency on the train line limits the usefulness of the service.

Public transport service levels in Balnarring are shown in the table below.

Route	Weekdays	Saturday	Sunday	Weekly Total
Bus 782	25	14	14	153
Stony Point Train	18	16	14	120

The bus services in the area were reviewed in 2006 and again in 2009. Basic improvements recommended are yet to be implemented. For example, the review suggested that the timetables for the bus routes on Frankston-Flinders Road be published on a combined timetable with the Stony Point train services.



Walking and Cycling

The walking and cycling environment is compromised by major roads that separate the township. The Five-Ways intersection creates real and perceived barriers to active transport movement. The design and speed of vehicles on these roads makes it feel unsafe for pedestrians and cyclists to cross. Roundabouts in particular are designed for car movements, and do not usually provide priority for pedestrians or cyclists. This restricts residents in their choice of transport modes and leads to further car dependence.

There have been recent proposals for a redesign of the Five-Ways intersection which have been considered in the Balnarring Pedestrian and Traffic Study. These proposals include a new roundabout treatment, larger pedestrian refuges and pedestrian operated signals. Any new roundabout for this intersection and other identified intersections, needs to give careful consideration to the movement of pedestrians and cyclists, as well as vehicles, and a range of other potential improvements linking to new or improved crossings.

Minimal cycling infrastructure is provided on very few roads and there is very little or often no bicycle parking facilities at key locations. Facilities are poor at locations where they are most required to minimise the risk to cyclists such as at major intersections and roundabouts and at key destinations such as the town centre and Balnarring Primary School. Footpaths are located around the periphery of most residential areas in the township which enables children under 12 years of age and supervising adults to cycle. The Structure Plan focuses on better connecting residential areas to the town centre and community facilities.

An ageing population and improved technology in the future is likely to lead to greater use of mobility scooters and other vehicles for transport purposes. Providing suitable infrastructure for these modes will be a key challenge in coming years. Progress on improving pedestrian infrastructure crossing minor streets and main roads needs to be made urgently - to provide real choice for local residents.

5.1.12 Urban Design and Built Form

The Balnarring township is mainly residential in type and character. The local street network reflects the different stages of subdivision. The street network near to the major intersection appears to radiate around the shopping centre appearing as a remnant of Balnarring's earliest residential subdivision as a seaside resort. With

a few exceptions, there are many cul-de-sac style subdivisions with development creating poor connections impacting on the walkability of the township and encouraging car based trips. This rural township character has been influenced greatly, and complemented by, the building height and setback requirements of existing Design and Development Overlays (DDO2 and DDO3).

The dwellings in the township are a mix of single and double storey, detached dwellings on generous allotments, constructed generally between 1960 and 2000. Due to their age and condition, it is possible that some stock will be due for renewal or replacement within the foreseeable future. Housing is often simple and unadorned with limited fencing, but there are many substantial housing forms with substantial, vegetated setbacks. Most houses are setback from the front boundaries with lawn or simple garden treatments where they are not heavily vegetated. There is established vegetation through much of the town with large or established trees providing a strong character. The Vegetation Protection Overlay (VPO1) supports the importance of existing vegetation and its protection to the township's character. Some parts of the town could benefit from street tree planting or renewal.

While the shopping centre has a distinct character, it is oriented inwards and is dominated by car parking. The public realm has a pleasant, vegetated quality however the pedestrian network is sporadic in places, particularly Russell Street and through car parks. While there are some pedestrian areas, their design and quality could be improved to invite gathering or lingering by the community.





6. The Vision

Balnarring is a small township nestled in Mornington Peninsula's green wedge, with a range of housing types and excellent facilities and services to support the community today and into the future. The township's appeal is maintained through extensive indigenous and other vegetation, views to the surrounding countryside and good recreational facilities. A well-maintained retail and commercial centre, and improved public spaces and connectivity has created a more cohesive community, while transport provision ensures that residents can continue to enjoy the benefits of the township's rural location.





7. Planning for Balnarring Township's Future

The future of the Balnarring Township will be guided by the following seven objectives:

1. To provide a range of housing choices to meet current and future community needs.
2. To create a town centre that is a focus for the community and a great place to meet.
3. To ensure the continuing viability of the township's retail and commercial areas.
4. To ensure that community infrastructure meets the needs of residents of the township.
5. To ensure new built form is of a scale and form appropriate to the township character.
6. To improve amenities and facilities within parks and open spaces for a range of ages and life stages.
7. To ensure residents are provided with a variety of movement options that are safe, accessible, integrated and do not rely on vehicle ownership within the township.

These seven objectives are detailed in the following themes of:

- Housing.
- Town centre.
- Retail and commercial opportunities.
- Community infrastructure.
- Built form and Character.
- Open space.
- Movement.

7.1 Housing

Objective

To provide a range of housing choices to meet current and future community needs.

Strategies

Facilitate an increased diversity of housing stock in the town centre.

Encourage housing that meets the needs of an ageing population and increase the diversity of household types.

Actions

- A1. Council will encourage some limited forms of housing and mixed use development within the town centre as shown for Precinct 1 to deliver more diverse housing opportunities and provide for the needs of an ageing population.

Examples of existing housing in Balnarring





7.2 Town Centre

Objective

To create a town centre that is a focus for the community and a great place to meet.

Strategies

Facilitate the development of a cohesive town centre that better connects the commercial areas on the south side of Frankston-Flinders Road and north-east of Balnarring Road.

Support new development within the town centre that contributes to a greater range of retail and commercial spaces and offerings in the town centre.

Improve the public realm within the town centre to facilitate safe, convenient pedestrian access, public gathering and business performance.

Actions

- A2. The Plan will provide for new, well designed and integrated mixed-use residential, community and commercial development in the town centre, including the commercial area east of Stumpy Gully Road, as shown in Figure 9 for Precinct 1.
- A3. Council will develop a streetscape masterplan for the town centre precinct identifying projects to be undertaken over the coming years to enhance amenity and improve the quality of the public realm.
- A4. Council will undertake an audit of street lighting in the town centre to identify opportunities to enhance pedestrian movements.

Examples of active, cohesive, vibrant and well designed town centres





7.3 Retail and Commercial Opportunities

Objective

To ensure the continuing viability of the township’s retail and commercial areas.

Strategies

Reinforce the town centre as the focus for retail and commercial activities in the township.

Maintain a range of retail and commercial spaces and offerings in the town centre.

The public and private realms in commercial areas will be better linked through coordinated urban design themes and styles that integrate and improve the township’s character.

Facilitate uses such as primary produce sales or other uses that support industry in the township and the green wedge on commercially zoned land.

Actions

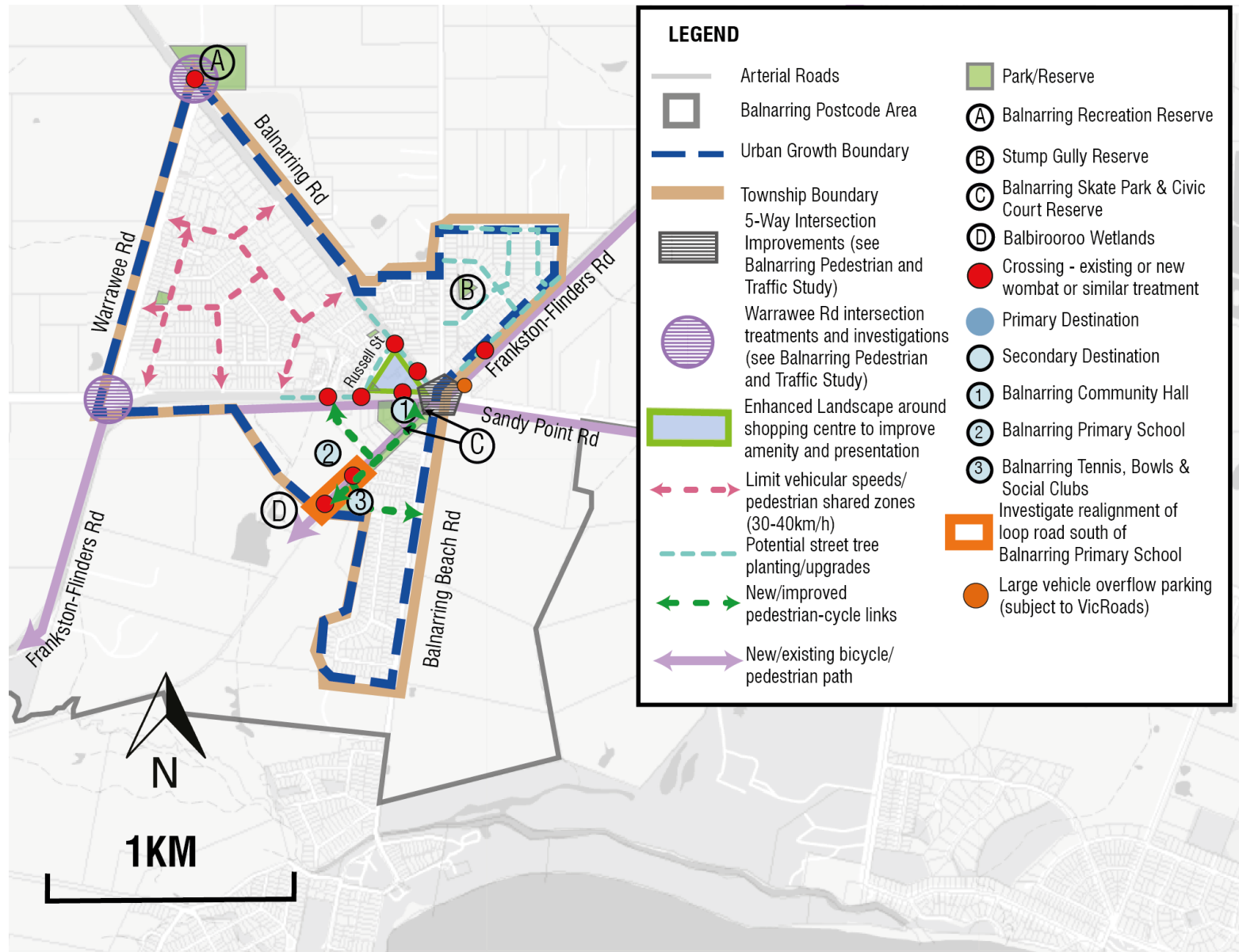
- A5. Council will work with local businesses to promote their economic activities through clustering, promotion and a business support program.
- A6. Council will collaborate with traders on public realm upgrades and the need for coordination of urban design themes and styles which better integrates public and private land in commercial areas.

Opportunities for the township are shown in **Figure 4**.

Examples of commercial areas and opportunities in Balnarring



Figure 4: Balnarring Township Opportunities Framework





7.4 Community Infrastructure

Objective

To ensure that community infrastructure meets the needs of residents of the township.

Strategies

Support the provision of additional community facilities, including youth facilities, to meet identified community needs either within the township or in adjacent areas.

The recommendations of the Balnarring Civic Court Long Term Master Plan 2015 will be continued to be implemented to provide improved public facilities, access and linkages between existing community facilities in the township.

Ensure that residents have adequate transport links to access community infrastructure provided in Balnarring and surrounding townships.

Actions

- A7. Council will investigate the need for additional community facilities, including youth facilities, to meet community needs within the township or in adjacent areas.
- A8. Council will continue to implement the recommendations of the *Balnarring Civic Court Long Term Master Plan 2015* as budget permits.
- A9. Council will advocate to the Victorian Government for additional public transport options connecting Balnarring with surrounding townships to improve access to community and support services for people in and around Balnarring.



7.5 Built Form

Objective

To ensure new built form is of a scale and form appropriate to the township character.

Strategies

Support development in residential areas consistent with Council's adopted *Housing and Settlement Strategy 2017* (of up to a maximum of 2 storeys).

Support development in residential areas that is consistent with Council's *Neighbourhood Character Study & Guidelines* (once adopted) in facilitating development that is in character with the township.

Support development up to 2 storeys in commercial areas.

Support development that respects the existing heritage fabric of the township.

Actions

A10. Council will adopt the *Neighbourhood Character Study & Guidelines* (currently under preparation) to prepare further guidance on the built form character requirements for the residential areas of the township.

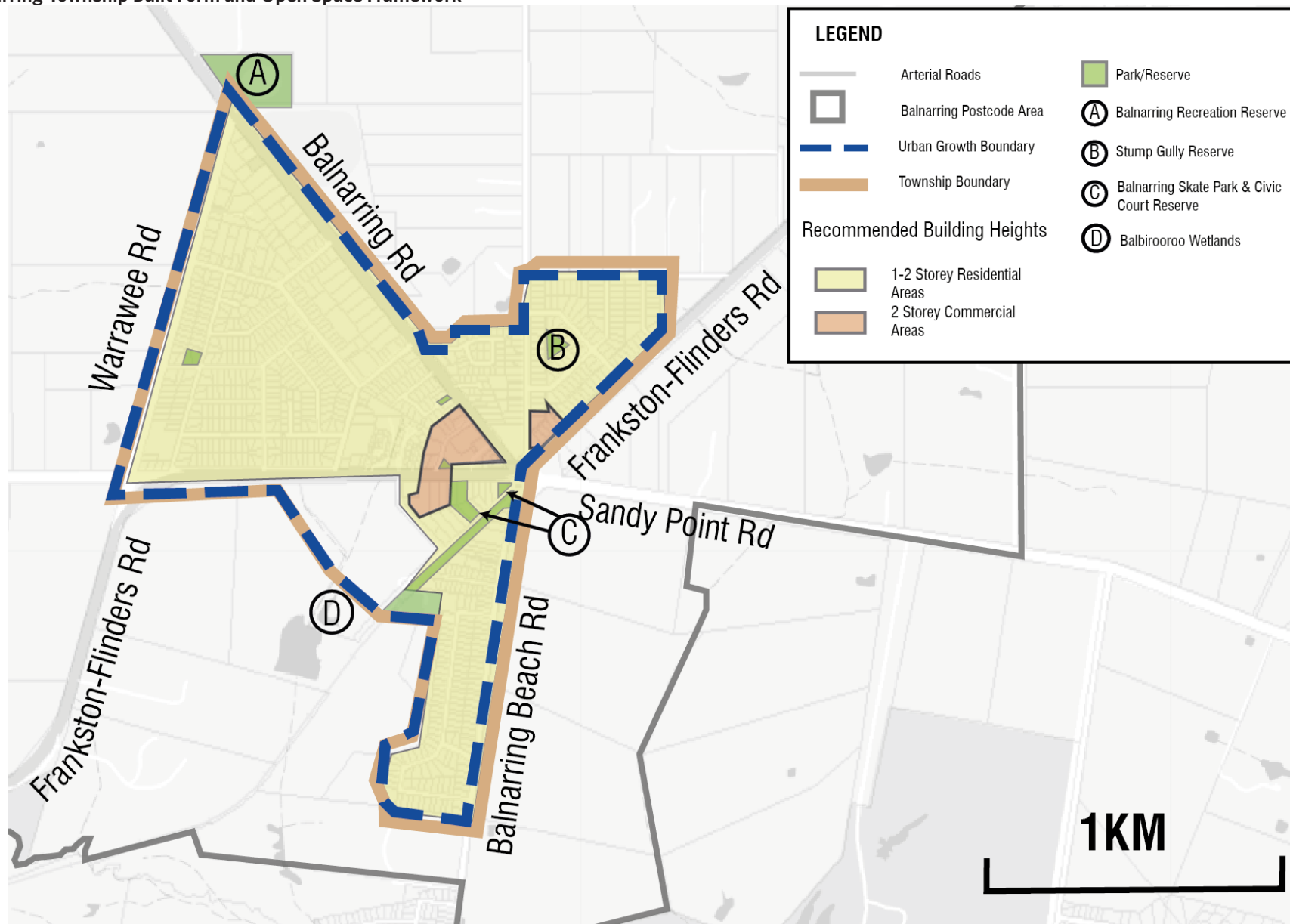
The township's built form and open space framework are shown in **Figure 5**.

Possible landscaping and entry treatment at the Five-Ways Intersection





Figure 5: Balnarring Township Built Form and Open Space Framework



7.6 Open Space

Objective

To improve amenities and facilities within parks and open spaces for a range of ages and life stages.

Strategies

Implementation of the *Balnarring Civic Court Long Term Master Plan 2015* will continue to provide improved public facilities, access and linkages between existing community facilities in the township.

Facilitate a series of high quality open spaces integrated with the surrounding neighbourhood. Promote the semi-rural character of the township by maintaining, improving and complementing open spaces, trees and local views.

Continue to build upon the existing and extensive range of recreation facilities in the township to provide for a range of recreational needs.

Enhance the town centre and residential areas through additional tree planting and improvements to existing open spaces.

Actions

- A11. Council will continue the staged implementation of the adopted *Balnarring Civic Court Reserve Long Term Master Plan 2015* as budget permits.
- A12. Council will plant additional trees within the balance of parks and open spaces to improve amenity and micro-climate by developing a planting masterplan.
- A13. Council will investigate the creation of an interpretive Heritage Walk which enhances the existing Balnarring 'Junction Walk' through a series of improved, and direct path connections with interpretive signage elements in conjunction with the Balnarring Historical Society, providing pedestrian and cycling links from Merricks General Store and Bittern to Balnarring.
- A14. Council will investigate the creation of an off-leash dog area in a reserve in, or close to, the township that does not conflict with other recreational uses.



7.7 Movement

Objective

To ensure residents are provided with a variety of movement options that are safe, accessible, integrated and do not rely on vehicle ownership within the township.

Strategies

Improve the township's existing road, off-road and public transport infrastructure to ensure residents have real choice about how they access local facilities and the surrounding region.

Improve amenity, priority and safety for pedestrians and bicycle riders to and within the township, at key intersections and adjacent to Balnarring Primary School.

Simplify the design and operation of road junctions to enhance pedestrian and cycling movements, particularly at the Five-ways intersection and the intersections of Warrawee Road and Frankston-Flinders Road and Warrawee Road and Balnarring Road.

Possible pedestrian treatment and commercial activation near the Five-Ways Intersection

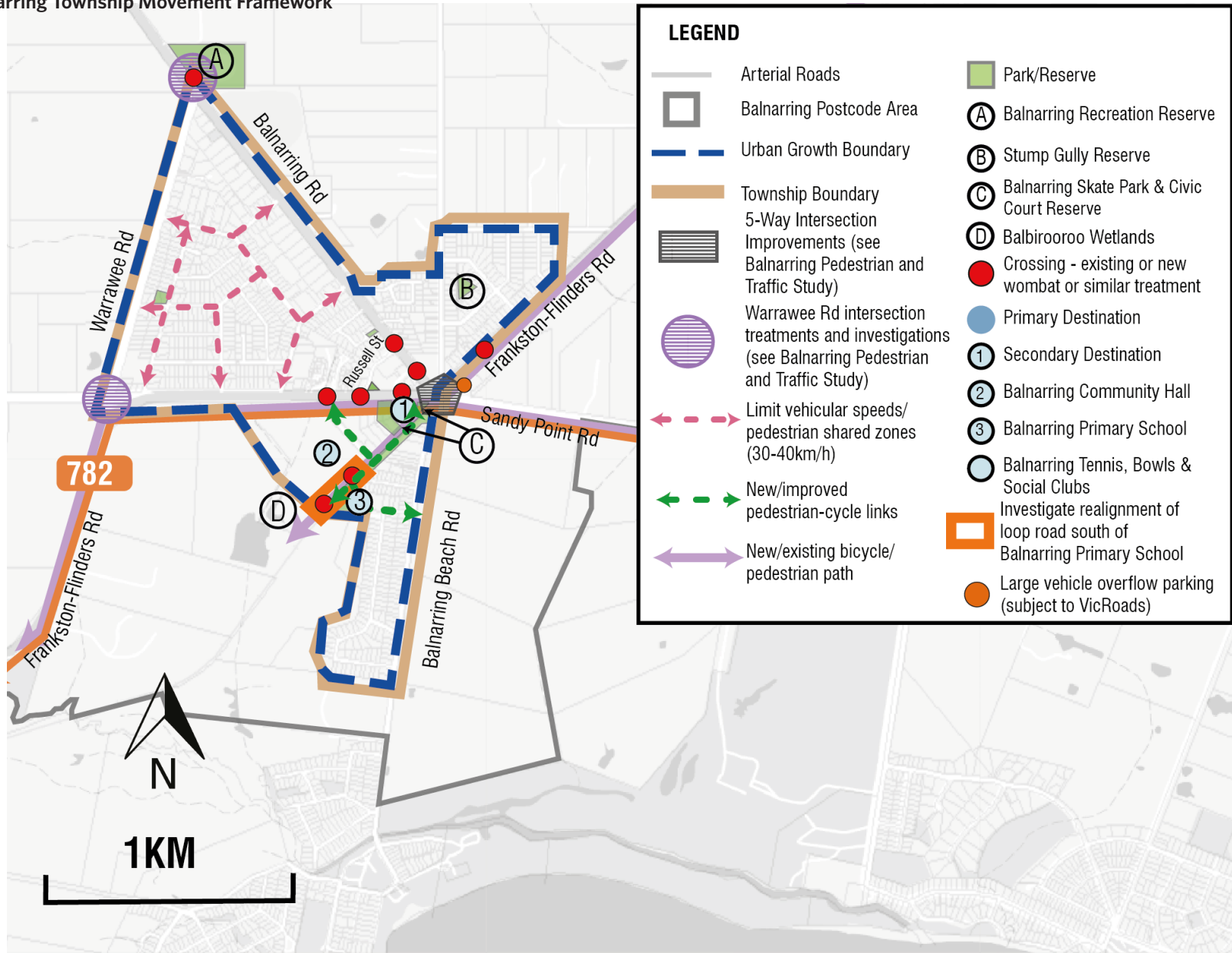


Actions

- A15. Council will advocate to the Victorian Government for improvements to the bus services including:
 - a. Additional services on Route 782 from Balnarring to Flinders.
 - b. A new route from Balnarring to Rosebud via Main Ridge (that connects at Balnarring to every service on Route 782).
- A16. Council will work with Public Transport Victoria (PTV) to provide DDA compliant bus stops along Route 782 including a new bus stop on Frankston-Flinders Road at Westport Road, Balnarring.
- A17. Council will work with VicRoads to reduce vehicle speeds on Frankston-Flinders Road to improve pedestrian priority, amenity and safety.
- A18. Council will advocate and work with VicRoads to redesign the Five-Ways intersection, improving vehicle, pedestrian and cyclist safety, parking, access and connectivity.
- A19. Council will advocate to VicRoads and the Victorian Government to prioritise improvements to pedestrian and cycling priority, safety and greater opportunities to move within the township particularly along and across Frankston-Flinders Road as identified in Figure 6.
- A20. Council will investigate closing access to Stumpy Gully Road from Frankston-Flinders Road (providing access via the service lanes if necessary).
- A21. Council will investigate the redesign of the loop road and pedestrian crossings along Civic Court at Balnarring Primary School to improve access and safety.
- A22. Council will advocate and work with VicRoads to provide an overflow and large vehicle parking location with a caravan "dump point" around the Five-Ways intersection.
- A23. Council will advocate and work with VicRoads to redesign the intersections of Warrawee and Frankston-Flinders Roads and Warrawee and Balnarring Roads, improving vehicle, pedestrian and cyclist safety, parking, access and connectivity.
- A24. Council will investigate further parking response for commercial zones located within Balnarring Township.
- A25. Council will work with VicRoads to construct new or improved pedestrian crossings at six locations in the township (in priority order):
 - a. 3039 Frankston-Flinders Road (at the Community Hall).
 - b. 19 Balnarring Road (opposite Russell Street).
 - c. 3057 Frankston-Flinders Road (opposite Russell Street).
 - d. 1 Balnarring Road (connecting to St Marks).
 - e. 2994 Frankston-Flinders Road (opposite CFA).
 - f. Balnarring Recreation Reserve.

New or enhanced links and intersection improvements are shown with green dashed lines and arrows on the township's movement framework in **Figure 6**.

Figure 6: Balnarring Township Movement Framework

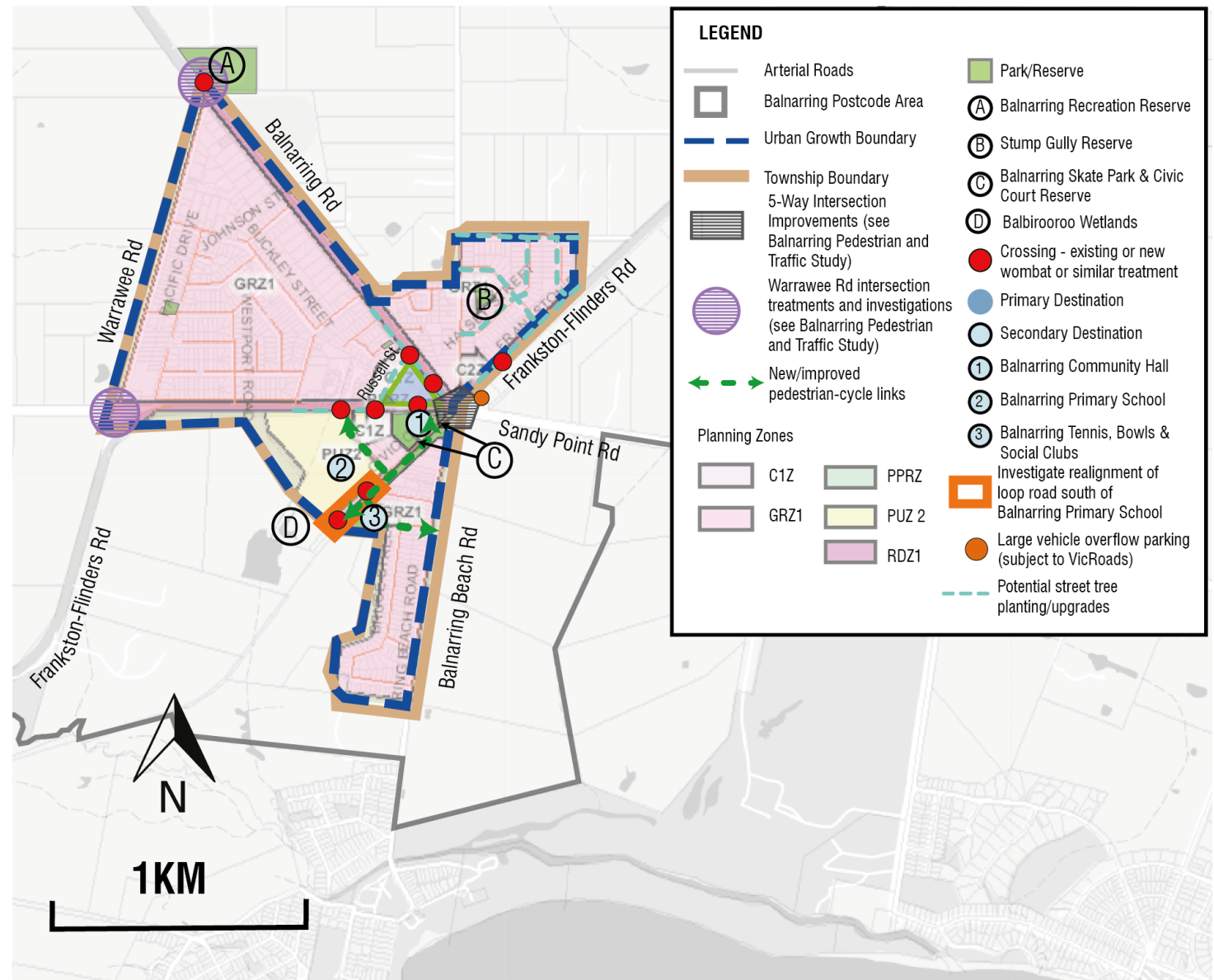


8. The Balnarring Township Development Framework

The Balnarring Township Development Framework details a planning framework for the Balnarring Township as shown in **Figure 7**.

The Development Framework should be read in conjunction with the specific township precinct plans identified in Figure 8 which identifies two township precincts:

- Precinct 1 - Town Centre.
- Precinct 2 - Residential Area.





9. Precinct Plans

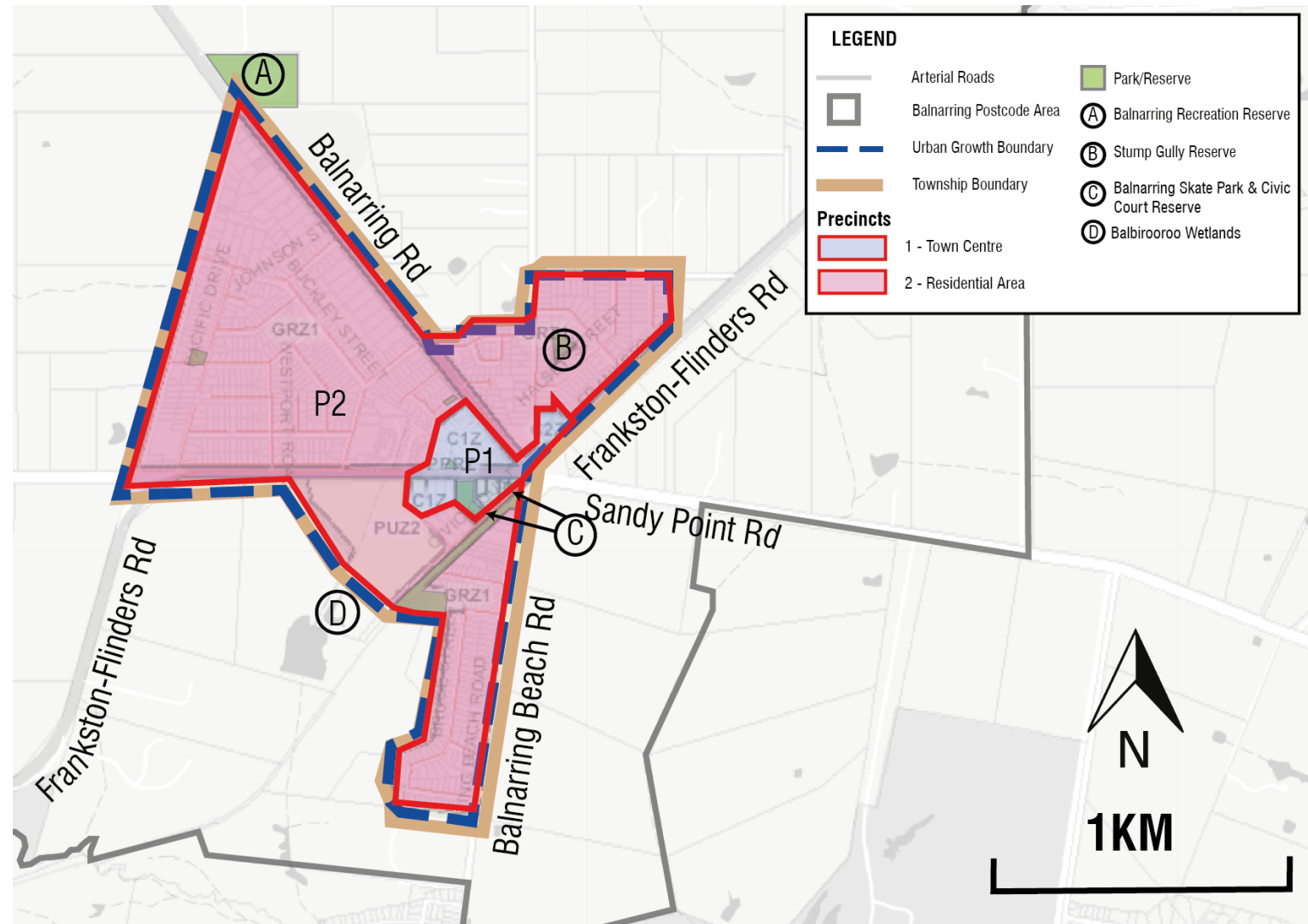
Precinct 1 - Town Centre.

Includes commercial zoned land for the town centre (shown as C1Z and C2Z) along Frankston-Flinders Road, some parkland and other public land, with building heights of up to 2 storeys.

Precinct 2 - Residential Area.

Includes all generally residential zoned areas. Existing residential provisions, as per the adopted *Housing and Settlement Strategy 2017* for land use and development will be maintained (shown as GRZ1 land) with building heights of up to 2 storeys. Residential development will be guided by Council's Neighbourhood Character Study and Guidelines (once adopted).

Figure 8: Balnarring Township Precincts Plan





9.1 *Precinct 1 - Town Centre*

The Balnarring Township Precinct 1 - Town Centre is shown in **Figure 9**.

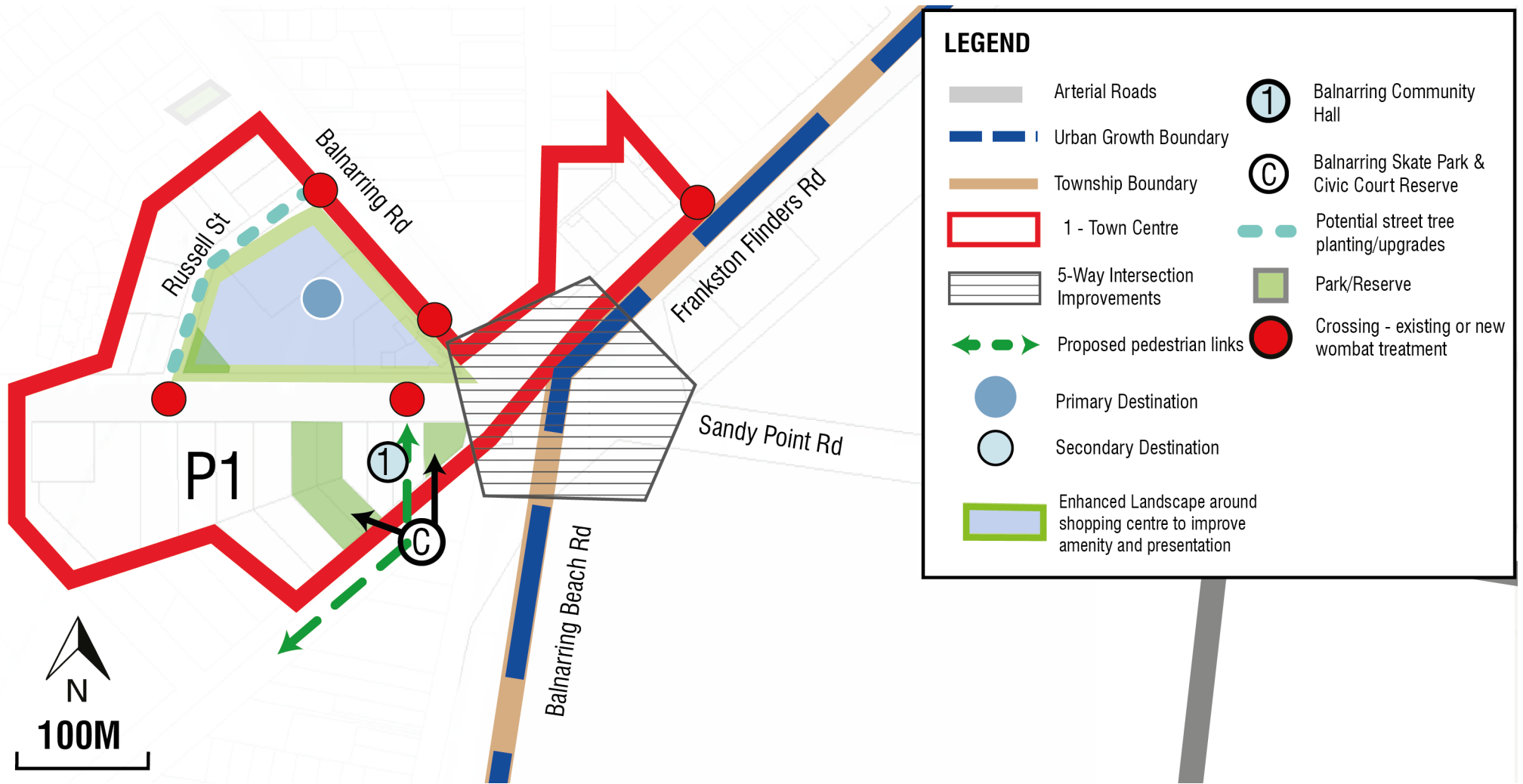
9.1.1 *Precinct Objectives*

- To facilitate new retail and commercial use and development integrated with other appropriate uses.
- To ensure that development makes a positive contribution to the character of the Balnarring Town Centre and improves the public environment.
- To provide a more integrated and distinct town centre with improved pedestrian, cycling, vehicle and public transport access and connectivity.
- To provide an appropriate transition for development in the town centre to lower scale adjacent residential areas.
- To minimise the visual impact of car parking on public areas by discouraging at-grade car parking.

9.1.2 *Precinct Requirements*

- Maximum 2 storey (8 metre) building height for developments in commercial areas within the town centre and existing setback requirements as detailed in DDO2 and DPO4.

Figure 9: Precinct 1 - Town Centre





9.2 Precinct 2 – Residential Area

The Balnarring Township Precinct 2 – Residential Area is shown in **Figure 10**.

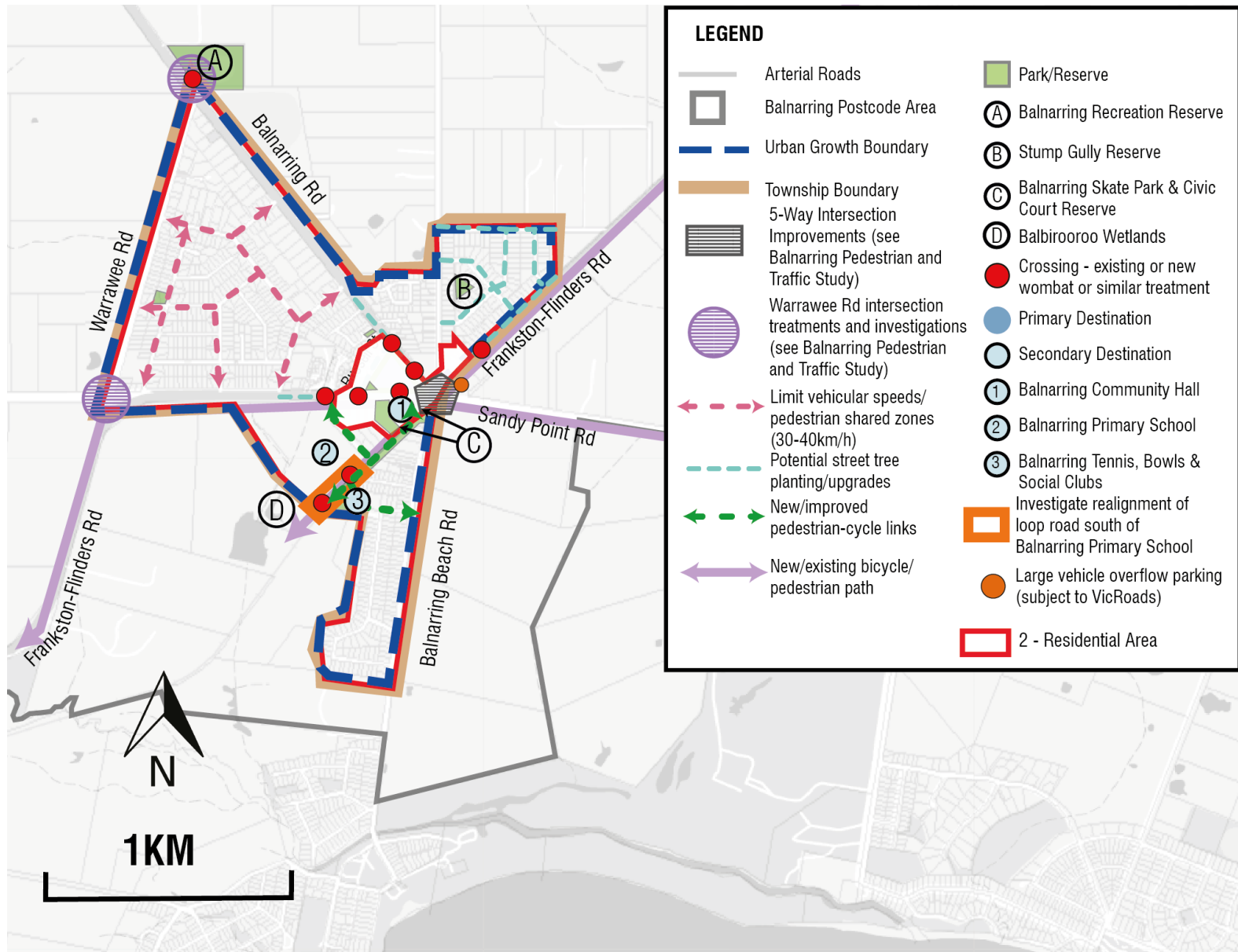
9.2.1 Precinct Objectives

- To retain the existing low scale and low density residential character of residential areas.
- To encourage affordable and diverse housing types.
- To ensure an appropriate transition of built form for residential areas to green wedge areas with appropriate setbacks.
- To improve walking and cycling connectivity through the precinct.
- To improve the connection between residential areas and the town centre.

9.2.2 Precinct Requirements

- Maximum 2 storey building height for development within residential areas and existing setbacks requirements as detailed in DDO2 and DDO3.
- Implement the requirements of the Mornington Peninsula *Housing and Settlement Strategy 2017* and *Neighbourhood Character Study and Guidelines*.

Figure 10: Precinct 2 - Residential Area





10. Implementation

Implementing the Balnarring Township Structure Plan will require a range of statutory and non-statutory implementation measures to ensure the vision is realised.

10.1 Statutory Implementation

To give greater certainty to the implementation of the vision for the centre, it is necessary to ensure key elements are included in the Mornington Peninsula Planning Scheme. The vision and objectives should be embedded in local policy. This could be through Council's existing Activity Centres Local Policy (Clause 22.02) or a new Local Policy. The Structure Plan should be included as a reference document in the local policy or similar mechanism and then integrated into the Planning Policy Framework as required at a later stage.

Council will review the existing Development Plan Overlay - Schedule 4 to assess how this control complements the township character and links to adjacent areas.

In the Residential Area Precinct, key directions for the *Mornington Peninsula Housing and Settlement Strategy 2017* and the *Neighbourhood Character Study & Guidelines* (once adopted) will be implemented. These relate to the protection of neighbourhood character and liveability with the township and the containment of future residential development within the established Balnarring Township as shown by the existing UGB. This will not only maintain a clear township boundary but also separation between townships where green wedge areas and significant rural landscapes can flourish.

The Neighbourhood Residential Zone (NRZ) will be applied within the Residential Area Precinct to all current residential areas that are zoned General Residential (GRZ). Neighbourhood Residential Zone areas will have a maximum height of 2 storeys (9 metres). Minimum lot sizes will be retained in existing DDOs to support the objectives of the *Mornington Peninsula Housing and Settlement Strategy*.

Existing DDOs and the Vegetation Protection Overlay (VPO1) will be retained in the Residential Area Precinct.

10.2 Non Statutory Implementation

The Structure Plan identifies a wide range of non-statutory implementation actions in Section 7, necessary to deliver the vision for the township. There are a range of community advocacy roles that Council needs to lead, particularly in relation to improving the township's pedestrian and transport opportunities. The most significant is improvement to bus services from, and to, Balnarring and the region.

There are also a number of public realm initiatives that are required to improve the amenity of the township and address a number of access, connectivity and safety issues including streetscape master planning, tree planting and improved crossings. These are subject to investment by Council.

In the Town Centre Precinct, there are a range of capital works improvements that Council and State Government Agencies can make to the pedestrian and cycling environment to strengthen links throughout the precinct and to the Residential Area Precinct. Council should also facilitate and improve existing public focal points and a new pedestrian and intersection treatments around the Five-Ways intersection in the Town Centre Precinct and the intersections of Warrawee and Frankston-Flinders Road and Warrawee and Balnarring Roads.

Audits should be prepared by Council for parks in the Town Centre and Residential Area Precincts to improve their integration, amenity, safety, environment and utility. Council will continue to Implement the Balnarring Civic Court Long Term Master Plan 2015 (budget permitting) to provide improved public facilities, access and linkages between existing community facilities in the township. The creation of an off-leash dog area in a reserve in, or close to, the township will be investigated that does not conflict with other recreational uses such as conservation, passive recreation and children's play spaces.

Statutory and non-statutory initiatives are outlined in more detail in the Implementation Plan in **Table 1** along with recommendations on timing, partners and priority.



Table 1: Implementation Table

Action	Timing / Commenced	Duration	Lead Agency / Responsibility	Involved	Stakeholder/ Community Engagement	Estim. New Cost (\$)	Priority	
A1	Council will encourage some limited forms of housing and mixed use development within the town centre as shown for Precinct 1 to deliver more diverse housing opportunities and provide for the needs of an ageing population.	2020	Ongoing	Council	DELWP	Yes	-	Medium
A2	The Plan will provide for new, well designed and integrated mixed-use residential, , community and commercial development in the town centre, including the commercial area east of Stumpy Gully Road, as shown in Figure 9 for Precinct 1.	2019	Ongoing	Council	Traders	Yes	-	Low-Medium
A3	Council will develop a streetscape masterplan for the town centre precinct identifying projects to be undertaken over the coming years to enhance amenity and improve the quality of the public realm.	2020-2022	18-36 months	Council	Traders	Yes	80K - 150K	Medium
A4	Council will undertake an audit of street lighting in the town centre to identify opportunities to enhance pedestrian movements.	2020-2022	12-24 months	Council	Traders	Yes	30K	Medium
A5	Council will work with local businesses to promote their economic activities through clustering, promotion and a business support program.	2019	Ongoing	Council	Traders	Yes	-	Low
A6	Council will collaborate with traders on public realm upgrades and the need for coordination of urban design themes and styles which better integrates public and private land in commercial areas.	2020	Ongoing	Council	Traders	Yes	-	Medium
A7	Council will investigate the need for additional community facilities, including youth facilities, to meet community needs within the township or in adjacent areas.	2020-2021	Ongoing	Council	Community Groups	Yes	50K - 100K	Medium
A8	Council will continue to implement the recommendations of the <i>Balnarring Civic Court Long Term Master Plan 2015</i> as budget permits.	2020-2024	18-60 months	Council	Traders, Community Groups	Yes	250K - 500K	High
A9	Council will advocate to the Victorian Government for additional public transport options connecting Balnarring with surrounding townships to improve access to community and support services for people in and around Balnarring.	2019-2022	Ongoing	Council	DoT/PTV	-	-	High
A10	Council will adopt the <i>Neighbourhood Character Study & Guidelines</i> (currently under preparation) to prepare further guidance on the built form character requirements for residential areas of the township.	2019-2023	12-36 months	Council	DELWP	Yes	-	High
A11	Council will continue the staged implementation of the adopted <i>Balnarring Civic Court Reserve Long Term Master Plan 2015</i> as budget permits.	2020-2023	24-48 months	Council	Traders, Community Groups	Yes	250K - 500K	High
A12	Council will plant additional trees within the balance of parks and open spaces to improve amenity and micro-climate by developing a planting masterplan.	2020-2022	18-36 months	Council	-	Yes	25K - 50K	High
A13	Council will investigate the creation of an interpretive Heritage Walk which enhances the existing Balnarring 'Junction Walk' through a series of improved, and direct path connections with interpretive signage elements in conjunction with the Balnarring Historical Society, providing pedestrian and cycling links from Merricks General Store and Bittern to Balnarring.	2019-2022	1-36 months	Council	Community Groups	Yes	25K - 50K	High



Table 1: Implementation Table - continued

Action	Timing / Commenced	Duration	Lead Agency / Responsibility	Involved	Stakeholder/ Community Engagement	Estim. New Cost (\$)	Priority	
A14	Council will investigate the creation of an off-leash dog area in a reserve in, or close to, the township that does not conflict with other recreational uses.	2019-2022	12-36 months	Council	Community Groups	Yes	10K - 20K	Medium
A15	Council will advocate to the Victorian Government for improvements to the bus services including: a) Additional services on Route 782 from Balnarring to Flinders. b) A new route from Balnarring to Rosebud via Main Ridge (that connects at Balnarring to every service on Route 782).	2020-2023	12-48 months	Council	DoT/PTV	Yes	-	High
A16	Council will work with Public Transport Victoria (PTV) to provide DDA compliant bus stops along Route 782 including a new bus stop on Frankston-Flinders Road at Westport Road, Balnarring.	2020-2023	12-48 months	Council	DoT/PTV	Yes	-	High
A17	Council will work with VicRoads to reduce vehicle speeds on Frankston-Flinders Road to improve pedestrian priority, amenity and safety.	2019-2023	12-48 months	Council	VicRoads	Yes	200K	High
A18	Council will advocate and work with VicRoads to redesign the Five-Ways intersection, improving vehicle, pedestrian and cyclist safety, parking, access and connectivity.	2019-2023	12-48 months	Council	VicRoads	Yes	1M - 1.5 M	High
A19	Council will advocate to VicRoads and the Victorian Government to prioritise improvements to pedestrian and cycling priority, safety and greater opportunities to move within the township particularly along and across Frankston-Flinders Road as identified in Figure 6.	2020-2023	12-48 months	Council	DoT/PTV, VicRoads	Yes	-	High
A20	Council will investigate closing access to Stumpy Gully Road from Frankston-Flinders Road (providing access via the service lanes if necessary).	2020-2022	12-36 months	Council	VicRoads	Yes	200K	High
A21	Council will investigate the redesign of the loop road and pedestrian crossings along Civic Court at Balnarring Primary School to improve access and safety.	2020-2022	12-36 months	Council	-	Yes	200 - 500K	High
A22	Council will advocate and work with VicRoads to provide an overflow and large vehicle parking location with a caravan "dump point" around the Five-Ways intersection.	2019-2023	12-48 months	Council	VicRoads	Yes	150K	Medium
A23	Council will advocate and work with VicRoads to redesign the intersections of Warrawee and Frankston-Flinders Roads and Warrawee and Balnarring Roads, improving vehicle, pedestrian and cyclist safety, parking, access and connectivity.	2019-2023	Ongoing	Council	VicRoads	Yes	500K - 1M	High
A24	Council will investigate further parking response for commercial zones located within Balnarring Township.	2020-2021	12-24 months	Council	Traders	Yes	-	Medium
A25	Council will work with VicRoads to construct new or improved pedestrian crossings at six locations in the township (in priority order): a) 3039 Frankston-Flinders Road (at the Community Hall). b) 19 Balnarring Road (opposite Russell Street). c) 3057 Frankston-Flinders Road (opposite Russell Street) d) 1 Balnarring Road (connecting to St Marks). e) 2994 Frankston-Flinders Road (opposite CFA). f) Balnarring Recreation Reserve.	2020-2023	1-48 months	Council	VicRoads	Yes	900K	High

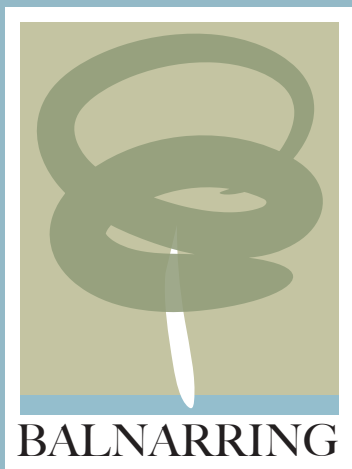


11 Monitoring and Review

Mornington Peninsula Shire Council will provide a progress report on the implementation of the Somerville Township Structure Plan every two years, commencing from when the Structure Plan is approved. This process will enable Council to measure progress, to ensure an appropriate application of resources, and to ensure the delivery of key priority projects. The Council will use the two yearly progress report to adjust the implementation program to ensure that the Structure Plan is achieving the vision.

The Structure Plan review cycle is every four years, to ensure that it remains relevant and consistent with Council's strategic policies, MSS (or Municipal Planning Strategy) and the Council Plan, and to identify any changes required to respond to new trends, policies or changing circumstances. A review of the Structure Plan should commence four years prior to the expiry of the Plan and will enable Council to prepare for the subsequent Structure Plan period.





Balnarring Township Structure Plan
Mornington Peninsula Shire Council
19 August 2019